



**California Traffic Control Devices Committee (CTCDC)
Agenda Item Report**



Meeting Date: August 1, 2024 Item Number: 24-06	From: Hanh-Dung Khuu, Caltrans District 11
Sponsored By: Kevin Murai, Caltrans	Presented By: Hanh-Dung Khuu, Caltrans District 11
Description: Revision to California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 3H.01, paragraph 12 to allow the color of permanent channelizers to match the related pavement marking color.	

Recommendation:

Motion by committee to recommend inclusion of the proposed revision to CA MUTCD Section 3H.01 Channelizing Devices, to allow the color of permanent channelizers to match the color of pavement markings that they supplement.

Agency Making Request/Sponsor:

Hanh-Dung Khuu, Caltrans District 11 / Kevin Murai, Caltrans

Background:

The 11th edition of the national MUTCD requires channelizing devices used outside of temporary traffic control zones to match the color of the pavement marking that they supplement or for which they are substituted. That standard has been crossed out in the CA MUTCD, and replaced with a standard requiring permanent channelizer posts to be white. We could not find a CVC justification or reason for this change. The proposed revision restores the national MUTCD allowance for the color of permanent channelizers to match the color of the pavement markings that they supplement.

Attachments:

Attachment A – Proposed changes to CA MUTCD Section 3H.01 (of CA MUTCD 2014, Revision 8)



ATTACHMENT A

Attachment A – Proposed changes to Section 3H.01 (of CA MUTCD 2014, Revision 8)

Proposal:

Note:

Black text is consistent with the Federal MUTCD.

Blue text is current text as amended for use in California.

~~Struck-out red~~ text is to be deleted from the CA MUTCD.

Red text is newly proposed text.

Modify Section 3H.01 as shown:

Section 3H.01 Channelizing Devices

Option:

01 Channelizing devices, as described in Sections 6F.63 through 6F.73, and 6F.75, and as shown in Figure 6F-7, such as cones, tubular markers, vertical panels, drums, lane separators, and raised islands, may be used for general traffic control purposes such as adding emphasis to reversible lane delineation, channelizing lines, or islands. Channelizing devices may also be used along a center line to preclude turns or along lane lines to preclude lane changing, as determined by engineering judgment.

Standard:

~~02 Except for color, the design of channelizing devices, including but not limited to retroreflectivity, minimum dimensions, and mounting height, shall comply with the provisions of Chapter 6F.~~

~~03 The color of channelizing devices used outside of temporary traffic control zones shall be either orange or the same color as the pavement marking that they supplement, or for which they are substituted.~~

~~04 For nighttime use, channelizing devices shall be retroreflective (as described in Part 6) or internally illuminated. On channelizing devices used outside of temporary traffic control zones, retroreflective sheeting or bands shall be white if the devices separate traffic flows in the same direction and shall be yellow if the devices separate traffic flows in the opposite direction or are placed along the left hand edge line of a one-way roadway or ramp.~~

Support:

04a In California, cones are used for temporary traffic control, not as permanent channelizing devices.

Guidance:

05 Channelizing devices should be kept clean and bright to maximize target value.

Support:

06 Channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Unlike delineators, which indicate the roadway alignment, channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation.

Option:

07 Channelizers may be used for additional emphasis to discourage median crossings at traffic islands and at lane separations.

Standard:

08 The design of a channelizer shall be as shown in Figure 3H-101(CA) and Figure 6F-102(CA).



California Traffic Control Devices Committee (CTCDC)
Agenda Item Report



09 The retroreflective unit used on channelizers shall be a minimum of 3 x 12 inch. The 3 x 24 inch minimum retroreflective unit shall be visible at 1000 feet at night under illumination of legal high beam headlights, by persons with vision of or corrected to 20/20. Refer to Caltrans' Standard Specifications Section 12-3.07. See Section 1A.11 for information regarding this publication.

10 The post shall be flexible with a 2 ¼ inch minimum width, except that the portion containing the retroreflective unit shall be a minimum width of 3 inch. The post shall be a minimum height of 36 inch above the pavement.

11 Channelizer posts used for temporary traffic control shall be orange with white reflectors. See Section 6F.101(CA).

12 If the channelizers are to remain in place as a permanent roadway feature, the **color of the post shall be white and the color of the reflector shall conform to that of the pavement markings** ~~it~~they supplements with the following exceptions:

A. Retroreflective units used in narrow bridge shoulder tapers shall be yellow as shown in Figure 3F-104(CA).

B. Retroreflective units shall be white when used in construction and maintenance zones (posts shall be orange). See Section 6F.101(CA).