



National Committee on Uniform Traffic Control Devices

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ATTACHMENT NO. 3

Item No.: 15A.RW.02

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

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TECHNICAL COMMITTEE:	Regulatory and Warning Signs
ITEM NUMBER:	15A.RW.02
TOPIC:	Site Roadways Open to Public Travel
ORIGIN OF REQUEST:	Changes in the 2009 MUTCD applying the MUTCD to private roads open to public travel.
AFFECTED SECTIONS OF MUTCD:	Parts 2A, 2B and 2C (RWSTC portion)

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DEVELOPMENT HISTORY:

- Approved by Technical Committee: 06/27/2013
- Approved by Technical Committee Following Sponsor Comments: 01/06/2016
- Approved by NCUTCD Council: 01/08/2016

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This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

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SUMMARY:

22 This is the proposal for Parts 2A, 2B and 2C associated with the previously approved SROPT
23 proposal 15A.EC.01 that was approved by Council on June 18, 2015. That proposal approved
24 the Introduction and Parts 1A regarding SROPT. This proposal is for only Parts 2A, 2B and
25 2C.

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DISCUSSION

28 The Summary, Discussion, Guiding Principles, Outreach Special Request for Reviewers of the
29 proposal, and Wrap Up are contained within 15A.EC.01. Accordingly, it is not being repeated
30 within this ballot. Sponsors reviewed that proposal ballot in Spring 2015 and provided
31 comments which included Parts 2A, 2B and 2C. This proposal addresses sponsor comments to
32 Parts 2A, 2B and 2C.

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RECOMMENDED MUTCD CHANGES

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36 The following present the proposed changes to the current MUTCD within the context of the
37 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
38 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
39 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
40 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
41 comments may be provided with the MUTCD text. These comments are indicated by
42 **[highlighted light blue in brackets]**.
43

44 PART 2: SIGNS

45 CHAPTER 2A. GENERAL

46 Section 2A.01 Function and Purpose of Signs

47 Support:

48 01 This Manual contains Standards, Guidance, and Options for the signing of all types of highways, and
49 site roadways ~~private roads~~ open to public travel. The functions of signs are to provide regulations,
50 warnings, and guidance information for road users. Words, symbols, and arrows are used to convey the
51 messages. Signs are not typically used to confirm rules of the road.
52

53 Section 2A.03 Standardization of Application

54 Standard:

55 05 Each standard sign shall be displayed only for the specific purpose as prescribed in this
56 Manual. Determination of the particular signs to be applied to a specific condition shall be
57 made in accordance with the provisions set forth in Part 2. Before any new highway, site
58 roadway ~~private road~~ open to public travel (see definition in Section 1A.13), detour, or
59 temporary route is opened to public travel, all necessary signs shall be in place. Signs
60 required by road conditions or restrictions shall be removed when those conditions cease to
61 exist or the restrictions are withdrawn.
62

63 Section 2A.06 Design of Signs

64 Option:

65 13 State and local highway agencies and owners of site roadways open to public travel may
66 develop special word message signs in situations where roadway conditions make it necessary to
67 provide road users with additional regulatory, warning, or guidance information, such as when
68 road users need to be notified of special regulations or warned about a situation that might not be
69 readily apparent. Unlike colors that have not been assigned or symbols that have not been
70 approved for signs, new word message signs may be used without the need for experimentation.

71 Section 2A.11 Dimensions

72 Standard:

73 02 The sign dimensions prescribed in the sign size tables in the various Parts and
74 Chapters in this Manual and in the “Standard Highway Signs and Markings” book (see
75 Section 1A.11) shall be used unless engineering judgment determines that other sizes are
76 appropriate. Except as provided in Paragraph 3, where engineering judgment determines
77 that sizes smaller than the prescribed dimensions are appropriate for use, the sign

78 dimensions shall not be less than the minimum dimensions specified in this Manual. The
79 sizes shown in the Minimum columns that are smaller than the sizes shown in the
80 Conventional Road columns in the various sign size tables in this Manual shall only be used
81 on low-speed roadways, alleys, and site roadways ~~private roads~~ open to public travel where
82 the reduced legend size would be adequate for the regulation or warning or where physical
83 conditions preclude the use of larger sizes.

84 *Guidance:*

85 *08 When supplemental plaques are installed with larger sized signs, a corresponding increase*
86 *in the size of the plaque and its legend should also be made. The resulting plaque size should be*
87 *approximately in the same relative proportion to the larger sized sign as the conventional sized*
88 *plaque is to the conventional sized sign.*

89 Option:

90 08a SROPT: The minimum sign sizes for site roadways open to public travel roads with
91 operating speeds less than 25 MPH may be 6 inches less in both width and height than the single-
92 lane conventional road size shown in Tables 2B-1 and 2C-2 (but not less than 18” high or 9”
93 wide). This does not apply to supplemental plaques. Where a Site Roadway open to public
94 travel intersects with a street or highway the sign size for the regulatory STOP or YIELD sign
95 shall be sizes shown in Table 2B-1.

96 CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

97 Section 2B.03 Size of Regulatory Signs

98 *Guidance:*

99 *09 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps at major*
100 *interchanges connecting an Expressway or Freeway with an Expressway or Freeway (see*
101 *Section 2E.32a) (Council Approved 6-23-11) should be as shown in the column of Table 2B-1*
102 *that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum*
103 *size is not provided in the Freeway column, the minimum size in the Expressway column should*
104 *be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the*
105 *Oversize column should be used.*

106 *10 The minimum size for all regulatory signs facing traffic on exit and entrance ramps at all*
107 *interchanges (See section 2E.A(b) B and C) should be the regulatory sign size shown in Table*
108 *2B-1 Conventional Road Single Lane column for single lane ramps and Multi-Lane for multi-*
109 *lane ramps (Council Approved 6-23-11)*

110 Option:

111 10a SROPT: The minimum sign sizes for site roadways open to public travel with operating
112 speeds less than 25 MPH may be 6 inches less in both width and height than the single-lane
113 conventional road size except for supplemental plaques identified by “P” in the sign designation
114 in Table 2B-1.

