CHAPTER 2B. REGULATORY SIGNS

Section 2B.01 Application of Regulatory Signs

Standard:

Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.

Regulatory signs shall be retroreflective or illuminated to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion of a particular sign or group of signs (see Section 2A.08).

The requirements for sign illumination shall not be considered to be satisfied by street, highway, or strobe lighting.

Section 2B.02 Design of Regulatory Signs

Support:

Most regulatory signs are rectangular, with the longer dimension vertical. The shapes and colors of regulatory signs are listed in Tables 2A-4 and 2A-5, respectively. Exceptions are specifically noted in the following Sections.

The use of educational plaques to supplement symbol signs is described in Section 2A.13.

Guidance:

Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.

Section 2B.03 Size of Regulatory Signs

Standard:

The sizes for regulatory signs shall be as shown in Table 2B-1.

Guidance:

The Freeway and Expressway sizes should be used for higher-speed applications to provide larger signs for increased visibility and recognition.

Option:

The Minimum size may be used on low-speed roadways where the reduced legend size would be adequate for the regulation or where physical conditions preclude the use of the other sizes.

The Oversized size may be used for those special applications where speed, volume, or other factors result in conditions where increased emphasis, improved recognition, or increased legibility would be desirable.

Signs larger than those shown in Table 2B-1 may be used (see Section 2A.12).

Section 2B.04 STOP Sign (R1-1)

Standard:

When a sign is used to indicate that traffic is always required to stop, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

The STOP sign shall be an octagon with a white legend and border on a red background. Secondary legends shall not be used on STOP sign faces. If appropriate, a supplemental plaque (R1-3 or R1-4) shall be used to display a secondary legend. Such plaques (see Figure 2B-1) shall have a white legend and border on a red background. If the number of approach legs controlled by STOP signs at an intersection is three or more, the numeral on the supplemental plaque, if used, shall correspond to the actual number of legs controlled by STOP signs.

At intersections where all approaches are controlled by STOP signs (see Section 2B.07), a supplemental plaque (R1-3 or R1-4) shall be mounted below each STOP sign.

Option:

The ALL WAY (R1-4) supplemental plaque may be used instead of the 4-WAY (R1-3) supplemental plaque.

Support:

The design and application of Stop Beacons are described in Section 4K.05.

Table 2B-1. Regulatory Sign Sizes *(Sheet 1 of 5)*

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Stop	R1-1	2B.04	750 x 750 (30 x 30)	900 x 900 (36 x 36)	--	600 x 600 (24 x 24)	1200 x 1200 (48 x 48)
Yield	R1-2	2B.08	900 x 900 x 900 (36 x 36 x 36)	1200 x 1200 x 1200 (48 x 48 x 48)	1500 x 1500 x 1500 (60 x 60 x 60)	750 x750 x 750 (30 x 30 x 30)	--
To Oncoming Traffic	R1-2a	--	600 x 300 (24 x 12)	--	--	--	--
4-Way	R1-3	2B.04	300 x 150 (12 x 6)	--	--	--	--
All-Way	R1-4	2B.04	450 x 150 (18 x 6)	--	--	--	--
Yield Here to Peds	R1-5	2B.11	450 x 450 (18 x 18)	--	--	--	--
Yield Here to Pedestrians	R1-5a	2B.11	450 x 600 (18 x 24)	--	--	--	--
In-Street Ped Crossing	R1-6,6a	2B.12	300 x 900 (12 x 36)	--	--	--	--
Speed Limit (English)	R2-1	2B.13	600 x 750 (24 x 30)	900 X 1200 (36 X 48)	1200 X 1500 (48 X 60)	--	--
Speed Limit (Metric)	R2-1	2B.13	600 x 900 (24 x 36)	900 X 1350 (36 X 54)	1200 X 1650 (48 X 66)	--	--
Truck Speed Limit (English)	R2-2	2B.14	600 x 600 (24 x 24)	900 X 900 (36 X 36)	1200 X 1200 (48 X 48)	--	--
Truck Speed Limit (Metric)	R2-2	2B.14	600 x 750 (24 x 30)	900 X 1050 (36 X 42)	1200 X 1350 (48 X 54)	--	--
Night Speed Limit (English)	R2-3	2B.15	600 x 600 (24 x 24)	900 X 900 (36 X 36)	1200 X 1200 (48 X 48)	--	--
Night Speed Limit (Metric)	R2-3	2B.15	600 x 750 (24 x 30)	900 X 1050 (36 X 42)	1200 X 1350 (48 X 54)	--	--
Minimum Speed Limit (English)	R2-4	2B.16	600 x 750 (24 x 30)	900 X 1200 (36 X 48)	1200 X 1500 (48 X 60)	--	--
Minimum Speed Limit (Metric)	R2-4	2B.16	600 x 900 (24 x 36)	900 X 1350 (36 X 54)	1200 X 1650 (48 X 66)	--	--
Combined Speed Limit (English)	R2-4a	2B.16	600 x 1200 (24 x 48)	900 X 1800 (36 X 72)	1200 X 2400 (48 X 96)	--	--
Combined Speed Limit (Metric)	R2-4a	2B.16	600 x 1350 (24 x 54)	900 X 1950 (36 X 78)	1200 X 2550 (48 X 102)	--	--
Fines Higher	R2-6	2B.17	600 x 600 (24 x 24)	900 X 900 (36 X 36)	1200 X 1200 (48 X 48)	--	--
Turn Prohibition	R3-1,2,3,4, 18	2B.19	600 x 600 (24 x 24)	900 X 900 (36 X 36)	--	--	1200 X 1200 (48 X 48)
Mandatory Movement Lane Control	R3-5 series	2B.21	750 x 900 (30 x 36)	--	--	--	--
Optional Movement Lane Control	R3-6	2B.22	750 x 900 (30 x 36)	--	--	--	--
Mandatory Movement Lane Control	R3-7	2B.21	750 x 750 (30 x 30)	--	--	--	--
Advance Intersection Lane Control	R3-8,8a,8b	2B.23	Variable x 750 Variable x 30)	--	--	--	--
Two-Way Left Turn Only (overhead mounted)	R3-9a	2B.24	750 x 900 (30 x 36)	--	--	--	--
Two-Way Left Turn Only (ground mounted)	R3-9b	2B.24	600 x 900 (24 x 36)	--	--	--	900 X 1200 (36 X 48)
Reversible Lane Control (symbol)	R3-9d	2B.25	2700 x 1200 (108 x 48)	--	--	--	--
Reversible Lane Control (ground mounted)	R3-9f	2B.25	750 x 1050 (30 x 42)	--	--	--	--
Advance Reversible Lane Control Transition Signing	R3-9g,9h	2B.25	2700 x 900 (108 x 36)	--	--	--	--
End Reverse Lane	R3-9i	2B.25	2700 x 1200 (108 x 48)	--	--	--	--
Preferential Only Lane Ahead (ground mounted)	R3-10 series	2B.26	750 x 1050 (30 x 42)	900 X 1500 (36 X 36)	1950 X 2400 (78 X 96)	--	--
Preferential Only Lane Operation (ground mounted)	R3-11 series	2B.26	750 x 1050 (30 x 42)	--	1950 X 2400 (78 X 96)	--	--

Table 2B-1. Regulatory Sign Sizes (Sheet 2 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Preferential Only Lane Ends (ground mounted)	R3-12 series	2B.26	750 x 1050 (30 x 42)	900 x 1500 (36 x 60)	1200 x 2100 (48 x 84) 1200 x 2400 (48 x 96)	—	—
Preferential Only Lane Ahead (overhead mounted)	R3-13 series	2B.26	1650 x 900 (66 x 36)	2100 x 1200 (84 x 48)	3600 x 1950 (144 x 78) 3600 x 2400 (144 x 96)	—	—
Preferential Only Lane Operation (overhead mounted)	R3-14 series	2B.26	1800 x 1500 (72 x 60)	2400 x 1800 (96 x 72)	3600 x 2650 (144 x 106) 3600 x 3100 (144 x 124) 3600 x 2250 (144 x 90)	—	—
HOV 2+ Lane Ends (overhead mounted)	R3-15 series	2B.26	1650 x 900 (66 x 36)	2100 x 1200 (84 x 48)	2550 x 1500 (102 x 60)	—	—
Do Not Pass	R4-1	2B.29	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Pass With Care	R4-2	2B.30	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Slower Traffic Keep Right	R4-3	2B.31	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Trucks Use Right Lane	R4-5	2B.32	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Truck Lane XX Meters (XX Feet)	R4-6	2B.32	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Keep Right	R4-7,7a,7b	2B.33	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Keep Left	R4-8	2B.33	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Do Not Enter	R5-1	2B.34	750 x 750 (30 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	—	—
Wrong Way	R5-1a	2B.35	900 x 600 (36 x 24)	900 x 600 (36 x 24)	1050 x 750 (42 x 30)	—	—
No Trucks	R5-2,2a	2B.36	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1200 x 1200 (48 x 48)
No Motor Vehicles	R5-3	2B.36	600 x 600 (24 x 24)	—	—	—	—
Commercial Vehicles Excluded	R5-4	2B.36	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Vehicles with Lugs Prohibited	R5-5	2B.36	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Bicycles	R5-6	2B.36	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1200 x 1200 (48 x 48)
Non-Motorized Traffic Prohibited	R5-7	2B.36	750 x 600 (30 x 24)	1050 x 600 (42 x 24)	1200 x 750 (48 x 30)	—	—
Motor-Driven Cycles Prohibited	R5-8	2B.36	750 x 600 (30 x 24)	1050 x 600 (42 x 24)	1200 x 750 (48 x 30)	—	—
Pedestrians, Bicycles, Motor-Driven Cycles Prohibited	R5-10a	2B.36	750 x 900 (30 x 36)	—	—	—	—
Pedestrians and Bicycles Prohibited	R5-10b	2B.36	750 x 450 (30 x 18)	—	—	—	—
Pedestrians Prohibited	R5-10c	2B.36	600 x 300 (24 x 12)	—	—	—	—
One Way	R6-1	2B.37	900 x 300 (36 x 12)	1350 x 450 (54 x 18)	1350 x 450 (54 x 18)	—	—
One Way	R6-2	2B.37	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	900 x 1200 (36 x 48)	450 x 600 (18 x 24)	—
Divided Highway Crossing	R6-3,3a	2B.38	750 x 600 (30 x 24)	900 x 750 (36 x 30)	—	600 x 450 (24 x 18)	—

