



# National Committee on Uniform Traffic Control Devices

17200 West Bell Road No.1135 \* Surprise, Ariz. 85374  
Telephone (623) 214-2403 \* e-mail: ncutcd@aol.com

Item No.: 18A.GMI-02

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## NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

**TECHNICAL COMMITTEE:**

GMI Committee

**ITEM NUMBER:**

18A.GMI.02

**TOPIC:**

R3-44/R3-44a Signs

**ORIGIN OF REQUEST:**

Florida DOT

**AFFECTED SECTIONS OF MUTCD:**

**Section 2G-17.06** Regulatory Signs for Priced Managed Lanes; **Figure 2G-21** Example of Signing for the Entrance to an Access-Restricted Price Managed Lane; **Figure 2G-22** Example of signing for the entrance to an Access-Restricted Priced Managed Lane where a General Purpose Lane Becomes the Managed Lane; **Figure 2G-23** Example of Signing for an Intermediate Entry to a Barrier or Buffer Separated Priced Managed Lane; **Figure 2G-24** Example of Signing for the Intermedia Entry to, Egress from, and End of Access-Restricted Price Managed Lanes

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**DEVELOPMENT HISTORY:**

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- Approved by Technical Committee: 01/04/2018
- Approved by NCUTCD Council: MM/DD/YYYY

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**SUMMARY:**

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The R3-44 and R3-44a Periods of Operations sign should have the “shall” restriction changed to “may”, should be relocated from “at the entrance point” to anywhere in the sign sequence, and should have the name changed from “Periods of Operation” to “Lane Restriction”.

28 **DISCUSSION**

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30 Official Ruling 2(09)-78(1), dated November 20, 2013, refers to minimizing ambiguous  
31 messages at a decision point. The message on the Periods of Operation signs is shown on the  
32 other signs leading to an express lane entrance. Having this same information on a standalone  
33 overhead sign is redundant and adds to sign clutter.

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35 The language says the sign shall be placed at the entrance point. At this location, it provides no  
36 value to a customer wanting to access priced managed lanes. The location shown in the  
37 corresponding figures is at a point where a driver would have to make an unsafe maneuver to  
38 exit the lane. If the decision is made to use this sign, the engineer should have the option to place  
39 it anywhere along the priced managed lanes.

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41 The sign is named “Periods of Operation”. There is no time reference on the sign panel. The R3-  
42 14 sign series, in the HOV section, is also called “Periods of Operation”. These signs show a  
43 time when the HOV managed lanes are in operation. The R3-44 sign panel is used for priced  
44 managed lanes that are in operation 24 hours a day. The name of the sign should be changed to  
45 “Lane Restriction”, since that is the message displayed on the sign panel.

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48 **RECOMMENDED MUTCD CHANGES**

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50 The following present the proposed changes to the current MUTCD within the context of the  
51 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
52 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
53 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
54 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background  
55 comments may be provided with the MUTCD text. These comments are indicated by  
56 **[highlighted light blue in brackets]**.

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58 **Section 2G.17 Regulatory Signs for Priced Managed Lanes**

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60 **Standard:**

61 **01 Except as otherwise provided in this Section, the provisions of Sections 2G.03 through**  
62 **2G.07 regarding regulatory signs for Preferential lanes shall apply to priced managed lanes**  
63 **operated at all times or at certain times with a toll payment requirement of some or all**  
64 **vehicles to use the lane(s). Such managed lanes shall use changeable message signs or**  
65 **changeable message elements within static signs to display the appropriate regulatory sign**  
66 **messages only when they are in effect.**

67 **02 Regulatory signs for preferential lanes shall be appropriately modified for adaptation to**  
68 **a priced managed lane, where applicable, as shown in Figure 2G-17.**

69 **03 Regulatory signs shall be used to indicate the toll charged. If the toll varies, regulatory**  
70 **signs that include changeable message elements, such as the R3-48 and R3-48a signs that**  
71 **are shown in Figure 2G-17, shall be used to display the actual toll amount in effect at any**  
72 **given time.**

73 **04** When only vehicles with a registered ETC account are allowed to use a managed lane  
74 where some or all vehicles are charged a toll, regulatory signs to indicate such a restriction  
75 shall be provided and shall incorporate the pictograph adopted by the toll facility's ETC  
76 payment system and the word ONLY (see Section 2G.18 for the incorporation of such  
77 regulatory legends into the guide signs for the entrances to such facilities). The display of  
78 the ETC system pictograph shall comply with the provisions of Sections 2F.03 and 2F.04 as  
79 shown in Figures 2G-17 and 2G-18.

