

**RESCINDED
JANUARY 2024**
This Recommended
Change to the MUTCD
was rescinded by the
NCUTCD Council on
January 12, 2024.

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• **2G.05:** Standard: “For buffer-separated or contiguous preferential lanes where continuous access with the adjacent general-purpose lanes is provided, including those where a preferential lane is added to the roadway (see Figure 2G-2 for HOV lanes) and those where a general-purpose lane transitions into a preferential lane (see Figure 2G-3 for HOV lanes), an overhead Periods of Operation (R3-14 series) sign shall be used at the beginning or initial entry point of the preferential lane.” “Option: On conventional roads, the overhead Periods of Operation (R3-14 series) signs may be installed at the beginning or entry points and/or at intermediate points along preferential lanes in any geometric configuration.”

The option simply restates the standard that “**an overhead Periods of Operation (R3-14) sign shall be used at the beginning or initial entry point of the preferential lane**” for buffer-separated or contiguous preferential lanes where continuous access with the adjacent general-purpose lanes is provided. Furthermore, the requirement to provide overhead signs for some conventional roadway, for example a bus-only lane, seems unnecessary.

FHWA Response: The distinction made by the Option is that overhead Periods of Operation signs are not required on conventional roads (i.e., post-mounted signs alone may be used). Section 2G.03, paragraph 08, discusses the “decision regarding whether to use a post-mounted or overhead version of a particular type of [regulatory] sign” for preferential lanes on conventional roads. By inclusion of this provision, the preferential lane regulatory signs on conventional roads are not required to be mounted overhead. The preceding provisions that require overhead mounting of certain preferential lane regulatory signs are intended to apply to expressway and freeway applications. Rewording or clarification to this effect can be added in a future revision.

DelDOT Request to NCUTCD

This section can be easily misunderstood, and is overly confusing. We do not see how the guidance statement referred to by FHWA can override the standard statement. DelDOT requests that the NCUTCD reword this section to clarify the intent.

2. Delaware DOT also said that the MUTCD should not require the 24 hour legend on the R3-11c sign.

The following is what DelDOT questioned and FHWA response:

DelDOT Issue #13

- **2G.05:** Preferential Lane Periods of Operation Regulatory Signs (R3-11 Series and R3-14 Series) -- Standard: “For preferential lanes that are in effect on a full-time basis, either the full-time Periods of Operation (R3-11b and R3-14b) signs

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shall be used, or the legends of the part-time Periods of Operations (R3-11, R3-11a, R3-14, R3-14a) signs shall be modified to display the legend 24 HOURS.”

Providing a “24 HOURS” legend on preferential lane signs seems unnecessary. It is generally implied that posted regulations are applicable at all times unless otherwise stated – e.g., speed limit signs, turn prohibitions, etc.

FHWA Response: The legend 24 HOURS is not a requirement, it is merely one of the alternatives allowed in the Standard. Instead of modifying the part-time Periods of Operation signs to include this legend, the full-time Periods of Operation sign, which does not include this legend, can be used instead. Ordinarily, traffic regulations are assumed to be on a full-time basis. However, the typical HOV lane is more often operated on a part-time basis. The provision allowing modification of the part-time signs is included to accommodate cases where it is determined that the 24 HOURS legend is necessary as a part of a change in the operation (converting from part-time to full-time), or where several facilities in the same area have different hours of operation—some part-time, others full-time, or where the same lane changes from part-time to full-time operation somewhere along its length.

DelDOT Request to NCUTCD

DelDOT requests that this standard be deleted or downgraded to a guidance statement. There are many different kinds of preferential lanes other than HOV lanes that are commonly in affect full time, and no apparent reason why a “24 hour” or “hours of operation” sign should be required.

RECOMMENDATION:

Add language to 2G.05 that does not require an overhead preferential lane sign for conventional roadways. Add language to 2G.05 that does not require the 24 hour words on the R3-11c sign. Add additional post mounted signs that do not have time periods on them.

RECOMMENDED WORDING:

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

Section 2G.05 Preferential Lane Periods of Operation Regulatory Signs (R3-11 Series and R3-14 Series)

Guidance:

01 *The sizes of post-mounted Periods of Operation (R3-11 series) signs should remain consistent to accommodate any manual addition or removal of a single line of text for each sign.*

Support:

02 Consistent sign sizes are beneficial for agencies when ordering sign materials, as well as when making text changes to existing signs if changes occur to operating times or

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135 occupancy restrictions in the future. For example, the R3-11c sign has space for one line
136 listed below "24 HOURS" if an agency determines that it is appropriate to display
137 additional information (such as "MON – FRI"), yet the R3-11c sign has the same
138 dimensions as the other R3-11 series signs.

