ATTACHMENT 5i

TECHNICAL COMMITTEE: Regulatory & Warning Signs

TOPIC: Part 5 – FHWA NPA 1/02/08

STATUS/DATE OF ACTION

TECH COMM DRAFTS:
01/26/08, 02/28/08, 03/05/08, 03/07/08, 03/27/08

TECH COMM APPROVAL: 06-18-2008

TRANSMITTED TO SPONSORS: N/A

COUNCIL APPROVAL: 06-21-2008

ORIGIN OF REQUEST: RWSTC Task Force

MUTCD SECTIONS: Part 5
Table 5A-1

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

COLOR CODES

TURQUOISE Approved by Council at January 2008 Meeting
YELLOW Approved by Council at June 2008 Meeting
PINK Approved by Council
CHAPTER 5A. GENERAL

Section 5A.01 Function
Approved by Council 1/12/08

Section 5A.02 Application
Approved by Council 1/12/08

Section 5A.03 Design
Approved by Council 1/12/08

Section 5A.04 Placement
Approved by Council 1/12/08 with Revisions

Standard:

The traffic control devices used on low-volume roads shall be placed and positioned in accordance with the criteria provisions contained in Part 5 and, where necessary, in accordance with the lateral, longitudinal, and vertical placement criteria provisions edited to increase consistency contained in Part 2 and other applicable Sections of this Manual except as noted below.

REASON: These revisions were made to improve wording.

Guidance:
The placement of warning signs should conform to comply with the guidance contained in Section 2C.05 and other applicable Sections of this Manual.

Option:

A lateral offset of not less than 0.6 m (2 ft) from the roadway edge to the roadside edge of a sign may be used where roadside features such as terrain, shrubbery, and/or trees prevent lateral placement in accordance with Section 2A.19.

Standard:

If located within a clear zone, ground post-mounted edited to increase consistency sign supports shall be yielding, breakaway, or shielded with a longitudinal barrier or crash cushion as required in Section 2A.19.

CHAPTER 5B. REGULATORY SIGNS

Section 5B.01 Introduction
Approved by Council 1/12/08

Section 5B.02 STOP and YIELD Signs (R1-1 and R1-2)
NO CHANGES

Section 5B.03 Speed Limit Signs (R2 Series)
Approved by Council 1/12/08

Section 5B.04 Traffic Movement and Prohibition Signs (R3, R4, R5, R6, R9, R10, R11, R12, R13, and R14 Series)
CHAPTER 5B. PARKING SIGNS (R8 Series)

Section 5B.05 Parking Signs (R8 Series)

Approved by Council 1/12/08

NO CHANGES

Section 5B.06 Other Regulatory Signs

Approved by Council 1/12/08

CHAPTER 5C. WARNING SIGNS

Section 5C.01 Introduction

Approved by Council 1/12/08

Section 5C.02 Horizontal Alignment Signs (W1-1 through W1-8)

Approved by Council 1/12/08

Section 5C.03 Intersection Warning Signs (W2-1 through W2-5)

Approved by Council 1/12/08

Section 5C.04 Stop Ahead and Yield Ahead Signs (W3-1, W3-2)

Approved by Council 1/12/08

Section 5C.05 NARROW BRIDGE Sign (W5-2)

NO Change

Section 5C.06 ONE LANE BRIDGE Sign (W5-3)

NO Change

Section 5C.07 Hill Sign (W7-1)

Approved by Council 1/12/08

Section 5C.08 PAVEMENT ENDS Sign (W8-3)

NO Change

Section 5C.09 Vehicular Traffic and Nonvehicular Signs (W11 Series and W8-6)

Approved by Council 1/12/08 with Revisions

Guidance:

Vehicular Traffic signs (see Figure 5C-2) should be used to alert road users to frequent unexpected entries into the roadway by trucks, bicyclists, farm vehicles, fire trucks, and other vehicles. Such signs should be used only at locations where the road user’s sight distance is restricted or the activity would be unexpected.

