

**National Committee on Uniform Traffic Control Devices
TASK FORCE RECOMMENDATION
REVIEW OF NPA PUBLISHED JANUARY 2, 2008
VERSION OF MUTCD WITH CHANGES SHOWN IN BLUE AND
STRIKEOUTS SHOWN IN RED**

TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee

DATE OF ACTION: June 2008 meeting

TASK FORCE MEMBERS: Andy Ramisch, Task Force Chair, Tom Heydel, Scott Kuznicki, Dennis Morford, Lee Roadifer, Eugene Russell, Roger Wentz

RWSTC APPROVAL DATE: 6-20-08

COUNCIL APPROVAL DATE: 6-21-08

ORIGIN OF REQUEST: RWSTC Task Force and RWSTC

MUTCD SECTIONS: Part 2C, Figures 2C, and Tables 2C.

SUMMARY:

FHWA published a Notice of Rulemarking in the Federal Register on January 2, 2008, covering the MUTCD Revisions for the 2009 Manual. The RWSTC has reviewed this proposal Part of the NPA providing the following comments on behalf of the National Committee on Uniform Traffic Control Devices.

The following is the actual complete text as published by FHWA in the NPA for the MUTCD. Blue text is new text. ~~Strikeout red~~ is text eliminated. Green highlight are FHWA editorial comments.

Color Code: Approved by Council 6-21-08.

THE FOLLOWING IS THE NPA TEXT FOR PART 2C AS PUBLISHED BY FHWA

**2007 NOTICE OF PROPOSED AMENDMENTS
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES**

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- 101 Section 2C.52 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9,
- 102 and W11-16 through W11-22)
- 103 Section 2C.53 Playground Sign (W15-1)
- 104 Section 2C.54 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)
- 105 Section 2C.55 Warning Signs on Median Barriers for Preferential Lanes
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- 117 Section 2C.67 NEW Plaque (W16-15P)
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- 119 Section 2C.69 Stop Ahead Pay Toll Plaque (W9-6P)

120

121

CHAPTER 2C. WARNING SIGNS

122

Section 2C.01 Function of Warning Signs

123

[Approved by Council 6-21-08](#)

124

Support:

125

Warning signs call attention to unexpected conditions on or adjacent to a highway, ~~or~~ street, public facility, or private property open to public travel and to situations that might not be readily apparent to road users. Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations.

126

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Section 2C.02 Application of Warning Signs

130

[Approved by Council 6-21-08](#)

131

~~Standard:~~

132

~~The use of warning signs shall be based on an engineering study or on engineering judgment.~~

133

134

Guidance:

135 The use of warning signs should be kept to a minimum as the unnecessary use of warning
136 signs tends to breed disrespect for all signs. In situations where the condition or activity is
137 seasonal or temporary, the warning sign should be removed or covered when the condition or
138 activity does not exist.

139 Support:

140 The categories of warning signs are shown in Table 2C-1.

141 Warning signs specified herein cover most of the conditions that are likely to be encountered.
142 Additional warning signs for low-volume roads (as defined in Section 5A.01), temporary traffic
143 control zones, school areas, highway-rail grade crossings, bicycle facilities, and highway-light
144 rail transit grade crossings are discussed in Parts 5 through 10, respectively.

145 Option:

146 Word message warning signs other than those specified in this Manual may be developed and
147 installed by State and local highway agencies.

148 **Section 2C.03 Design of Warning Signs**

149 Approved by Council 6-21-08 with revisions shown in yellow highlight.

150 **Standard:**

151 Except as noted in the Option below or unless specifically designated otherwise, all
152 warning signs shall be diamond-shaped (square with one diagonal vertical) with a black
153 legend and border on a yellow background ~~unless specifically designated otherwise.~~ **edited**
154 **to increase clarity** Warning signs shall be designed in accordance with the sizes, shapes,
155 colors, and legends contained in the “Standard Highway Signs and Markings” book (see
156 Section 1A.11).

157 Option:

158 Oversized versions of diamond shaped warning signs may be rectangular.

159 Except for symbols on warning signs, minor modifications may be made to the design
160 provided that the essential appearance characteristics are met. Modifications may be made to the
161 symbols shown on combined horizontal alignment/intersection signs (see Section 2C.11) and
162 intersection warning signs (see Section 2C.48) in order to approximate the geometric
163 configuration of the intersecting roadway(s).

164 Guidance:

165 Warning signs regarding conditions associated with pedestrians, bicyelists, and playgrounds;
166 ~~school buses, and schools may~~ should have a black legend and border on a ~~yellow background or~~
167 ~~a black legend and border on a~~ fluorescent yellow-green background.

168 **Standard:**

169 Warning signs regarding conditions associated with school buses and schools shall have
170 a black legend and border on a fluoescent yellow-green background (see Section 7B.07).

171 **Section 2C.04 Size of Warning Signs**

172 Approved by Council 6-21-08 with revisions shown in yellow highlight.

173

174

175 **Standard:**

176 Except as noted in Section 2A.11, the sizes for warning signs shall be as shown in Table
177 **2C-2.**

178 **Guidance:**
179 ~~The Conventional Road size should be used on conventional roads.~~
180 ~~The Freeway and Expressway sizes should be used for higher-speed applications to provide~~
181 ~~larger signs for increased visibility and recognition.~~
182 **Option:**
183 ~~The Minimum size may be used on low-speed roadways where the reduced legend size would~~
184 ~~be adequate for the warning or where physical conditions preclude the use of the other sizes.~~
185 **Guidance:**
186 ~~Oversized signs and larger sizes may be used for those special applications where speed,~~
187 ~~volume, or other factors result in conditions where increased emphasis, improved recognition, or~~
188 ~~increased legibility would be desirable.~~

189 **Support:**
190 [Section 2A.11 contains information regarding the applicability of the various columns in](#)
191 [Table 2C-2.](#)

192 **Standard:**
193 [The minimum size for all diamond-shaped warning signs facing traffic on multi-lane](#)
194 [conventional roads; with speed limits 40 MPH or greater, shall be 900 x 900 mm \(36 x 36](#)
195 [in\).](#)
196 **The minimum size for supplemental warning plaques [that are not included in Table 2C-](#)**
197 **[2](#) shall be as shown in Table 2C-3.**

198 **Option:**
199 Signs larger than those shown in Tables 2C-2 and 2C-3 may be used (see Section 2A.11).
200 **Change Table 2C-2 note to include the allowance for speed limits 35 MPH or less not to**
201 **require 36 x 36 size signs.**
202

203 **Section 2C.05 Placement of Warning Signs**

204 **[Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)**

205
206 **Support:**
207 For information on placement of warning signs, see Sections 2A.16 to 2A.21.
208 ~~The total time needed to perceive and complete a reaction to a sign is the sum of the times~~
209 ~~necessary for Perception, Identification (understanding), Emotion (decision making), and Volition~~
210 ~~(execution of decision), and is called the PIEV time. The PIEV time can vary from several~~
211 ~~seconds for general warning signs to 6 seconds or more for warning signs requiring high road~~
212 ~~user judgment.~~

213 [The time needed for detection, recognition, decision, and reaction is called the Perception-](#)
214 [Response Time \(PRT\).](#) Table 2C-4 lists ~~suggested~~ **recommended** sign placement distances for
215 two conditions. This table is provided as an aid for determining warning sign location. [The](#)
216 [distances shown in Table 2C-4 can be adjusted for roadway features, other signing, and to](#)
217 [improve visibility.](#)

218 **Guidance:**
219 Warning signs should be placed so that they provide ~~an~~ **adequate** ~~PIEV time~~ **PRT**. The
220 distances contained in Table 2C-4 are for guidance purposes and should be applied with
221 engineering judgment. Warning signs should not be placed too far in advance of the condition,

222 such that drivers might tend to forget the warning because of other driving distractions, especially
223 in urban areas.

224 Minimum spacing between warning signs with different messages should be based on the
225 estimated ~~PHEV time~~ PRT for driver comprehension of and reaction to the second sign.

226 The effectiveness of the placement of warning signs should be periodically evaluated under
227 both day and night conditions.

228 Option:

229 Warning signs that advise road users about conditions that are not related to a specific
230 location, such as Deer Crossing or SOFT SHOULDER, may be installed in an appropriate
231 location, based on engineering judgment, since they are not covered in Table 2C-4.

232 Section 2C.06 Horizontal Alignment Warning Signs

233 Support:

234 A variety of horizontal alignment warning signs (see Figure 2C-1), pavement markings (see
235 Chapter 3B), and delineation (see Chapter 3D) can be used to advise motorists of a change in the
236 roadway alignment. Uniform application of these traffic control devices with respect to the
237 amount of change in the roadway alignment conveys a consistent message establishing driver
238 expectancy and promoting effective roadway operations. The design and application of
239 horizontal alignment warning signs to meet those requirements are addressed in Sections 2C.06
240 through 2C.15.

241 Standard:

242 In advance of horizontal curves on freeways, on expressways, and on roadways with
243 more than 1,000 AADT that are functionally classified as arterials or collectors, horizontal
244 alignment warning signs shall be used in accordance with Table 2C-5 based on the speed
245 differential between the roadway's posted or statutory speed limit and the horizontal
246 curve's advisory speed.

247 Option:

248 Horizontal Alignment Warning signs may also be used on other roadways or on arterial and
249 collector roadways with less than 1,000 AADT based on engineering judgment.

250

251 Section ~~2C.06~~ 2C.07 Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1- 252 15)

253 Approved by Council 6-21-08 with revisions shown in yellow highlight.

254

255 Standard:

256 When ~~engineering judgment determines the need for~~ Table 2C-5 indicates that a
257 horizontal alignment sign (see Figure 2C-1) is optional, required or recommended, one of
258 ~~the W1-1 through W1-5, W1-10, W1-11 or W1-15 signs~~ the sign installed in advance of the
259 curve shall be used a Curve (W1-2) sign unless a different sign is recommended or allowed
260 by the provisions of this Section.

261 Guidance:

262 A Turn (W1-1) sign should be used instead of a Curve sign in advance of curves that have
263 advisory speeds of 50 km/h (30 mph) or less (see Figure 2C-2).

264 Where there are two changes in roadway alignment that are separated by a tangent distance of
265 less than 180 m (600 ft), the Reverse Turn (W1-3) sign should be used instead of multiple Turn

266 [\(W1-1\) signs and the Reverse Curve \(W1-4\) sign should be used instead of multiple Curve \(W1-](#)
267 [2\) signs.](#)

268 [A Winding Road \(W1-5\) sign should be used instead of multiple Turn \(W1-1\) or Curve \(W1-](#)
269 [2\) signs where there are three or more changes in roadway alignment each separated by a tangent](#)
270 [distance of less than 180 m \(600 ft\).](#)

271 Option:

272 [A Winding Road \(W1-5\) sign may be used instead of multiple Turn \(W1-1\) or Curve \(W1-2\)](#)
273 [signs where there are three or more changes in roadway alignment each separated by a tangent](#)
274 [distance of less than 180 m \(600 ft\).](#)

275

276 [The A NEXT XX km \(MILES\) \(W7-3a\) supplemental distance plaque \(see Section 2C.58\)](#)
277 [NEXT XX km \(NEXT XX MILES\) \(W7-3a\) may be installed below the Winding Road sign](#)
278 [where continuous roadway curves exist for a specific distance \(see Section 2C.45\).](#)

279 ~~The horizontal alignment Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve~~
280 ~~(W1-4), or Winding Road (W1-5) signs (see Figure 2C-1) may be used in advance of situations~~
281 ~~where the horizontal roadway alignment changes. A One-Direction Large Arrow (W1-6) sign~~
282 ~~(see Figure 2C-1 and Section 2C.09) may be used on the outside of the turn or curve.~~

283 If the [curve has a](#) change in horizontal alignment ~~is of~~ 135 degrees or more, the Hairpin
284 Curve (W1-11) sign ~~(see Figure 2C-1)~~ may be used [instead of a Curve sign.](#)

285 If the [curve has a](#) change ~~in horizontal alignment is of direction of~~ approximately 270
286 degrees, such as on a cloverleaf interchange ramp, the 270-degree Loop (W1-15) sign ~~(see Figure~~
287 ~~2C-1)~~ may be used [instead of a Curve sign.](#)

288 Guidance:

289 ~~The application of these signs should conform to Table 2C-5.~~

290 When the Hairpin Curve sign or the 270-degree Loop sign is installed, either a One-Direction
291 Large Arrow (W1-6) sign or Chevron Alignment (W1-8) signs should be installed on the outside
292 of the turn or curve.