80 **05** When HOV traffic is allowed to use a priced managed lane without paying a toll and  
81 registration in a local program is not required to receive the toll exemption, the Vehicle  
82 Occupancy Definition (R3-10 or R3-13) signs (see Section 2G.04) shall be modified to delete  
83 the diamond symbol to create priced managed lane Vehicle Occupancy Definition (R3-40  
84 and R3-43) signs to indicate the minimum occupancy related to the management strategy  
85 (see Figure 2G-17).

86 ~~06 A priced managed lane Periods of Operation (R3-44 or R3-44a) sign (see Figure 2G-17)~~  
87 ~~shall be installed at the beginning or initial entry point, and at any intermediate entry~~  
88 ~~points where vehicles are allowed to legally enter an access-restricted priced managed lane.~~  
89 Option:

90 06 A priced managed lane Lane Restriction (R3-44 or R3-44a) sign (see Figure 2G-17) may be  
91 installed anywhere along a priced managed lane. [This will serve as a reminder the priced  
92 managed lane is ETC only or ETC with minimum passenger allowance.]

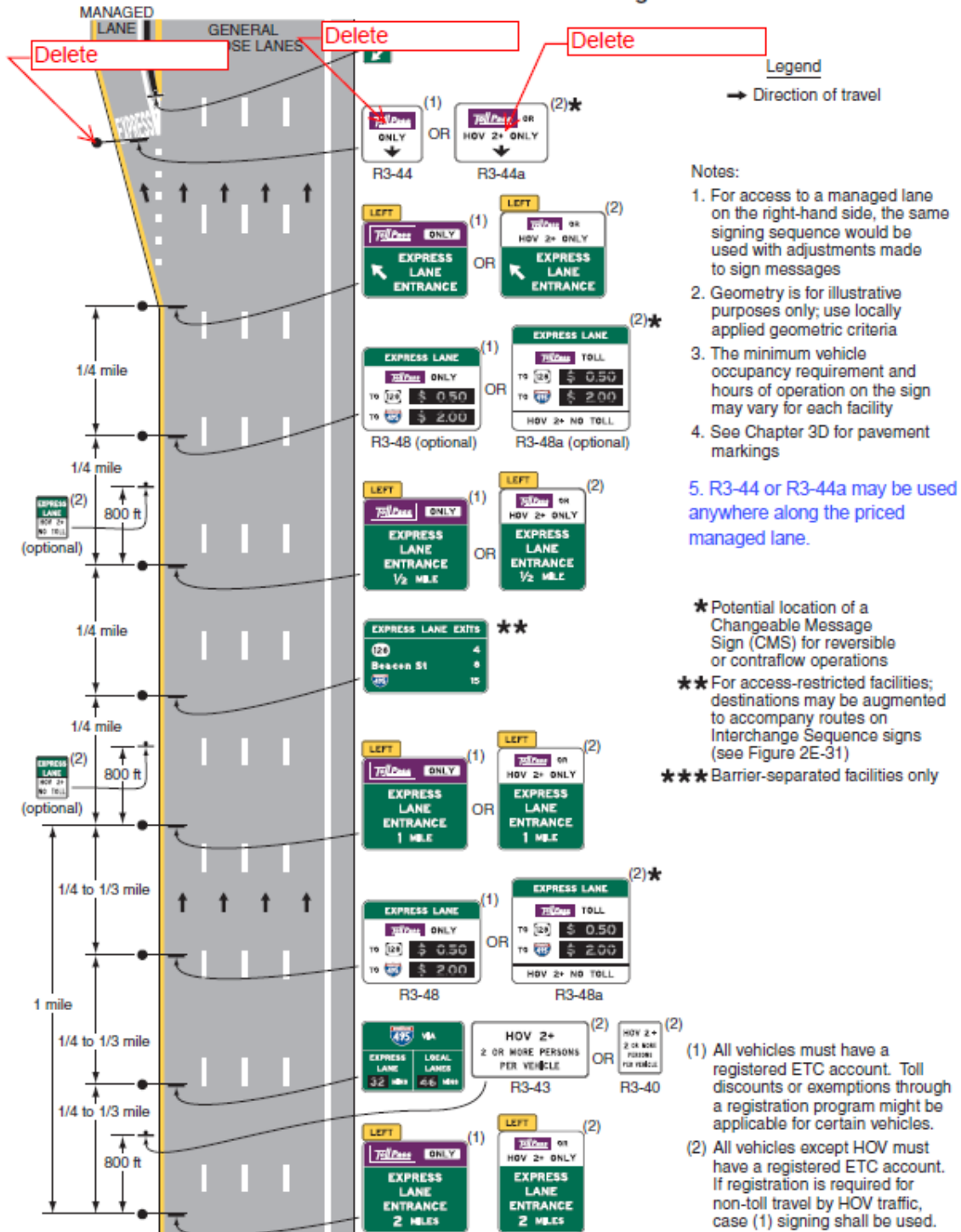
93 **07** When the vehicle occupancy required for non-toll use of a managed lane is varied as a  
94 part of a priced managed lane operational strategy, regulatory signs that include  
95 changeable message elements shall be used to display the required vehicle occupancy in  
96 effect for non-toll travel.

