



# 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

## National Committee on Uniform Traffic Control Devices RWSTC RECOMMENDATION FOLLOWING SPONSOR COMMENTS

**TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee**

**DATE OF ACTION: (TASK FORCE): 12-26-10, revised 1-2-11, revised 1-5-11, revised 1-19-11, 6-5-11 REVISED FOLLOWING SPONSOR COMMENTS, 6-22-11**

**TASK FORCE: Tom Heydel (chair), Dan Paddick, Ron Lipps, Jim Pline, Andy Ramisch, Roger Wentz, Mark Bott, Scott Kuznicki, Fred Ranck**

**RWSTC APPROVAL DATE: January 19, 2011**

**TRANSMITTAL TO SPONSORS DATE: Spring 2011**

**RWSTC APPROVAL DATE FOLLOWING SPONSOR COMMENTS: June 22, 2011**

**COUNCIL APPROVAL DATE: 6-23-11**

**TOPIC: Size of Regulatory Signs on Ramps**

**AFFECTED PORTIONS OF MUTCD: Section 2B.03 and Table 2B-1 (2009 MUTCD)**

**BACKGROUND:**

In its review of the 2009 MUTCD, the Regulatory and Warning Sign Technical Committee (RWSTC) noted a number of areas of concern. One of these was the size of the regulatory signs on single lane ramps on Expressways and Freeways in Section 2B.03 (09) Size of Regulatory Signs. This Section states that “The minimum size for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column in table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway Column, the Expressway size should be used. If a minimum size is not provided in the Freeway or the Expressway Column, the Oversized size should be used.” It was felt by the RWSTC, that while using the mainline roadway classification made sense on Freeway or Expressway connections to Freeways or Expressways, it did not make sense for multilane ramps and single lane ramps that terminate at traditionally controlled intersections on a conventional roadway. The conventional roadway sign sizes should be permitted for these applications. Multi-lane ramps often occur where the freeway exits as a one lane ramp but tapers out into multiply lanes prior to terminating at a signal or stop control at the ramp termini. This multi-lane section can be as much as 600 feet or more in length and multi-lane sign sizes are more

43 appropriate, especially if only one sign on the right is provided. Section 2B.03 (05)  
44 already has text that states if a regulatory sign is placed on the left side of the roadway of  
45 a multi-lane roadway in addition to the same regulatory sign on the right side of the  
46 roadway, the size shown in the single lane column in table 2B-1 may be used. Therefore,  
47 this option is already accounted for should the practioner decide to use a sign on the left  
48 and right. If the practioner decides to use just a sign on the right, then the multi-lane sign  
49 size is needed.

50

51 The size of the regulatory signs to be used on ramps was not addressed in Section  
52 2B.03 Size of Regulatory Signs in the 2003 MUTCD or in the 2007 NPA.

53

54 **DISCUSSION:**

55 Except on Freeway to Freeway connections, the operating characteristics of a single  
56 lane ramp are closer to that of a single lane conventional roadway than that of a Freeway.  
57 The operating characteristics of a multi-lane ramp are closer to that of a multi-lane  
58 conventional roadway than that of a Freeway or Expressway. Recommending that  
59 Freeway or Expressway size signs be used throughout the length of all ramps connecting  
60 a Freeway or Expressway to a normal intersecting road seems to be excessive. Many  
61 States, including New York, Michigan, Idaho and Wisconsin recommend using the size  
62 used on a single lane conventional road. The recommendation that the larger size signs  
63 be used on single lane or multi-lane ramps was not included in the 2003 MUTCD or in  
64 the 2007 NPA. Consequently, the States where not given the opportunity to comment on  
65 this recommendation.

66

67 Away from the Freeway or Expressway mainline, the sightline characteristics of a  
68 single lane ramp are essentially the same as a single lane conventional road. The normal  
69 travel speed is less than the mainline speed and close to that of a single lane conventional  
70 road. Traffic normally decelerates on an exiting ramp knowing that a traditional  
71 controlled intersection is ahead. Traffic generally accesses the beginning of an entering  
72 ramp through a traditional controlled intersection. This generally results in lower traffic  
73 speeds. These lower speeds, when combined with single lane conventional road  
74 sightlines do not require the larger size signs associated with a Freeway or an  
75 Expressway.

76

77 **RECOMMENDATION: Amend Section 2B.03 to allow the use of single lane or**  
78 **multi-lane conventional road size signs on ramps that connect Expressways or**  
79 **Freeways to intersections with conventional roadway.**

80

81 **Note: Proposed changes to the MUTCD are shown in underline red and removed**  
82 **text are shown in ~~strikethrough red~~.**

83

84 **RECOMMENDED WORDING:**

85

86 **Section 2B.03 Size of Regulatory Signs**

87

88 **Standard:**

89 01 **Except as provided in Section 2A.11, the sizes for regulatory signs shall be as shown**  
90 **in Table 2B-1.**

91 02  
92 Support:  
93 03 Section 2A.11 contains information regarding the applicability of the various columns in  
94 Table 2B-1.

95 04  
96 **Standard:**  
97 03 **Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs**  
98 **facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column**  
99 **of Table 2B-1.**

100  
101 Option:  
102 04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other  
103 than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 may be  
104 used.

105 05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a  
106 multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand  
107 side or the roadway, the size shown in the Single Lane column in Table 2B-1 may be used for  
108 both the sign on the right-hand side and the sign on the left-hand side of the roadway.

109  
110 **Standard:**  
111 06 **A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane**  
112 **approaches.**

113 07 **Where side roads intersect a multi-lane street or highway that has a speed limit of**  
114 **45 mph or higher, the minimum size of the STOP signs facing the side road approaches,**  
115 **even if the side road only has one approach lane, shall be 36 x 36 inches.**

116 08 **Where side roads intersect a multi-lane street or highway that has a speed limit of**  
117 **40 MPH or lower, the minimum size of the STOP signs facing the side road approaches**  
118 **shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the**  
119 **number of approach lanes on the side street approach.**

120  
121 *Guidance:*  
122 09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps at*  
123 *major interchanges connecting an Expressway or Freeway with an Expressway or Freeway (see*  
124 *Section 2E.32A (a)) should be as shown in the column of Table 2B-1 that corresponds to the*  
125 *mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in*  
126 *the Freeway column, the minimum size in the Expressway column should be used. If a minimum*  
127 *size is not provided in the Freeway or Expressway Column, the size in the Oversized column*  
128 *should be used.*

129  
130 10 *The minimum size for all regulatory signs facing traffic on exit and entrance*  
131 *ramps at all other interchanges (see Section 2E.32A (b) B and C) should be the*  
132 *regulatory sign size shown in Table 2B-1 Conventional Road Single Lane column for*  
133 *single lane ramps and Multi-lane column for multi-lane ramps.*

134  
135  
136 RWSTC VOTE: For: Unanimous  
137 Opposed:  
138 Abstentions:

139  
140 COUNCIL VOTE: For: Unanimous

141  
142

143 c:\nctcd\June 2011\Heydel\size of regulatory signs on one and multilane lane ramps 12-  
144 26-10, revised 1-2-11, revised 1-5-11, revised 1-19-11 ready for sponsors, revised 6-5-11,  
145 6-22-11, 6-23-11