293 ~~Option:~~

294 ~~An Advisory Speed (W13-1) plaque (see Section 2C.46) may be used to indicate the speed~~
295 ~~for the change in horizontal alignment. The combination Horizontal Alignment/Advisory Speed~~
296 ~~sign (see Section 2C.07), combination Horizontal Alignment/Intersection sign (see Section~~
297 ~~2C.08), or the Curve Speed sign (see Section 2C.36) may also be used.~~

298 ~~If the reduction in speed is 20 km/h (15 mph) or greater, a supplemental combination~~
299 ~~Horizontal Alignment/Advisory Speed sign or Curve Speed (W13-5) sign may be installed as~~
300 ~~near as practical to the point of curvature. If the reduction in speed is 40 km/h (25 mph) or~~
301 ~~greater, one or more additional Curve Speed signs may be installed along the curve.~~

302

303 **Comments:** The **Standard** statement in this section is significantly revised from NCUTCD
304 approved language. NCUTCD language was “A Curve (W1-2) sign (See Figure 2C-1)
305 shall be used in accordance with Table 2C-5 to advise road users of a change in roadway
306 alignment except as specified below”. Text as written in the NPA is satisfactory, except
307 that the word “optional” needs to be added to account for all three possibilities.

308 There is a slight editorial change in the second Guidance statement. The order of the phrases
309 has been changed. The revised version is acceptable.

310 The third Guidance statement in this section was an option statement in the NCUTCD
311 approved version. It says a winding road sign should be used and our NCUTCD version

312 says may be used. We recommend this be changed back to an option statement. Reason:
313 To allow for the use of multiple curve or turn signs based on engineering judgement.
314 There are 3 slight edits from what NCUTCD approved in the first three option statements.
315 "IF" statements are used. This is acceptable in this context.

316 Section ~~2C.46~~ 2C.08 **Advisory Speed Plaque (W13-1P)**

317 Approved by Council 6-21-08 with revisions shown in yellow highlight

318

319 Option:

320 The Advisory Speed (W13-1P) plaque (see Figure 2C-1) may be used to supplement any
321 warning sign to indicate the advisory speed for a condition.

322 **Standard:**

323 The use of the Advisory Speed plaque for horizontal curves shall be in accordance with
324 the information shown in Table 2C-5. The Advisory Speed plaque shall also be used where
325 an engineering study indicates a need to advise road users of the advisory speed for ~~a~~ other
326 roadway conditions.

327 ~~If used~~ Where used, the Advisory Speed plaque shall carry the message XX km/h (~~XX~~
328 MPH). The speed ~~shown displayed~~ edited to increase consistency shall be a multiple of 10
329 km/h or 5 mph.

330 Except in emergencies or when the condition is temporary, an Advisory Speed plaque
331 shall not be installed until the advisory speed has been determined by an engineering study.

332 The Advisory Speed plaque shall only be used to supplement a warning sign and shall
333 not be installed as a separate sign installation.

334 The advisory speed shall be determined by an engineering study that follows established
335 engineering practices.

336 Guidance:

337 The advisory speed should be determined based on free-flowing traffic conditions.

338 Because changes in conditions, such as roadway geometrics, surface characteristics, or sight
339 distance, might affect the advisory speed, each location should be periodically evaluated ~~and the~~
340 ~~Advisory Speed plaque changed if necessary~~ when conditions change.

341 ~~Option:~~

342 ~~The advisory speed may be the 85th percentile speed of free-flowing traffic, the speed~~
343 ~~corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by~~
344 ~~an engineering study because of unusual circumstances.~~

345 ~~Support:~~

346 ~~A 10-degree ball bank indicator reading, formerly used in determining advisory speeds, is~~
347 ~~based on research from the 1930s. In modern vehicles, the 85th percentile speed on curves~~
348 ~~approximates a 16-degree reading. This is the speed at which most drivers' judgment recognizes~~
349 ~~incipient instability along a ramp or curve.~~

350 Option:

351 At or near a toll plaza, an Advisory Speed plaque may be installed independently below a
352 warning sign of other warning signs at an appropriate location to indicate the recommended (non-
353 regulatory) maximum speed at which vehicles can move through the plaza without stopping in an
354 ETC Only lane while toll fee payment processing occurs.

355 Guidance:

356 The advisory speed displayed on the plaque should be based on an engineering study taking
357 into account the geometry of the plaza and the lane to which it applies and other appropriate
358 safety and operational factors.

359 Option:

360 For a toll plaza ETC Only lane, an Advisory Speed plaque under a warning sign for a toll
361 plaza ETC Only lane may be installed independently over the applicable lane on the toll plaza
362 canopy, on the approach end of the toll booth island, on the toll booth itself, or on a vertical
363 element of the canopy structure. A downward or diagonally downward pointing arrow may be
364 used to supplement the Advisory Speed plaque if an engineering study or engineering judgment
365 indicates the arrow is needed to clarify the applicability of the plaque to a particular lane.

366 Guidance: Standard

367 An Advisory Speed plaque shall ~~should~~ not be installed for a toll plaza lane at which a STOP
368 (R1-1) sign is used.

369

370 Comments: The first Standard statement has been revised from the NCUTCD approved
371 version. The NPA version is acceptable.

372 Comment: This Standard statement “The advisory speed shall be determined by an
373 engineering study that follows established engineering practices.” was added from what
374 NCUTCD approved. This is acceptable.

375

376 Reason: Change the “if used” to “where used” to match what was approved by NCUTCD.
377 Eliminate use of “if used” as much as possible.

378 Reason for not allowing an advisory speed plaque to be mounted alone at Toll Plaza.
379 Consistency for all applications of the advisory speed plaque needs to be followed. Parts 2C and
380 Part 6 do not allow it alone. We should not compromise this position or it will lead to using it
381 alone for Part 2C and Part 6 and lead to driver confusion.

382

383

384 ~~Section 2C.10~~ 2C.09 **Chevron Alignment Sign (W1-8)**

385 Approved by Council 6-21-08 with revisions shown in yellow highlight.

386

387 **Option Standard:**

388 The use of the Chevron Alignment (W1-8) sign (see Figures 2C-1 and 2C-2) to provide
389 additional emphasis and guidance for a change in horizontal alignment may shall be used to
390 ~~provide additional emphasis and guidance for a change in horizontal alignment in~~
391 accordance with the information shown in Table 2C-5.

392 Option:

393 A Chevron Alignment sign may be used as an alternate or supplement to standard delineators
394 and edge lines as appropriate on curves ~~or to the One Direction Large Arrow (W1-6) sign.~~

395 **Standard:**

396 The Chevron Alignment sign shall be a vertical rectangle. No border shall be used on
397 the Chevron Alignment sign.

398 ~~If used~~ **Where used**, Chevron Alignment signs shall be installed on the outside of a turn
399 or curve, in line with and at approximately a right angle to approaching traffic. Chevron

400 Alignment signs shall be installed at a minimum height of 1.2 m (4 ft), measured vertically
401 from the bottom of the sign to the elevation of the near edge of the pavement.

402 ~~Option:~~

403 ~~A Chevron Alignment sign may be used on the far side of an intersection to inform drivers of~~
404 ~~a change of horizontal alignment for through traffic.~~

405 Guidance:

406 The approximate spacing of Chevron Alignment signs on the turn or curve measured from the
407 point of curvature (PC) should be ~~such that the road user always has at least two in view, until the~~
408 ~~change in alignment eliminates the need for the signs~~ as shown in Table 2C-6.

409 If used. Where used, Chevron Alignment signs should be visible for a sufficient distance to
410 provide the road user with adequate time to react to the change in alignment.

411 Standard:

412 ~~Chevron Alignment signs shall not be placed on the far side of a T intersection facing~~
413 ~~traffic on the stem approach to warn drivers that a through movement is not physically~~
414 ~~possible, as this is the function of a Two-Direction (or One-Direction) Large Arrow sign.~~

415 Chevron Alignment signs shall not be used to mark obstructions within or adjacent to
416 the roadway, as this is the function of an object marker (see Chapter 2L).

417

418 Comments:/Reasons: Replaced pavement markings with edgelines in option statement –
419 accept NPA language as is.

420 Eliminate the use of the words “if used” per Edit Committee.

421 Do not allow Chevron alignment signs for a T intersection. It is not a change in
422 alignment.

423 **Section ~~2C.07~~ 2C.10 Combination Horizontal Alignment/Advisory Speed Signs**
424 **(W1-1a, W1-2a)**

425 Approved by Council 6-21-08 with revisions shown in yellow highlight.

426

427 Option:

428 The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Advisory Speed
429 (W13-1P) plaque (see Section 2C.08) to create a combination Turn/Advisory Speed (W1-1a) sign
430 ~~(see Figure 2C-1),~~ or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

431 **Standard:**

432 ~~When~~ If ~~Where~~ used, the combination Horizontal Alignment/Advisory Speed sign shall
433 not be used alone and shall not be used as a substitute for a Horizontal Alignment sign and
434 Advisory Speed plaque at the advance warning location. The combination Horizontal
435 Alignment/Advisory Speed sign shall only be used as a supplement to other advance
436 horizontal alignment warning signs in accordance with the information shown in Table 2C-
437 5. ~~and~~ Where If used, the combination Horizontal Alignment/Advisory Speed sign shall be
438 installed at the beginning of the turn or curve.

439 Reason: Eliminate the use of the words “if used” per Edit Committee.

440 **Section ~~2C.08~~ 2C.11 Combination Horizontal Alignment/Intersection Sign (W1-10**
441 **Series)**

442 Approved by Council 6-21-08

443

444 Option:

445 The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Cross Road (W2-
446 1) sign or the Side Road (W2-2 or W2-3) sign to create a combination Horizontal
447 Alignment/Intersection (W1-10 [series](#)) sign (see Figure 2C-1) that depicts the condition where an
448 intersection occurs within [or immediately adjacent to](#) a turn or curve.

449 Guidance:

450 Elements of the combination Horizontal Alignment/Intersection sign related to horizontal
451 alignment should ~~conform to~~ [comply with the provisions of](#) Section 2C.07, and elements related
452 to intersection configuration should ~~conform to~~ [comply with the provisions of](#) Section 2C.48.
453 [The symbol design should approximate the configuration of the intersecting roadway\(s\).](#) No
454 more than one Cross Road or two Side Road symbols should be ~~shown displayed~~ [edited to](#)
455 [increase consistency](#) on any one combination Horizontal Alignment/Intersection sign.

456 **Standard:**

457 [The use of the combination Horizontal Alignment/Intersection sign shall be in](#)
458 [accordance with the information shown in Table 2C-5.](#)

459 **Section ~~2C.09~~ [2C.12](#) One-Direction Large Arrow Sign (W1-6)**

460 [Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)

461 Option:

462 A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1) may be used [either as a](#)
463 [supplement or alternative to Chevron Alignment signs in order to](#) delineate a change in horizontal
464 alignment ([see Figure 2C-2](#)).

465 [A One-Direction Large Arrow \(W1-6\) sign may be used to supplement a Turn or Reverse](#)
466 [Turn sign \(see Figure 2C-2\) to emphasize the abrupt curvature.](#)

467 **Standard:**

468 **The One-Direction Large Arrow sign shall be a horizontal rectangle with an arrow**
469 **pointing to the left or right.**

470 [The use of the One-Direction Large Arrow sign shall be in accordance with the](#)
471 [information shown in Table 2C-5.](#)

472 ~~If used~~ [Where used](#), the One-Direction Large Arrow sign shall be installed on the
473 outside of a turn or curve in line with and at approximately a right angle to approaching
474 traffic.

475 The One-Direction Large Arrow sign shall not be used where there is no alignment
476 change in the direction of travel, such as at the beginnings and ends of medians or at center
477 piers.

478 [The One-Direction Large Arrow sign directing traffic to the right shall not be used in](#)
479 [the central island of a roundabout.](#)

480 Guidance:

481 ~~If used~~ [Where used](#), the One-Direction Large Arrow sign should be visible for a sufficient
482 distance to provide the road user with adequate time to react to the change in alignment.