Table 2B-1. Regulatory Sign Sizes (Sheet 3 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
No Parking	R7-1,2,2a,3, 4,5,6,7,8, 107,108	2B.39	300 x 450 (12 x 18)	—	—	—	—
Van Accessible	R7-8a,8b	2B.40	450 x 225 (18 x 9)	—	—	300 x 150 (12 x 6)	—
No Parking, Bike Lane	R7-9,9a	9B.09	300 x 450 (12 x 18)	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.39	300 x 750 (12 x 30)	—	—	—	—
No Parking / Restricted Parking (combined sign)	R7-200	2B.40	600 x 450 (24 x 18) 300 x 750 (12 x 30)	—	—	—	—
Tow Away Zone	R7-201,201 a	2B.40	300 x 150 (12 x 6)	—	—	—	—
This Side of Sign	R7-202	2B.39	300 x 150 (12 x 6)	—	—	—	—
No Parking on Pavement	R8-1	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Parking Except on Shoulder	R8-2	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Parking	R8-3	2B.39	600 x 750 (24 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	450 x 600 (18 x 24)	—
No Parking (symbol)	R8-3a	2B.39	600 x 600 (24 x 24)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	300 x 300 (12 x 12)	—
Emergency Parking Only	R8-4	2B.42	750 x 600 (30 x 24)	750 x 600 (30 x 24)	1200 x 900 (48 x 36)	—	—
No Stopping on Pavement	R8-5	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Stopping Except on Shoulder	R8-6	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Emergency Stopping Only	R8-7	2B.42	750 x 600 (30 x 24)	1200 x 900 (48 x 36)	—	—	—
Do Not Stop on Tracks	R8-8	2B.42	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	—	—	—
Tracks Out of Service	R8-9	8B.09	600 x 600 (24 x 24)	900 x 900 (36 x 36)	—	450 x 450 (18 x 18)	—
Stop Here When Flashing	R8-10	8B.10	600 x 900 (24 x 36)	—	—	600 x 750 (24 x 30)	—
Walk on Left Facing Traffic	R9-1	2B.43	450 x 600 (18 x 24)	—	—	—	—
Cross Only at Crosswalks	R9-2	2B.44	300 x 450 (12 x 18)	—	—	—	—
No Pedestrian Crossing	R9-3	2B.44	300 x 450 (12 x 18)	—	—	—	—
No Pedestrian Crossing (symbol)	R9-3a	2B.44	450 x 450 (18 x 18)	600 x 600 (24 x 24)	750 x 750 (30 x 30)	—	—
Use Crosswalk	R9-3b	2B.44	450 x 300 (18 x 12)	—	—	—	—
No Hitch Hiking	R9-4	2B.43	450 x 600 (18 x 24)	—	—	450 x 450 (18 x 18)	—
Hitch Hiking Prohibition (symbol)	R9-4a	2B.43	450 x 450 (18 x 18)	—	—	—	—
Bicyclists (symbol) Use Ped Signal	R9-5	9B.10	300 x 450 (12 x 18)	—	—	—	—
Bicyclists (symbol) Yield to Peds	R9-6	9B.10	300 x 450 (12 x 18)	—	—	—	—
Keep Left/Right to Pedestrians & Bicyclists (symbols) – Travel-path Restriction	R9-7	9B.11	300 x 450 (12 x 18)	—	—	—	—
Pedestrian Crosswalk	R9-8	6F.12	900 x 450 (36 x 18)	—	—	—	—
Sidewalk Closed	R9-9	6F.13	750 x 450 (30 x 18)	—	—	—	—

Table 2B-1. Regulatory Sign Sizes *(Sheet 4 of 5)*

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Sidewalk Closed, Use Other Side	R9-10	6F.13	1200 x 600 (48 x 24)	—	—	—	—
Sidewalk Closed Ahead, Cross Here	R9-11	6F.13	1200 x 900 (48 x 36)	—	—	—	—
Sidewalk Closed, Cross Here	R9-11a	6F.13	1200 x 600 (48 x 24)	—	—	—	—
Cross On Green Light Only	R10-1	2B.45	300 x 450 (12 x 18)	—	—	—	—
Pedestrian Traffic Signal Signs	R10-2, 2a,3,3a,3b, 3c,3d,4,4a,4b	2B.45	225 x 300 (9 x 12)	—	—	—	—
Countdown Pedestrian Sign	R10-3e	2B.45	225 x 375 (9 x 15)	—	—	—	—
Left on Green Arrow Only	R10-5	2B.45	600 x 750 (24 x 30)	—	—	—	1200 x 1500 (48 x 60)
Stop Here on Red	R10-6	2B.45	600 x 900 (24 x 36)	—	—	—	—
Stop Here on Red	R10-6a	2B.45	600 x 750 (24 x 30)	—	—	—	—
Do Not Block Intersection	R10-7	2B.45	600 x 750 (24 x 30)	—	—	—	—
Use Lane with Green Arrow	R10-8	2B.45	600 x 750 (24 x 30)	900 x 1050 (36 x 42)	—	—	1500 x 1800 (60 x 72)
Left (Right) Turn Signal	R10-10	2B.45	600 x 750 (24 x 30)	—	—	—	—
No Turn on Red	R10-11,11a	2B.45	600 x 750 (24 x 30)	—	—	—	1200 x 1200 (48 x 48)
No Turn on Red	R10-11b	2B.45	600 x 600 (24 x 24)	—	—	—	750 x 750 (30 x 30)
Left Turn Yield on Green	R10-12	2B.45	600 x 750 (24 x 30)	—	—	—	—
Emergency Signal	R10-13	2B.45	900 x 600 (36 x 24)	—	—	—	—
Turning Traffic Must Yield To Pedestrians	R10-15	2B.45	750 x 900 (30 x 36)	—	—	—	—
U-Turn Yield to Right Turn	R10-16	2B.45	750 x 900 (30 x 36)	—	—	—	—
Right on Red Arrow After Stop	R10-17a	2B.45	750 x 900 (30 x 36)	—	—	—	—
Traffic Laws Photo Enforced	R10-18	2B.46	900 x 450 (36 x 18)	1200 x 750 (48 x 30)	1800 x 900 (72 x 36)	—	—
Photo Enforced	R10-19	2B.46	600 x 450 (24 x 18)	900 x 750 (36 x 30)	1200 x 900 (48 x 36)	—	—
MON—FRI (and times) (3 lines)	R10-20a	2B.45	600 x 600 (24 x 24)	—	—	—	—
SUNDAY (and times) (2 lines)	R10-20a	2B.45	600 x 450 (24 x 18)	—	—	—	—
Left Turn Signal—Yield on Green	R10-21	2B.45	750 x 900 (30 x 36)	—	—	—	—
Bike Actuation	R10-22	9B.12	300 x 450 (12 x 18)	—	—	—	—

Table 2B-1. Regulatory Sign Sizes *(Sheet 5 of 5)*

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Keep Off Median	R11-1	2B.47	600 x 750 (24 x 30)	—	—	—	—
Road Closed	R11-2	2B.48	1200 x 750 (48 x 30)	—	—	—	—
Road Closed - Local Traffic Only	R11-3,3a, 3b,4	2B.48	1500 x 750 (60 x 30)	—	—	—	—
Weight Limit	R12-1,2	2B.49	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	—	—	900 x 1200 (36 x 48)
Weight Limit	R12-3	2B.49	600 x 900 (24 x 36)	—	—	—	—
Weight Limit	R12-4	2B.49	900 x 600 (36 x 24)	—	—	—	—
Weight Limit	R12-5	2B.49	600 x 900 (24 x 36)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Metric Plaque	R12-6	2B.49	600 x 225 (24 x 9)	—	—	—	—
Weigh Station	R13-1	2B.50	1800 x 1200 (72 x 48)	2400 x 1650 (96 x 66)	3000 x 1100 (120 x 84)	—	—
Truck Route	R14-1	2B.51	600 x 450 (24 x 18)	—	—	—	—
Hazardous Material	R14-2,3	2B.52	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1050 x 1050 (42 x 42)
National Network	R14-4,5	2B.53	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1050 x 1050 (42 x 42)
Railroad Crossbuck	R15-1	8B.03	1200 x 225 (48 x 9)	—	—	—	—
Look	R15-8	8B.16	900 x 450 (36 x 18)	—	—	—	—

Indiana Additional Regulatory Signs

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Trucks over 13 Ton GVWR XX MPH	R2-Y2	2B. 14	—	—	1200 x 1500 (48 x 60)	—	—
Keep Right Except to Pass	R4-Y3a	2B.31	750 x 900 (30 x 36)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Trucks and Vehicles With Trailers Use Right Lane	R4-Y9	2B.33	—	—	3000 x 1200 (120 x 48)	—	—
Trucks and Vehicles With Trailer Use Right Two Lanes	R4-Y10	2B.33	—	—	3000 x 1200 (120 x 48)	—	—
Pedestrians, Bicycles, Motorized Bicycles, Non-Motorized Traffic Prohibited	R5-Y10d	2B.36	—	—	1800 x 900 (72 x 36)	—	—
Snow Emergency Route – No Parking During Snow Emergency – Tow Away Zone	R7-Y9	2B.39	300 x 450 (12 x 18)	—	—	—	—
No Parking Within XX Ft of Pavement	R8-Y8	2B.39	600 x 750 (24 x 30)	—	—	—	—
No Stopping, Standing or Parking	R8-Y9	2B.39	750 x 900 (30 x 36)	—	—	—	—
Left on Arrow Only	R10-Y5a	2B.45	600 x 750 (24 x 30)	—	—	—	750 x 900 (30 x 36)
Wait Delayed Signal	R10-Y14	2B.45	600 x 750 (24 x 30)	—	—	—	750 x 900 (30 x 36)
All Trucks Must Enter Scales Next Right	R13-Y2	2B.50	—	—	3300 x 1500 (132 x 96)	—	—
Fasten Your Seat Belt It's the Law	R16-Y2	2B.54	1200 x 900 (48 x 36)	—	2100 x 1500 (84 x 60)	—	—

Notes:
1. Larger signs may be used when appropriate.
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height.

