

ATTACHMENT NO. 5

**National Committee on Uniform Traffic Control Devices
TECHNICAL COMMITTEE RECOMMENDATION**

Approved by NCUTCD Council - June 23, 2005

TECHNICAL COMMITTEE: **Regulatory/Warning Sign TC**

DATE OF ACTION; **Revised 6/02/05, Revised 06/03/05, Revised 6/23/05**

REQUEST NUMBER;

TOPIC: **Warning Sign Shapes, Sections 2C.03, 2C.13, 2C.21, and 2C.39**

DISCUSSION: Section 2C.03 Design of Warning Signs requires that all warning signs shall be diamond-shaped unless specifically designated otherwise. Table 2C.2 Warning Sign Sizes indicates 12 signs that are rectangular in shape. A review of the text for each rectangular sign indicates that they are specifically designated to be rectangular in some cases but omits this requirement in other cases. The following Sections and rectangular signs are appropriately addressed and require no MUTCD revisions;

Section 2C.09 One Direction Large Arrow Sign (W1-6)

2C.10 Chevron Alignment Sign (W1-8)

2C.22 Low Clearance Signs (W12-2 and W12-2p)

2C.36 Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)

2C.38 Two-Direction Large Arrow Sign (W1-7)

2C.44 Design of Supplemental Plaques

SPONSOR COMMENTS:

North Carolina commented on the use of rectangular signs on pilot vehicles and moving trucks in Part 6. This is now covered by the text, Section 6F.15, Option: "Mounting or space considerations may justify a change from the standard diamond shape".

Ohio Turnpike Commission requested the addition the following Option in Section 2C.03, "When mounted overhead, oversized versions of diamond shaped warning signs may be rectangular". This is an appropriate option and has been added.

Plano, Texas, noted a size error between Table 2C-2 and the 2004 SHS for W14-1a and W14-2 signs. The next exercise for updating the MUTCD and SHS is a thorough review of sign sizes. The correction will be made at that time.

Bicycle Solutions noted a stray comma, Section 2C.39 (See Section 4D.,05) correction has been made.

Mr. Canfield noted inconsistent wording between Sections 2B.02 and 2C.03 relative to the shape of the respective signs. A revision is suggested for correction.

It is recommended that the MUTCD be corrected to address these omissions and be consistent.

RECOMMENDED WORDING: It is recommended that the following additions be made to Chapter 2C. Warning Signs to correct these inconsistencies.

Section 2B.02 Design of Regulatory Signs

Standard:

Regulatory signs shall be rectangular unless specifically designated otherwise, with the longer dimensions vertical. Regulatory signs shall be designed in accordance with the sizes, shapes, colors and legends contained in the “Standard Highway Signs” book (see Section 1A.11).

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Section 2C.03 Design of Warning Signs

Standard:

Warning signs shall be diamond-shaped (square with one diagonal vertical) with a black legend and border on a yellow background unless specifically designated otherwise. Warning signs shall be designed in accordance with the sizes, shapes, colors and legends contained in the “Standard Highway Signs” book (see Section 1A.11).

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Option:

Warning signs regarding conditions associated with pedestrians, bicyclists, playgrounds, school buses, and schools may have a black legend and border on a yellow background or a black legend and border on a fluorescent yellow-green background.

Oversized versions of diamond shaped warning signs may be rectangular.

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Section 2C.13 Truck Escape Ramp Signs (W7-4 Series)

Standard:

The Truck Escape Ramp signs, W7-4, W7-4b, and W7-4c, shall be horizontal rectangles. When truck escape ramps are installed, at least one of the W7-4 series signs shall be used.

Section 2C.21 DEAD END/NO OUTLET Signs (W14-1, W14-1a, W14-2, W14-2a)

Standard:

When the W14-1 or W14-2 sign is used, the sign shall be posted as near as practical to the entry point or at a sufficient advance distance to permit the road user to avoid the dead end or no outlet condition by turning ~~off, if possible,~~ at the nearest intersecting street.

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The DEAD END (W14-1a) and NO OUTLET (W14-2a) shall be a horizontal rectangle with an arrow pointing to the left or right. The DEAD END (W14-1a) or NO OUTLET (W14-2a) signs shall not be used instead of the W14-1 or W14-2 signs where traffic can proceed straight through the intersection into the dead end street or no outlet area.

Section 2C.39 Traffic Signal Signs (W25-1, W25-2)

Unless a separate left-turn signal face is provided and is operated as described in Section 4D.06, if the possibility exists that a CIRCULAR YELLOW signal indication could be displayed to an approach from which drivers are turning left permissively without the simultaneous display of a CIRCULAR YELLOW signal indication to the opposing approach (see Section 4D.05), either a W25-1 or a W25-2 sign (see Figure 2C-8) shall be installed near the left-most signal head. If the operation described in the previous sentence occurs on a cycle-by-cycle basis during all times that the traffic control signal is operated in the stop-and-go mode, the ONCOMING TRAFFIC HAS EXTENDED GREEN (W25-1) sign shall be used; if the operation occurs only occasionally, the ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN (W25-2) sign shall be used. The traffic signal signs, W25-1 and W25-2, shall be vertical rectangles.

Table 2C-2. Warning Sign Sizes, page 2C-3

Add a Row to Rectangular Signs to read as follows;

Rectangular	W14-1a	Conventional Roads	900 X 225
	W14-2a		(36 X 9)

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