483 [Reason: eliminate "if used" per Edit committee.](#)

484 **Section ~~2C.11~~ [2C.13](#) Truck Rollover Warning Sign (W1-13)**

485 [Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)

486 **Standard:**

487 The use of the Truck Rollover Warning (W1-13) sign (see Figure 2C-1) on freeway and
488 expressway ramps shall be in accordance with the information shown in Table 2C-5.

489 Option Guidance:

490 A Truck Rollover Warning (W1-13) sign ~~(see Figure 2C-1) may~~ should be used to warn
491 drivers of vehicles with a high center of gravity, such as trucks, tankers, and recreational vehicles,
492 of a curve or turn ~~having that has where~~ having geometric conditions ~~that are prone to cause such~~
493 ~~vehicles to lose~~ might contribute to a loss of control and ~~overturn~~ a rollover.

494 **Standard:**

495 ~~When the~~ If a Truck Rollover Warning (W1-13) sign is used, it shall be accompanied by
496 an Advisory Speed (W13-1P) plaque indicating the recommended speed for vehicles with a
497 higher center of gravity.

498 Option:

499 The Truck Rollover Warning sign may be displayed ~~either~~ grammar – more than two choices
500 as a static sign, as a static sign supplemented by a flashing warning beacon, or as a changeable
501 message sign activated by the detection of an approaching vehicle with a high center of gravity
502 that is traveling in excess of the recommended speed for the condition.

503 Support:

504 The curved arrow on the Truck Rollover Warning sign shows the direction of roadway
505 curvature. The truck tips in the opposite direction.

506 Comment: editorial changes from NCUTCD approved version.

507 **Section ~~2C.36~~ 2C.14 Advisory Exit, and Ramp, and Curve Speed Signs (W13-2, and
508 W13-3, ~~W13-5)~~**

509 Approved by Council 6-21-08 with revisions shown in yellow highlight.

511 **Standard:**

512 Advisory Exit, Speed (W13-2) and Advisory Ramp, and Curve Speed (W13-3) signs (see
513 Figure 2C-1) shall be vertical rectangles. ~~The advisory Exit Speed (W13-2), Ramp Speed~~
514 ~~(W13-3), or Curve Speed (W13-5) signs (see Figure 2C-5) shall be used where engineering~~
515 ~~judgment indicates the need to advise road users of the recommended speed on an exit, a~~
516 ~~ramp, or a curve. The use of Advisory Exit Speed and Advisory Ramp Speed signs on~~
517 freeway and expressway ramps shall be in accordance with the information shown in Table
518 2C-5.

519 Guidance:

520 ~~When~~ If ~~Where~~ used, the Advisory Exit Speed sign should be installed along the deceleration
521 lane and the advisory speed displayed should be based on an engineering study. When a Truck
522 Rollover (W1-13) sign (see Section 2C.13) is also installed for the ramp, the advisory exit speed
523 should be based on the truck advisory speed for the horizontal alignment using recommended
524 engineering practices.

525 If ~~Where~~ used, the Advisory Exit Speed sign should be visible in time for the road user to
526 ~~make a reasonably safe slowing~~ decelerate and make an exiting maneuver.

527 Support:

528 Table 2C-4 lists recommended advance sign placement distances for deceleration to various
529 advisory speeds.

530 Guidance:

531 ~~If Where~~ used, the Advisory Ramp Speed sign should be ~~visible in time for the road user to~~
532 ~~reduce to the recommended~~ installed on the ramp to confirm the ramp advisory speed.

533 ~~If Where~~ used, Chevron Alignment (W1-8) signs and/or One-Direction Large Arrow (W1-6)
534 signs should be installed on the outside of the exit curve as described in Sections 2C.09 and
535 2C.12.

536 Option:

537 Where there is a need to remind road users of the recommended advisory speed, a horizontal
538 alignment warning sign with an advisory speed plaque may be installed at or beyond the
539 beginning of the exit curve or on the outside of the curve, provided that it is apparent that the sign
540 applies only to exiting traffic. These signs may also be used at intermediate points along the
541 ramp, especially if the ramp curvature changes and the subsequent curves on the ramp have a
542 different advisory speed than the initial ramp curve.

543 Support:

544 Figure 2C-3 shows an example of advisory speed signing for an exit ramp.

545 ~~Option:~~

546 ~~One or more Ramp Speed signs may be used along the deceleration lane, beyond the gore, or~~
547 ~~along the ramp (see Figure 2C-7). Based on engineering judgment, the Ramp Speed sign may be~~
548 ~~installed on the inside or outside of the curve to enhance its visibility.~~

549 ~~A Turn (W1-1) or Curve (W1-2) sign with an Advisory Speed (W13-1) plaque may be used~~
550 ~~in place of a Ramp Speed sign if it is located such that it clearly does not apply to drivers on the~~
551 ~~main roadway.~~

552 ~~A Curve Speed sign may be used at and beyond the beginning of a curve following a~~
553 ~~Horizontal Alignment and Advisory Speed sign combination, or when there is a need to remind~~
554 ~~road users of the recommended speed, or where the recommended speed changes because of a~~
555 ~~change in curvature (see Section 2C.06). Based on engineering judgment, the Curve Speed sign~~
556 ~~may be installed on the inside or outside of the curve to enhance its visibility.~~

557 ~~The advisory speed may be the 85th percentile speed of free-flowing traffic, the speed~~
558 ~~corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by~~
559 ~~an engineering study because of unusual circumstances.~~

560 ~~Support:~~

561 ~~A 10-degree ball bank indicator reading, formerly used in determining advisory speeds, is~~
562 ~~based on research from the 1930s. In modern vehicles, the 85th percentile speed on curves~~
563 ~~approximates a 16-degree reading. This is the speed at which most drivers' judgment recognizes~~
564 ~~incipient instability along a ramp or curve.~~

565 Section 2C.15 Combination Horizontal Alignment/Advisory Exit and Ramp Speed
566 Signs (W13-6 and W13-7)

567
568 Approved by Council 6-21-08

569
570 Option:

571 A horizontal alignment sign (see Section 2C.07) may be combined with an Advisory Exit
572 Speed or Advisory Ramp Speed sign to create a combination Horizontal Alignment/Advisory
573 Exit Speed (W13-6) sign or a combination Horizontal Alignment/Advisory Ramp Speed (W13-7)
574 sign (see Figure 2C-1). These combination signs may be used where the severity of the exit ramp

575 [curvature might not be apparent to road users in the deceleration lane or where the curvature](#)
576 [needs to be specifically identified as being on the exit ramp rather than on the mainline.](#)

577 **Section ~~2C.12~~ 2C.16 Hill Signs (W7-1, W7-1a, ~~W7-1b~~)**

578 [Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)

579

580 Guidance:

581 The Hill (W7-1) sign (see Figure 2C-4) should be used in advance of a downgrade where the
582 length, percent of grade, horizontal curvature, and/or other physical features require special
583 precautions on the part of road users.

584 The Hill sign and supplemental grade (W7-3^P) plaque (see Section 2C.60) used in
585 combination, or the ~~W7-1b~~ W7-1a sign used alone, should be installed in advance of downgrades
586 for the following conditions:

- 587 A. 5% grade that is more than 900 m (3,000 ft) in length,
588 B. 6% grade that is more than 600 m (2,000 ft) in length,
589 C. 7% grade that is more than 300 m (1,000 ft) in length,
590 D. 8% grade that is more than 230 m (750 ft) in length, or
591 E. 9% grade that is more than 150 m (500 ft) in length.

592 These signs should also be installed for steeper grades or where crash experience and field
593 observations indicate a need.

594 Supplemental plaques (see Section 2C.60) and larger signs should be used for emphasis or
595 where special hill characteristics exist. On longer grades, the use of the Hill sign with a distance
596 (W7-3a^P) plaque or the combination distance/grade (W7-3b^P) plaque at periodic intervals of
597 approximately 1.6 km (1 mi) spacing should be considered.

598 **Standard:**

599 **When If the percent grade is shown displayed edited to increase consistency on a**
600 **supplemental plaque, the message X% plaque shall be placed below the ~~inclined ramp/truck~~**
601 **symbol Hill (W7-1) ~~or the word message HILL (W7-1a)~~ sign. edited to increase clarity**

602 Option:

603 ~~The word message HILL (W7-1a) sign may be used as an alternate to the symbol (W7-1)~~
604 ~~sign. The percent grade message may be included within these signs.~~

605 [A USE LOW GEAR \(W7-2P\) or TRUCKS USE LOWER GEAR \(W7-2bP\) supplemental](#)
606 [plaque \(see Figure 2C-4\) may be used to indicate a situation where downshifting as well as](#)
607 [braking might be advisable.](#)

608 **~~Section 2C.13 Truck Escape Ramp Signs (W7-4 Series)~~ relocated to Section 2F.12**

609 [Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)

610

611 **RWSTC: Retain these as warning signs, not to be relocated to Section 2F.12.**
612 **These signs warn the driver/truck driver of an upcoming safety**
613 **feature that mitigates a potential safety hazard.**

614 **Section ~~2C.14~~ 2C.17 HILL BLOCKS VIEW Sign (W7-6)**

615 [Approved by Council 6-21-08](#)

616

617

618 Option:

619 A HILL BLOCKS VIEW (W7-6) sign (see Figure 2C-4) may be used in advance of a crest
620 vertical curve to advise road users to reduce speed as they approach and traverse the hill as only
621 limited stopping sight distance is available.

622 Guidance:

623 When a HILL BLOCKS VIEW sign is used, it should be supplemented by an Advisory
624 Speed (W13-1P) plaque indicating the recommended speed for traveling over the hillcrest based
625 on available stopping sight distance.

626 **Section ~~2C.15~~ 2C.18 ROAD NARROWS Sign (W5-1)**

627 Approved by Council 6-21-08

628

629 Guidance:

630 A ROAD NARROWS (W5-1) sign (see Figure 2C-5) should be used in advance of a
631 transition on two-lane roads where the pavement width is reduced abruptly to a width such that
632 vehicles ~~might not be able to pass~~ traveling in opposite directions cannot simultaneously travel
633 through the narrow portion of the roadway without reducing speed.

634 Option:

635 Additional emphasis may be provided by the use of object markers and delineators (see
636 Chapters 2L and 3D). The Advisory Speed (W13-1P) plaque (see Section 2C.08) may be used to
637 indicate the recommended speed.

638 **Section ~~2C.16~~ 2C.19 NARROW BRIDGE Sign (W5-2)**

639 Approved by Council 6-21-08

640

641 Guidance:

642 A NARROW BRIDGE (W5-2) sign (see Figure 2C-5) should be used in advance of any
643 bridge or culvert having a two-way roadway clearance width of 4.9 to 5.5 m (16 to 18 ft), or any
644 bridge or culvert having a roadway clearance less than the width of the approach travel lanes.

645 Additional emphasis should be provided by the use of object markers, delineators, and/or
646 pavement markings.

647 Option:

648 A NARROW BRIDGE sign may be used in advance of a bridge or culvert on which the
649 approach shoulders are narrowed or eliminated.

650 **Section ~~2C.17~~ 2C.20 ONE LANE BRIDGE Sign (W5-3)**

651 Approved by Council 6-21-08

652

653 Guidance:

654 A ONE LANE BRIDGE (W5-3) sign (see Figure 2C-5) should be used on two-way roadways
655 in advance of any bridge or culvert:

- 656 A. Having a clear roadway width of less than 4.9 m (16 ft), or
- 657 B. Having a clear roadway width of less than 5.5 m (18 ft) when commercial vehicles
658 constitute a high proportion of the traffic, or

659 C. Having a clear roadway width of 5.5 m (18 ft) or less where the sight distance is limited
660 on the approach to the structure.

661 Additional emphasis should be provided by the use of object markers, delineators, and/or
662 pavement markings.

663 **Section ~~2C.18~~ 2C.21 Divided Highway (~~Road~~) Sign (W6-1)**

664 Approved by Council 6-21-08

665

666 Guidance:

667 A Divided Highway (W6-1) ~~symbol~~ **edited to increase consistency** sign (see Figure 2C-5)
668 should be used on the approaches to a section of highway (not an intersection or junction) where
669 the opposing flows of traffic are separated by a median or other physical barrier.

