

**The next meeting date will be Wednesday, March 9, at the
Mn/DOT Waters Edge Office, Conference Room 176 from 12:30pm to 3:00pm.**

**MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
FEBRUARY 24, 2011
WATERS EDGE**

Attendees:

Janelle Anderson
Marc Culver
Rob Egge
Joe Gustafson
Heather Lott
Ken Schroepfer
Will Stein

Explained Absence:

Dharam Bobra
George Calebaugh
Tim Chalupnik
Howard Preston
Mike Weiss

Unexplained Absence:

Jeff Miller
Paul St. Martin
Mark Sehr



Guests:

Ken Johnson
Marv Sohlo
Sue Zarling

cc:

Susan Groth
Kristi Sebastian

Meeting started at 12:35 PM

Announcements

Marv Sohlo announced that an update is available on line for the Mn/DOT Standard Signs Manual and the Sign Summary.

Ken Schroepfer read a letter from George Calebaugh informing everyone that he had been laid off from SEH Consultants. He was unsure of where that left him with respect to his membership on this Committee. Those present discussed it. Because there is nothing in the membership requirements, they requested that Ken contact George and leave the decision up to him whether he wishes to remain a member.

Business from the Floor

None

Correction to the Minutes

None

Old Business

1. FHWA Update

Will Stein report on the following items:

- a. Section 2A.6, 4th Standard, 4th sentence states “When used to represent a college or university, the pictograph shall be the official seal adopted by the institution.” Metro District had requested an exception to the word “seal” because the Univ. of Minnesota has stated that they used of the official seal is limited to official documents (i.e. official letters, diplomas, etc.). The FHWA has refused to change the interpretation of this sentence.

- b. A request for interpretation from Washington County regarding the use of a RIGHT LANE ENDS sign on a multi-lane roadway with at-grade intersections. In this particular situation, the lane will drop at an intersection. However, there are multiple driveways and entrances prior to the intersection. The FHWA replied that this sign shall be used on expressways and freeways. See attachment 1.

2. Requests for Experimentation

Janelle Anderson noted that there was nothing new to report at this time.

3. Minnesota MUTCD 2011 edition, Chapter 6H – Speed Limits in TTC Zones

Marv Sohlo discussed the difference between the FHWA and the MN MUTCD with respect to Chapters 6H, 6I, 6J and 6K.

Minnesota will include the following chapters in Part 6:

- a. Chapter 6H – Speed Limits in TTC Zones
- b. Chapter 6I – Control of Traffic Through Traffic Incident Management Areas
- c. Chapter 6J – Long Term TTC Zone Layouts
- d. Chapter 6K – Short Term TTC Layouts (*the Field Manual*)

Within Chapter 6H, there are no changes except for the removal of sign measurements and the color of the FINES DOUBLE sign (R2-X8P) which will be made black and white. See attachment 2.

It was suggested that an additional section be added to this chapter. It would be titled Section 6-5 Guidelines for Work Zone Speed Limits.

Marv will prepare a short, Support paragraph to be included in this section. It will mention the existence of the document “Guidelines for Work Zone Speed Limits”, and how to use it.

4. Minnesota MUTCD 2011 edition, Chapter 6I – TTC Through Incident Management Areas

Marv discussed the FHWA changes to this chapter. He noted that there were no substantial changes in the FHWA MUTCD from 2003 to 2009. See attachment 3.

5. Minnesota MUTCD 2011 edition, Chapter 6J – Long Term Traffic Control Layouts

Marv reviewed the proposed changes to Chapter 6J. See attachment 4.

There were minor changes which Ken will implement.

Marv noted that it was previously agreed that the long term layout for Work Zone Speed Limits be removed from Chapter 6J and in Chapter 6H, a reference be added to the document “Guidelines for Work Zone Speed Limits.”

It was agreed that Layouts 6J-22 and 6J-23 will be removed .

6. Minnesota MUTCD 2011 edition, Chapter 6F – Long Term Traffic Control Layouts

Ken Johnson revisited Section 6F.85-Temporary Traffic Barriers, second Guidance. The minutes from the January 3, 2011 meeting stated that Ken Johnson and Ted Ulven would meet with the Mn/DOT Design Standard staff and discuss the placement of concrete barriers with respect to curbing and medians.

Ken J. recommends that the following text be included in Section 6F.85 as the second guidance:

Since the barrier itself is a hazard, the use of it should be toward the overall safety benefit.

Excessive/acute tapers and pronounced turns/corners should be avoided. Tapers should be made as smooth as possible.

Sufficient area should be maintained behind the barrier to allow for deflection.

Barriers should not typically be butted up to, or mounted on top of curbs or medians. Placing barriers across a curb section should be avoided.

Temporary traffic barriers should be anchored in any location that does not allow adequate area for deflection.

All present agreed.

New Business

1. TEO Signing Committee

There was no report to be made.

The meeting was adjourned at 2:55 PM.

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