

Signs should be installed downstream of all entrance ramps. If sign spacing criteria cannot be met due to high sign density in urban areas, the Minimum Speed Limit sign should be placed at the first available location. The next smaller sign size may be used where proper lateral clearances cannot be achieved.

2. Rural interstates

On rural interstates located outside the limits of urbanized areas (population greater than 50,000 as defined by the Commissioner) the R2-4b Minimum Speed Limit sign shall be used. The speed limit shall be 70 mph. The spacing between signs should not exceed ten miles. Signs should be installed downstream of all entrance ramps.

Comment [HL138]: KEEP shall; MS 169.14 states minimum speed shall be effective when such signs are erected.
Comment [HL139]: KEEP shall; MS 169.14 Subd 2

3. Urban interstates

On urban interstates the R2-4b Minimum Speed Limit sign shall be used. The speed limit shall not exceed 70 mph. A Speed Limit (R2-1) sign may be used if a traffic investigation determines that a minimum speed limit is not required.

Comment [HL140]: KEEP shall; MS 169.14 states minimum speed shall be effective when such signs are erected.
Comment [HL141]: REMOVE shall; remove whole sentence. MS 169.14 states 65 for urban area interstates.

6-5.13.03 Dynamic Speed Display Signs

Dynamic Speed Display Signs may be installed on trunk highways in accordance with MnDOT Tech Memo 13-01-T-01.

Comment [HL142]: Determined to keep as a Tech Memo (expires 2018) until a later date due to cross functionality.

6-5.14 TRUCK ROUTE (R14-1)

Based on MSA 169.87, Subd. 1e, when a local authority petitions MnDOT to establish a truck route for travel into, through, or out of the territory under its jurisdiction, MnDOT shall investigate the matter. If the request is approved, MnDOT may designate certain highways under MnDOT's jurisdiction as "truck routes" and may restrict truck travel to those routes when signs are erected. However, except under conditions stated in MSA 169.87, MnDOT is not authorized to prohibit truck travel on Trunk Highways. The designation of a truck route is based on the design of the roadway, the type and mass of trucks using the facility, load carried, and the weather conditions. Signs may be installed in accordance with MN MUTCD 2B.61.

Comment [HL143]: Remove language. MN MUTCD should be followed.
Comment [HL144]: Remain consistent with TEM. From web, looks like it would be MINN. STAT. XXX.XX or MINN. STAT. ANN. XXX.XXX.
Comment [HL145]: KEEP shall; MS 169.87, 1e

Comment [HL146]: Moved from Chapter 2, added language about MN MUTCD section 2B.61

6-5.15 TRUCK STOPPING LANE (R4-X4) at Railroad Crossings

See Figure 6.XX for typical sign placement approaching railroad crossings with truck stopping lanes. Install the TRUCK STOPPING LANE sign adjacent to the truck stopping lane taper area.

Comment [HL147]: ADD Language as shown for Truck Stopping Lanes. TEO Committee agreed to move figure 7.14 of the 2008 TEM to the Signing Chapter to show the Truck Lane Stopping sign placement. This is wording to supplement the Figure being added.

6-5.15 Two-Way Snowmobile Trail Signing

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