



National Committee on Uniform Traffic Control Devices

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RWSTC Agenda item III.3 June 2013

National Committee on Uniform Traffic Control Devices RWSTC

TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee

DATE OF ACTION: 11-11-12, revised 11-25-12, revised 11-26-12, revised 12-2-12, revised 12-22-12, revised 12-24-12, updated 12-26-12, revised following sponsor comments 6-8-13, revised 6-11-13 following sponsor comments, revised 6-13-13 following sponsor comments, revised 6-16-13 following sponsor comments, revised 6-17-13 following sponsor comments, revised following sponsor comments 6-26-13, approved by council 6-28-13

Task force: Tom Heydel (chair), Lee Roadifer, Gerry Willhelm, Richard Meredith, Ron Lipps, Jim Sullivan

Details (figures): Richard Meredith

RWSTC APPROVAL DATE: January 10, 2013

TRANSMITTAL TO SPONSORS DATE: Spring 2013

RWSTC APPROVAL FOLLOWING SPONSOR COMMENTS: June 26, 2013

COUNCIL APPROVAL DATE: **June 28, 2013**

TOPIC: DO NOT ENTER/WRONG WAY Signing

AFFECTED PORTIONS OF MUTCD: Section 2B.37, 2B.38, 2B.41 and Figure-2B-12

DISCUSSION/QUESTION:

There are some clarifications and inconsistencies in the text and figures related to wrong way movement signing in the MUTCD.

Figure 2B-12 does not provide for situations where the median is less than 30 feet, and does not match the text in terms of wrong way movement signing shown in the text. Also, the figure and text do not adequately address the difference between urban low speed divided highways and high speed rural highways

37 Figure 2B-12 is inconsistent regarding the WRONG WAY (R5-1a) sign. The text says the signs are
38 optional and Figure 2B-12 does not say they are optional. The text in Section 2B.38 says wrong way
39 signs are optional but figure 2B-18 indicates only one of the WRONG WAY signs is optional.

40 **RECOMMENDATION:**

41
42 Section 2B.37 – DO NOT ENTER signing - Add text to require the DO NOT ENTER signing
43 for median widths 30 feet and greater. Add text to provide for median widths less than 30 feet
44 and for low speed urban city streets that are divided highways.

45
46 Section 2B.38 – WRONG WAY signing – revise figure 2B-12 to show that the WRONG WAY
47 sign is optional for divided highways. Text indicates the sign is optional; therefore, the figure
48 should be changed to match the text. **Change text by eliminating the reference to exit ramps**
49 **only, to make it all encompassing to match figure.**

50 Remove reference in paragraph 01 related to ramps since that is covered in Section 2B.41.

51
52 Section 2B.41 WRONG WAY signing at interchange ramps – Move this section after 2B.38 in
53 order to have the DO NOT ENTER and WRONG WAY signing sections together. Add
54 language requiring at least one wrong way sign on exit ramp for consistency with the figure. ~~no~~
55 ~~changes recommended.~~

56 Text is consistent with figure 2B-18 in terms of the DO NOT ENTER and WRONG WAY signs.

57
58 Move Sections 2B.40 and 2B.41 which deal with ONE WAY signs and WRONG WAY signs at
59 ramps after section 2B.38, so signs associated with wrong way movements are consecutive
60 sections rather than having Selective exclusion signs intermixed in there.

61
62 **RECOMMENDED WORDING:**

63
64 **Note: Proposed changes to the MUTCD are shown in underline red and removed text are**
65 **shown in ~~strikethrough red~~.**

66
67 **NOTE: REVISED FIGURE 2B.12 FOUND AT END OF DOCUMENT**

68
69 **Section 2B.37 DO NOT ENTER Sign (R5-1)**

70 **Standard:**

71 01 **The DO NOT ENTER (R5-1) sign (see Figure 2B-11) shall be used where ~~traffic is~~**
72 **prohibited a two-way roadway becomes a one-way roadway as shown in Figure**
73 **2B-14, ~~from entering a restricted roadway,~~ and near the downstream end of an**
74 **interchange exit ramp as shown in Figure 2B-18 (see Section 2B.41).**

75 **(02) Except as noted in paragraph 4, a DO NOT ENTER (R5-1) sign shall be installed at**
76 **an intersection with a divided highway where the median width is 30 feet or greater,**
77 **as shown in Figure 2B-12.**

78 Option:

79 (03) A DO NOT ENTER (R5-1) sign may be installed at an intersection with a divided highway
80 where the median width is less than 30 feet.

81 (04) A DO NOT ENTER (R5-1) sign may be omitted at an intersection with a low speed urban
82 street that is a divided highway where the median width is 30 feet or greater.