139 **Standard:**
140 03 **When used, the post-mounted Periods of Operation (R3-11 series) signs shall**
141 **be located adjacent to the preferential lane, and the overhead Periods of**
142 **Operation (R3-14 series) signs shall be mounted directly over the lane.**

143 04 **The legend format of the post-mounted Periods of Operation (R3-11 series)**
144 **signs shall have the following sequence:**

- 145 A. **Top Lines: Lanes applicable, such as "RIGHT LANE" or "2 RIGHT LANES"**
146 **or "THIS LANE"**
- 147 B. **Middle Lines: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+ if**
148 **appropriate) or "BUSES ONLY" or other applicable uses or eligible turning**
149 **movements**
- 150 C. **Bottom Lines: Applicable times and days, such as "7 AM – 9 AM" or "6:30**
151 **AM – 9:30 AM, MON-FRI"**

152 05 **The legend format of the overhead Periods of Operation (R3-14 series) signs**
153 **shall have the following sequence:**

- 154 A. **Top Line: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+ if**
155 **appropriate) or "BUSES ONLY" or other applicable uses or eligible turning**
156 **movements**
- 157 B. **Bottom Lines: Applicable times and days, with the time and day placed**
158 **above the down arrow, such as "7 AM – 9 AM" or "6:30 AM – 9:30 AM,**
159 **MON-FRI" (When the operating periods exceed the available line width,**
160 **the hours and days of the week shall be stacked as shown for the R3-14a**
161 **sign in Figure 2G-1.)**

162 06 **For preferential lanes that are in effect on a full-time basis, either the full-**
163 **time Periods of Operation (~~R3-11b and R3-14b~~, ~~R3-XX and R3-XY~~ and R3-11c)**
164 **signs shall be used, or the legends of the part-time Periods of Operations (R3-**
165 **11, R3-11a, R3-14, R3-14a) signs shall be modified to display the legend 24**
166 **HOURS or to display no legend relative to period of operation.**

167 **ADD the following signs to table 2G-1 – post mounted signs**



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169 **R3-XX R3-XY**

170 **Add R3-XX and R3-XY to Table 2G-1. FHWA to determine size. 30 x 36**
171 **recommended.**

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Support:

24-hour legend used on the R3-11c sign reinforces the restriction where several facilities in the same area have different hours of operation—some part-time, others full-time, or where the same lane changes from part-time to full-time operation somewhere along its length.

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~~078~~ **The full-time Periods of Operation (R3-14b) sign shall not be used where the preferential lane is in effect only on a part-time basis.**

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Option:

~~089~~ Where additional movements are permitted from a preferential lane on an approach to an intersection, the format and words used in the legend in the middle lines on the post-mounted Periods of Operation (R3-11 series) signs and on the top line of the overhead Periods of Operation (R3-14 series) signs may be modified to accommodate the permitted movements (such as "HOV 2+ AND RIGHT TURNS ONLY").

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~~0910~~ A MOTORCYCLES ALLOWED (R3-11P) plaque may be used where motorcycles, regardless of the number of occupants, are allowed to use an HOV lane.

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Standard:

~~1011~~ If used, the MOTORCYCLES ALLOWED plaque shall be mounted below a post-mounted Preferential Lane Periods of Operation (R3-11, R3-11a, or R3-11c) sign.

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~~1112~~ For all barrier- or buffer-separated or contiguous preferential lanes where access is restricted to designated locations, an overhead Periods of Operation (R3-14 series) sign shall be used at the beginning or initial entry point on freeways, expressways, and at locations on conventional roadways where the preferential lane is not the outermost (far right or far left) lane of the roadway, and at any intermediate entry points or gaps in the barrier where vehicles are allowed to legally access the access-restricted preferential lanes. For all barrier-separated and buffer-separated preferential lanes, post-mounted Periods of Operation (R3-11 series) signs shall be used only as a supplement to the overhead signs on freeways, expressways, and at locations on conventional roadways where the preferential lane is not the outermost (far right or far left) lane of the roadway at the beginning or initial entry point, or at any intermediate entry points or gaps in the barrier or buffer.

