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ATTACHMENT NO. 9

RW No. 9, January 2012



**National Committee on
Uniform Traffic Control Devices**

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**National Committee on Uniform Traffic Control Devices
RWSTC RECOMMENDATION FOLLOWING SPONSOR COMMENTS**

TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee

DATE OF ACTION: (TASK FORCE): 6-5-2011, 1-9-12 no changes following sponsor comments, 1-18-12 no changes following sponsor comments

TASK FORCE: Tom Heydel (Chair), Jim Pline, Dan Paddick, Ron Lipps

RWSTC APPROVAL DATE: 6-23-11

TRANSMITTAL TO SPONSORS DATE: Fall 2011

RWSTC APPROVAL DATE FOLLOWING SPONSOR COMMENTS: 1-18-12

COUNCIL APPROVAL DATE: 1-19-12

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TOPIC: Vertical clearance of Preferential Lane signs and overhead signing for preferential lanes (NPA versus 2009 MUTCD)

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AFFECTED PORTIONS OF MUTCD: Section 2G.03 and 2G.06 (2009 MUTCD)

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BACKGROUND:

Section 2G.03, 2G.06 - As part of the review of the NPA council approved Section 2G.03 and 2G.06 with some modifications recommended. The 2009 MUTCD made some changes to the NPA and FHWA did not follow some of the recommendations by NCUTCD Council vote. In its review of the 2009 MUTCD as compared to the NPA makes the following recommended changes.

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DISCUSSION:

Section 2G.03 – change 14 foot vertical clearance to 17 foot vertical clearance for consistency with Section 2A.18, Mounting Height that requires minimum 17 foot vertical clearance. Section 2A.18 handles any exceptions in the language.

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41 Section 2G.06- the NPA had the overhead preferential lane begins (R3-15a) as a **shall**
42 condition where a lane becomes a preferential lane rather than a should condition since
43 this is a mandatory lane for a freeway/expressway application. This is then more
44 consistent with Section 2E.24 for lane drops on freeways/expressways which require
45 overhead signing. However, the overhead sign is a should condition and engineering
46 judgement can be used to determine if the overhead sign is necessary versus a side
47 mounted sign. No change

48 Section 2G.03 – Paragraph 15 states a **standard** that says: **Where lateral clearance**
49 **is limited, Preferential Lane Regulatory signs that are post- mounted on a median**
50 **barrier and that are wider than 72 inches shall be mounted with a vertical clearance**
51 **that complies with the provisions of Section 2A.18 for overhead mounting.**
52 Paragraph 13 of this section is a *guidance* statement that says: *The edges of preferential*
53 *lane regulatory signs that are post mounted on median barrier should not project beyond*
54 *the outer edges of the barrier, including in areas where lateral clearance is limited.*
55 Therefore, section 2G.03 paragraph 14 should be changed to 17 feet instead of 14 feet
56 vertical clearance since if the sign projects over the edge of the median barrier then it
57 refers the reader back to section 2A.18 as shown in paragraph 15. Section 2A.18 calls for
58 17 foot clearance for overhead signs that are over the lane or shoulder.

59

60 **RECOMMENDATION:**

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

64

65 **RECOMMENDED WORDING to the 2009 MUTCD**

66

67 **Section 2G.03 Regulatory Signs for Preferential Lanes – General**

68 Option:

69 14 Where lateral clearance is limited, Preferential Lane regulatory signs that are post-
70 mounted on a median barrier and that are 72 inches or less in width may be skewed up
71 to 45 degrees in order to fit within the barrier width or may be mounted higher, such that
72 the vertical clearance to the bottom of the sign, light fixture, or structural support,
73 whichever is lowest, is not less than ±4 17 feet above any portion of the pavement and
74 shoulders.