83 **Figure 2B-11 Selective Exclusion Signs**



84

85 *Guidance:*

86 *02 The DO NOT ENTER sign, if used, should be placed directly in view of a road user at the point*
87 *where a road user could wrongly enter a divided highway, one-way roadway, or ramp (see*
88 *Figures 2B-12, 2B-14 and 2B-18). The sign should be mounted as shown in figure 2B.18 on the*
89 *right-hand side of the roadway, facing traffic that might enter the roadway or ramp in the wrong*
90 *direction. At an intersection with a divided highway where the median width is less than 30 feet;*
91 *the sign; if used, should be placed on the left-hand outside edge side of the roadway facing*
92 *traffic that might enter the roadway in the wrong direction.*

93 **Figure 2B-12 Locations of Wrong-Way Signing for Divided Highways with Median**
94 **Widths of 30 Feet or Wider**



95

96 **(see revised figure 2B-12 below)**

97 03 If the DO NOT ENTER sign would be visible to traffic to which it does not apply, the sign
98 should be turned away from, or shielded from, the view of that traffic.

99 Option:

100 ~~04 The DO NOT ENTER sign may be installed where it is necessary to emphasize the one-way~~
101 ~~traffic movement on a ramp or turning lane.~~

102 05 A second DO NOT ENTER sign ~~on the left hand side of the roadway~~ may be used, particularly
103 where traffic approaches from an intersecting roadway (see Figure 2B-12).

104 Support:

105 06 Section 2B.41 ~~XX~~ contains information regarding an optional lower mounting height for DO
106 NOT ENTER signs that are located along an exit ramp facing a road user who is traveling in the
107 wrong direction.

108 NOTE: Move Section 2B.41 after 2B.38 so all the DO NOT ENTER, WRONG WAY movement
109 sections are consecutive. Paragraph 06 which states 2B.41 would be renumbered accordingly.

110 Note: Changes to Figure 2B-12 are shown with the new figure at the end of this
111 proposal. New figure at end of proposal that replaces the figure above.

112 Section 2B.38 WRONG WAY Sign (R5-1a)

113 Option:

114 01 The WRONG WAY (R5-1a) sign (see Figure 2B-11) may be used as a supplement to the DO
115 NOT ENTER sign where ~~an exit ramp intersects a crossroad or~~ a crossroad intersects a one-way
116 roadway in a manner that does not physically discourage or prevent wrong-way entry (see
117 Figure 2B-12).

118 Guidance:

119 02 If used, the WRONG WAY sign should be placed at a location along the one-way roadway
120 farther from the crossroad than the DO NOT ENTER sign

121 Support:

122 03 Section 2B.41 ~~(XX)~~ contains information regarding an optional lower mounting height for
123 WRONG WAY signs that are located along an exit ramp facing a road user who is traveling in the
124 wrong direction.

125 MOVE Section 2B.41 so it is after 2B.38 in order to have all the Wrong Way/Do Not
126 Enter signing sections in consecutive order for easier reference by the user of these
127 sections. Renumber sections 2B.39 and 2B.40 accordingly. Move 2B.39 (Selective
128 Exclusion signs) so it is after Section 2B.40 (ONE WAY Signs). This way the ONE WAY
129 signs section immediately follows the Do Not Enter and Wrong Way sign sections.

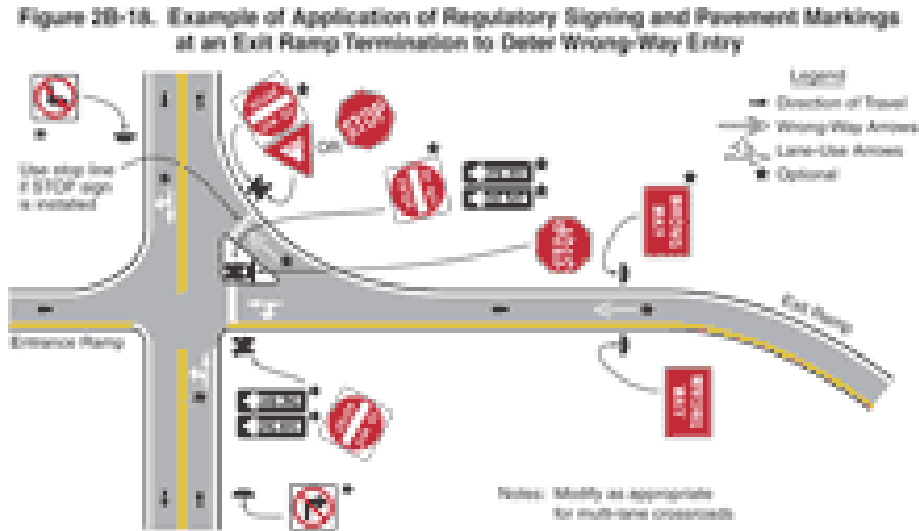
130 Section 2B.41 ~~(XX)~~ (move to after Section 2B.38 and renumber accordingly) 131 Wrong-Way Traffic Control at Interchange Ramps

132 Standard:

133 01 At interchange exit ramp terminals; where the ramp intersects a crossroad in such a
134 manner that wrong-way entry could inadvertently be made, the following signs shall

135 be used. at least one WRONG WAY sign shall be placed on the exit ramp facing a road user
136 traveling in the wrong direction (See Figure 2B-18).