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;

B. Street entering a through highway or street;

C. Unsignalized intersection in a signalized area; and/or

D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;

B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;

C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and

D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.06 STOP Sign Placement

Standard:

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

The STOP 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.

STOP signs and YIELD 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 sign in a manner that obscures the shape of the STOP sign.

Support:

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

Guidance:

Stop lines, when used to supplement a STOP sign, should be located at the point where the road user should stop (see Section 3B.16).

If only one STOP sign is installed on an approach, the STOP sign should not be placed on the far side of the intersection.

Where two roads intersect at an acute angle, the STOP sign should be positioned at an angle, or shielded, so

that the legend is out of view of traffic to which it does not apply.

Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a stop line. At channelized intersections, the additional STOP sign may be effectively placed on a channelizing island.

Support:

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

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

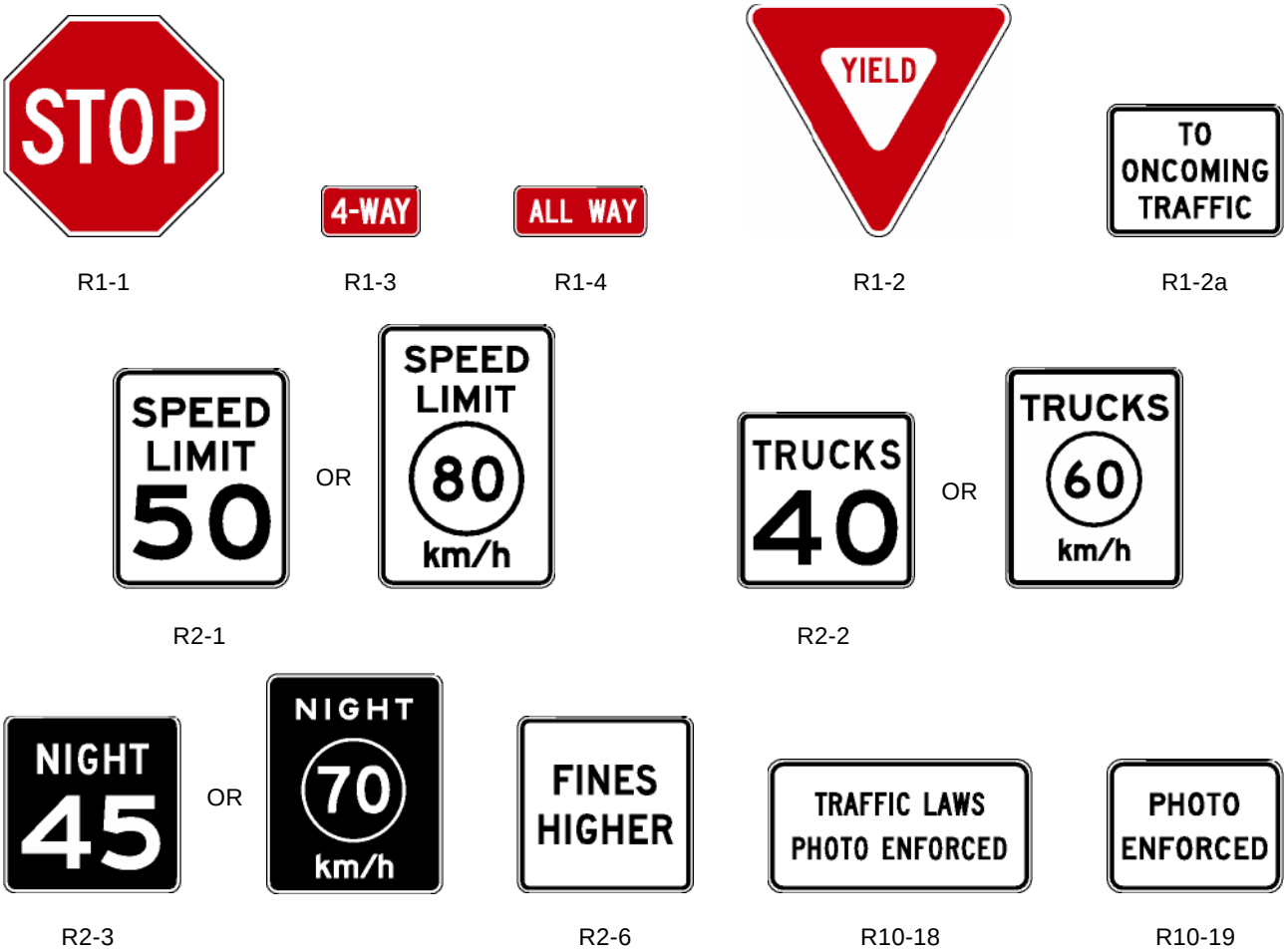
YIELD signs may be used instead of STOP signs if engineering judgment indicates that one or more of the following conditions exist:

A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.
B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

Standard:

A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.

Figure 2B-1. STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs



Section 2B.10 <u>YIELD Sign Placement</u>

Standard:

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

The 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 YIELD sign in a manner that obscures the shape of the YIELD sign.

Support:

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

Guidance:

Yield lines, when used to supplement a YIELD sign, should be located at a point where the road user should yield (see Section 3B.16).

Where two roads intersect at an acute angle, the YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Except at roundabout intersections, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

At a roundabout intersection, to prevent circulating vehicles from yielding unnecessarily, the face of the YIELD sign should not be visible from the circulatory roadway.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the yield control may be improved by the installation of an additional YIELD sign on the left side of the road and/or the use of a yield line. At channelized intersections, the additional YIELD sign may be effectively placed on a channelizing island.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5, R1-5a)

Standard:

If yield lines are used in advance of an unsignalized marked midblock crosswalk, Yield Here To Pedestrians (R1-5 or R1-5a) signs (see Figure 2B-2) shall be placed 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-15).

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)

Option:

The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend STATE LAW may be shown at the top of the sign if applicable. The legends STOP FOR or YIELD TO may be used in conjunction with the appropriate symbol.

Guidance:

If an island (see Chapter 3G) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Standard:

The In-Street Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on either a white and/or fluorescent yellow-green background.

If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of AASHTO's "Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" (see Page i).

Support:

The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Option:

The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h or 5 mph.

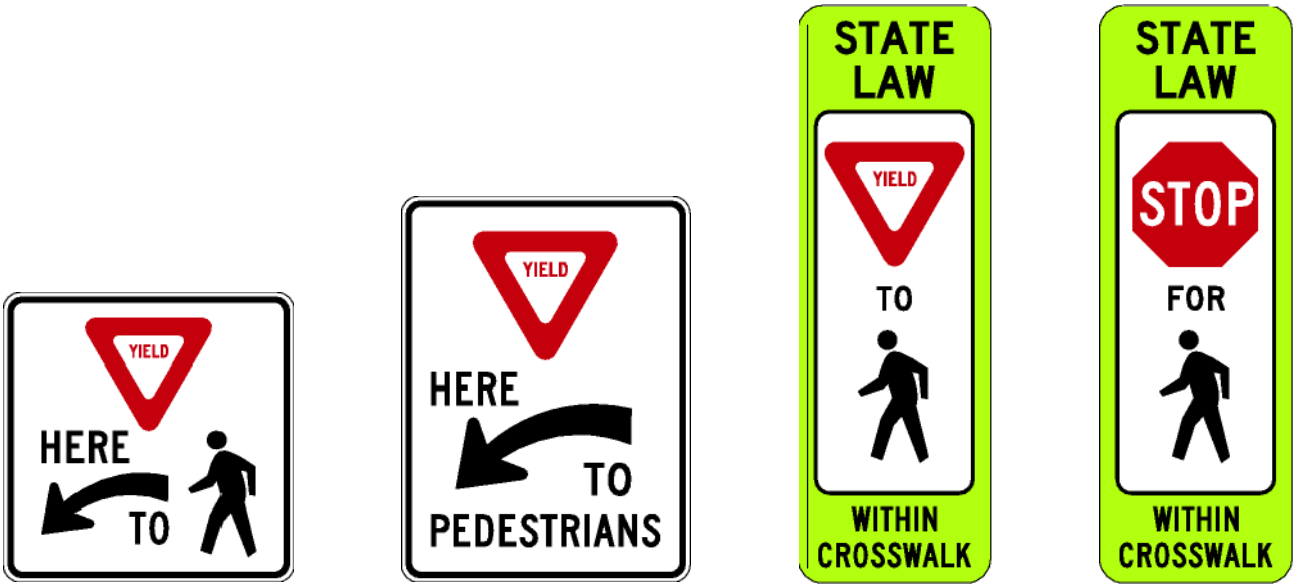
Guidance:

At least once every 5 years, States and local agencies should reevaluate non-statutory speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.

No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

When a speed limit is to be posted, it should be within 10 km/h or 5 mph of the 85th-percentile speed of free-flowing traffic.

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



R1-5 R1-5a R1-6 R1-6a

Option:

Other factors that may be considered when establishing speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace speed;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period.

Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.

A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (MPH) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

Advisory Speed signs are discussed in Sections 2C.36 and 2C.46 and Temporary Traffic Control Zone Speed signs are discussed in Part 6.

Section 2B.14 <u>Truck Speed Limit Sign (R2-2 or R2-Y2)</u>

Standard:

Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be shown on the same panel as the Speed Limit sign or on a separate sign (R2-2 or R2-Y2) (see Figure 2B-1) below or adjacent to the standard legend.

Section 2B.15 Night Speed Limit Sign (R2-3)

Standard:

Where different speed limits are prescribed for day and night, both limits shall be posted.

Guidance:

A Night Speed Limit (R2-3) sign (see Figure 2B-1) should be reversed using a white retroreflectorized legend and border on a black background.

Option:

A Night Speed Limit sign may be combined with or installed below the standard Speed Limit (R2-1) sign.

Section 2B.16 Minimum Speed Limit Sign (R2-4)

Standard:

A Minimum Speed Limit (R2-4) sign (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.

Option:

Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit sign may be installed below a Speed Limit (R2-1) sign to indicate the minimum legal speed. If desired, these two signs may be combined on the R2-4a sign (see Figure 2B-3).

Section 2B.17 FINES HIGHER Plaque (R2-6)

Option:

The FINES HIGHER (R2-6) plaque (see Figure 2B-1) may be used to advise road users when increased fines are imposed for traffic violations within designated roadway segments.