Option:

Nonvehicular signs (see Figure 5C-2) may be used to alert the road user to frequent unexpected entries into the roadway by pedestrian, large animal, and other crossing activities that may cause potential conflicts.

Standard:
When non-vehicular signs are used at a crossing, the sign shall be supplemented with a diagonal arrow (W16-7P) plaque (see Figure 5C-2), showing the location of the crossing.

Reason for Change: Added Standard to be consistent with Part 2C.

Option:

A W7-3aP, W16-2P, or W16-9P supplemental plaque (see Figure 5C-2), with the legend NEXT XX km (NEXT XX MILES), XX METERS (XX FEET), or AHEAD may be installed below a Vehicular Traffic or Nonvehicular sign (see Sections 2C.51 and 2C.52).

Guidance:

If the activity is seasonal or temporary, the sign should be removed or covered when the crossing activity does not exist.

Section 5C.10 Advisory Speed Plaque (W13-1P)

No Change

Section 5C.11 DEAD END or NO OUTLET Signs (W14-1, W14-1a, W14-2, W14-2a)

No Change

Section 5C.12 NO TRAFFIC SIGNS Sign (W18-1)

Approved by Council 1/12/08

Section 5C.13 Other Warning Signs

Approved by Council 1/12/08

Section 5C.14 Object Markers and Barricades relocated

Approved by Council 1/12/08 with Revisions

Support:

The purpose of object markers is to mark obstructions located within or adjacent to the roadway, such as bridge abutments, drainage structures, and other physical objects.

Guidance:

The end of a low-volume road should be marked with an end-of-roadway marker in conformance with Section 2L.04.

Option:

A Type III 3 Barricade may be used where engineering studies or judgment indicates a need for a more visible end-of-roadway treatment (see Section 2L.05).

Standard:

Barricades used on low-volume roads shall comply with the provisions contained in Chapter 2L of this Manual.

Reason for Change: Editorial to reflect appropriate Chapter.
CHAPTER 5E. MARKINGS

Section 5E.01 Introduction
Approved by Council 1/12/08

Section 5E.02 Centerline Center Line Markings
Approved by Council 1/12/08

Section 5E.03 Edge Line Markings
Approved by Council 1/12/08

Section 5E.04 Delineators
Approved by Council 1/12/08

Section 5E.05 Other Markings
Approved by Council 1/12/08

CHAPTER 5F. TRAFFIC CONTROL FOR HIGHWAY-RAIL GRADE CROSSINGS

Section 5F.01 Introduction
Approved by Council 1/12/08 with Revisions

Support:

The criteria provisions edited to increase consistency for highway-rail grade crossing traffic control devices are contained in Part 8 and in other Sections of this Manual.

Traffic control for highway-rail grade crossings includes all signs, signals, markings, illumination, and other warning devices and their supports along roadways either approaching or at highway-rail grade crossings. The purpose function of this traffic control is to permit promote the reasonably safe and a safer and more efficient operation of both rail and road highway traffic and to minimize the crash rates at highway-rail grade crossings.

Reason For Change: Revised to be consistent with Section 1A.01.

Section 5F.02 Highway-Rail Grade Crossing (Crossbuck) Sign and Number of Tracks Plaque (R15-1, R15-2P)
Approved by Council 1/12/08

Additional revisions in yellow approved by Council on 06-21-2008

Support:

The Crossbuck sign assigns the right-of-way to rail traffic at a highway-rail grade crossing.

Reason: Added from Part 8 to clarify the intent of the Crossbuck sign.
Standard:

The Highway-Rail Grade Crossing (Crossbuck) (R15-1) sign (see Figure 5F-1) shall be used at all highway-rail grade crossings. For all low-volume roads, Crossbuck signs shall be used on the right-hand side of each approach. If there are two or more tracks, the supplemental Number of Tracks (R15-2P) sign plaque (see Figure 5F-1) shall display the number of tracks and shall be installed below the Crossbuck sign.