137 **Figure 2B-18 Example of Application of Regulatory Signing and Pavement Markings at**
138 **an Exit Ramp Termination to Deter Wrong-Way Entry**



139

- 140 **A. At least one ONE WAY sign for each direction of travel on the crossroad shall be**
141 **placed where the exit ramp intersects the crossroad.**
- 142 **B. At least one DO NOT ENTER sign shall be conspicuously placed near the**
143 **downstream end of the exit ramp in positions appropriate for full view of a road**
144 **user starting to enter wrongly from the crossroad.**
- 145 **C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road**
146 **user traveling in the wrong direction.**

147 *Guidance:*

148 *02 In addition, the following pavement markings should be used (see Figure 2B-18):*

- 149 *A. On two-lane paved crossroads at interchanges, double solid yellow lines should be used*
150 *as a center line for an adequate distance on both sides approaching the ramp*
151 *intersections.*
- 152 *B. Where crossroad channelization or ramp geometrics do not make wrong-way movements*
153 *difficult, a lane-use arrow should be placed in each lane of an exit ramp near the*
154 *crossroad terminal where it will be clearly visible to a potential wrong-way road user.*

155 *Option:*

156 *03 The following traffic control devices may be used to supplement the signs and pavement*
157 *markings described in Paragraphs 1 and 2:*

- 158 *A. Additional ONE WAY signs may be placed, especially on two-lane rural crossroads,*
159 *appropriately in advance of the ramp intersection to supplement the required ONE WAY*
160 *sign(s).*

- 161 B. Additional WRONG WAY signs may be used.
- 162 C. Slender, elongated wrong-way arrow pavement markings (see [Figure 3B-24](#)) intended
- 163 primarily to warn wrong-way road users that they are traveling in the wrong direction
- 164 may be placed upstream from the ramp terminus (see [Figure 2B-18](#)) to indicate the
- 165 correct direction of traffic flow. Wrong-way arrow pavement markings may also be placed
- 166 on the exit ramp at appropriate locations near the crossroad junction to indicate wrong-
- 167 way movement. The wrong-way arrow markings may consist of pavement markings or
- 168 bidirectional red-and-white raised pavement markers or other units that show red to
- 169 wrong-way road users and white to other road users (see [Figure 3B-24](#)).
- 170 D. Lane-use arrow pavement markings may be placed on the exit ramp and crossroad near
- 171 their intersection to indicate the permissive direction of flow.
- 172 E. Freeway entrance signs (see [Section 2D.46](#)) may be used.

173 *Guidance:*

174 *04 On interchange entrance ramps where the ramp merges with the through roadway and the*

175 *design of the interchange does not clearly make evident the direction of traffic on the separate*

176 *roadways or ramps, a ONE WAY sign visible to traffic on the entrance ramp and through roadway*

177 *should be placed on each side of the through roadway near the entrance ramp merging point as*

178 *illustrated in Figure 2B-19.*

179 **Figure 2B-19 Example of Application of Regulatory Signing and Pavement Markings at**

180 **an Entrance Ramp Terminal Where the Design Does Not Clearly Indicate the Direction**

181 **of Flow**



182

183 *Option:*

184 *05 At locations where engineering judgment determines that a special need exists, other*

185 *standard warning or prohibitive methods and devices may be used as a deterrent to the wrong-*

186 *way movement.*

187 *06 Where there are no parked cars, pedestrian activity or other obstructions such as snow or*

188 *vegetation, and if an engineering study indicates that a lower mounting height would address*

189 *wrong-way movements on freeway or expressway exit ramps, a DO NOT ENTER sign(s) and/or a*

190 *WRONG WAY sign(s) that is located along the exit ramp facing a road user who is traveling in the*

191 *wrong direction may be installed at a minimum mounting height of 3 feet, measured vertically*

192 *from the bottom of the sign to the elevation of the near edge of the pavement.*