670 ~~Option:~~

671 ~~The word message DIVIDED HIGHWAY (W6-1a) or DIVIDED ROAD (W6-1b) sign (see~~
672 ~~Figure 2C-3) may be used as an alternate to the symbol sign.~~

673 Standard:

674 The Divided Highway (W6-1) sign shall not be used instead of a Keep Right (R4-7
675 series) sign on the nose of a median island.

676 **Section ~~2C.19~~ 2C.22 Divided Highway (~~Road~~) Ends Sign (W6-2)**

677 Approved by Council 6-21-08 with revisions shown in yellow highlight.

678

679 Guidance:

680 A Divided Highway Ends (W6-2) ~~symbol~~ **edited to increase consistency** sign (see Figure 2C-
681 5) should be used in advance of the **upstream** end of a section of physically divided highway (not
682 an intersection or junction) as a warning of two-way traffic ahead.

683 ~~Option:~~

684 The Two-Way Traffic (W6-3) ~~symbol~~ **edited to increase consistency** sign (see Section 2C.45)
685 ~~may~~ **should** be used to give warning and notice of the transition to a two-lane, two-way section.

686 ~~The word message DIVIDED HIGHWAY ENDS (W6-2a) or DIVIDED ROAD ENDS (W6-~~
687 ~~2b) sign (see Figure 2C-3) may be used as an alternate to the symbol sign.~~

688 **Reason: Upstream could be confusing.**

689 **Section 2C.23 Freeway or Expressway Ends Signs (W19 Series)**

690 Approved by Council 6-21-08 with revisions shown in yellow highlight.

691

692 Option:

693 A FREEWAY ENDS XX km (MILES) (W19-1) sign or a FREEWAY ENDS (W19-3) sign
694 (see Figure 2C-5) may be used in advance of the **downstream** end of a freeway.

695 An EXPRESSWAY ENDS XX km (MILES) (W19-2) sign or an EXPRESSWAY ENDS
696 (W19-4) sign (see Figure 2C-5) may be used in advance of the downstream end of an
697 expressway.

698 The rectangular W19-1 and W19-2 signs may be post-mounted or may be mounted overhead
699 for increased emphasis.

700 Guidance:

701 [If the reason that the freeway is ending is that the next portion of the freeway is not yet](#)
702 [constructed and as a result all traffic must use an exit ramp to leave the freeway, an ALL](#)
703 [TRAFFIC MUST EXIT \(W19-5\) sign \(see Figure 2C-5\) should be used in addition to the](#)
704 [Freeway Ends signs in advance of the downstream end of the freeway.](#)

705
706 Reason: Downstream could be confusing.

707 **Section ~~2C.20~~ 2C.24 Double Arrow Sign (W12-1)**

708 [Approved by Council 6-21-08](#)

709
710 Option:

711 The Double Arrow (W12-1) sign (see Figure 2C-5) may be used to advise road users that
712 traffic is permitted to pass on either side of an island, obstruction, or gore in the roadway. Traffic
713 separated by this sign may either rejoin or change directions.

714 Guidance:

715 If used on an island, the Double Arrow sign should be mounted near the approach end.

716 If used in front of a pier or obstruction, the Double Arrow sign should be mounted on the face
717 of, or just in front of, the obstruction. Where stripe markings are used on the obstruction, they
718 should be discontinued to leave a 75 mm (3 in) space around the outside of the sign.

719 **Section ~~2C.21~~ 2C.25 DEAD END/NO OUTLET Signs (W14-1, W14-1a, W14-2,**
720 **W14-2a)**

721 [Approved by Council 6-21-08](#)

722
723 Option:

724 The DEAD END (W14-1) sign (see Figure 2C-5) may be used at the entrance of a single road
725 or street that terminates in a dead end or cul-de-sac. The NO OUTLET (W14-2) sign ([see Figure](#)
726 [2C-5](#)) may be used at the entrance to a road or road network from which there is no other exit.

727 DEAD END (W14-1a) or NO OUTLET (W14-2a) signs (see Figure 2C-5) may be used in
728 combination with Street Name (D3-1) signs (see Section 2D.45) to warn turning traffic that the
729 cross street ends in the direction indicated by the arrow.

730 At locations where the cross street does not have a name, the W14-1a or W14-2a signs may
731 be used alone in place of a street name sign.

732 **Standard:**

733 [The DEAD END \(W14-1a\) and NO OUTLET \(W14-2a\) signs shall be horizontal](#)
734 [rectangles with an arrow pointing to the left or right.](#)

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

738 **The DEAD END (W14-1a) or NO OUTLET (W14-2a) signs shall not be used instead of**
739 **the W14-1 or W14-2 signs where traffic can proceed straight through the intersection into**
740 **the dead end street or no outlet area.**

741 **Section ~~2C.22~~ 2C.26 Low Clearance Signs (W12-2 and ~~W12-2p~~ W12-2a)**

742 [Approved by Council 6-21-08](#)

743

744 **Standard:**

745 **The Low Clearance (W12-2) sign (see Figure 2C-5) shall be used to warn road users of**
746 **clearances less than 300 mm (12 in) above the statutory maximum vehicle height.**

747 Guidance:

748 The actual clearance should be ~~shown~~ **displayed** **edited to increase consistency** on the Low
749 Clearance sign to the nearest 25 mm (1 in) not exceeding the actual clearance. However, in areas
750 that experience changes in temperature causing frost action, a reduction, not exceeding 75 mm (3
751 in), should be used for this condition.

752 Where the clearance is less than the legal maximum vehicle height, the W12-2 sign with a
753 supplemental distance plaque should be placed at the nearest intersecting road or wide point in
754 the road at which a vehicle can detour or turn around.

755 In the case of an arch or other structure under which the clearance varies greatly, two or more
756 signs should be used as necessary on the structure itself to give information as to the clearances
757 over the entire roadway.

758 Clearances should be evaluated periodically, particularly when resurfacing operations have
759 occurred.

760 Option:

761 The Low Clearance sign may be installed on or in advance of the structure. If a sign is placed
762 on the structure, it may be a rectangular shape (~~W12-2p~~ **W12-2a**) with the appropriate legend (see
763 Figure 2C-5).

764 **Section ~~2C.23~~ **2C.27 BUMP and DIP Signs (W8-1, W8-2)****

765 **Approved by Council 6-21-08**

766

767 Guidance:

768 BUMP (W8-1) and DIP (W8-2) signs (see Figure 2C-6) should be used to give warning of a
769 sharp rise or depression in the profile of the road.

770 Option:

771 These signs may be supplemented with an Advisory Speed plaque (see Section 2C.08).

772 **Standard:**

773 **The DIP sign shall not be used at a short stretch of depressed alignment that might**
774 **momentarily hide a vehicle.**

775 Guidance:

776 A short stretch of depressed alignment that might momentarily hide a vehicle should be
777 treated as a no-passing zone when ~~centerline~~ **center line** striping is provided on a two-lane or
778 three-lane road (see Section 3B.02).

779 **Section ~~2C.24~~ **2C.28 SPEED HUMP Sign (W17-1)****

780 **Approved by Council 6-21-08**

781

782 Guidance:

783 The SPEED HUMP (W17-1) sign (see Figure 2C-6) should be used to give warning of a
784 vertical deflection in the roadway that is designed to limit the speed of traffic.

785 If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see
786 Section 2C.08).

787 Option:

788 If a series of speed humps exists in close proximity, an Advisory Speed plaque may be
789 eliminated on all but the first SPEED HUMP sign in the series.

790 The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1
791 sign.

792 Support:

793 Speed humps generally provide more gradual vertical deflection than speed bumps. Speed
794 bumps limit the speed of traffic more severely than speed humps. [Other forms of speed humps](#)
795 [include speed tables and raised intersections](#). However, ~~this~~ [these](#) differences in engineering
796 terminology ~~is~~ [are](#) not well known by the public, so for signing purposes ~~the~~ [these](#) terms are
797 interchangeable.

798 **Section ~~2C.25~~ [2C.29](#) PAVEMENT ENDS Sign (W8-3)**

799 [Approved by Council 6-21-08](#)

800

801 Guidance:

802 A PAVEMENT ENDS (W8-3) word message sign (see Figure 2C-6) should be used where a
803 paved surface changes to either a gravel treated surface or an earth road surface.

804 Option:

805 An Advisory Speed plaque (see Section 2C.08) may be used when the change in roadway
806 condition requires a reduced speed.

807 **Section ~~2C.26~~ [2C.30](#) Shoulder and Uneven Lanes Signs (W8-4, W8-9, ~~and W8-9a~~ 808 [W8-17, and W8-23](#))**

809 [Approved by Council 6-21-08 with revisions shown in yellow highlight.](#)

810

811 Option:

812 [The NO SHOULDER \(W8-23\) sign \(see Figure 2C-6\) may be used to warn road users that a](#)
813 [shoulder does not exist along a portion of the roadway.](#)

814 [The SHOULDER ENDS \(W8-X\) sign \(see Figure 2C-6\) may be used to warn](#)
815 [that a shoulder is ending.](#)

816 [The NO SHOULDER \(W8-Z\) sign \(see Figure 2C-6\) may be used to warn of the](#)
817 [lack of a shoulder on a short segment of a roadway without a shoulder.](#)

818

819 The SOFT SHOULDER (W8-4) sign (see Figure 2C-6) may be used to warn of a soft
820 shoulder condition.

821 The LOW SHOULDER (W8-9) sign (see Figure 2C-6) may be used to warn of a shoulder
822 condition where there is an elevation difference of less than 75 mm (3 in) between the shoulder
823 and the travel lane.

824 Guidance:

825 The Shoulder Drop Off (~~W8-9a~~ [W8-17](#)) sign (see Figure 2C-6) should be used when an
826 unprotected shoulder drop-off, adjacent to the travel lane, exceeds 75 mm (3 in) in depth for a
827 significant continuous length along the roadway, based on engineering judgment.

828 Option:
829 A SHOULDER DROP-OFF (W8-17P) supplemental plaque (see Figure 2C-6) may be
830 mounted below the W8-17 sign.
831 The SHOULDER DROP OFF (W8-17a) word message sign (see Figure 2C-6) may be used
832 instead of the W8-17 sign.
833 A Shoulder Drop Off (W8-17) An UNEVEN LANES (W8-XX) sign with an UNEVEN
834 LANES (W8-11P) supplemental plaque (see Figure 2C-6) may be used to warn of a difference in
835 elevation between travel lanes.

836 **Standard:**
837 **When used, shoulder and uneven lanes signs shall be placed in advance of the condition**
838 **(see Table 2C-4).**

839 Guidance:
840 Additional shoulder or uneven lanes signs should be placed at appropriate intervals along the
841 road where the condition continually exists. relocated to end of Section

842
843 Comments: SSW –12 Synthesis of Signs – “No shoulder” and “shoulder ends” signs were
844 discussed at RWSTC in January 2008 and approved by RWSTC.
845

846 Reason: Change the wording to that approved by RWSTC in January 2008 to provide for the
847 situations indicated with no shoulder and shoulder ending.
848

849 Reason: The UNEVEN LANES warning sign is more appropriate then using a Shoulder drop
850 off symbol to depict uneven lanes. The word message is more appropriate for this
851 application.

852 **Section ~~2C.27~~ 2C.31 Slippery When Wet Sign (W8-5) Surface Condition Signs (W8-**
853 **5, W8-7, W8-8, W8-13, and W8-14)**

854 Approved by Council 6-21-08 with revisions shown in yellow highlight.

855
856 Option:
857 The Slippery When Wet (W8-5) sign (see Figure 2C-6) may be used to warn ~~that a~~ of
858 unexpected slippery conditions ~~might exist.~~ Supplemental plaques with legends such as ICE,
859 WHEN WET, STEEL DECK, or EXCESS OIL may be used with the W8-5 sign to indicate the
860 reason that the slippery conditions might be present.

861 The LOOSE GRAVEL (W8-7) sign (see Figure 2C-6) may be used to warn of loose gravel
862 on the roadway surface.

863 The ROUGH ROAD (W8-8) sign (see Figure 2C-6) may be used to warn of a rough roadway
864 surface.

865 The BRIDGE ICES BEFORE ROAD (W8-13) sign (see Figure 2C-6) may be used in
866 advance of bridges to advise bridge users of winter weather conditions. The BRIDGE ICES
867 BEFORE ROAD sign may be removed or covered during seasons of the year when its message is
868 not relevant. this paragraph was relocated from Section 2C.28

869 The ~~FALLEN ROCKS~~ Falling Rocks (W8-14) sign (see Figure 2C-6) may be used in
870 advance of an area that is adjacent to a hillside, mountain, or cliff where rocks frequently fall onto

871 the roadway. A FALLING ROCKS (W8-14P) supplemental plaque (see Figure 2C-6) may be
872 mounted below the W8-14 sign.

