

MEETING MINUTES  
NCITE January Section Meeting  
Thursday, January 28, 2016; 11:30 AM– 1:30 PM



Location: University of Minnesota Coffman Memorial Union (Mississippi Room)

**1. Call Meeting to Order**

Joe called the meeting to order at 12:25 pm. A buffet style lunch preceded the business meeting.

**2. Introductions**

All attendees introduced themselves, stated their employer, NCITE involvement, and answered the question posed: “When you started college, did you know you wanted to be a traffic engineer?” The total attendee count was 69. The breakdown is as follows:

- 54 in-person attendees
- 5 online attendees
- 10 ITSO attendees

**3. Announcements**

Joe made the following announcements:

- Joe announced the student intern scholarship winners and presented checks to the two winners present:
  - Stephen Johnson (check & certificate will be mailed by Kevin Petersen)
  - Sarah Sularz (present)
  - Jacqueline Nowak (present)
- The MWITE annual meeting is in Chicago, Illinois June 26-28, 2016. Abstracts are due by February 15.
- The ITE Annual Meeting is in Anaheim, California August 14-20. The abstract deadline has passed.
- NCITE is working with WTS to plan a professional ethics seminar sometime in March. The exact date is still being worked out.
- The February section meeting will be at Jax Café. The exact date is still being worked out.

**4. Technical Presentation**

Max introduced Gilbert Chiewicki from Advanced Transportation Solutions, a division of American Consulting, to discuss Displaced Left Turn intersections.

- Displaced Left Turn (DLT) intersections are also referred to as Continuous Flow intersections (CFI). At these intersections, left turn movements are relocated to the far side of the opposing roadway via interconnected signalized crossovers in advance of the main intersection.
- These intersections can operate in a 4-leg and a 3-leg (“tee”) configuration.
- Mexico has the most DLT intersections in the world. In the US, Utah is a leader with over a dozen.

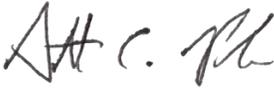
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- A 4-legged DLT intersection has 30 conflict points. A traditional 4-legged intersection has 32 conflict points.
- Pedestrian signal phases at DLT intersections require longer signal cycle lengths.
- Bicycles can be accommodated at DLT intersections with bicycle boxes in the corners of the main intersection.
- The distance between the main intersection and crossover is generally 300-500 feet.
- Advance left-turn signing is needed upstream of the crossover intersection.
- Angled signal indications are recommended at the crossover intersections.
- Staggered stop bars are recommended at DLT intersections.
- DLT intersections cost more than traditional at-grade intersections but are substantially lower in cost compared to grade separated intersections. Recent DLT intersections in Utah have cost approximately \$3 million to construct.

5. **Adjournment**

Max thanked the speaker and adjourned the business meeting at 1:35 PM

Respectfully submitted,



Scott Poska  
2016 NCITE Secretary

Date: February 11, 2016