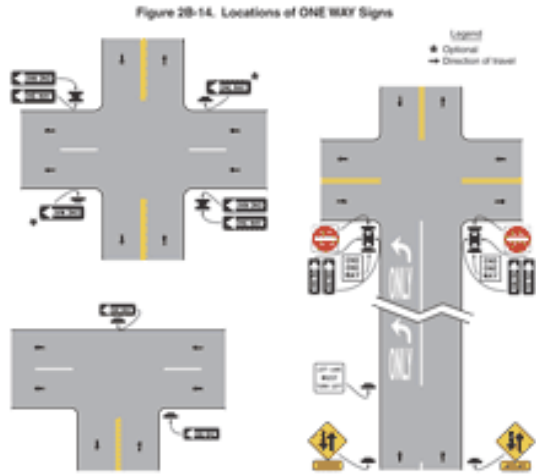
193 *Support:*

194 *07 [Sections 2B.41 \(XX\)](#), [2B.37](#) and [2B.38](#) contains further information on signing to avoid*

195 *wrong-way movements at at-grade intersections on expressways.*

196 **NOTE: Section 2B.41, Paragraph 07 would be renumbered accordingly when placed after 2B.38**

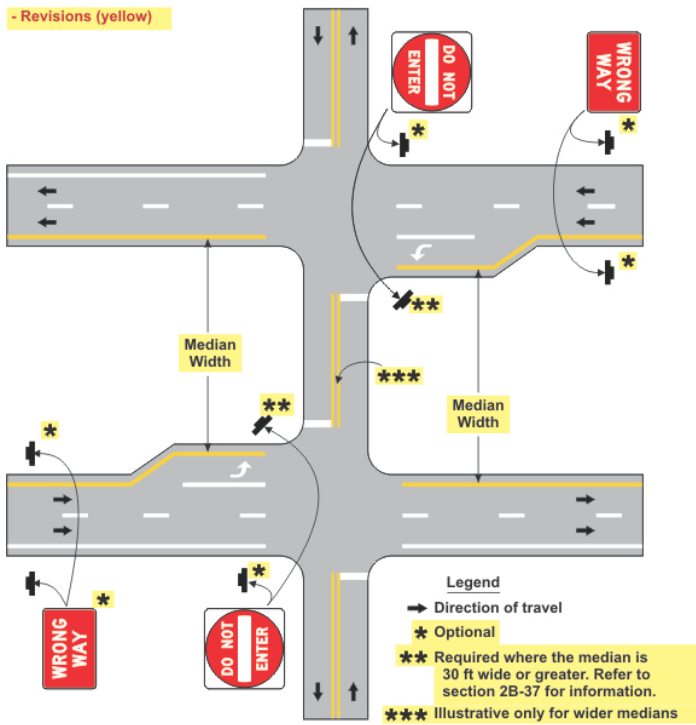
197 **Figure 2B-14 shown below for information only**



198
 199
 200
 201
 202

NOTE: REVISED FIGURE 2B-12 BELOW

Figure 2B-12(rev). Locations of Do Not Enter and Wrong-Way Signing for Divided Highways



NOTE: Pavement markings are shown for clarity only. Refer to Part 3 for guidance on markings.

rev 11-13-2011
 06-21-2012
 12-24-2012
 01-10-2013

203

204 **Revise Figure 2B-12, Locations of Do Not Enter and Wrong Way Signing for Divided**
 205 **Highways**

206 **The following changes are made to the figure 2B-12:**

- 207 • **DO NOT ENTER signs are optional where the median width is less than 30 feet.**
- 208 • **WRONG WAY signs are optional.**
- 209 • **Section 2B.40 and figures associated with Section 2B.40 describe ONE WAY or**
- 210 **KEEP RIGHT signing required for reinforcing wrong way movement.**
- 211 • **Add double yellow center line in median and stop bars for clarity for wider**
- 212 **medians. Change WRONG WAY sign to be optional to match text in section**
- 213 **2B.38.**
- 214 • **Delete reference to 30 feet or wider on the figure. Figure applies to all median**
- 215 **widths with * describing options and ** describing where signs are required.**
- 216 **Section 2B.37 providing standards, guidance and options.**

217 RWSTC Vote on 6-26-13 following sponsor comments:

218 For: Unanimous

219 Against:

220 Abstentions:

221 Council Vote: 6-28-13

222 For: Unanimous

223 Against:

224 Abstentions:

225 C: NCUTCD/Jan 2013 meeting/ wrong way signing 11-11-12, revised 11-25-12, revised 11-26-12, revised
226 12-2-12, revised 12-22-12, revised 12-24-12, updated 12-26-12, revised 1-10-13, revised following
227 sponsor comments 6-8-13. Revised 6-11-13 following sponsor comments, revised 6-13-13 following
228 sponsor comments, revised 6-16-13 following sponsor comments, revised 6-17-13 following sponsor
229 comments, revised following sponsor comments 6-26-13, approved by council 6-28-13

230

231