

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

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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)

70 Approved by Council 1/12/08.
71 **Section 5B.05 Parking Signs (R8 Series)**

72 NO CHANGES

73 **Section 5B.06 Other Regulatory Signs**

74 Approved by Council 1/12/08

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76 **CHAPTER 5C. WARNING SIGNS**

77 **Section 5C.01 Introduction**

78 Approved by Council 1/12/08

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

80 Approved by Council 1/12/08

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

82 Approved by Council 1/12/08

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

84 Approved by Council 1/12/08

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

86 No Change

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

88 No Change

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

90 Approved by Council 1/12/08

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

92 No Change

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

94 Approved by Council 1/12/08 with Revisions

95

96 Guidance:

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

101 Option:

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

105 **Standard:**

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

108
109 **Reason for Change: Added Standard to be consistent with Part 2C.**

110 **Option:**

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

114 **Guidance:**

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

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

118 **No Change**

119 **Section 5C.11 DEAD END or NO OUTLET Signs (W14-1, W14-1a, W14-2, W14-**
120 **2a)**

121 **No Change**

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

123 **Approved by Council 1/12/08**

124 **Section 5C.13 Other Warning Signs**

125 **Approved by Council 1/12/08**

126 **Section ~~5E.05~~ 5C.14 Object Markers and Barricades **relocated****

127 **Approved by Council 1/12/08 with Revisions**

128 **Support:**

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

131 **Guidance:**

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

134 **Option:**

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

137 **Standard:**

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

140
141 **Reason for Change: Editorial to reflect appropriate Chapter.**
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143 **CHAPTER 5D. GUIDE SIGNS**

144 **Section 5D.01 Introduction**

145 **Approved by Council 1/12/08**

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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.06~~ 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.

185 Standard:

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

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

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

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

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

207

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

209

210 **Option:**

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

214

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

216

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218 **Section 5F.03 Highway-Rail Grade Crossing Advance Warning Signs (W10 Series)**

219 **Approved by Council 1/12/08**

220

221 **Section 5F.04 STOP and YIELD Signs (R1-1, R1-2)**

222 **Approved by Council 1/12/08**

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

224

225 **Support:**

226 **Sections 8B.04 and 8B.05 contain information regarding the use of STOP (R1-1) signs or**
227 **YIELD (R1-2) signs at highway-rail grade crossings that are not equipped with automatic traffic**
228 **control devices.**

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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:

270 The traffic applications shown in Figures ~~6H-1, 6H-10, 6H-11, 6H-13, 6H-15, and 6H-16, and 6H-~~
271 ~~18~~ 6H-1, 6H-10, 6H-11, 6H-13, 6H-15, 6H-16, and 6H-18 of Part 6 are among those that may be
272 used on low-volume roads.

273 FHWA to correct references.

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

277

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

281 **Standard:**

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

284

285 **Option:**

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

288

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

291

292 **Section 5G.03 Channelization Devices**

293 Approved by Council 1/12/08

294

295 **Section 5G.04 Markings**

296 Approved by Council 1/12/08

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298 **Section 5G.05 Other Traffic Control Devices**

299 Approved by Council 1/12/08

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302 **Section 5H: Traffic Controls for School Areas**

303 Approved by Council 1/12/08

304

305 **Section 5H.01 Introduction**

306 **Support:**

307 The criteria for school traffic control devices contained in Part 7, Traffic Control
308 Devices for Schools, includes all signs, signals, markings, crossing supervision, and other
309 warning devices and their support along low volume roads.

310 **Standard:**

311 **Sign sizes for schools on low volume roads shall be in accordance with Table 7B-**
312 **I, Minimum Sign Sizes or Greater, and in conformance with Section 7B.01.**

313
314 REASON: Section 5H.01 added to cover traffic control for schools where a low
315 volume road may exist adjacent to the school.

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318 **CHANGES TO FIGURES FOR PART 5**

319
320 **Figure 5B-1. Regulatory Signs and Plaques on Low Volume Roads**

321
322 Delete Metric Speed Limit (R2-1M) sign and Metric Weight Limit
323 (R12-1M) sign

324
325 FHWA TO CHECK TO MAKE FIGURE 5B-1 CONSISTENT WITH
326 FIGURE 2B-13.

327
328 REASON: These signs are neither covered in Part 5 text nor Table 5A-1 and it is
329 not likely that the sign would be used by local jurisdictions on Low
330 Volume Road

331
332 **Figure 5B-2 . NO CHANGES**

333
334 **Figure 5C-1 Horizontal Alignment and Intersection Warning Signs and Plaques on**
335 **Low Volume Roads**

336
337 **Delete Metric Advisory Speed Plaque**

338
339 REASON: These signs are neither covered in Part 5 text nor Table 5A-1 and it is not
340 likely that the sign would be used by local jurisdictions on Low Volume
341 Roads.

342
343 **Figure 5C-2. Other Warning Signs and Plaques on Low Volume Roads**

344
345 Delete the FHWA added animal crossing signs W11-16, W11-17, W11-18, W11-
346 19, W11-20, W11-21, W11-22.

347
348 REASON: They are probably not needed on a low volume rural road.

349
350 **Delete FHWA added NO PASSING ZONE (W14-3)**

351
352 REASON: This sign is used with pavement markings which are not likely to be used
353 on Low Volume Roads.

354
355 **Add Diagonal Down Arrow (W16-7P) plaque**

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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.