The FINES HIGHER plaque may be mounted below an applicable regulatory or warning sign in a temporary traffic control zone, a school zone, or other applicable designated zones.

The following may be mounted below the FINES HIGHER plaque:

A. A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1 plaque shown in Figure 7B-1); or

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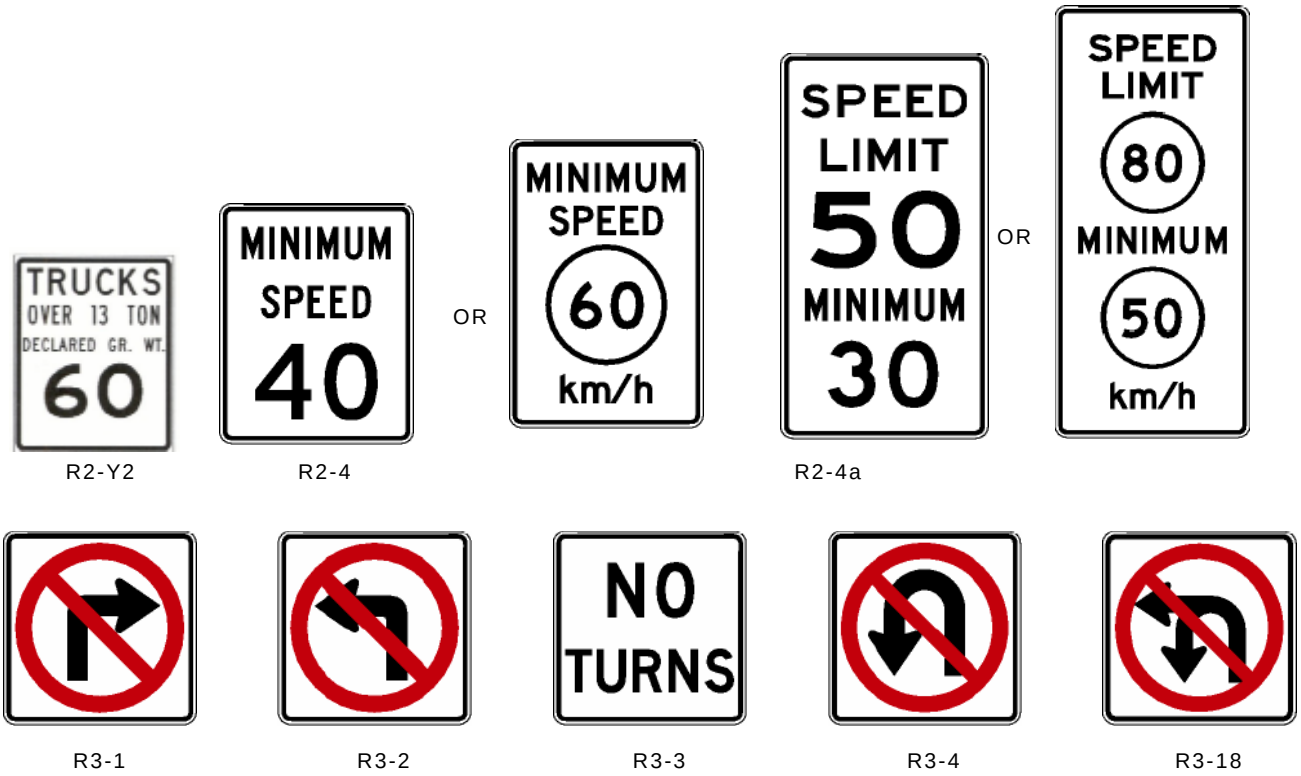
Figure 2B-3. Speed Limit and Turn Prohibition Signs



B. A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT; or
C. A supplemental plaque WHEN FLASHING (similar to the S4-4 plaque shown in Figure 7B-1) if used in conjunction with a yellow flashing beacon.

The legend FINES HIGHER may be replaced by multiple values such as FINES DOUBLE or FINES TRIPLE, or by a specific value such as $150 FINE.

Standard:

The FINES HIGHER plaque shall be a rectangle with a black legend and border on a white background.

All supplemental plaques mounted below the FINES HIGHER plaque shall be rectangles with black legends and borders on white backgrounds.

The FINES HIGHER plaque shall include a SCHOOL, WORK ZONE, or other applicable designated zone plaque mounted above the applicable regulatory or warning sign. The SCHOOL supplemental plaque shall be rectangular in shape with a black legend and border on a yellow or fluorescent yellow-green background (same as the S4-3 plaque). The WORK ZONE supplemental plaque shall be rectangular in shape with a black legend and border on an orange background.

Guidance:

If used, the FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.

Agencies should limit the use of the FINES HIGHER plaque to locations where work is actually underway, or to locations where the roadway, shoulder, or other conditions, including the presence of a school, require a speed reduction or extra caution on the part of the road user.

Section 2B.18 Location of Speed Limit Signs

Standard:

Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

At the end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and at jurisdictional boundaries of metropolitan areas.

Section 2B.19 Turn Prohibition Signs (R3-1 through R3-4, and R3-18)

Standard:

Except as noted in the Option, where turns are prohibited, Turn Prohibition signs shall be installed.

Guidance:

Turn Prohibition signs should be placed where they will be most easily seen by road users who might be intending to turn.

If No Right Turn (R3-1) signs (see Figure 2B-3) are used, at least one should be placed either over the roadway or at a right corner of the intersection.

If No Left Turn (R3-2) signs (see Figure 2B-3) are used, at least one should be placed either over the roadway, at the far left corner of the intersection, on a median, or in conjunction with the STOP sign or YIELD sign located on the near right corner.

Except as noted in the Option, if NO TURNS (R3-3) signs (see Figure 2B-3) are used, two signs should be used, one at a location specified for a No Right Turn sign and one at a location specified for a No Left Turn sign.

If No U-Turn (R3-4) signs (see Figure 2B-3) are used, at least one should be used at a location specified for No Left Turn signs.

If combination No U-Turn/No Left Turn (R3-18) signs (see Figure 2B-3) are used, at least one should be used at a location specified for No Left Turn signs.

Option:

If signals are present:

A. The No Right Turn sign may be installed adjacent to a signal face viewed by road users in the right lane.
B. The No Left Turn (or No U-Turn or combination No U-Turn/No Left Turn) sign may be installed adjacent to a signal face viewed by road users in the left lane.

C. A NO TURNS sign may be placed adjacent to a signal face viewed by all road users on that approach, or two signs may be used.

If signals are present, an additional Turn Prohibition sign may be ground mounted to supplement the sign mounted overhead.

Where ONE WAY signs are used (see Section 2B.32), Turn Prohibition signs may be omitted.

When the movement restriction applies during certain time periods only, the following Turn Prohibition signing alternatives may be used and are listed in order of preference:

A. Changeable message signs, especially at signalized intersections.
B. Permanently mounted signs incorporating a supplementary legend showing the hours and days during which the prohibition is applicable.
C. Portable signs, installed by proper authority, located off the roadway at each corner of the intersection. The portable signs are only to be used during the time that the turn prohibition is applicable.

Turn Prohibition signs may be omitted at a ramp entrance to an expressway or a channelized intersection where the design is such as to indicate clearly the one-way traffic movement on the ramp or turning lane.

If both left turns and U-turns are prohibited, the R3-18 sign may be used instead of separate R3-2 and R3-4 signs.

Section 2B.20 Intersection Lane Control Signs (R3-5 through R3-8)

Standard:

Intersection Lane Control signs, if used, shall require road users in certain lanes to turn, shall permit turns from a lane where such turns would otherwise not be permitted, shall require a road user to stay in the same lane and proceed straight through an intersection, or shall indicate permitted movements from a lane.

Intersection Lane Control signs (see Figure 2B-4) shall have three applications:

A. Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs;
B. Optional Movement Lane Control (R3-6) sign; and
C. Advance Intersection Lane Control (R3-8 series) signs.

Guidance:

When Intersection Lane Control signs are mounted overhead, each sign should be placed over the lane or a projection of the lane to which it applies.

Standard:

Use of an overhead sign for one approach lane shall not require installation of overhead signs for the other lanes of that approach.

Option:

Where the number of through lanes on an approach is two or less, the Intersection Lane Control signs (R3-5, R3-6, or R3-8) may be overhead or ground mounted.

Intersection Lane Control signs may be omitted where:

A. Turning bays have been provided by physical construction or pavement markings, and
B. Only the road users using such turning bays are permitted to make a similar turn.

Section 2B.21 Mandatory Movement Lane Control Signs (R3-5, R3-5a, and R3-7)

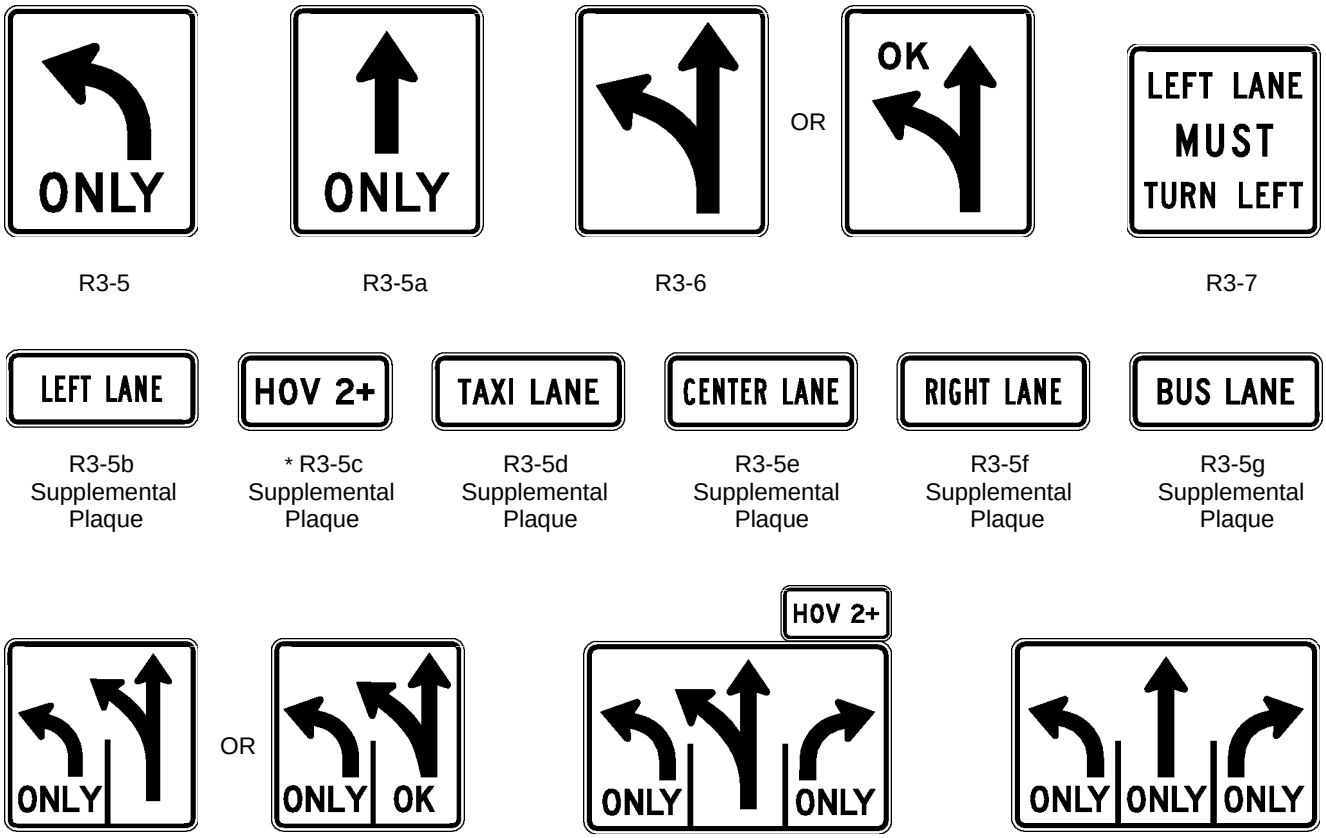
Standard:

