

The next meeting date will be Wednesday, February 24, at the Mn/DOT Waters Edge Office, Conference Room 176 from 12:30pm to 3:00pm.

**MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
FEBRUARY 9, 2011
WATERS EDGE**

Attendees:

Janelle Anderson
George Calebaugh
Joe Gustafson
Howard Preston
Ken Schroepfer
Will Stein

Explained Absence:

Dharam Bobra
Heather Lott
Paul St. Martin
Mike Weiss

Unexplained Absence:

Tim Chalupnik
Marc Culver
Rob Egge
Jeff Miller
Mark Sehr



Guests:

Cathy Huebsch
Sue Zarling

cc:

Susan Groth
Kristi Sebastian

Meeting started at 12:40 PM

Announcements

None

Business from the Floor

None

Correction to the Minutes

None

Old Business

1. FHWA Update

There wa nothing to report at this time

2. Requests for Experimentation

Janelle Anderson provided a spreadsheet listing all of the Requests for Interpretation. See attachment 1

In addition, St. Louis County submitted a Request to Experiment. See attachment 2. The FHWA has responded with several comments/suggestions on the Request. They suggest that convergent chevron pavement markings and narrower lane mot be done at the same time. If this is done, better data will result.

3. Minnesota MUTCD 2011 edition, Chapter 4 – Traffic Signals

Sue Zarling presented the proposed changes to Chapter 4. See attachment 3.

- a. Section 4C.6-Warrant 5, School Crossing, first Guidance, item B, first sentence (page 26) – it was noted that the word “be” had been left out near the end of the sentence. The end of the sentence should read:

“ and should be pedestrian actuated.”

- b. Section 4D.4-Meaning of Vehicular Signal Indications, first Guidance, third paragraph, second sentence (page 37) the sentence as shown contains the word “may” and need to be changed to a “should” so that it can be listed as a Guidance statement.

- c. Section 4D.5-Application of Steady Signal Indications, first Standard, item B, sub-item 4 (page 48) – there was quite a bit of discussion regarding the second and third listed conditions (b and c). It was agreed that they should both be removed. This will leave only one condition. Sub-item 4 is reworded as follows:

“4. Shall not be displayed to an approach from which drivers are turning left permissively or making a U-turn to the left permissively unless a steady CIRCULAR YELLOW signal indication is also simultaneously being displayed to the opposing approach.

Those present approved all of the FHWA changes and the task force recommendations and the changes to them as discussed above.

New Business

1. TEO Signing Committee

There was no report to be made.

The meeting was adjourned at 3:05 PM.

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