A strip of retroreflective white material not less than 50 mm (2 in) in width shall be used on the back of each blade of each Crossbuck sign for the length of each blade, at all highway-rail grade crossings, except those where Crossbuck signs have been installed back-to-back.

A strip of retroreflective white material, not less than 50 mm (2 in) in width, shall be used on each support at passive highway-rail grade crossings for the full length of the front and back of the support from the Crossbuck sign or Number of Tracks sign plaque to within 0.6 m (2 ft) above the edge of the roadway, except on the side of those supports where a STOP (R1-1) or YIELD (R1-2) sign or flashing lights have been installed or on the back side of supports for Crossbuck signs installed on one-way streets.

A YIELD (R1-2) sign or STOP (R1-1) sign shall be installed at all passive highway-rail grade crossings except where train crews always manually stop road users from entering the crossing.

A YIELD sign shall be the default traffic control device on all highway approaches to passive highway-rail grade crossings unless an engineering study determines that a STOP sign is appropriate.

REASON: Standard added to make Part 5 consistent with Part 8.

Option:

At passive highway-rail grade crossings, the Crossbuck sign may be retroreflectorized white background with the words RAILROAD CROSSING in retroreflectorized red legend.

REASON: Option added to make Part 5 consistent with Part 8.

Section 5F.03 Highway-Rail Grade Crossing Advance Warning Signs (W10 Series) Approved by Council 1/12/08

Section 5F.04 STOP and YIELD Signs (R1-1, R1-2) Approved by Council 1/12/08

Additional revisions in yellow approved by Council on 06-21-2008

Support:

Sections 8B.04 and 8B.05 contain information regarding the use of STOP (R1-1) signs or YIELD (R1-2) signs at highway-rail grade crossings that are not equipped with automatic traffic control devices.
REASON: This Support Statement can now be deleted since requirement for STOP or YIELD signs has been added in 5F.02 above.

Option:

STOP (R1-1) or YIELD (R1-2) signs may be used at low-volume highway-rail grade crossings, at the discretion of the responsible jurisdiction, for crossings without automatic traffic control devices, consistent with the provisions of Sections 2B.04 to 2B.10.

Standard:

The use and application of STOP (R1-1) signs or YIELD (R1-2) signs at highway-rail grade crossings that are not equipped with automatic traffic control devices on low-volume roads shall comply with the provisions of Sections 8B.04 and 8B.05.

A Stop Ahead (W3-1) sign or Yield Ahead (W3-2) sign shall be used in advance of a STOP or YIELD sign at a highway-rail grade crossing if the STOP or YIELD sign is not visible for a distance that enables the road user to bring the vehicle to a reasonably safe stop at in advance of the highway-rail grade crossing.

REASON: The Standard for Stop Ahead and Yield Ahead was added to be consistent with Chapter 2C.

Section 5F.05 Pavement Markings
Approved by Council 1/12/08

Section 5F.06 Other Traffic Control Devices
Approved by Council 1/12/08

CHAPTER 5G. TEMPORARY TRAFFIC CONTROL ZONES

Section 5G.01 Introduction
Approved by Council 1/12/08

Section 5G.02 Applications
Approved by Council 1/12/08

Additional revisions in yellow approved by Council on 06-21-2008

Guidance:

Planned work phasing and sequencing should be the basis for the use of traffic control devices for temporary traffic control zones. Part 6 should be consulted for specific traffic control requirements and examples where construction or maintenance work is planned.

Option Support:

Maintenance activities may might not require extensive temporary traffic control if the traffic volumes and speeds are low.

Option:
The traffic applications shown in Figures 6I-1, 6I-10, 6I-11, 6I-12, 6I-15, and 6I-16, and 6I-18 of Part 6 are among those that may be used on low-volume roads.

REASON: The Figures revised to 6H-1, 6H-10, 6H-11, 6H-13, 6H-15, 6H-16, and 6H-18 at the request of the Temporary Traffic Control Committee at the 1/12/08 Council meeting and approval.