97 Option:

98 08 Where registration in a local program or ETC account is required for HOV traffic to travel in  
99 a priced managed lane without being charged a toll or by being charged a discounted toll, such  
100 information may be displayed on a separate sign within the sequence of the required regulatory  
101 and guide signs.

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**Figure 2G-21. Example of Signing for the Entrance to an Access-Restricted Priced Managed Lane**

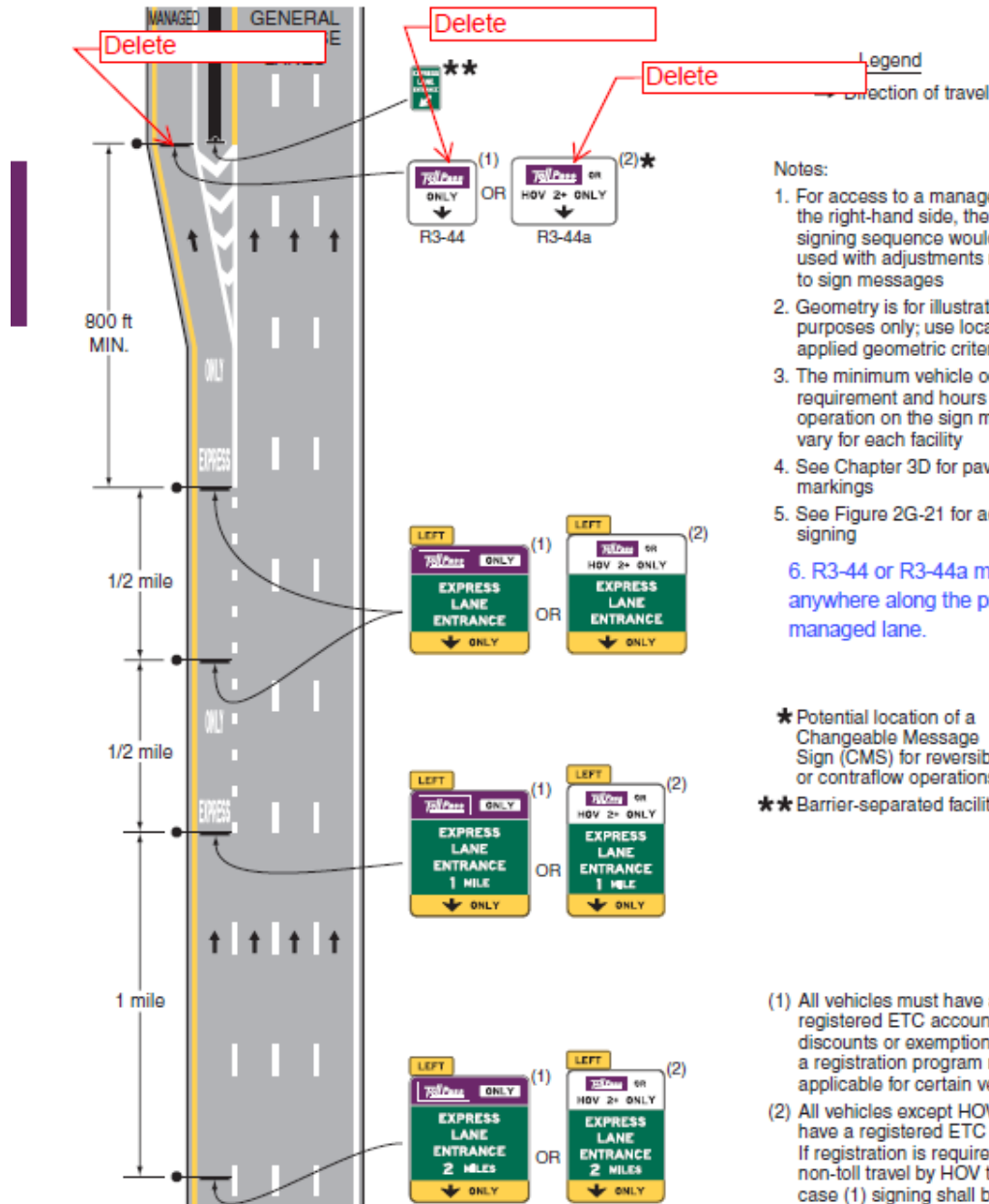


