

NCUTCD Regulatory/Warning Signs Report

By David Woosley, IMSA Representative to NCUTCD Right of Way and Signs Committee

At the National Committee for Uniform Traffic Control Devices meeting January 17-19, 2007, in Arlington, VA, the Committee recommended a number of changes to the regulatory and warning signs sections of the *Manual on Uniform Traffic Control Devices* (MUTCD):

Mounting Height of Wrong Way signing at Freeway and Expressway Entrance Ramps

It was recommended that Section 2A.18 Mounting Height, be changed by adding the following sentence as an OPTION: The mounting height of DO NOT ENTER (R5-1) or WRONG WAY (R5-1a) signs located along the exit ramp or one way roadway away from the crossroad at freeway and expressway exit ramps may be reduced to a minimum of 0.9m (3 ft) measured from the bottom of the sign to the near edge of the pavement where there are no parked cars, pedestrian activity or other obstructions such as snow or vegetation.

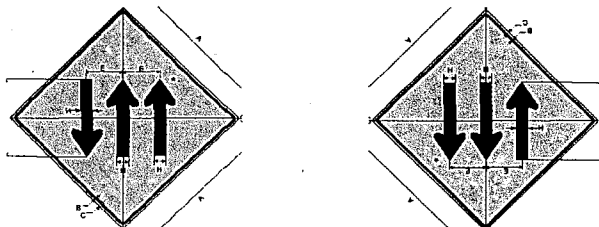
Warning Signs, Two-way Traffic on a Three Lane Road

It was recommended that a new sign be added to Section 2C:

Section 2C.XX Two-way Traffic on a Three Lane Roadway (W6-X) sign

Option: The Two-way Traffic on a Three Lane Roadway (W6-Xa and W6-Xb) signs may be installed along three lane roadways with two lanes in one direction and one in the opposing direction.

Standard: The W6-X sign shall match the lane configuration of the roadway.



Other Messages on Back of STOP signs

It was recommended that Section 2B.10 STOP Sign or YIELD Sign Placement, be changed by adding the following text:

Standard: Other than retroreflective strips on the posts (see Section 2A.21), only official traffic control signs, sign installation date, inventory or anti-vandalism stickers or bar codes, shall be mounted on the front or back of STOP or YIELD signs, or on their supports.

Guidance: Signs mounted back-to-back with STOP or YIELD signs should stay within the edges of the STOP or YIELD sign.

If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.

Application of 85th Percentile Speed to Designation of Altered Speed Limits

It was recommended that Section 1A.13 Definitions of Words and Phrases in This Manual, be changed by replacing the definition of Pace Speed with the following:

Pace – The 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

It was recommended that Section 2B.13 Speed Limit Sign, be changed as follows:

Standard: Speed zones (other than Statutory Speed Limits) shall only be established on the basis of an engineering study in accordance with traffic engineering practices. The Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits shown shall be multiples of 10 km/h or 5 mph.

The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

Horizontal Alignment and Advisory Speed Warning Signs

It was recommended that substantial changes be made to Section 2C.06 Horizontal Alignment Warning Signs, Section 2C.46 Advisory Speed Plaque (W13-1), Section 2C.10 Chevron Alignment Sign (W1-8), Section 2C.07 Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a), Section 2C.08 Combination Horizontal Alignment/Intersection Sign (W1-10), Section 2C.09 One-Direction Large Arrow Sign (W1-6), Section 2C.11 Truck Rollover Warning Sign (W1-13) and Section 2C.36 Advisory Exit-, Ramp and Curve Speed Signs (W13-2, W13-3, W13-5).

These recommended changes can be viewed on the internet at ncutcd.org/minutes-200701.shtml.

All recommendations of the NCUTCD are forwarded to the Federal Highway Administration (FHWA) for their consideration. If accepted, FHWA will publish these proposed changes to the MUTCD in the *Federal Register* as a "Notice of Proposed Amendment." The public will be invited to comment on the proposals and FHWA may make changes based on comments received before issuing a "Final Rule" which will also be published in the *Federal Register*.