

# NCITE Geometric Design Committee

## Meeting Minutes

### February 28, 2007

#### Attendees

Joe Gustafson	Scott County
Mike Weiss	MNDOT
Bill Klingbeil	HR Green
David Juliff	SRF
Paul Zager	HZ United

#### I. Roundabout Signing and Pavement markings

- A. The group reviewed the minutes from the last meeting. No changes were made upon review.
- B. The next step will be to look at different types of roundabouts (i.e. urban, rural, high speed/low speed approach, single lane/multilane) and discuss specific signing for each.
- C. Mike Weiss gave the group an overview Mn/DOT's upcoming standards. The group discussed the comparison between NCITE's recommendations and Mn/DOT's standards.
  - 1. Mn/DOT will place exit signs in boulevard, but not perpendicular to the road. This will improve the angle of the sign so vehicles can more easily see it.
- D. Signing on central island of roundabout
  - 1. The committee recommended using a one-way sign mounted on top of a roundabout directional chevron (black on yellow) at each approach to the roundabout.
  - 2. If the national MUTCD goes to the white on black directional chevron, then the committee would recommend using only the chevron and not the chevron/one way combination. The reason for this is that the white on black is regulatory and there would then be no need for an additional regulatory one-way sign.
  - 3. Sign height – The committee recommends placing the chevrons at a height of 4 ft and mounting the one-way sign directly on top of the chevrons. The 4 ft height will allow the headlights of approaching vehicles to illuminate the sign, which is critical at high-speed approaches.

If chevrons are not used, then the committee recommends lowering the one-way sign to 4 ft. Since parking is not allowed at a roundabout, there is no need for the standard 7 ft height. As previously stated, the 4 ft height will allow the headlights of approaching vehicles to illuminate the sign.

E. Exit signing

1. The committee strongly recommends placing the exit signs on the deflection/splitter islands.

This is the only location where both circulating and approaching vehicles can see the signs far enough in advance to react to them. The operations of a roundabout require that motorists primarily look straight ahead or to their left. The current practice in MN of placing the exit sign in the boulevard forces motorists to look to their right, which is counter-intuitive while turning left in the roundabout or looking to the left for circulating vehicles while entering the roundabout.

F. Sign interval for advanced signing

1. The committee believes the current advanced signing guidelines space signs too far apart and that spacing should be a function of design speed.

More detailed discussion of this matter will occur at future meetings.

G. Next steps

1. The committee will look closer into advanced signing intervals.
2. Determine which signs ITE recommend.
3. Write a paper summarizing ITE's recommendations.

**II. Channelized and Free Right Turn Design**

- A. The roundabout discussions took most of the allotted time for the meeting and the topic will be moved to the agenda for next month's meeting.