873 Guidance:

874 When used, ~~a Slippery When Wet~~ Surface Condition signs should be placed in advance of the
875 beginning of the affected section (see Table 2C-4), and additional signs should be placed at
876 appropriate intervals along the road where the condition exists.

877 **Reason: Fallen Rocks is more appropriate**

878

879 Section 2C.32 Warning Signs and Plaques for Motorcyclists (W8-15, W8-15P, and 880 W8-16)

881 Approved by Council 6-21-08

882

883 Support:

884 The signs and plaques described in this Section are intended to give motorcyclists advance
885 notice of surface conditions that might adversely affect their ability to maintain control of their
886 motorcycle under wet or dry conditions. The use of some of the advance surface condition
887 warning signs described in Section 2C.31, such as Slippery When Wet, LOOSE GRAVEL, or
888 ROUGH ROAD, can also be helpful to motorcyclists if those conditions exist.

889 Option:

890 If a portion of a street or highway features a roadway pavement surface that is grooved or
891 textured instead of smooth, such as a grooved skid resistance treatment for a horizontal curve or a
892 brick pavement surface, a GROOVED PAVEMENT (W8-15) sign (see Figure 2C-6) may be used
893 to provide advance warning of this condition to motorcyclists, bicyclists, and other road users.
894 Alternate legends such as TEXTURED PAVEMENT or BRICK PAVEMENT may also be used
895 on the W8-15 sign.

896 If a bridge or a portion of a bridge includes a metal or grated surface, a METAL BRIDGE
897 DECK (W8-16) sign (see Figure 2C-6) may be used to provide advance warning of this condition
898 to motorcyclists, bicyclists, and other road users.

899 A Motorcycle (W8-15P) plaque (see Figure 2C-6) may be mounted below a W8-15 or W8-16
900 sign if the warning is intended to be directed primarily to motorcyclists.

901

902

903 ~~Section 2C.28~~ 2C.33 BRIDGE ICES BEFORE ROAD Sign (W8-13) NO CENTER 904 STRIPE Sign (W8-12)

905 Approved by Council 6-21-08

906

907 Option:

908 ~~A BRIDGE ICES BEFORE ROAD (W8-13) sign (see Figure 2C-4) may be used in advance~~
909 ~~of bridges to advise bridge users of winter weather conditions.~~

910 ~~The BRIDGE ICES BEFORE ROAD sign may be removed or covered during seasons of the~~
911 ~~year when its message is not relevant.~~ this paragraph and the previous paragraph were combined
912 and relocated to Section 2C.31

913 The NO CENTER STRIPE (W8-12) sign (see Figure 2C-6) may be used to warn of a
914 roadway without center line pavement markings.

915

916 Section 2C.34 Weather Condition Signs (W8-18, W8-19, W8-21, and W8-22)

917 Approved by Council 6-21-08 with revisions shown in yellow highlight.

918

919

920 Option:

921 The ROAD MAY FLOOD (W8-18) sign (see Figure 2C-6) may be used to warn road users
922 that a section of roadway is subject to frequent flooding. A Depth Gauge (W8-19) sign (see
923 Figure 2C-6) may also be installed within a roadway section that frequently floods.

924 Standard:

925 If used, the Depth Gauge sign shall be in addition to the ROAD MAY FLOOD sign,
926 shall be placed at the location where the flood waters are expected to be the deepest, and
927 shall be mounted at a height such that the bottom of the sign is at the approximate elevation
928 of the roadway.

929

930 Guidance:

931 The ROAD MAY FLOOD (W8-18) sign (see Figure 2C-6) should be installed in advance of
932 roadway locations that are frequently flooded.

933

934 Option:

935 The Depth Gauge (W8-19) sign (see Figure 2C-6) may be installed at roadway locations that
936 are frequently flooded.

937

938 Standard:

939 When used, the Depth Gauge (W8-19) sign shall indicate the depth of the water at the
940 deepest point on the roadway. The Depth Gauge (W8-19) sign shall be supplemented with a
941 ROAD MAY FLOOD sign.

942

943 Guidance:

944 The Depth Gauge (W8-19) sign should be supplemented with a DEPTH or FEET warning
945 plaque (W16-Xp) (see Figure 2C-6).

946

947 Option:

948 The GUSTY WINDS AREA (W8-21) sign (see Figure 2C-6) may be used to warn road users
949 that wind gusts frequently occur along a section of highway that are strong enough to impact the
950 stability of trucks, recreational vehicles, and other vehicles with high centers of gravity. A NEXT
951 XX km (MILES) (W7-3a) supplemental plaque may be mounted below the W8-21 sign to inform
952 road users of the length of roadway that frequently experiences strong wind gusts.

953 The ~~WATCH FOR FOG~~ FOG AREA (W8-22) sign (see Figure 2C-6) may be used to warn
954 road users that foggy conditions frequently reduce visibility along a section of highway. A
955 NEXT XX km (MILES) (W7-3a) supplemental plaque may be mounted below the W8-22 sign to
956 inform road users of the length of roadway that frequently experiences foggy conditions.

957 Comments: Gusty winds area and watch for fog signs have been added by NPA.

958

959 Reason for change: To be per SSW-17 Synthesis of Signs approved by Council June 2007.

960 Section ~~2C.29~~ 2C.35 **Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)**

961 Approved by Council 6-21-08

962

963 **Standard:**

964 The Advance Traffic Control symbol signs (see Figure 2C-6) include the Stop Ahead
965 (W3-1), Yield Ahead (W3-2), and Signal Ahead (W3-3) signs. These signs shall be installed
966 on an approach to a primary traffic control device that is not visible for a sufficient distance
967 to permit the road user to respond to the device (see Table 2C-4). The visibility criteria for
968 a traffic control signal shall be based on having a continuous view of at least two signal faces
969 for the distance specified in Table 4D-1.

970 Support:

971 Permanent obstructions causing the limited visibility might include roadway alignment or
972 structures. Intermittent obstructions might include foliage or parked vehicles.

973 Guidance:

974 Where intermittent obstructions occur, engineering judgment should determine the treatment
975 to be implemented.

976 Option:

977 An Advance Traffic Control sign may be used for additional emphasis of the primary traffic
978 control device, even when the visibility distance to the device is satisfactory.

979 ~~Word messages (W3-1a, W3-2a, W3-3a) may be used as alternates to the Advance Traffic~~
980 ~~Control symbol signs.~~

981 A supplemental street name plaque (see Section 2C.61) may be installed above or below an
982 Advance Traffic Control sign.

983 A warning beacon may be used with an Advance Traffic Control sign.

984 A BE PREPARED TO STOP (W3-4) sign (see Figure 2C-6) may be used to warn of stopped
985 traffic caused by a traffic control signal or in advance of a section of roadway that regularly
986 experiences traffic congestion.

987 **Standard:**

988 **When a BE PREPARED TO STOP sign is used in advance of a traffic control signal, it**
989 **shall be used in addition to a Signal Ahead sign.**

990 Option:

991 The BE PREPARED TO STOP sign may be supplemented with a warning beacon (see
992 Section 4L.03).

993 Guidance:

994 When the warning beacon is interconnected with a traffic control signal or queue detection
995 system, the BE PREPARED TO STOP sign should be supplemented with a WHEN FLASHING
996 (W16-13P) plaque (see Figure 2C-14).

997 Support:

998 Section 2C.39 contains information regarding the use of a NO MERGE AREA (W4-5P)
999 supplemental plaque in conjunction with a Yield Ahead sign.

1000

1001 Section 2C.36 Advance Ramp Control Signal Signs (W3-7 and W3-8)

1002 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1003

1004

1005 Option:

1006 A RAMP METER AHEAD (W3-7) sign (see Figure 2C-6) may be used to warn road users
1007 that a freeway entrance ramp is metered and that they will encounter a ramp control signal (see
1008 Chapter 4I).

1009 Guidance:

1010 When the ramp control signals are operated only during certain periods of the day, a RAMP
1011 METERED WHEN FLASHING (W3-8) sign (see Figure 2C-6) should be installed in advance of
1012 the ramp control signal at the entrance to the ramp or on the arterial approaching the ramp, and
1013 on the ramp, to alert road users to the presence and operation of ramp meters.

1014 Standard:

1015 The RAMP METERED WHEN FLASHING sign shall be supplemented with a warning
1016 beacon (see Section 4L.03) that flashes when the ramp control signal is in operation.

1017

1018 Comments: Synthesis of Signs SSW-6 approved by Council, June 2007. NPA language
1019 changed from that approved. Recommend changes shown. Council rejected the use of
1020 the RAMP METERED AHEAD WHEN FLASHING sign, since ramp meters are not
1021 24/7 operations. However, it is possible that a 24/7 operation could exist. Therefore,
1022 accept NPA language for the RAMP METERED AHEAD WHEN FLASHING sign.

1023

1024 Reason: Many states use the RAMP METERED WHEN FLASHING sign at the entrance to
1025 the ramp rather than the arterial. Allowance needs to be made for either method. Both
1026 provide effective information to the driver. The changes noted are per that approved by
1027 NCUTCD.

1028

1029

1030 Section ~~2C.30~~ 2C.37 Reduced Speed ~~Reduction~~ Limit Ahead Signs (W3-5, W3-5a)
1031 the name of this sign was revised to be consistent with the Stop Ahead, Yield
1032 Ahead, and Signal Ahead names

1033 Approved by Council 6-21-08

1034

1035

1036 Guidance:

1037 A Reduced Speed ~~Reduction~~ Limit Ahead (W3-5 or W3-5a) sign (see Figure 2C-7) should be
1038 used to inform road users of a reduced speed zone ~~when~~ where the speed limit is being reduced
1039 by more than 20 km/h or by more than 10 mph, or where engineering judgment indicates the need
1040 for advance notice to comply with the posted speed limit ahead.

1041 Standard:

1042 If used, Reduced Speed ~~Reduction~~ Limit Ahead signs shall be followed by a Speed Limit
1043 (R2-1) sign installed at the beginning of the zone where the speed limit applies.

1044 The speed limit displayed on the Reduced Speed ~~Reduction~~ Limit Ahead sign shall be
1045 identical to the speed limit displayed on the subsequent Speed Limit sign.

1046 Section 2C.38 DRAWBRIDGE AHEAD Sign (W3-6)

1047 Approved by Council 6-21-08

1048

1049 Standard:

1050 A DRAWBRIDGE AHEAD (W3-6) sign (see Figure 2C-6) shall be used in advance of
1051 movable bridge signals and gates (see Section 4J.02) to give warning to road users, except in
1052 urban conditions where such signing would not be practical.

1053

1054 Section ~~2C.34~~ 2C.39 Merge Signs (W4-1, W4-5)

1055 Approved by Council 6-21-08

1056

1057 Option:

1058 A Merge (W4-1) sign (see Figure 2C-8) may be used to warn road users on the major
1059 roadway that merging movements might be encountered in advance of a point where lanes from
1060 two separate roadways converge as a single traffic lane and no turning conflict occurs.

1061 A Merge sign may also be installed on the side of the entering roadway to warn road users on
1062 the entering roadway of the merge condition.

1063 Guidance:

1064 The Merge sign should be installed on the side of the major roadway where merging traffic
1065 will be encountered and in such a position as to not obstruct the road user's view of entering
1066 traffic.

1067 Where two roadways of approximately equal importance converge, a Merge sign should be
1068 placed on each roadway.

1069 When a Merge sign is to be installed on an entering roadway that curves before merging with
1070 the major roadway, such as a ramp with a curving horizontal alignment as it approaches the major
1071 roadway, the Entering Roadway Merge (W4-5) sign (see Figure 2C-8) should be used to better
1072 portray the actual geometric conditions to road users on the entering roadway.

1073 The Merge sign should not be used where two roadways converge and merging movements
1074 are not required.

1075 The Merge sign should not be used in place of a Lane Ends sign (see Section 2C.41) where
1076 lanes of traffic moving on a single roadway must merge because of a reduction in the actual or
1077 usable pavement width (~~see Section 2C.41~~).