For temporary traffic control zones on low-volume roads that require flaggers, a single flagger may be adequate if the flagger is visible to approaching traffic from all appropriate directions.

Standard: The advance placement of traffic control devices shown in the typical applications shall be in accordance with Table 6H-3, Rural Road Types.

Option: For low-volume roadways, with speeds of 30 miles per hour or less, the advance placement distance and distance between signs may be reduced to not less than 100 feet.

REASON: The Standard and Option was added at the request of the TTC Committee to clarify the shorter spacing permitted on low speed, low volume, rural roads.

Section 5G.03 Channelization Devices
Approved by Council 1/12/08

Section 5G.04 Markings
Approved by Council 1/12/08

Section 5G.05 Other Traffic Control Devices
Approved by Council 1/12/08

Section 5H: Traffic Controls for School Areas
Approved by Council 1/12/08

Section 5H.01 Introduction
Support:
The criteria for school traffic control devices contained in Part 7, Traffic Control Devices for Schools, includes all signs, signals, markings, crossing supervision, and other warning devices and their support along low volume roads.

Standard:
Sign sizes for schools on low volume roads shall be in accordance with Table 7B-1, Minimum Sign Sizes or Greater, and in conformance with Section 7B.01.

REASON: Section 5H.01 added to cover traffic control for schools where a low volume road may exist adjacent to the school.

CHANGES TO FIGURES FOR PART 5

Figure 5B-1. Regulatory Signs and Plaques on Low Volume Roads

Delete Metric Speed Limit (R2-1M) sign and Metric Weight Limit (R12-1M) sign

FHWA TO CHECK TO MAKE FIGURE 5B-1 CONSISTENT WITH FIGURE 2B-13.

REASON: These signs are neither covered in Part 5 text nor Table 5A-1 and it is not likely that the sign would be used by local jurisdictions on Low Volume Road

Figure 5B-2. NO CHANGES

Figure 5C-1 Horizontal Alignment and Intersection Warning Signs and Plaques on Low Volume Roads

Delete Metric Advisory Speed Plaque

REASON: These signs are neither covered in Part 5 text nor Table 5A-1 and it is not likely that the sign would be used by local jurisdictions on Low Volume Roads.

Figure 5C-2. Other Warning Signs and Plaques on Low Volume Roads


REASON: They are probably not needed on a low volume rural road.

Delete FHWA added NO PASSING ZONE (W14-3)

REASON: This sign is used with pavement markings which are not likely to be used on Low Volume Roads.

Add Diagonal Down Arrow (W16-7P) plaque
REASON: Called for in Section 5C.09.

Add End of Road Markers, OM4-1, OM4-2 and OM4-3

REASON: Called for in Section 5C.14.

FHWA TO CHECK CHECK FIGURE 5C-2, TO ENSURE W11-1 & W11-2 FYG
STATUS IS CONSISTENT WITH FIGURE 2C-11 or 2C-12.

Figure 5F-1. Highway-Rail Grade Crossing Signs and Plaques for Low Volume Roads

Revise the Railroad Crossbuck illustration to show a Crossbuck with a YIELD and STOP sign as shown in Figure 8B-1.

REASON: This will make Part 5 consistent with Part 8.

Figure 5G-1 Temporary Traffic Control Signs and Plaques on Low Volume Roads

Revise ROAD WORK 1500 FT to ROAD WORK AHEAD as shown in Typical 6H-1.

Add following signs:

ROUGH ROAD (W8-8)
ROAD CLOSED 1000 FT (W20-3)
ONE LANE ROAD 1000 FT (W20-4)
LOOSE GRAVEL (W8-7)
ROAD FLOODED (W8-20)
UTILITY WORK AHEAD (W21-7)

Delete Metric Advisory Speed W13-1P(M).

REASON: This makes the illustrated signs in line with the referenced typicals, covers the request of TTC, and adds signs that would be expected on Low Volume Roads.