If used, Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs (see Figure 2B-4) shall indicate only those vehicle movements that are required from each lane and shall be located where the regulation applies. When the mandatory movement applies to lanes exclusively designated for HOV traffic, the R3-5c supplemental plaque shall be used. When the mandatory movement applies to lanes that are not HOV facilities, but are lanes exclusively designated for buses and/or taxis, the word message R3-5d and/or R3-5g supplemental plaques shall be used. The R3-7 word message sign shall be for ground mounting only.

If the R3-5 sign is ground mounted on a multi-lane approach, a supplemental plaque (see Figure 2B-4), such as LEFT LANE (R3-5b), HOV 2+ (R3-5c), TAXI LANE (R3-5d), CENTER LANE (R3-5e), RIGHT LANE (R3-5f), BUS LANE (R3-5g), or LEFT 2 LANES, indicating the lane with the appropriate movement shall be added below.

The Mandatory Movement Lane Control (R3-7) sign shall include the legend RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT). The Mandatory Movement Lane Control symbol signs (R3-5 and R3-5a) shall include the legend ONLY.

Figure 2B-4. Intersection Lane Control Signs



- The diamond symbol may be used instead of the word message "HOV".

  - The minimum vehicle occupancy level may vary, such as 2+, 3+, 4+.
  - The words "LANE" or "ONLY" may be used with this sign when appropriate.

Guidance:

Mandatory Movement Lane Control signs should be accompanied by lane use arrow markings, especially where traffic volumes are high, where there is a high percentage of commercial vehicles, or where other distractions exist.

Option:

The Straight Through Only (R3-5a) sign may be used to require a road user in a particular lane to proceed straight through an intersection.

When the Mandatory Movement Lane Control sign for a left-turn lane is installed back-to-back with a Keep Right (R4-7) sign, the dimensions of the Mandatory Movement Lane Control (R3-5) sign may be the same as the Keep Right sign.

Except for the R3-7 sign, Mandatory Movement Lane Control signs may be overhead or ground mounted.

The diamond symbol may be used instead of the word message HOV on the R3-5c supplemental plaque.

Section 2B.22 <u>Optional Movement Lane Control Sign (R3-6)</u>

Standard:

If used, the Optional Movement Lane Control (R3-6) sign (see Figure 2B-4) shall be used for two or more movements from a specific lane or to emphasize permitted movements. If used, the Optional Movement Lane Control sign shall be located in the immediate vicinity of the intersection.

If used, the Optional Movement Lane Control sign shall indicate all permissible movements from specific lanes.

Optional Movement Lane Control signs shall be used for two or more movements from a specific lane where a movement, not normally allowed, is permitted.

The Optional Movement Lane Control sign shall not be used alone to effect a turn prohibition.

Option:

The word message OK may be used within the border in combination with the arrow symbols of the R3-6 sign.

Section 2B.23 Advance Intersection Lane Control Signs (R3-8 Series)

Option:

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs (see Figure 2B-4) may be used to indicate the configuration of all lanes ahead.

The word messages ONLY, OK, THRU, ALL, or HOV 2+ may be used within the border in combination with the arrow symbols of the R3-8 sign series. The HOV 2+ (R3-5c) supplemental plaque may be installed at the top outside border of the R3-8 sign over the applicable lane. The diamond symbol may be used instead of the word message HOV. The minimum allowable vehicle occupancy requirement may vary based on the level established for a particular facility.

Guidance:

If used, an Advance Intersection Lane Control sign should be placed at an adequate distance in advance of the intersection so that road users can select the appropriate lane. If used, the Advance Intersection Lane Control sign should be installed either in advance of the tapers or at the beginning of the turn lane.

Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)

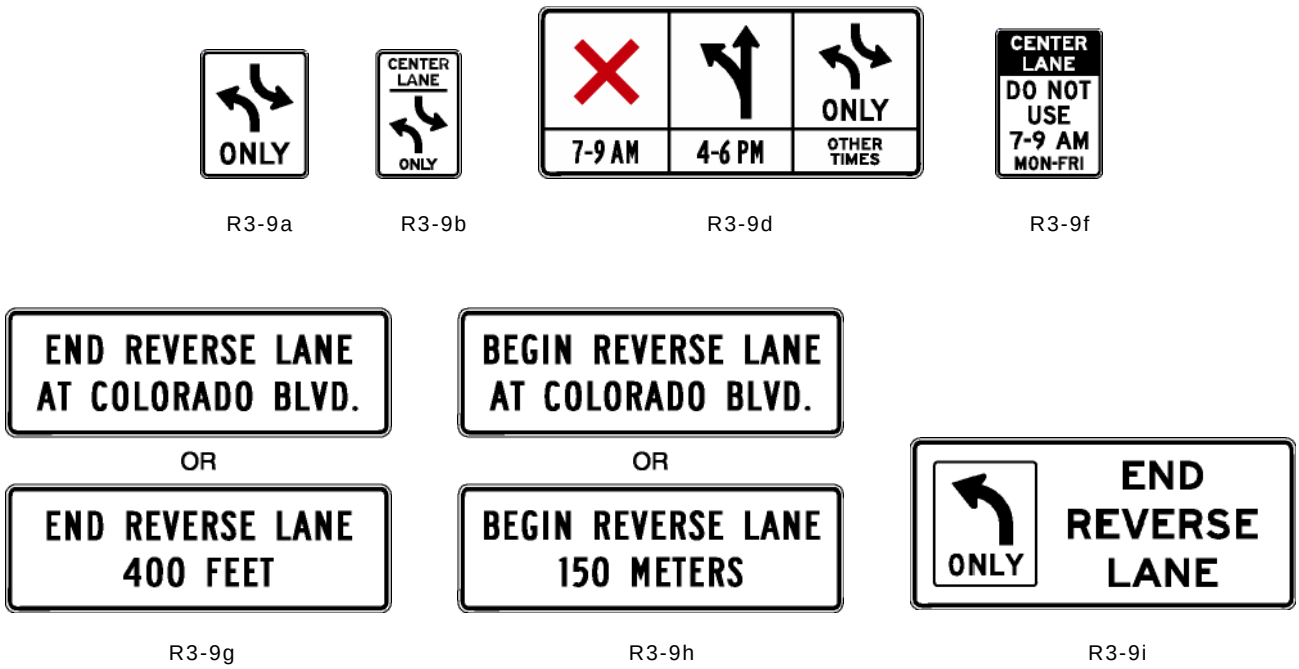
Guidance:

Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-5) should be used in conjunction with the required pavement markings where a nonreversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.

Option:

The ground-mounted R3-9b sign may be used as an alternate to or a supplement to the overhead-mounted R3-9a sign. The legend BEGIN or END may be used within the border of the main sign itself, or on a plaque mounted immediately above it.

Figure 2B-5. Center and Reversible Lane Control Signs



Support:

Signing is especially helpful to drivers in areas where the two-way left turn only maneuver is new, in areas subject to environmental conditions that frequently obscure the pavement markings, and on peripheral streets with two-way left turn only lanes leading to an extensive system of routes with two-way left turn only lanes.

Section 2B.25 Reversible Lane Control Signs (R3-9d, R3-9f through R3-9i)

Option:

A reversible lane may be used for through traffic (with left turns either permitted or prohibited) in alternating directions during different periods of the day, and the lane may be used for exclusive left turns in one or both directions during other periods of the day as well. Reversible Lane Control (R3-9d, R3-9f through R3-9i) signs (see Figure 2B-5) may either be static type or changeable message type. These signs may be either ground or overhead mounted.

Standard:

Ground-mounted Reversible Lane Control signs shall be used only as a supplement to overhead signs or signals. Ground-mounted signs shall be identical in design to the overhead signs and an additional legend such as CENTER LANE shall be added to the sign (R3-9f) to indicate which lane is controlled. For both word messages and symbols, this legend shall be at the top of the sign.

Where it is determined by an engineering study that lane-use control signals or physical barriers are not necessary, the lane shall be controlled by overhead Reversible Lane Control signs (see Figure 2B-6).

Option:

Reversing traffic flow may be controlled with pavement markings and Reversible Lane Control signs (without the use of lane control signals), when all of the following conditions are met:

A. Only one lane is being reversed.
B. An engineering study indicates that the use of Reversible Lane Control signs alone would result in an acceptable level of safety and efficiency.
C. There are no unusual or complex operations in the reversible lane pattern.

Standard:

Reversible Lane Control signs shall contain the legend or symbols designating the allowable uses of the lane and the time periods such uses are allowed. Where symbols and legend are used, their meanings shall be as shown in Table 2B-2.

Reversible Lane Control signs shall consist of a white background with a black legend and border, except for the R3-9d sign, where the color red is used.

