

The next meeting date will be Wednesday, March 19, at the MnDOT Waters Edge Office, Conference Room 176 from 12:30pm to 3:00pm.

**MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
FEBRUARY 12, 2014
WATERS EDGE**

Members				Guests			
Janelle Anderson	X	Jeff Miller					
Heather Lott	X	Paul St. Martin					
Vacant (OTST STD)		Tim Plath	X				
Tiffany Dagon	X	Tim Chalupnik					
Vacant (District)		Howard Preston					
Will Stein	X	Tom Sohrweide	X				
Jon Krieg	X						
Joe Gustafson	X						
Mark Sehr	X						

Explained Absence:

Rob Ege
Tim Chalupnik

Unexplained Absence:

Jeff Miller
Paul St. Martin
Howard Preston

cc:

Susan Groth
Kristi Sebastian

Meeting started at 12:30 PM

Announcements

None

Business from the Floor

None

Correction to the Minutes

None

Old Business

1. FHWA Update

None

2. Requests for Experimentation, Conditional Use and Interpretation

Janelle Anderson announced that the City of Edina wants to continue to use Advisory Bike Lanes and wants to extend their RTE for them in the same location. A final letter has not yet been received from the City to submit to the FHWA.

3. Motorcycle Road Guard

No Update

4. WHEN FLASHING Plaque

No Update

5. Bridge Weight Limit Sign for Timber Haulers

Heather Lott noted there has been some confusion in the use and application of the R12-5a Bridge Weight Limit sign. This sign is to be used when only the single unit truck (SHV) needs posting. When a bridge load rating is controlled by SHVs, the typical posting sign (R12-5) creates a problem with unregulated permit timber trucks from the “Timber Haulers Bill”. The timber trucks are associated with the two combinations vehicles, represented by the M3S2 and M3S3 posting sign figures. Our current MnDOT posting guidelines require that if the SHV governs the load rating and requires posting, then M 3S2 and M 3S3 will automatically be set at 40 tons maximum. This means that timber trucks are not allowed to cross the bridge, even though the rating for timber trucks may show it’s okay. With the new single unit posting sign (R12-5a), this will give the bridge owner an option to just post the bridge for the single unit truck.

Heather brought it up at the TEO Sign Committee meeting and there was not consensus on its use. They suggested EXEMPT plaques to be placed with the R12-5 sign. When brought up with the MCUTCD committee, they disagreed.

ACTION: Heather will contact the Bridge Office and the State Aid Bridge Engineer to discuss the issue and report back to the MCUTCD and TEO Signing Committees.

In researching this issue, there is a MN only paragraph in Sec. 2B.59 Standard that says: “If used, the Bridge Weight Limit sign (R12-5) shall be installed on or immediately in advance of bridges or bridge structures where it is necessary to limit the load permitted on that structure. The proper weights to display on the sign shall be based on an engineering study.” This is a reference to the WEIGHT LIMIT sign, not the BRIDGE WEIGHT LIMIT Assembly in 2B.59.1 This Standard is covered in the STANDARD in 2B.59.1.

ACTION: MCUTCD agreed to remove the MN paragraph under the STANDARD in 2B.59.

Permit Weight Limit sign (R12-X11) is also missing language in the MN MUTCD on its use.

New Business

1. MUTCD Vision/Strategic Plan

The final MUTCD Vision and Strategic plan was adopted by the National Committee on Uniform Traffic Control Devices in January. Sue Groth was at that meeting. They approved the 4 levels of mandate: Standard (Must), Requirement (Shall), Guidance – now Recommendation (Should) and Option (May). There was discussion on the advantages and disadvantages of having two levels of “standard”.

ACTION: Ask Sue Groth to attend a future meeting to discuss the National Committee meeting.

2. TEO Signing Committee/TEO Executive Committee

Heather stated that there was a Horizontal Alignment Signs task force formed at the TEO Sign Committee. There is also an LED Stop Sign Policy that is being reviewed.

3. New District Member

Janelle reported that she was contacted by Rob Ege from D-1 and he has taken a mobility and will no longer be able to serve on the MCUTCD. A note was sent out to all outstate District

Traffic Engineers for volunteers. There has been no response as of 2-14-14.

4. **Bike Manual Re-Write**

Janelle reported that the MnDOT Bike unit is re-writing the Bike Manual. If anyone from the MCUTCD is interested in being on the PAC, they can contact Melissa Barnes. Otherwise Melissa will represent the committee as she is quite familiar with the MN MUTCD. The MCUTCD did request that when there is a draft of the manual that Melissa could bring it to the Committee and report on the highlights.

Round Robin:

Janelle brought up that D7 is looking to enhance the conspicuity of the ROAD CLOSED signs at gates where they close I-90 during snowstorms. D7 is looking at using a supplemental black on fluorescent yellow sign in addition to the regular black on white sign to “pop out” in a snow storm. The committee noted that isn’t an allowable color for that regulatory sign. Some other suggestions were discussed including:

- using Fluorescent orange as this color is allowed for temporary traffic control.
- using white on red as red is allowed for prohibitions. However it probably would be very hard to read.
- using a fluorescent yellow plaque above the sign, but that could be a weight and/or wind loading issue on the gate.
- using LEDs (white) on the black on white or (white, yellow, or orange) on the black on fluorescent orange signs.
- If they still wanted to use the fluorescent yellow background, they could do a Request to Experiment.

ACTION: Janelle to contact D7 with the suggestions. Will Stein will also contact Iowa as they have done some similar treatments on I-35 for closures due to weather.

The meeting was adjourned at 2:30 PM.

Next Meeting

The next meeting date will be Wednesday, March 19, at the MnDOT Waters Edge Office, Conference Room 176 from 12:30pm to 3:00pm.