1078 Option:

1079 An Entering Roadway Merge (W4-5) sign with a NO MERGE AREA (W4-5P) supplemental
1080 plaque (see Figure 2C-8) mounted below it may be used to warn road users on an entering
1081 roadway that they will encounter an abrupt merging situation without an acceleration lane at the
1082 downstream end of the ramp.

1083 For a yield-controlled channelized right-turn movement onto a roadway without an
1084 acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque may be mounted below a
1085 Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment
1086 indicates that road users would expect an acceleration lane to be present.

1087

1088 **Section ~~2C.32~~ 2C.40 Added Lane Signs (W4-3, W4-6)**

1089 Approved by Council 6-21-08

1090

1091

1092 Guidance:

1093 The Added Lane (W4-3) sign (see Figure 2C-8) should be installed in advance of a point
1094 where two roadways converge and merging movements are not required. When possible, the
1095 Added Lane sign should be placed such that it is visible from both roadways; if this is not
1096 possible, an Added Lane sign should be placed on the side of each roadway.

1097 When an Added Lane sign is to be installed on a roadway that curves before converging with
1098 another roadway that has a tangent alignment at the point of convergence, the Entering Roadway
1099 Added Lane (W4-6) sign (see Figure 2C-8) should be used to better portray the actual geometric
1100 conditions to road users on the curving roadway.

1101 **Section ~~2C.33~~ 2C.41 Lane Ends Signs (W4-2, W4-7, W9-1, W9-2)**

1102 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1103

1104

1105 Guidance:

1106 The LANE ENDS MERGE LEFT (RIGHT) (W9-2) ~~word~~ sign, or the Lane Ends (W4-2)
1107 ~~symbol~~ sign, should be used to warn of the reduction in the number of traffic lanes in the
1108 direction of travel on a multi-lane highway (see Figure 2C-8).

1109 Option:

1110 The RIGHT (LEFT) LANE ENDS (W9-1) ~~word~~ sign (see Figure 2C-8) may be used in
1111 advance of the Lane Ends (W4-2) ~~symbol~~ sign or the LANE ENDS MERGE LEFT (RIGHT)
1112 (W9-2) ~~word~~ sign as additional warning or to emphasize that the traffic lane is ending and that a
1113 merging maneuver will be required.

1114 The THRU TRAFFIC MERGE LEFT (RIGHT) (W4-7) sign (see Figure 2C-8) may be used
1115 as a supplement to other warning and/or regulatory signs to warn road users in the right-hand
1116 (left-hand) lane that their lane is about to become a mandatory turn or exit lane.

1117 The THRU TRAFFIC MERGE LEFT (RIGHT) (W4-7) sign (see Figure 2C-8)
1118 may be used when it is desirable to indicate that thru traffic should move out of a lane
1119 that will become a mandatory turn or exit lane or will be occupied by large volumes of
1120 entering traffic.

1121

1122 On one-way streets or on divided highways where the width of the median will permit, two
1123 Lane Ends signs may be placed facing approaching traffic, one on the right-hand **edited to**
1124 **increase clarity** side and the other on the left-hand **edited to increase clarity** side or median.

1125 Support:

1126 ~~The reduction in the number of traffic lanes may also be delineated with roadway edge lines~~
1127 ~~(see Section 3B.09) and/or roadway delineation (see Chapter 3D).~~ Section 3B.09 contains
1128 information regarding the use of pavement markings in conjunction with a lane reduction.

1129 Guidance:

1130 Where an extra lane has been provided for slower moving traffic (see Section 2B.39), a Lane
1131 Ends word sign or a Lane Ends (W4-2) symbol sign should be installed in advance of the
1132 downstream end of the extra lane.

1133 Lane Ends signs should not be installed in advance of the downstream end of an acceleration
1134 lane.

1135
1136 Reason: The Synthesis of Signs SSW-10 approved by Council in June 2007 is per the revised
1137 language shown.

1138 ~~Section 2C.42 RIGHT (LEFT) LANE EXIT ONLY AHEAD Sign (W9-7)~~

1139 ~~Approved by Council 6-21-08 with revisions shown in yellow highlight.~~

1140

1141 ~~Delete this section.~~

1142

1143 ~~Option:~~

1144 ~~The RIGHT (LEFT) LANE EXIT ONLY AHEAD (W9-7) sign (see Figure 2C-8) may be~~
1145 ~~used to provide advance warning to road users that traffic in the right hand (left hand) lane of a~~
1146 ~~roadway that is approaching a grade-separated interchange will be required to depart the roadway~~
1147 ~~on an exit ramp at the next interchange.~~

1148 ~~Standard:~~

1149 ~~The W9-7 sign shall be a horizontal rectangle with a black legend and border on a~~
1150 ~~yellow background.~~

1151 ~~Guidance:~~

1152 ~~If used, the W9-7 sign should be installed upstream from the first overhead guide sign that~~
1153 ~~contains an EXIT ONLY sign panel or upstream from the first RIGHT (LEFT) LANE MUST~~
1154 ~~EXIT (R3-33) regulatory sign, whichever is furthest upstream from the exit.~~

1155 ~~Support:~~

1156 ~~Section 2B.23 contains information regarding a regulatory sign that can also be used for lane~~
1157 ~~drops at grade-separated interchanges.~~

1158

1159 REASON: Section 2B.23 includes a regulatory sign for this application. The language per NPA
1160 says this sign is used when traffic **is required** to depart the roadway. Therefore,
1161 this sign should only be in Part 2B as a regulatory sign. NPA has added the
1162 regulatory sign in Section 2B.23. Council approved language for Section 2B.23.
1163 **SSW-9**

1164 ~~Section 2C.43 Toll Road Begins Signs (W9-4 and W9-5)~~

1165 ~~Approved by Council 6-21-08 with revisions shown in yellow highlight.~~

1166 Deleted per GMI recommendation.

1167 ~~Guidance:~~

1168 ~~The TOLL ROAD BEGINS XX km (MILE) (W9-4) warning sign (see Figure 2C-9) should~~
1169 ~~be used on a non-tolled highway that transitions to become a tolled highway. This sign should be~~
1170 ~~installed approximately 1.6 km (1 mi) in advance of the start of the tolled section of highway.~~

1171 The LAST EXIT BEFORE TOLL (W16-16P) plaque (see Section 2C.68) should also be used
1172 on the appropriate guide signs for the last exit upstream from the point where the tolled highway
1173 section begins.

1174 Option:

1175 Additional W9-4 warning signs may be installed upstream from and downstream from the
1176 recommended sign at 1.6 km (1 mi), such as at 3.2 km (2 mi) and 800 m (0.5 mi) in advance of
1177 the start of the tolled section of highway.

1178 The TOLL ROAD BEGINS (W9-5) warning sign (see Figure 2C-9) may be installed at or
1179 near the point where the tolled highway section begins.

1180 Standard:

1181 The W9-4 and W9-5 signs shall each be a horizontal rectangle with a black legend and
1182 border on a yellow background.

1183

1184 Section 2C.44 Stop Ahead Pay Toll Sign (W9-6)

1185 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1186

1187 Standard:

1188 The Stop Ahead Pay Toll (W9-6) sign shall be a horizontal rectangle with a black legend
1189 and border on a yellow background. The legend shall include the distance to the toll plaza
1190 and, except for toll ticket facilities, the toll fee for passenger or 2-axle vehicles (see Figure
1191 2C-9). Where the toll fee for passenger or 2-axle vehicles is variable by time of day, a
1192 changeable message element shall be incorporated into the W9-6 sign to display the toll fee
1193 in effect.

1194 Guidance:

1195 The Stop Ahead Pay Toll (W9-6) sign should be installed overhead at approximately 1.6 km
1196 (1 mi) and 800 m (0.5 mi) in advance of mainline toll plazas at which some or all lanes are
1197 required to come to a stop to pay a toll fee (see Sections 2E.56 and 2E.57).

1198 Option:

1199 If there is insufficient space for the W9-6 sign at the 1.6 km (1 mi) or 800 m (0.5 mi) advance
1200 locations, the Stop Ahead Pay Toll (W9-6P) plaque (see Section 2C.69) may be installed at those
1201 advance locations above the appropriate guide sign(s) that relate to toll payment types.

1202 An additional W9-6 sign may be installed approximately 3.2 km (2 mi) in advance of a
1203 mainline toll plaza. This sign may be either overhead or post-mounted.

1204 If the visibility of a ramp toll plaza at which some or all lanes are required to come to a stop
1205 to pay a toll fee is limited, the W9-6 sign may also be installed in advance of the ramp toll plaza.

1206

1207 Reason for changes: The changes shown are from the G/MI Committee Recommendations

1208 ~~Section 2C.34~~ 2C.45 Two-Way Traffic Sign (W6-3)

1209 Approved by Council 6-21-08

1210

1211 Guidance:

1212 A Two-Way Traffic (W6-3) sign (see Figure 2C-8) should be used to warn road users of a
1213 transition from a multi-lane divided section of roadway to a two-lane, two-way section of
1214 roadway.

1215 A Two-Way Traffic (W6-3) sign with an AHEAD (W16-9P) plaque (see Figure 2C-14)
1216 should be used to warn road users of a transition from a one-way street to a two-lane, two-way
1217 section of roadway (see Figure 2B-17, Sheet 2 of 2).

1218 Option:

1219 The Two-Way Traffic sign may be used at intervals along a two-lane, two-way roadway and
1220 may be used to supplement the Divided Highway (Road) Ends (W6-2) sign discussed in Section
1221 2C.22.

1222 Section 2C.46 Two-Way Traffic on a Three-Lane Roadway Sign (W6-5 and W6-6)

1223 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1224

1225

1226 Option:

1227 A Two-Way Traffic on a Three-Lane Roadway (W6-5 or W6-6) sign (see Figure 2C-8) may
1228 be used in advance at the beginning of and at intervals along a three-lane, two-way section of
1229 roadway that permanently has one lane of traffic in one direction and two lanes of traffic in the
1230 other direction.

1231 A Two-Way Traffic on a Three-Lane Roadway sign with an AHEAD (W16-9P) plaque (see
1232 Figure 2C-14) may be used to warn road users of a transition from a one-way street to a three-
1233 lane, two-way section of roadway that permanently has one lane of traffic in one direction and
1234 two lanes of traffic in the other direction.

1235 Standard:

1236 If a Two-Way Traffic on a Three-Lane Roadway sign is used, the sign that is used in
1237 each direction shall be consistent with the pavement markings on the three-lane roadway.

1238 The Two-Way Traffic on a Three-Lane Roadway sign shall not be used for three-lane
1239 roadways that have a reversible lane or a two-way left-turn lane for a center lane.

1240 Section ~~2C.35~~ 2C.47 NO PASSING ZONE Sign (W14-3)

1241 Approved by Council 6-21-08

1242

1243 Standard:

1244 The NO PASSING ZONE (W14-3) sign (see Figure 2C-8) shall be a pennant-shaped
1245 isosceles triangle with its longer axis horizontal and pointing to the right. When used, the
1246 NO PASSING ZONE sign shall be installed on the left side of the roadway at the beginning
1247 of no-passing zones identified by ~~either~~ grammar – more than two choices pavement
1248 markings or Do Not Pass signs or both (see Sections 2B.34 and 3B.02).

1249 ~~Section 2C.36 Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-~~
1250 ~~5) relocated to Section 2C.14~~

1251 Section ~~2C.37~~ 2C.48 Intersection Warning Signs (W2-1 through ~~W2-6~~ W2-8)

1252 Approved by Council 6-21-08

1253

1254 Option:
1255 A Cross Road (W2-1) symbol, Side Road (W2-2 or W2-3) symbol, T-Symbol (W2-4), or Y-
1256 Symbol (W2-5) sign (see Figure 2C-10) may be used in advance of an intersection to indicate the
1257 presence of an intersection and the possibility of turning or entering traffic. The Circular
1258 Intersection (W2-6) symbol sign ~~accompanied by an educational TRAFFIC CIRCLE (W16-12P)~~
1259 ~~plaque~~ (see Figure 2C-10) may be installed in advance of a circular intersection ([see Figures 2B-](#)
1260 [24 through 2B-26](#)).

