



MINNESOTA DEPARTMENT OF TRANSPORTATION
Engineering Services Division
Technical Memorandum No. 03-13-T-04
May 29, 2003

To: Distribution: 57, 612, 618 and 650

From: Douglas H. Differt
Deputy Commissioner/Chief Engineer

Subject: Removal of Overhead Red/Yellow Intersection Control Beacons

Expiration

This is a new technical memorandum and will remain in effect until May 29, 2008, unless superseded before that date or incorporated into either the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) or the Minnesota Traffic Engineering Manual.

Implementation

This policy shall be implemented immediately.

Introduction

The purpose of this technical memorandum is to remove overhead red/yellow intersection control beacons on the State trunk highway system.

Purpose

Overhead red/yellow intersection control beacons are signals mounted overhead at an intersection that flash a circular red indication for the minor street and a circular yellow indication for the through highway. They are installed to draw attention to the STOP signs on the minor approaches and to the presence of the intersection on the major roadway. These are described in the MN MUTCD in Section 4L.2A. They are installed pursuant to warrants and justification found in Chapter 9 of the Minnesota Traffic Engineering Manual.

Motorists approaching overhead intersection control beacons can see that all approaches of traffic have an indication, but cannot see the color of the indications for the other approach directions. A motorist on the minor street approaching an intersection with 2-way STOP sign control might assume that all approaches have red indications and must stop. In consequence, he/she might proceed into the path of a vehicle which will not stop.

Policy

Because of the possibility of confusion with an all-way stop condition, Mn/DOT shall no longer install overhead red/yellow intersection control beacons on the state trunk highway system (including T-intersections). Also, the districts shall remove existing overhead red/yellow intersection control beacons by December 31, 2010.

The districts will determine whether to simply remove the intersection control beacon or to replace the removed overhead beacon with pedestal-mounted Stop Beacons (MN MUTCD 4L.5) and/or Intersection Ahead Signs (W2 series signs) with or without pedestal-mounted Warning Beacons (MN MUTCD, 4L.3).

For new installations of flashing beacons for 2-way stop conditions, pedestal-mounted beacons shall be used.

A sample [of the optional Stop Beacon and Warning Beacon installations](#) is attached to this memorandum.

Scope

The policy contained in this technical memorandum applies to Mn/DOT roadways. However, local road authorities are encouraged to adopt a similar policy.

This policy does not apply to Overhead All-Red Flashing Intersection Control Beacons (red for all approaches) (MN MUTCD, 4L.2B), nor to pedestal mounted flashing beacons. The policy does not change the warrants or justification for installing flashing beacons.

Questions

Questions regarding the content of this Technical Memorandum may be directed to Ray Starr, Traffic Electrical Systems Engineer at (651) 284-3434 or Jerry Kotzenmacher, State Signal Specialist at (651) 284-3435.

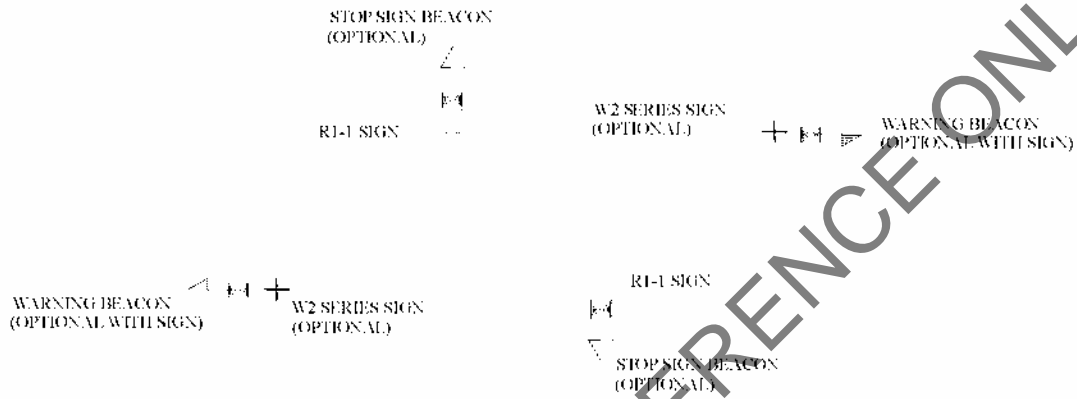
Any questions regarding the publication or distribution of this technical memorandum should be referred to Mohammad Dehdashti, Design Standards Engineer (651) 296-4859, or the Design Standards Technical Memorandum Staff at (651) 296-2381. All active and a list of historical Technical Memoranda can be viewed at <http://www.dot.state.mn.us/tecsup/tmemo/index.html>.

Attachments: [Sample: Optional Stop Beacon and Warning Beacon Installations](#)

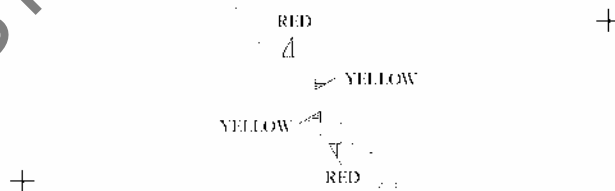
FOR HISTORICAL REFERENCE ONLY

Sample: Optional Stop Beacon and Warning Beacon Installations

SAMPLE PEDESTAL MOUNTED OPTIONS



RED/YELLOW OVERHEAD INTERSECTION CONTROL BEACON TO BE REMOVED



FOR HISTORICAL REFERENCE ONLY