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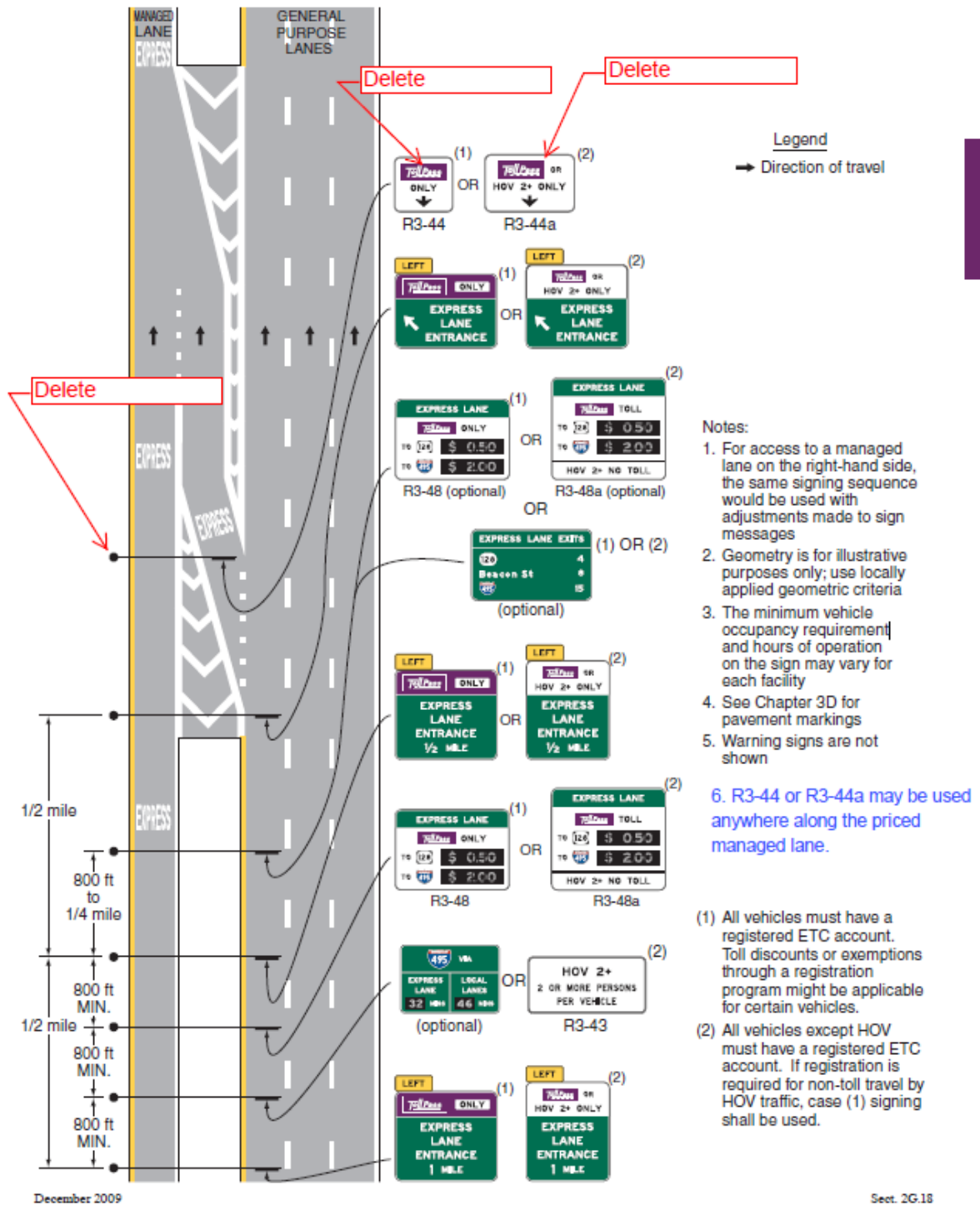
Sect. 2G-18

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**Figure 2G-22. Example of Signing for the Entrance to an Access-Restricted Priced Managed Lane Where a General-Purpose Lane Becomes the Managed Lane**



**Figure 2G-23. Example of Signing for an Intermediate Entry to a Barrier- or Buffer-Separated Priced Managed Lane**



**Figure 2G-24. Example of Signing for the Intermediate Entry to, Egress from, and End of Access-Restricted Priced Managed Lanes**