Symbol signs, such as the R3-9d sign, shall consist of the appropriate symbol in the upper portion of the sign with the appropriate times of the day and days of the week below it. All times of the day and days of the week shall be accounted for on the sign to eliminate confusion to the road user.

In situations where more than one message is conveyed to the road user, such as on the R3-9d sign, the sign legend shall be arranged as follows:

A. The prohibition or restriction message is the primary legend and shall be on the top for word message signs and to the far left for symbol signs;
B. The permissive use message shall be shown as the second legend; and
C. The OTHER TIMES message shall be shown at the bottom for word message signs and to the far right for symbol signs.

Option:

The symbol signs may also include a downward pointing arrow with the legend THIS LANE. The term OTHER TIMES may be used for either the symbol or word message sign.

Standard:

A Reversible Lane Control sign shall be mounted over the center of the lane that is being reversed and shall be perpendicular to the roadway alignment.

If the vertical or horizontal alignment is curved to the degree that a driver would be unable to see at least one sign, and preferably two signs, then additional overhead signs shall be installed. The placement of the signs shall be such that the driver will have a definite indication of the lanes specifically reserved for use at any given time. Special consideration shall be given to major generators introducing traffic between the normal sign placement.

Figure 2B-6. Location of Reversible Two-Way Left-Turn Signs

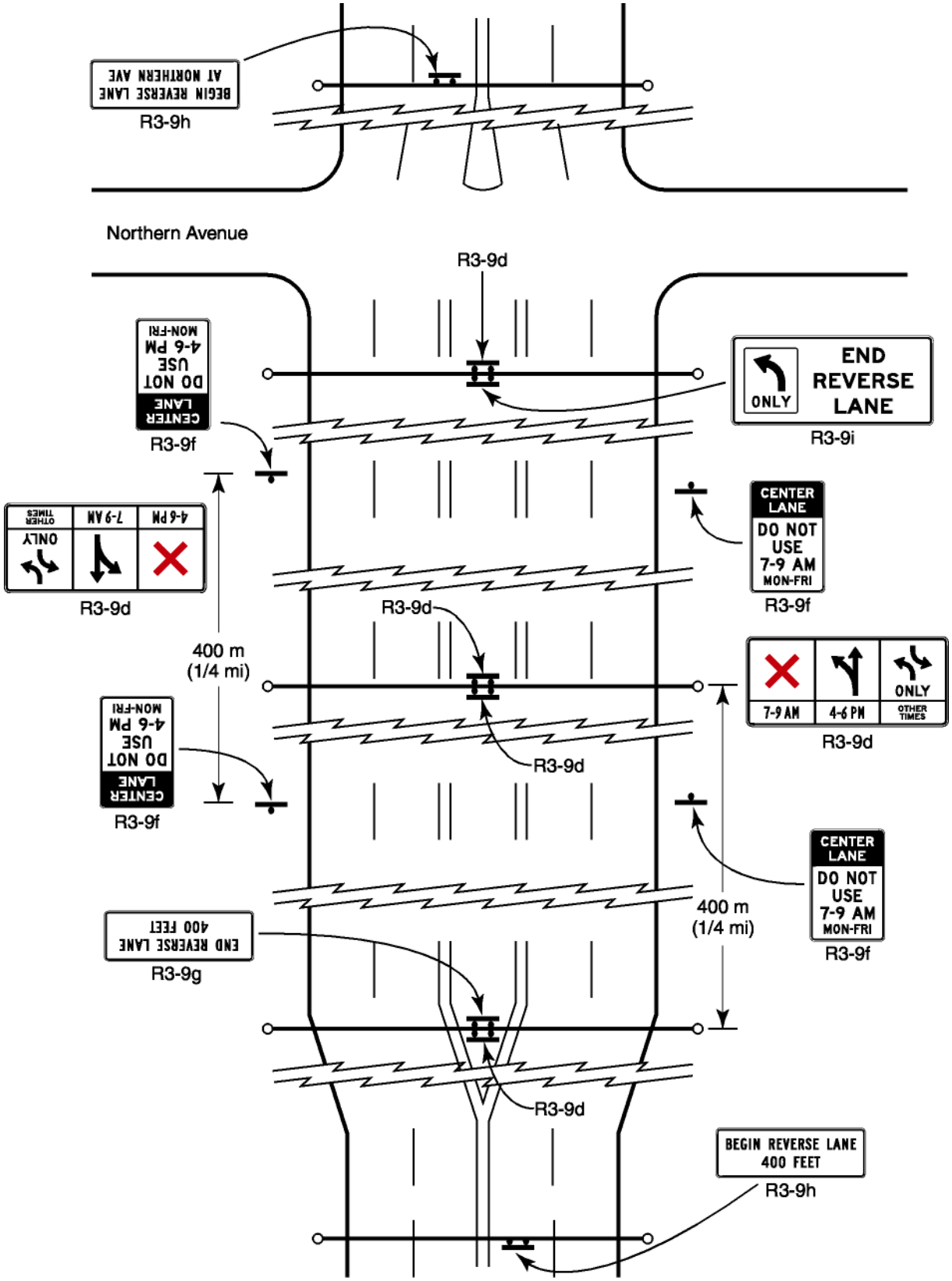


Table 2B -2. Meanings of Symbols and Legends on Reversible Lane Control Signs

Symbol / Word Message	Meaning
Red X on white background.	Lane Closed
Upward pointing black arrow on white background. If left turns are permitted, the arrow shall be modified to show left / through arrow.	Lane open for through travel and any turns not otherwise prohibited.
Black two-way left turn arrows on white background and legend ONLY.	Lane may be used only for left turns in either direction (i.e., as a two-way left turn lane).
Black single left turn arrow on white background and legend ONLY.	Lane may be used only for left turns in one direction (without opposing left turns in the same lane).

Transitions at the entry to and exit from a section of roadway with reversible lanes shall be carefully reviewed, and advance signs shall be installed to notify or warn drivers of the boundaries of the reversible lane controls. The R3-9g or R3-9h signs shall be used for this purpose.

Option:

More than one sign may be used at the termination of the reversible lane to emphasize the importance of the message (R3-9i).

Standard:

Flashing beacons, if used to accentuate the overhead Reversible Lane Control signs, shall comply with the applicable requirements for flashing beacons in Chapter 4K.

When used in conjunction with Reversible Lane Control signs, the Turn Prohibition signs (R3-1 to R3-4, R3-18) shall be mounted overhead and separate from the Reversible Lane Control signs. The Turn Prohibition signs shall be designed and installed in accordance with Section 2B.19.

Guidance:

For additional emphasis, a supplemental plaque stating the distance of the prohibition, such as NEXT 1.6 km (NEXT 1 MILE), should be added to the Turn Prohibition signs that are used in conjunction with Reversible Lane Control signs.

If used, overhead signs should be located at intervals not greater than 400 m (0.25 mi). The bottom of the overhead Reversible Lane Control signs should not be more than 5.8 m (19 ft) above the pavement grade.

Where more than one sign is used at the termination of a reversible lane, they should be at least 75 m (250 ft) apart. Longer distances between signs are appropriate for streets with speeds over 60 km/h (35 mph), but the separation should not exceed 300 m (1,000 ft).

Left-turning vehicles have a significant impact on the safety and efficiency of a reversible lane operation. If an exclusive left-turn lane or two-way left-turn lane cannot be incorporated into the lane-use pattern for a particular peak or off-peak period, consideration should be given to prohibiting left turns and U-turns during that time period.

Section 2B.26 Preferential Only Lane Signs (R3-10 through R3-15)

Support:

Preferential only lanes are lanes designated for special traffic uses such as high-occupancy vehicles (HOVs), light rail, buses, taxis, or bicycles. Preferential only lane treatments might be as simple as restricting a turning lane to a certain class of vehicles during peak periods, or as sophisticated as providing a separate roadway system within a highway corridor for certain vehicles.

Information regarding Preferential Only Lane signs for bicycle lanes is contained in Section 9B.04.

Option:

Preferential only lane assignments may be made on a full-time or part-time basis.

Guidance:

Preferential Only Lane sign spacing should be determined by engineering judgment based on prevailing speed, block length, distances from adjacent intersections, and other considerations.

Support:

The symbol and word message that appears on a particular Preferential Only Lane sign will vary based on the specific type of allowed traffic and on other related operational constraints that have been established for a particular lane, such as an HOV lane, a bus lane, or a taxi lane. Section 2B.27 contains information regarding the restriction of the use of the diamond symbol to HOV lanes only. The requirements for guide and regulatory signs in advance of all preferential only lanes on freeways are provided in Section 2E.59.

Standard:

When a preferential only lane is established, the Preferential Only Lane signs (see Figure 2B-7) and pavement markings (see Sections 3B.22 and 3B.23) for these lanes shall be used to advise road users.

At the end of a preferential only lane, a Lane Ends (R3-12a or R3-15a) sign shall be used.

Guidance:

Ground-mounted Preferential Only Lane (R3-10, R3-11, and R3-12 series) signs should be installed where preferential only lanes are implemented on freeways, expressways, and conventional roads.

Support:

The sizes for Preferential Only Lane signs will differ to reflect the design speeds for each type of roadway facility. Table 2B-1 provides sizes for each type of roadway facility.

Guidance:

The size of the ground-mounted Preferential Only Lane Operational (R3-11 series) signs should remain consistent to accommodate any manual addition or subtraction of a single line of text for each sign.

Support:

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 occupancy restrictions in the future. For example, the R3-11c sign has space for one line located below "24 HOURS" if an agency desires to add additional information (such as "Mon. – Fri."), yet the R3-11c sign has the same dimensions as the other R3-11 series signs.

Guidance:

The decision to use a specific ground-mounted or overhead sign for a preferential only lane should be based on an engineering study that considers the available space, the existing signs for adjoining general purpose lanes, roadway and traffic characteristics, the proximity of other overhead signing, the ability to install overhead signs, and any other unique local factors.

Support:

Figures 2E-46 through 2E-52 show example signing layouts using the R3-10 through R3-15 series signs for various preferential only lane applications.