1261 [An educational plaque \(see Figure 2C-10\) with a legend such as TRAFFIC CIRCLE \(W16-](#)
1262 [12P\) or ROUNDABOUT \(W16-17P\) may be mounted below a Circular Intersection symbol sign.](#)

1263 The relative importance of the intersecting roadways may be shown by different widths of
1264 lines in the symbol.

1265 An advance street name plaque (see Section 2C.61) may be installed above or below an
1266 Intersection Warning sign.

1267 Guidance:

1268 The Intersection Warning sign should illustrate and depict the general configuration of the
1269 intersecting roadway, such as cross road, side road, T-intersection, or Y-intersection.

1270 Intersection Warning signs, other than the Circular Intersection (W2-6) symbol sign and the
1271 T-intersection (W2-4) symbol sign should not be used on approaches controlled by STOP signs,
1272 YIELD signs, or signals. ~~The Circular Intersection (W2-6) symbol sign should be installed on the~~
1273 ~~approach to a YIELD sign controlled roundabout intersection.~~

1274 If an Intersection Warning sign is used where the side roads are not opposite of each other,
1275 the ~~symbol for the intersection should indicate a slight~~ Offset [Side Roads \(W2-7\) symbol \(see](#)
1276 [Figure 2C-10\) should be used instead of the Cross Road symbol.](#)

1277 [If an Intersection Warning sign is used where two closely-spaced side roads are on the same](#)
1278 [side of the highway, the Double Side Roads \(W2-8\) symbol \(see Figure 2C-10\) should be used](#)
1279 [instead of the Side Road symbol.](#)

1280
1281

1282 ~~Section 2C.38~~ **2C.49 Two-Direction Large Arrow Sign (W1-7)**

1283 [Approved by Council 6-21-08](#)

1284
1285

1286 **Standard:**

1287 The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-10) shall be a horizontal
1288 rectangle.

1289 If used, it shall be installed on the far side of a T-intersection in line with, and at
1290 approximately a right angle to, [traffic](#) approaching ~~traffic~~ [from the stem of the T-](#)
1291 [intersection.](#)

1292 The Two-Direction Large Arrow sign shall not be used where there is no change in the
1293 direction of travel such as at the beginnings and ends of medians or at center piers.

1294 [The Two-Direction Large Arrow sign directing traffic to the left and right shall not be](#)
1295 [used in the central island of a roundabout.](#)

1296 Guidance:

1297 The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the
1298 road user with adequate time to react to the intersection configuration.

1299 **Section ~~2C.39~~ 2C.50 Traffic Signal Signs (W25-1, W25-2)**

1300 Approved by Council 6-21-08

1301

1302 **Standard:**

1303 Unless a separate left-turn signal face, a flashing yellow arrow signal face, or a flashing
1304 red arrow signal face **added to increase consistency with Part 4** is provided and is operated
1305 **as described in Sections 4D.18 through 4D.20, if the possibility exists that a steady added to**
1306 **increase accuracy** CIRCULAR YELLOW signal indication could be displayed to an
1307 approach from which drivers are turning left permissively without the simultaneous display
1308 of a steady **added to increase accuracy** CIRCULAR YELLOW signal indication to the
1309 opposing approach (see Section 4D.10), either a W25-1 or a W25-2 sign (see Figure 2C-10)
1310 shall be installed near the left-most signal head. If the operation described in the previous
1311 sentence occurs on a cycle-by-cycle basis during all times that the traffic control signal is
1312 operated in the stop-and-go mode, the ONCOMING TRAFFIC HAS EXTENDED GREEN
1313 (W25-1) sign shall be used; if the operation occurs only occasionally, the ONCOMING
1314 TRAFFIC MAY HAVE EXTENDED GREEN (W25-2) sign shall be used.

1315 The W25-1 and W25-2 signs shall be vertical rectangles.

1316 **Section ~~2C.40~~ 2C.51 Vehicular Traffic Signs (W8-6, W11-1, W11-5, W11-5a, W11-
1317 8, W11-10, W11-11, W11-12P, W11-14, and W11-15)**

1318 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1319

1320 Option:

1321 Vehicular Traffic (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P,
1322 W11-14, W11-XX, and W11-15) signs (see Figure 2C-11) may be used to alert road users to
1323 locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles,
1324 emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The
1325 TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck
1326 Crossing symbol (W11-10) sign. The combined Bicycle/Pedestrian (W11-15) sign may be used
1327 where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection
1328 with a shared-use path. A TRAIL XING (W11-15P) supplemental plaque (see Figure 2C-11)
1329 may be mounted below the W11-15 sign.

1330 The TRAIL CROSSING (W11-XX) sign may be used to warn of multi-use path crossings
1331 where pedestrians, bicyclists, and other user groups might cross.

1332 Support:

1333 These locations might be relatively confined or might occur randomly over a segment of
1334 roadway.

1335 Guidance:

1336 Vehicular Traffic signs should be used only at locations where the road user's sight distance
1337 is restricted, or the condition, activity, or entering traffic would be unexpected.

1338 If the condition or activity is seasonal or temporary, the Vehicular Traffic sign should be
1339 removed or covered when the condition or activity does not exist.

1340 Option:

1341 Supplemental plaques (see Section 2C.56) with legends such as AHEAD, XX METERS (~~XX~~
1342 FEET), NEXT XX km (~~NEXT XX~~ MILES), or SHARE THE ROAD may be mounted below
1343 Vehicular Traffic signs to provide advance notice to road users of unexpected entries.

1344 **Standard:**

1345 **When used at the crossing, the Bicycle (W11-1) and Golf Cart (W11-11) signs shall be**
1346 **supplemented with a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-**
1347 **14) showing the location of the crossing**

1348

1349 **Guidance:**

1350 **The Bicycle (W11-1) and Combination Bicycle/Pedestrian (W11-15) signs and related**
1351 **supplemental plaques should have a fluorescent yellow-green background with a black legend**
1352 **and border.**

1353

1354 **Standard:**

1355 **The Emergency Vehicle (W11-8) sign with the EMERGENCY SIGNAL AHEAD (W11-**
1356 **12P) supplemental plaque (see Figure 2C-11) shall be placed in advance of all emergency-**
1357 **vehicle traffic control signals (see Chapter 4G).**

1358 **Option:**

1359 The Emergency Vehicle (W11-8) sign, or a word message sign indicating the type of
1360 emergency vehicle (such as rescue squad), may be used in advance of the emergency vehicle
1361 station when no emergency-vehicle traffic control signal is present.

1362 A Warning Beacon (see Section 4L.03) and a supplemental WHEN FLASHING (W16-13P)
1363 plaque (see Figure 2C-14) may be used with any Vehicular Traffic sign to indicate specific
1364 periods when the condition or activity is present or is likely to be present.

1365 **Support:**

1366 Section 2A.15 contains information regarding enhanced sign conspicuity.

1367

1368 Reason: The pedestrian warning sign (Section 2C.52) requires a diagonal pointing
1369 downward arrow; therefore, the combination ped/bike warning sign shall require it also.
1370 The FYG is a should condition for consistency with Section 2C.52 ped warning sign.

1371

1372 Comment: **Combination bicycle/pedestrian warning sign to be replaced with version**
1373 **suggested by Pedestrian/Bicycle Technical Committee.**

1374

1375 SSW-26 Synthesis of Signs reviewed the combination bicycle-ped sign for Recreational
1376 trail crossing. What happens if Recreational trail includes equestrian or snowmobiles?
1377 Allow use of word message "Recreational Trail Crossing" as option.

1378

1379 **Section ~~2C.41~~ 2C.52 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7,**
1380 **W11-9, and W11-16 through W11-22)**

1381 **Approved by Council 6-21-08 with revisions shown in yellow highlight.**

1382

1383 **Option:**

1384 Nonvehicular (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-
1385 22) signs (see Figure 2C-12) may be used to alert road users in advance of locations where

1386 unexpected entries into the roadway or shared use of the roadway by pedestrians, animals, and
1387 other crossing activities might occur.

1388 Support:

1389 These conflicts might be relatively confined, or might occur randomly over a segment of
1390 roadway.

1391 **Guidance:**

1392 When used in advance of a pedestrian crossing, the Pedestrian (W11-2) and Wheelchair
1393 (W11-9) warning signs should be supplemented with supplemental plaques (see Section 2C.43)
1394 with the legend AHEAD, XX METERS (XX FEET), or NEXT XX km (NEXT XX MILES) to
1395 provide advance notice to road users of crossing activity.

1396 Option:

1397 When used in advance of a crossing, Nonvehicular warning signs, other than Pedestrian
1398 (W11-2) and Wheelchair (W11-9) signs, may be supplemented with supplemental plaques (see
1399 Section 2C.56) with the legend AHEAD, XX METERS (XX FEET), or NEXT XX km (NEXT
1400 XX MILES) to provide advance notice to road users of crossing activity.

1401 **Standard:**

1402 When used at the crossing, Nonvehicular signs shall be supplemented with a diagonal
1403 downward pointing arrow (W16-7P) plaque (see Figure 2C-14) showing the location of the
1404 crossing.

1405 Option:

1406 The crossing location may be defined with crosswalk markings (see Section 3B.18).

1407 **Standard:**

1408 School signs and their related supplemental plaques shall have a fluorescent yellow-
1409 green background with a black legend and border (see Section 7B.07).

1410 **Guidance:**

1411 Pedestrian, Bicycle, and School Playground signs and their related supplemental plaques ~~may~~
1412 should have a fluorescent yellow-green background with a black legend and border.

1413 **Guidance:**

1414 When a fluorescent yellow-green background is used, a systematic approach featuring one
1415 background color within a zone or area should be used. The mixing of standard yellow and
1416 fluorescent yellow-green backgrounds within a selected site area should be avoided.

1417 Nonvehicular signs should be used only at locations where the crossing activity is unexpected
1418 or at locations not readily apparent.

1419 **Option:**

1420 A Warning Beacon (see Section 4L.03) and a supplemental WHEN FLASHING (W16-13P)
1421 plaque (see Figure 2C-14) may be used with any Nonvehicular sign to indicate specific periods
1422 when the condition or activity is likely to be present or is actually present.

1423 **Support:**

1424 Section 2A.15 contains information regarding enhanced sign conspicuity.

1425

1426 Reason for change: to be consistent with vehicular signs and school signs

1427 **Section ~~2C.42~~ 2C.53 Playground Sign (W15-1)**

1428 Approved by Council 6-21-08

1429

1430 Option:
1431 The Playground (W15-1) sign (see Figure 2C-12) may be used to give advance warning of a
1432 designated children's playground that is located adjacent to the road.

1433 Guidance:

1434 The Playground sign ~~may~~ should have a fluorescent yellow-green background with a black
1435 legend and border.

1436 ~~Guidance:~~

1437 If the access to the playground area requires a roadway crossing, the application of crosswalk
1438 pavement markings (see Section 3B.18) and Nonvehicular signs (see Section 2C.52) should be
1439 considered.

1440 Section 2C.54 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)

1441 Approved by Council 6-21-08

1442

1443 Option:

1444 A NEW TRAFFIC PATTERN AHEAD (W23-2) sign (see Figure 2C-6) may be used on the
1445 approach to an intersection or along a section of roadway to provide advance warning of a change
1446 in traffic patterns, such as revised lane usage, roadway geometry, or signal phasing.

1447 Guidance:

1448 The NEW TRAFFIC PATTERN AHEAD sign should be removed when the traffic pattern
1449 returns to normal, when the changed pattern is no longer considered to be new, or within six
1450 months.

1451 Section 2C.55 Warning Signs on Median Barriers for Preferential Lanes

1452 Approved by Council 6-21-08 with revisions shown in yellow highlight.

1453

1454 Option:

1455 When a warning sign applicable only to a preferential lane is installed on a median barrier
1456 with limited lateral clearance to the adjacent travel lanes or shoulders, the warning sign may have
1457 a vertical rectangular shape. For a High Occupancy Vehicle lane, such signs may be used instead
1458 of using the HOV Plaque (W16-11P) (see Section 2C.64) with a standard diamond-shaped
1459 warning sign.

