

NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES  
TECHNICAL COMMITTEE RECOMMENDATION TO SPONSORS

APPROVED BY NCUTCD COUNCIL ON JANUARY 18, 2007

DATE OF ACTION: 9-6-06

TECHNICAL COMMITTEE : Regulatory/Warning Sign TC

FHWA 2006 New issues – Issue # 1

RECAP: 1-19-06 RWSTC approved, rejected by NCUTCD Council 6-30-06, revised draft to RWSTC 7-21-06, 7-23-06, 9-6-06 , **REVISED 12-29-06 AND 1-17-07 FOLLOWING SPONSOR COMMENTS**

REQUEST NUMBER

TOPIC: OTHER MESSAGES ON BACK OF STOP SIGNS – Section 2B.06 STOP Sign Placement

ORIGIN OF REQUEST: NPA R/W Sign issues – FHWA

DISCUSSION: Section 2B.06 has a guidance statement that other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a STOP sign in a manner that obscures the shape of the STOP sign.

**Problem statement:** (FROM NPA)

Are other sign messages allowed on the back of STOP signs? We have had request to place safety messages and other messages on the backside of STOP signs. We have correspondence where we have said “no” to using the back of any sign for providing messages to drivers. Yet, MUTCD Section 2B.06 says it is okay to use the back of a STOP sign as long as the shape is not compromised. There appears to be inconsistency in our position on this or at best the position is unclear. See attached letter 072104 Marc Breslow. **NOTE: Task force does not have copy of this letter.** Unquote:

**Response:**

The question really pertains to Section 1A.01 Purpose of Traffic Control Devices, and secondarily to Section 2A.06 Design of Signs, 2A.05 Classification of Signs, 2A.03 Standardization of Application, and 2B.54 Other Regulatory Signs. Any traffic control device

must relate to traffic control. Safety messages are contained in the manual under 2A.07 Changeable Message Signs. The safety messages examples are listed and reference is made to Section 6F.55 as to requirements. Therefore, static signs that meet the requirements of the MUTCD in terms of providing traffic control related to regulations, warning and guidance are allowed. However, safety messages and other messages that do not meet the above requirements would not be allowed regardless of whether or not they are on back of a STOP sign. **Note: Only official traffic control signs are allowed.**

Section 2B.06 of the MUTCD provides guidance (NOT A STANDARD) that only the DO NOT ENTER sign is allowed to be mounted back-to-back with the STOP sign regardless whether or not it obscures it. The language in the manual says that it is allowed to place a DO NOT ENTER sign on back of a STOP sign regardless if it obscures the shape. A guidance statement is needed to keep the DO NOT ENTER sign within the borders of a stop sign when mounting back to back. **Guidance versus standard is needed to allow for engineering judgment.**

There are three ways to avoid the DO NOT ENTER sign obscuring the shape of the STOP sign.

1. Provide a larger STOP sign so that the DO NOT ENTER sign does not protrude beyond the edge of the STOP sign enough to obscure the shape of the STOP sign. Example: A 48" STOP sign and a 30" DO NOT ENTER sign as shown on page 101 of the Traffic Control Devices Handbook 2001, published by ITE.
2. Trim the edges of the DO NOT ENTER sign to minimize the amount it protrudes around the edges of the STOP sign. The MUTCD does not prohibit doing this.
3. Place on separate posts.

Section 2B.10 allows for a DO NOT ENTER sign on back of a YIELD sign also, with the same language as is contained in 2B.06. .

The language approved at the June 2004 meeting noted below still includes the guidance statement that, other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a STOP or YIELD sign in a manner that obscures the shape of the STOP or YIELD sign.

### **Language as approved at the JUNE 2004 (Juneau) NCUTCD MEETING**

Proposed modifications (per Issues #1 and #2) to the language that was approved at the June 2004 NCUTCD meeting to be included in the next edition of the MUTCD:

### **Section 2B.10 STOP Sign or YIELD Sign Placement**

#### **Standard:**

**The STOP or YIELD sign shall be installed on the near side of the intersection and on the right side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign shall be installed in advance of the STOP sign, or a Yield Ahead sign shall be installed in advance of the YIELD sign (see Section 2C.29).**

**YIELD signs shall be placed on both the left and right sides of approaches to roundabout intersections with more than one lane on the signed approach where raised splitter islands are available on the left side of the approach.**

**The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**

**YIELD signs and STOP signs shall not be mounted on the same post.**

Guidance:

Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a STOP or YIELD sign in a manner that obscures the shape of the STOP or YIELD sign.

Support:

Figure 2A-2 shows examples of some typical placements of STOP signs and YIELD signs.

Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

### **RECOMMENDED WORDING:**

The proposal was rejected at the NCUTCD meeting by Council on 6-30-06. **In red** are the changes proposed to the language that was approved at the June 2004 NCUTCD meeting. *(It should be noted that Section 2B.10 as modified below is not the version in the currently-published version of the 2003 MUTCD; it has been modified in previously approved changes.)*

**Recommendations: Changes proposed to the MUTCD shown *in red* and *new text underlined* and removed text *in-strike-through* format.**

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**YIELD signs shall be placed on both the left and right sides of approaches to roundabout intersections with more than one lane on the signed approach where raised splitter islands are available on the left side of the approach.**

**The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**

**YIELD signs and STOP signs shall not be mounted on the same post.**

**Other than retroreflective strips on the posts (see Section 2A.21), nothing except only official traffic control signs, sign installation date, inventory or anti-vandalism stickers or bar codes, shall be mounted on the front or back of STOP or YIELD signs, or on their supports.**

Guidance:

~~Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a STOP or YIELD sign in a manner that obscures the shape of the STOP or YIELD sign.~~

Signs mounted back-to-back with STOP or YIELD signs should stay within the edges of the STOP or YIELD sign.

If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.

Support:

It might be necessary to increase the size of the STOP or YIELD sign so that any other sign installed back-to-back with a STOP or YIELD sign remains within the borders of the STOP or YIELD sign.

Figure 2A-2 shows examples of some typical placements of STOP signs and YIELD signs. Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

RWSTC Vote: for: Unanimous