Standard:

The R3-10, R3-11, R3-11a, R3-11c, R3-13, R3-13a, R3-14 and R3-14a signs shall be used exclusively with preferential only lanes for high-occupancy vehicles to indicate the particular occupancy requirement and time restrictions applying to that lane. The R3-10a, R3-11b, and R3-14b signs shall be used in situations where a preferential only lane is not an HOV lane, but is designated for use by other types of vehicles (such as bus and/or taxi use).

When used, the ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall be located adjacent to the preferential only lane, and the overhead Preferential Only Lane Operational (R3-14 series) signs shall be mounted directly over the lane.

The legend format of the ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall have the following sequence:

A. Top Lines: Lanes applicable, such as "RIGHT LANE", "RIGHT 2 LANES", or "THIS LANE"
B. Middle Lines: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+), "BUSES ONLY", or other applicable turning movements
C. Bottom Lines: Applicable time and day, such as "7 – 9 AM" or "6:30 – 9:30 AM, MON-FRI"

Figure 2B-7. Examples of Preferential Only Lane Signs

GROUND-MOUNTED PREFERENTIAL ONLY LANE SIGNS

R3-10

R3-10a

R3-10b

R3-11

R3-11 a

R3-11 b

R3-11 c

R3-12

R3-12a

R3-12b

OVERHEAD PREFERENTIAL ONLY LANE SIGNS

R3-13

R3-13a

R3-14

R3-14a

R3-14b

R3-15

R3-15a

Notes:
- The diamond symbol may be used instead of the word message HOV.
- The minimum vehicle occupancy requirement may vary for each facility (such as 2+, 3+, 4+).
- The occupancy requirement may be added to the first line of the R3-12a, R3-15, and R3-15a signs.
- Some of the legends shown on these signs are for example purposes only. The specific legend for a particular application should be based upon local conditions, ordinances, and State statutes.

The legend format of the overhead Preferential Only Lane Operational (R3-14 series) signs shall have the following sequence:

A. Top Line: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+), "BUSES ONLY", or other types of vehicles

B. Bottom Lines: Applicable time and day, with the time and day placed above the down arrow, such as "7 – 9 AM" or "6:30 – 9:30 AM, MON-FRI". When the operating periods exceed the available line width, the hours and days of the week shall be stacked as shown for the R3-14a sign in Figure 2B-7.

Option:

The diamond symbol may be used instead of the word message HOV.

Standard:

When the diamond symbol (or HOV abbreviation) is used without text on the ground-mounted Preferential Only Lane (R3-10 series, R3-11 series, and R3-12 series) signs, it shall be centered on the top line of the sign. When the diamond symbol (or HOV abbreviation) is used with associated text on the ground-mounted Preferential Only Lane (R3-10 series, R3-11 series, and R3-12 series) signs, it shall appear to the left of the associated text. When the diamond symbol is used on the overhead Preferential Only Lane (R3-13, R3-13a, R3-14, and R3-14a) signs, it shall appear in the top left quadrant. The diamond symbol shall not be used on the bus, taxi, or bicycle Preferential Only Lane signs. The diamond symbol for the R3-15 and R3-15a signs shall appear on the left side of the sign.

Guidance:

The Preferential Only Lane Ahead (R3-10a, R3-12, and R3-15) signs should be used for advance notification of preferential only lanes.

Standard:

The R3-10, R3-10b, R3-13, and R3-13a signs shall be used in situations where agencies determine it is appropriate to provide a sign that defines the operational strategy (such as minimum occupancy or types of vehicles) that is being used to manage or regulate the vehicles that are permitted to use a preferential only lane.

Guidance:

The legend format of the R3-10 and R3-13 signs should have this sequence:

A. Top Line: "HOV 2+ ONLY" (or 3+ or 4+ if appropriate)

B. Bottom Lines: "2 OR MORE PERSONS PER VEHICLE" (or 3 or 4 if appropriate)

Option:

Changeable message signs may be used to supplement static signs where travel conditions change or where multiple types of operational strategies (such as variable occupancy requirements, vehicle types, or pricing policies) are used and varied throughout the day or week to manage the use of, control of, or access to preferential only lanes.

Standard:

When changeable message signs (see Section 2A.07) are used as regulatory signs for preferential only lanes, they shall be the required sign size and shall display the required letter height and legend format that corresponds to the type of roadway facility and design speed.

Option:

The ground-mounted Preferential Only Lane Operational (R3-11 series) signs and the overhead Preferential Only Lane Operational (R3-14 series) signs may be used to supplement changeable message signs that are used to convey preferential only lane restrictions.

Where additional movements are permitted from a preferential only lane on an approach to an intersection, the format and words used in the legend in the middle lines on the ground-mounted Preferential Only Lane Operational (R3-11 series) signs and on the overhead Preferential Only Lane Operational (R3-14 series) signs may be modified to accommodate the permitted movements (such as "RIGHT TURNS ONLY").

Guidance:

The Inherently Low Emission Vehicle (ILEV) (R3-10b) sign should be used when it is permissible for a properly labeled and certified ILEV, regardless of the number of occupants, to use an HOV lane. When used, the ILEV signs should be ground-mounted in advance of and at intervals along the HOV lane based upon engineering judgment. The R3-10b sign is only applicable to HOV lanes and should not to be used with other preferential only lane applications.

Support:

Inherently low emission vehicles are defined by the Environmental Protection Agency (EPA) as vehicles having no fuel vapor (hydrocarbon) emissions. These vehicles must be certified by the EPA as meeting the emissions standards and requirements specified in 40 CFR 88-311-93 and 40 CFR 88.312-93 (c).

Section 2B.27 Preferential Only Lanes for High-Occupancy Vehicles (HOVs)

Standard:

The agencies that own and operate preferential only lanes for high-occupancy vehicles (HOV lanes) shall have the authority and responsibility to determine how they are operated and the occupancy requirements for vehicles operating in HOV lanes. The minimum occupancy requirement shall be two occupants per vehicle.

The requirements for a minimum number of occupants in a vehicle to use an HOV lane shall be in effect for most, or all, of at least one of the usual times of the day when the demand to travel is greatest (such as morning or afternoon peak travel periods) and the traffic congestion problems on the roadway and adjoining transportation corridor are at their worst.

The HOV signs (see Section 2B.26) shall display the minimum allowable vehicle occupancy requirement established for each HOV lane.

The vehicle occupancy requirement established for an HOV lane shall be referenced immediately after the word message HOV or the diamond symbol. The diamond symbol shall be restricted for use with HOV lanes only.

The Federal Highway Administration (FHWA) shall be consulted if a significant operational change is proposed that could reasonably be expected to affect a specific HOV lane or portions of the HOV system that were funded or approved by FHWA. This shall include portions of the local, regional, or Federal-aid highway system, where operational changes might significantly impact the operation of one HOV lane or portions of the regional HOV system. To assure consistency with the provisions of Titles 23 and 49 of the United States Code (USC), the important issues and possible impacts of any significant operational changes shall be reviewed to determine if any Federal approval is required.

In accordance with the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes" (see Section 1A.11), a proposed project, including a proposed test or demonstration project, that seeks to significantly change the operation of the HOV lanes for any length of time shall require a Federal review as outlined in Section 2 of the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes" prior to initiating such a project.

Support:

FHWA Division Offices, with involvement from the Federal Transit Administration (FTA), are responsible for reviewing proposals to significantly change the operation of HOV lanes. Federal interests in this review include commitments made during the National Environmental Policy Act process as described in Title 23 CFR, Part 771, in project agreements, transportation planning requirements, and transportation conformity requirements under the Clean Air Act (40 CFR, Part 51).

Proposals to adjust only the HOV lane hours of operation during the day (for example, minor changes in hours during peak travel periods) or the occupancy requirements (for example, HOV 3+ to HOV 2+) are not typically considered significant operational changes and might not require an explicit Federal review or approval.

Any action that has the potential to adversely affect the area's flow of traffic, roadway and traveler safety, or the environment might be considered to be a significant operational change. Any proposal to significantly adjust the hours of operation, or to convert an HOV lane to a general purpose travel lane, would be considered a significant operational change to the original project design concept or scope. Examples of significant operational changes could include:

A. Switching from 24-hour HOV lane operations to only a portion of the day or week;
B. Implementing a pricing option to an existing HOV lane (such as HOT lane or toll lane);
C. Significantly reducing the hours of operation of an HOV lane that is operational during only one peak travel period; or
D. Managing or operating the HOV lane in a manner that renders it functionally inoperable or obsolete (such as not providing enforcement of the occupancy requirement).

Guidance:

An engineering study based on the current and estimated future travel demand for a corridor and facility should be the basis for determining when, during a typical day, there should be a minimum occupancy requirement for a vehicle to use an HOV lane.

Option:

HOV lanes may be operated on a 24-hour basis for extended periods of the day, during peak travel periods only, during special events, or during other activities.

HOV lanes may take many forms depending on the level of usage and the design of the facility. They may be physically separated from the other travel lanes by a barrier or median, or they may be concurrent with other travel lanes and be separated only by longitudinal pavement markings. Physically separated HOV lanes may be operated in a constant direction or may be operated as reversible lanes.

Agencies may select from either the HOV abbreviation or the diamond symbol to reference the HOV lane designation.

Support:

Inherently low emission vehicle (ILEV) eligibility, testing and certification requirements, labeling, and other regulatory provisions are developed and administered through the Environmental Protection Agency (EPA). EPA is the only entity with the authority to certify ILEVs. Vehicle manufacturers must request the EPA to grant an ILEV certification for any vehicle to be considered and labeled as meeting those standards. According to the EPA, 1996 was the first year that they certified any ILEVs. EPA regulations specify that ILEVs must meet the emission standards specified in 40 CFR 88.311-93 and their labeling must be in accordance with 40 CFR 88.312-93(c). EPA established the ILEV concept to recognize vehicles with no fuel vapor (hydrocarbons) emissions. Zero emission vehicles (electric powered vehicles) that have no emissions are the only other type of clean fuel vehicles that are allowed to use HOV lanes.

Option:

Agencies may permit a vehicle with less than the required number of occupants to operate on HOV lanes if:

A. The vehicle is properly labeled and certified as an ILEV and the lane is not a bus only HOV lane; or
B. The HOV lanes are part of a project that is participating in the FHWA Value Pricing Pilot Program (see Section 2 of the “Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes”).

Standard:

Motorcycles shall be permitted to use HOV lanes that receive Federal-aid program funding.