1460 Standard:

1461 When a vertical rectangular-shaped warning sign applicable only to a preferential lane
1462 is installed on a median barrier, the top portion of the sign shall be comprised of a white
1463 symbol or legend denoting the type of preferential lane (such as the diamond symbol for
1464 HOV or the legend BUS LANE) on a black background with a white border, and the
1465 bottom portion of the sign shall be comprised of the standard word message or symbol of
1466 the standard warning sign as a black legend on a yellow background with a black border
1467 (see Figure 2C-13).

1468 Guidance:

1469 Where lateral clearance is limited, such as when a post-mounted warning sign applicable only
1470 to a preferential lane is installed on a median barrier, the edges of the sign should not project
1471 beyond the outer edges of the barrier.

1472 Option:

1473 [Where lateral clearance is limited, a post-mounted warning sign applicable only to a](#)
1474 [preferential lane installed on a median barrier may be skewed up to 45 degrees in order to fit](#)
1475 [within the barrier width or may be mounted at a height of ~~4.3~~ 5.4 m \(14 17 ft\) or more above the](#)
1476 [roadway.](#)

1477 **Reason: to be consistent with section 2A mounting heights.**

1478 **Section ~~2C.43~~ 2C.56 Use of Supplemental Warning** added in this section and the
1479 **next section to increase accuracy** Plaques

1480

1481 Approved by Council 6-21-08

1482

1483 Option:

1484 A supplemental [warning](#) plaque may be displayed with a warning sign when engineering
1485 judgment indicates that road users require additional information beyond that contained in the
1486 main message of the warning sign.

1487 **Standard:**

1488 Supplemental [warning](#) plaques shall be used only in combination with warning or
1489 regulatory signs. They shall not be mounted alone or displayed alone. If used, a
1490 supplemental [warning](#) plaque shall be installed on the same post(s) as the warning [or](#)
1491 [regulatory](#) sign [that it supplements.](#) **edited to increase clarity**

1492 **Section ~~2C.44~~ 2C.57 Design of Supplemental Warning Plaques**

1493 Approved by Council 6-21-08

1494

1495 **Standard:**

1496 A supplemental [warning](#) plaque shall have the same color legend, border, and
1497 background as the warning sign with which it is displayed. Supplemental [warning](#) plaques
1498 shall be square or rectangular.

1499 **Section ~~2C.45~~ 2C.58 Distance Plaques (W16-2 series, W16-3 series, W16-4P, W7-**
1500 **3aP)**

1501 Approved by Council 6-21-08

1502

1503 Option:

1504 The Distance Ahead (W16-2 series and W16-3 series) plaques (see Figure 2C-14) may be
1505 used to inform the road user of the distance to the condition indicated by the warning sign.

1506 The Next Distance (W7-3aP and W16-4P) plaques (see Figures 2C-4 and 2C-14) may be
1507 used to inform road users of the length of roadway over which the condition indicated by the
1508 warning sign exists.

1509 ~~Section 2C.46 Advisory Speed Plaque (W13-1)~~ **relocated to Section 2C.08**

1510 **Section ~~2C.47~~ 2C.59 Supplemental Arrow Plaques (W16-5P, W16-6P, ~~W16-7P~~)**

1511 Approved by Council 6-21-08

1512

1513

1514 Guidance:

1515 If the condition indicated by a warning sign is located on an intersecting road and the distance
1516 between the intersection and condition is not sufficient to provide adequate advance placement of
1517 the warning sign, a Supplemental Arrow (W16-5P; ~~or~~ W16-6P; ~~W16-7P~~) plaque (see Figure 2C-
1518 14) should be used below the warning sign.

1519 **Standard:**

1520 Supplemental Arrow plaques (~~see Figure 2C-11~~) **deleted because figure reference is**
1521 **given in previous paragraph** shall have the same legend design as the Advance Turn Arrow
1522 and Directional Arrow auxiliary signs (see Sections 2D.28 and 2D.29) except that they shall
1523 have a black legend and border on a yellow or fluorescent yellow-green background, as
1524 appropriate.

1525 **Section ~~2C.48~~ 2C.60 Hill-Related Plaques (W7-2 Series, W7-3 Series)**

1526 **Approved by Council 6-21-08**

1527

1528 Guidance:

1529 Hill-Related (W7-2 series, W7-3 series) plaques (see Figure 2C-4) or other appropriate
1530 legends and larger signs should be used for emphasis or where special hill characteristics exist.

1531 On longer grades, the use of the distance plaque (W7-3aP or W7-3bP) at periodic intervals of
1532 approximately 1.6 km (1 mi) spacing should be considered.

1533 **Section ~~2C.49~~ 2C.61 Advance Street Name Plaque (W16-8P, W16-8aP)**

1534 **Approved by Council 6-21-08 with revisions shown in yellow highlight**

1535

1536 Option:

1537 An Advance Street Name (W16-8P or W16-8aP) plaque (see Figure 2C-14) may be used with
1538 any Intersection sign (W2 series) or Advance Traffic Control (W3 series) sign to identify the
1539 name of the intersecting street.

1540 **Standard:**

1541 **The lettering on Advance Street Name plaques shall be composed of a combination of**
1542 **lower-case letters with initial upper-case letters.**

1543 **When two street names are used on the Advance Street Name plaque, directional**
1544 **arrows shall be used adjacent to the street names.**

1545 **Guidance:**

1546 **If two street names are used on the Advance Street Name plaque, the street names and**
1547 **associated arrows should be displayed in the following order:**

1548 **A. For a single intersection, the name of the street to the left should be displayed above the**
1549 **name of the street to the right; or**

1550 **B. For two sequential intersections, such as where the plaque is used with an Offset Side**
1551 **Roads (W2-7) or a Double Side Road (W2-8) symbol sign, the name of the first street**
1552 **encountered should be displayed above the name of the second street encountered, and**
1553 **the arrow associated with the second street encountered should be an advance arrow, such**
1554 **as the arrow shown on the W16-6P arrow plaque (see Figure 2C-14).**

1555

1556 Reason: To account for sideroads that have different names.

1557 Section ~~2C.50~~ 2C.62 **CROSS TRAFFIC DOES NOT STOP Plaque (W4-4P)**

1558 Approved by Council 6-21-08

1559

1560 Option:

1561 The CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (see Figure 2C-10) may be used
1562 in combination with a STOP sign when engineering judgment indicates that conditions are
1563 present that are causing or could cause drivers to misinterpret the intersection as an all-way stop.

1564 ~~Alternate~~ Alternative messages (see Figure 2C-10) such as TRAFFIC FROM LEFT (RIGHT)
1565 DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) may be
1566 used ~~on the W4-4p plaque~~ when such messages more accurately describe the traffic controls
1567 established at the intersection.

1568 Guidance:

1569 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT)
1570 DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP should be used at intersections
1571 where STOP signs control all but one approach to the intersection.

1572 **Standard:**

1573 **If ~~the~~ a W4-4P plaque or a plaque with an alternative message is used, it shall be**
1574 **~~installed~~ mounted below the STOP sign.**

1575

1576 Section ~~2C.51~~ 2C.63 **SHARE THE ROAD Plaque (W16-1P)**

1577 Approved by Council 6-21-08

1578

1579 Option:

1580 In situations where there is a need to warn drivers to watch for other slower forms of
1581 transportation traveling along the highway, such as bicycles, golf carts, horse-drawn vehicles, or
1582 farm machinery, a SHARE THE ROAD (W16-1P) plaque (see Figure 2C-14) may be used.

1583 Standard:

1584 A W16-1P plaque shall not be used alone. If the W16-1P plaque is used, it shall be
1585 installed below either a Vehicular Traffic sign (see Section 2C.51) or a Nonvehicular sign
1586 (see Section 2C.52).

1587 Section ~~2C.52~~ 2C.64 **High-Occupancy Vehicle (HOV) Plaque (W16-11P)**

1588 Approved by Council 6-21-08

1589

1590 Option:

1591 In situations where there is a need to warn drivers in an HOV lane of a specific condition, a
1592 HOV (W16-11P) plaque (see Figure 2C-14) may be used. The HOV plaque may be used to
1593 differentiate a warning sign specific for HOV lanes when the sign is also visible to traffic on the
1594 adjoining general purpose roadway. Among the warning signs that may be possible applications
1595 of the HOV plaque are the Advisory Speed, Advisory Exit Speed, Added Lane, and Merge signs.

1596 The diamond symbol may be used instead of the word message HOV on the W16-11P
1597 plaque. When appropriate, the words LANE or ONLY may be used on this plaque.

1598 Support:
1599 Section 2C.55 contains information regarding warning signs that can be mounted on barriers
1600 for HOV or other types of preferential lanes.

1601 **Section ~~2C.53~~ 2C.65 Photo Enforced Plaque (W16-10P)**

1602 **Approved by Council 6-21-08**

1603

1604 Option:

1605 A Photo Enforced (W16-10P) plaque or a PHOTO ENFORCED (W16-10aP) word message
1606 plaque (see Figure 2C-14) may be mounted below a warning sign to advise road users that the
1607 regulations associated with the condition being warned about (such as a traffic control signal or a
1608 toll plaza) are being enforced by photographic equipment.

1609 **Standard:**

1610 **If used below a warning sign, the Photo Enforced (W16-10P or W16-10aP) plaque shall**
1611 **be a rectangle with a black legend and border on a yellow background.**

1612 **Section 2C.66 METRIC Plaque (W16-14P)**

1613 **Approved by Council 6-21-08 with revisions shown in yellow highlight.**

1614

1615 **Guidance Standard:**

1616 A METRIC (W16-14P) plaque (see Figure 2C-14) should shall be mounted above a
1617 Weight Limit sign that shows the load limits in metric units.

1618

1619 **Reason: For consistency with other metric signs.**

1620 **Section 2C.67 NEW Plaque (W16-15P)**

1621 **Approved by Council 6-21-08 with revisions shown in yellow highlight.**

1622

1623 Option:

1624 A NEW (W16-15P) plaque (see Figure 2C-14) may be mounted above a regulatory sign
1625 when a new regulation takes effect in order to alert road users to the new traffic regulation. A
1626 NEW plaque may also be mounted above an advance warning sign (such as a Signal Ahead sign
1627 for a newly-installed traffic control signal) for a new traffic regulation.

1628 Guidance:

1629 The NEW plaque should be removed no later than 6 months after the regulation has been in
1630 effect.

1631

1632 **Standard:**

1633 **The NEW plaque shall not be used alone.**

1634

1635

1636 **Reason: A plaque is not used alone**

1637 **Section 2C.68 LAST EXIT BEFORE TOLL Plaque (W16-16P)**

1638 **Approved by Council 6-21-08**

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Guidance:

The LAST EXIT BEFORE TOLL (W16-16P) plaque (see Figure 2C-9) should be used to notify road users of the last exit from a highway before it becomes a facility on which toll payments are required. The plaque should be installed above or below the appropriate guide signs for the exit (see Sections 2E.29 and 2E.32).

Standard:

The W16-16P plaque shall have a black legend and border on a yellow background.

Section 2C.69 Stop Ahead Pay Toll Plaque (W9-6P)

Approved by Council 6-21-08

Option:

The Stop Ahead Pay Toll (W9-6P) plaque (see Figure 2C-9) may be installed above the appropriate guide sign(s) relating to toll payment types at the 1.6 km (1 mi) and/or 800 m (0.5 mi) advance locations on the approach to a toll plaza if there is insufficient space for the W9-6 sign (see Section 2C.44) at those advance locations.

Standard:

The W9-6P plaque shall be a horizontal rectangle with black legend and border on a yellow background. The legend shall include the distance to the toll plaza and, except for toll-ticket facilities, the toll fee for passenger or 2-axle vehicles. Where the toll fee for passenger or 2-axle vehicles is variable by time of day, a changeable message element shall be incorporated into the W9-6P plaque to display the toll fee in effect.

Option:

The distance to the toll plaza may be omitted from the W9-6P plaque if the distance is displayed on the guide sign that the plaque accompanies.

Review of Tables and Figures:

Table 2C-2 - Add Multi lane column for 36 x 36 size signs for consistency with table 2B-2 method of depicting sign sizes.

Table 2C-5 – Make changes shown

Figure 2C-8 – eliminate W9-7 sign. This sign should be regulatory.

Figure 2C-11 – Add W11-XX word message for Multi-use path option.

Figure 2C-12 – Revise W11-21 to be more accurate depiction.

See other changes on figures review.

c: ncutd/RWSTC Revisions Part 2C text 7-8-08

1683
1684