75 **Section 2G.06 Preferential Lane Advance Regulatory Signs (R3-12, R3-12e,**
76 **R3-12f, R3-15, R3-15a, and R3-15d)**

77 *Guidance:*

78 01 *The Preferential Lane Advance (R3-12, R3-12f, R3-15, and R3-15d) signs should be*
79 *used for advance notification of a barrier-separated, buffer-separated, or contiguous*
80 *preferential lane that is added to the general-purpose lanes (see Figure 2G-12).*

81 02 *The Preferential Lane Advance (R3-12e and R3-15a) signs should be used for advance*
82 *notification of a general-purpose lane that becomes a preferential lane (see Figure 2G-*
83 *13).*

84 Option:
85 03 The legends on the R3-12f and R3-15d signs may be modified to suit the type of
86 preferential lane.

87 *Guidance:*
88 04 *On conventional roads, for general-purpose lanes that become preferential lanes, a*
89 *post-mounted (R3-12e) or overhead (R3-15a) Preferential Lane Advance sign should be*
90 *installed in advance of the beginning of or initial entry point to the preferential lane at a*
91 *distance determined by engineering judgment based on speed, traffic characteristics, and*
92 *other site-specific considerations. The distance selected should provide adequate*
93 *opportunity for ineligible vehicles to vacate the lane prior to the beginning of the*
94 *restriction.*

95 05 *On freeways and expressways, for general-purpose lanes that become preferential*
96 *lanes, an overhead Preferential Lane Advance (R3-15a) sign should be installed at least 1*
97 *mile in advance of the beginning of the preferential lane restriction.*

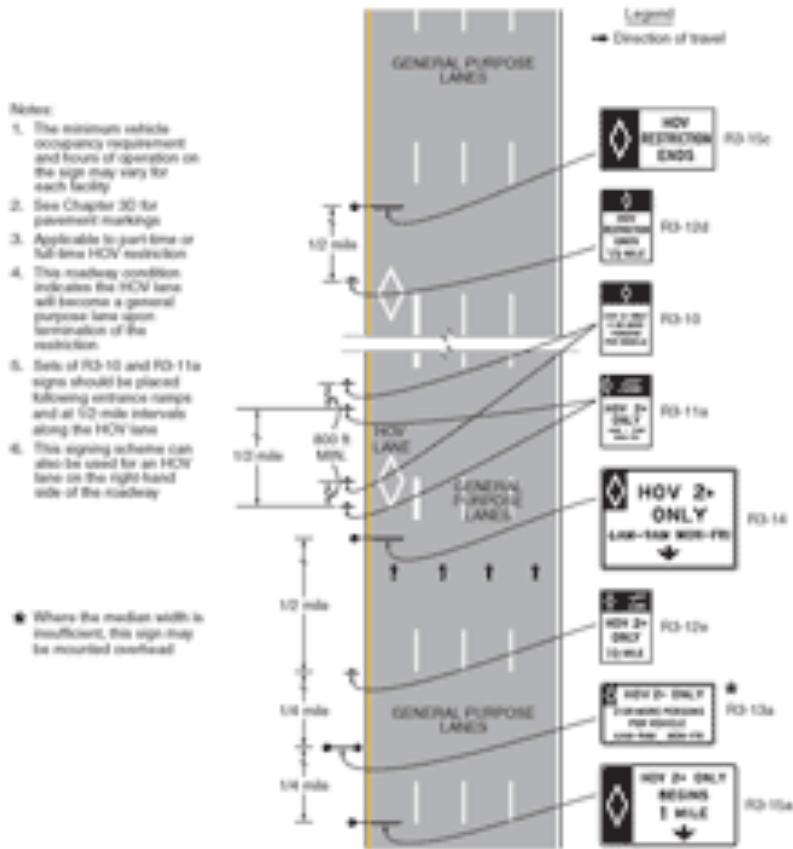
98 Option:
99 06 Additional post-mounted or overhead Preferential Lane Advance signs may be placed
100 farther in advance of or closer to the beginning or initial entry points to a preferential
101 lane.

102

103 **NO CHANGE RECOMMENDED TO Section 2G.06**

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

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



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109 RWSTC Vote: 1-18-12

110 For: 21

111 Opposed: 2

112 Abstentions:

113

114 Council Vote: 1-19-12

115 For: 35

116 Opposed: 1

117 Abstentions: 1

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119

120 c:cutcd/January 2012/Heydel/preferential lanes comparison of NPA to 2009 MUTCD

121 1-9-12 following sponsor comments, revised following sponsor comments 1-18-12,

122 APPROVED BY COUNCIL 1-19-12