115 Standard:

116 10b SROPT: Where a Site Roadway open to public travel intersects with a street or
117 highway the sign size for the regulatory STOP or YIELD sign shall be sizes shown in Table
118 2B-1.

122 **Section 2B.06 STOP Sign Applications**

123 *Guidance:*

124 01 *At intersections where a full stop is not necessary at all times, consideration should first be*
125 *given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

126 02 *The use of STOP signs on the minor-street approaches should be considered if engineering*
127 *judgment indicates that a stop is always required because of one or more of the following*
128 *conditions:*

129 A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per*
130 *day;*

131 B. *A restricted view exists that requires road users to stop in order to adequately observe*
132 *conflicting traffic on the through street or highway; and/or*

133 C. *Crash records indicate that three or more crashes that are susceptible to correction by*
134 *the installation of a STOP sign have been reported within a 12-month period, or that five*
135 *or more such crashes have been reported within a 2-year period. Such crashes include*
136 *right-angle collisions involving road users on the minor-street approach failing to yield*
137 *the right-of-way to traffic on the through street or highway.*

138 *Support:*

139 03 *The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.*

140 Option:

141 03a SROPT: At the ends of driving aisles connecting to site roadways open to public travel, the
142 word STOP on the pavement when accompanied with a stop line may be used in the place of a
143 STOP sign.

145 **Section 2B.07 Multi-Way Stop Applications**

146 *Guidance:*

147 03 *The decision to install multi-way stop control should be based on an engineering study.*

148 Option:

149 03a SROPT: The decision to install a multi-way stop control on site roadways open to public
150 travel may be based on engineering judgment.

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

153 **Standard:**

154 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the**
155 **right-hand side of the approach to which it applies, except as provided in paragraph 20a.**
156 **When the STOP or YIELD sign is installed at this required location and the sign visibility**
157 **is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the**
158 **STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the**
159 **YIELD sign.**

160 **Option:**

161 20 **For a yield-controlled channelized right-turn movement onto a roadway without an**
162 **acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration**
163 **lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted**

164 below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering
165 judgment indicates that road users would expect an acceleration lane to be present.
166 20a SROPT: At the junction of two site roadways open to public travel when the operating
167 speeds are less than 25 mph on both roadways, a STOP or YIELD sign may be installed at a
168 location on other than the right hand side as necessitated by physical constraints.
169

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

171 Option:

172 04 The DO NOT ENTER sign may be installed where it is necessary to emphasize the one-way
173 traffic movement on a ramp or turning lane.

174 04a SROPT: A DO NOT ENTER sign may be omitted only if an R4-7 or R6-1 is installed for
175 divided roadway median openings when the operating speeds are less than 25 mph on a site
176 roadway open to public travel.
177

178 **Section 2B.40 ONE WAY Signs (R6-1, R6-2)**

179 Option:

180 14 The BEGIN ONE WAY (R6-6) sign (see Figure 2B-13) may be used notify road users of the
181 beginning point of a one direction of travel restriction on the street or roadway. The END ONE
182 WAY (R6-7) sign (see Figure 2B-13) may be used notify road users of the ending point of a one
183 direction of travel restriction on the street or roadway.

184 14a SROPT: A ONE-WAY sign may be omitted for site roadways open to public travel that
185 intersect one-way driving aisles when wrong way pavement marking arrows and/or stop line the
186 full width of the aisle and/or stop markings are used.
187

188 **Section 2B.68 Gates**

189 **Standard:**

190 14 **If red lights are attached to a traffic gate, the red lights shall be steadily illuminated or**
191 **flashed only during the period when the gate is in the horizontal or closed position and**
192 **when the gate is in the process of being opened or closed.**

193 15 **Except as provided in Paragraph 16, rolling sections of fence, if used, shall include either**
194 **a horizontal strip of retroreflectorized sheeting on both sides of the fence with vertical**
195 **stripes alternately red and white at 16-inch intervals measured horizontally to simulate the**
196 **appearance of a gate arm in the horizontal position, or one or more Type 4 object markers**
197 **(see Section 2C.66), or both. If a horizontal strip of retroreflectorized sheeting is used, the**
198 **bottom of the sheeting shall be located 3.5 to 4.5 feet above the roadway surface.**

199
200 15a SROPT: If a chain, cable, or other device is used to restrict access to a portion of a site, it
201 shall be clearly marked with a Type 1 object marker or a retroreflective sign suspended from or
202 attached to the chain, cable, or other device. (See Section 2C.63 for object marker sizes).
203

204 **CHAPTER 2C. WARNING SIGNS AND OBJECT MARKERS**

205

206 **Section 2C.01 Function of Warning Signs**

207 Support:

208 01 Warning signs call attention to unexpected conditions on or adjacent to a highway, street, or
 209 [site roadways](#) ~~private roads~~ open to public travel and to situations that might not be readily
 210 apparent to road users. Warning signs alert road users to conditions that might call for a
 211 reduction of speed or an action in the interest of safety and efficient traffic operations.

212

213 **Section 2C.05 Placement of Warning Signs**

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Posted or 85 th - Percentile Speed	Advance Placement Distance ¹								
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴
20 mph or less	225 ft	115 ft	N/A	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A	N/A	—	—	—	—	—

215 **(Remainder of table remains the same , Council Approved table 6-22-12)**

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C:\ncuted\janurary 2016\Heydel\15A-RW-02 Site Roadways RWSTC approved by council 1-8-16