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~~1213~~ For buffer-separated or contiguous preferential lanes where continuous access with the adjacent general-purpose lanes is provided, including those where a preferential lane is added to the roadway (see Figure 2G-2 for HOV lanes) and those where a general-purpose lane transitions into a preferential lane (see Figure 2G-3 for HOV lanes), an overhead Periods of Operation (R3-14 series) sign shall be used at the beginning or initial entry point of the preferential lane on freeways and expressways.

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Option:

14 On conventional roads where preferential lane operations exist, R3-11 series post mounted signs may be used in lieu of or in addition to overhead R3-14 series signs.

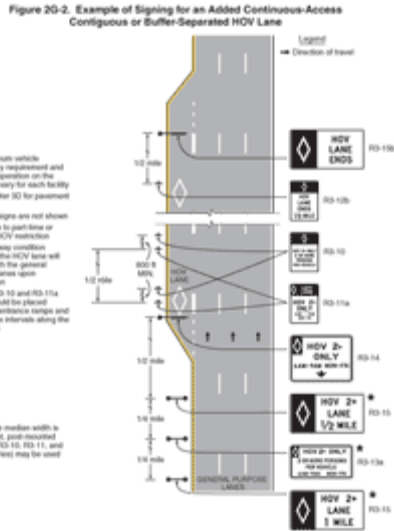
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Figure 2G-2 Example of Signing for an Added Continuous-Access Contiguous or Buffer-Separated HOV Lane

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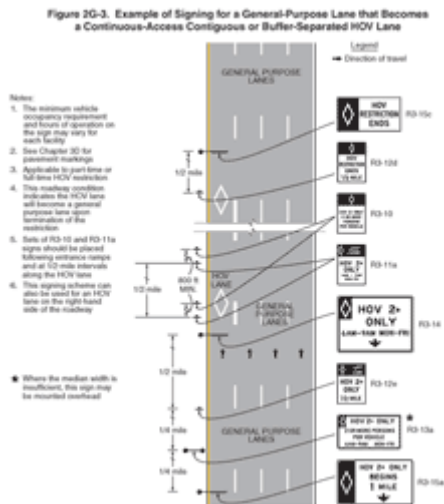
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217 **Figure 2G-3 Example of Signing for a General-Purpose Lane that Becomes a**
 218 **Continuous-Access Contiguous or Buffer-Separated HOV Lane**



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220 *Guidance:*
 221 *1315-Overhead (R3-14 series) or post-mounted (R3-11 series) Periods of Operation signs*
 222 *should be installed at periodic intervals along the length of a contiguous or buffer-*
 223 *separated preferential lane where continuous access with the adjacent general-purpose*
 224 *lanes is provided.*

225 Option:
 226 ~~1416~~ 15 Additional overhead (R3-14 series) or post-mounted (R3-11 series) Periods of
 227 Operation signs may be provided along the length of any type of preferential lane.

228 ~~1517~~ 16 On conventional roads, the overhead Periods of Operation (R3-14 series) signs
 229 may be installed at the beginning or entry points and/or at intermediate points along
 230 preferential lanes ~~in any geometric configuration.~~

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Standard:

17 For all types of direct access ramps that provide access to or lead to preferential lanes, a post-mounted Periods of Operation (R3-11 series) sign shall be used at the beginning or initial entry point of the direct access ramp.

235 Option:
236 ~~17~~ 18 For direct access ramps to preferential lanes, an overhead Periods of Operation
237 (R3-14 series) sign may be used at the beginning or initial entry point to supplement the
238 required post-mounted signs.

239 ~~18~~ 19 Lane-use control signals (see Chapter 4M) may be used at access points to
240 preferential lanes to indicate that a ramp or access roadway leading to the preferential
241 lane or facility, or one or more specific lanes of the facility, are open or closed (see Figure
242 2G-14).

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245 RWSTC Vote: For: Unanimous
246 6-20-12 Against:
247 Abstentions:
248 RWSTC Vote following sponsor comments 1-9-13
249 For: Unanimous

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251 COUNCIL VOTE: 1-11-13 For: Unanimous

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253 c: NCUTCD/June 2012/Heydel/preferential lanes 2G.05 5-6-12, revised 5-20-12,
254 revised 5-22-12, revised 5-23-12, approved RWSTC 6-20-12 READY FOR SPONSORS,
255 revised 12-13-12 following sponsor comments, revised 12-19-12 following sponsor
256 comments, revised 12-21-12 following sponsor comments, approved by RWSTC 1-9-13,
257 council approved 1-11-13

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