Section 2B.28 Preferential Only Lane Sign Applications and Placement

Standard:

Overhead Preferential Only Lane (R3-13 series, R3-14 series, and R3-15 series) signs shall only be installed along preferential only lanes on freeways and expressways. These overhead signs shall be installed on the side of the roadway where the entrance to the preferential only lane is located and any appropriate adjustments shall be made to the sign message. The sign sizes shall differ between freeways and expressways as provided in Table 2B-1 to reflect the different design speeds for each type of roadway.

An R3-13 or R3-13a sign, which defines the occupancy requirement, shall be installed at least 800 m (0.5 mi) in advance of the beginning or initial entry point to an HOV lane. These signs shall only be displayed in advance of the beginning or initial entry point to HOV lanes.

A ground-mounted Preferential Only Lane Operational (R3-11, R3-11a, R3-11b, or R3-11d) sign shall be installed at the beginning, initial entry point, intermediate access points, and direct access ramps to all types of preferential only lanes. The overhead Preferential Only Lane Operational (R3-14 series) signs shall be installed only at the beginning or initial entry point to all types of preferential only lanes.

The ground-mounted Preferential Only Lane Ends 800 m (1/2 Mile) (R3-12b) sign shall be installed at least 800 m (0.5 mi) in advance of the termination of an HOV lane. The ground-mounted Preferential Only Lane Ends (R3-12a) sign shall be installed at the point where the preferential only lane restriction ends. All longitudinal pavement markings, as well as word and symbol pavement markings, associated with the preferential only lane shall end where the R3-12a sign designating the end of the preferential only lane restriction is installed.

Option:

Additional ground-mounted Preferential Only Lane (R3-10, R3-11, R3-11a, R3-11b, or R3-11c) signs may be provided along the length of a preferential only lane.

Overhead Preferential Only Lane Ahead (R3-15) signs may be placed approximately 1.6 km (1 mi) and 3.2 km (2 mi) in advance of the beginning or initial entry points to any type of preferential only lane.

The ground-mounted Preferential Only Lane Ahead (R3-12) sign may be installed at a minimum of 1.6 km (1 mi) in advance of the beginning or initial entry point to any type of preferential only lane.

Guidance:

When Preferential Only Lane signs are used, the decision to use a specific ground-mounted or overhead sign should be based on an engineering study that considers the available space, the existing signs for the adjoining general purpose traffic lanes, roadway and traffic characteristics, the proximity to existing overhead signing, the ability to install overhead signs, and any other unique local factors.

Standard:

For all barrier-separated preferential only lanes, an overhead Preferential Only Lane Operational (R3-14 series) sign shall be used at the beginning or initial entry point, and at any intermediate access points or gaps in the barrier where vehicles are allowed to legally access the barrier-separated preferential only lanes. Ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall be used only as a supplement to the overhead signs at the beginning or initial entry point, or at any intermediate access points or gaps in the barrier.

Guidance:

For all barrier-separated preferential only lanes, an overhead Preferential Only Lane Ahead (R3-15) sign should be installed and located at least 1.6 km (1 mi) in advance of the beginning or initial entry point.

Option:

For barrier-separated preferential only lanes, ground-mounted R3-10 signs defining the occupancy requirement may be alternated in series with Preferential Only Lane Operational (R3-11, R3-11a, R3-11b, or R3-11c) signs. These signs may be located at intervals of approximately 1 km (0.6 mi) along the length of the preferential only lane, at intermediate entry points, and at designated enforcement areas as defined by the operating agency.

For barrier-separated reversible-flow preferential only lanes, Preferential Only Lane signs may be either static or changeable message type.

Standard:

For buffer-separated preferential only lanes (painted buffer of 0.6 m (2 ft) or more), an overhead Preferential Only Lane Operational (R3-14 series) sign shall be used at the beginning or initial entry point, and at intermediate access points or gaps where vehicles are allowed to legally access the buffer-separated preferential only lane. Ground-mounted R3-10 signs defining the occupancy requirement shall be located and alternated with Preferential Only Lane Operational (R3-11 series) signs in series at intervals not greater than 1 km (0.6 mi) along the length of the preferential only lane, at designated gaps in the buffer where vehicles are allowed to legally access the preferential only lane, and within designated enforcement areas as defined by the operating agency.

Option:

For buffer-separated preferential only lanes, overhead Preferential Only Lane Operational (R3-14 series) signs may be used at specific locations and intervals along the length of the preferential only lane to supplement the ground-mounted R3-10 signs defining the occupancy requirement and the Preferential Only Lane Operational (R3-11 series) signs based on an engineering study.

Standard:

For concurrent-flow preferential only lanes, ground-mounted R3-10 signs defining the occupancy requirement shall be located and alternated with Preferential Only Lane Operational (R3-11 series) signs in series at intervals not greater than 1 km (0.6 mi) along the length of the preferential only lane.

Option:

For concurrent-flow preferential only lanes, overhead Preferential Only Lane Operational (R3-14 series) signs may be used at specific locations and intervals along the length of the preferential only lane to supplement the ground-mounted R3-10 signs defining the occupancy requirement and the Preferential Only Lane Operational (R3-11 series) signs based on an engineering study.

Standard:

For direct access ramps to preferential only lanes, a ground-mounted R3-10 sign defining the occupancy requirement and a Preferential Only Lane Operational (R3-11 series) sign shall be used at the beginning or initial entry point for all types of direct access ramps that provide access or lead to preferential only lanes.

Option:

For direct access ramps to preferential only lanes, an overhead Preferential Only Lane Operational (R3-14 series) sign may be used at the beginning or initial entry point to supplement the required ground-mounted signs.

Support:

Section 2B.26 contains provisions regarding the use of changeable message signs for preferential only lanes.

Section 2E.59 contains additional provisions regarding signing for preferential only lanes on freeway and expressway facilities. Figures 2E-46 through 2E-52 show application and placement examples for Preferential Only Lane signs for a variety of preferential only lane situations.

Section 2B.29 DO NOT PASS Sign (R4-1)

Option:

The DO NOT PASS (R4-1) sign (see Figure 2B-8) may be used in addition to pavement markings (see Section 3B.02) to emphasize the restriction on passing. The DO NOT PASS sign may be used at the beginning of, and at intervals within, a zone through which sight distance is restricted or where other conditions make overtaking and passing inappropriate.

If signing is used or needed on the left side of the roadway for improved conspicuity, NO PASSING ZONE (W 14-3) signs may be used (see Section 2C.35).

Support:

Standards for determining the location and extent of no-passing zone pavement markings are set forth in Section 3B.02.

Section 2B.30 PASS WITH CARE Sign (R4-2)

Support:

The PASS WITH CARE Sign is not used in Indiana, except in a transition area from multilane to single lane directional movement.

Section 2B.31 SLOWER TRAFFIC KEEP RIGHT (R4-3) and KEEP RIGHT EXCEPT TO PASS (R4-Y3a) Signs

Option:

The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign (see Figure 2B-8) may be used on multi-lane roadways to reduce unnecessary lane changing.

The KEEP RIGHT EXCEPT TO PASS sign (R4-Y3a) may be used when an additional lane has been provided, on a two-lane two-way roadway, at the right hand side of the roadway on steep hills or long grades.

Guidance:

If used, the SLOWER TRAFFIC KEEP RIGHT sign should be installed just beyond the beginning of a multi-lane pavement, and at selected locations where there is a tendency on the part of some road users to drive in the left lane (or lanes) below the normal speed of traffic. This sign should not be used on the approach to an interchange or through an interchange area.

Section 2B.32 Slow Moving Traffic Lane Signs (R4-5, R4-6)

Support:

The Slow Moving Traffic Lane signs (see Figure 2B-8) are used to direct vehicles into an extra lane that has been provided for slow-moving vehicles.

Guidance:

If an extra lane has been provided for slow-moving traffic, a SLOWER TRAFFIC KEEP RIGHT (R4-3) sign, TRUCKS USE RIGHT LANE (R4-5) sign, or other appropriate sign should be installed at the beginning of the lane. A TRUCK LANE (R4-6) sign, with the appropriate distance shown, should be installed in advance of the lane.

Option:

The SLOWER TRAFFIC KEEP RIGHT sign may be used as a supplement or as an alternative to the TRUCKS USE RIGHT LANE sign. Both signs may be used on multi-lane roadways to improve capacity and reduce lane changing.

Guidance:

If an extra lane has been provided for slow-moving traffic, a Lane Ends sign (see Section 2C.33) should be installed in advance of the point where the extra lane ends. Appropriate pavement markings should be installed at both the beginning and the end of the extra lane (see Section 3B.09 and Figure 3B-12).

Figure 2B-8. Passing, Keep Right, and Truck Lane Signs

R4-1

R4-2

R4-3

R4-5

R4-6

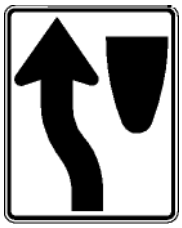
OR

R12-6

R4-7

R4-7a

R4-7b



R4-8

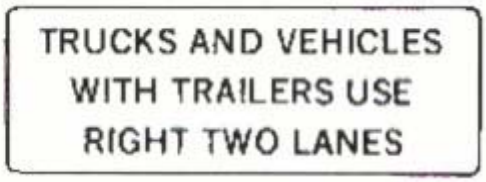
R4-9

R4-10

Figure 2B-8a. Indiana Passing, Keep Right, and Truck Lane Signs

R4-Y3a

R4-Y9



R4-Y10

Section 2B.33 Keep Right, Keep Left Signs (R4-7, R4-8), and Trucks and Vehicles with Trailers Use Right Lane or Right Two Lanes (R4-Y9, R4-Y10)

Option:

The Keep Right (R4-7) sign (see Figure 2B-8) may be used at locations where it is necessary for traffic to pass only to the right of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-8) may be used at locations where it is necessary for traffic to pass only to the left of a roadway feature or obstruction.

Guidance:

If used, the Keep Right sign should be installed as close as practical to approach ends of raised medians, parkways, islands, underpass piers, and at other locations where it is not readily apparent that traffic is required to keep to the right. The sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right of the sign.

Standard:

The Keep Right sign shall not be installed on the right side of the roadway in a position where traffic must pass to the left of the sign.

Option:

The Keep Right sign may be omitted at intermediate ends of divisional islands and medians.

Word message KEEP RIGHT (LEFT) with an arrow (R4-7a or R4-7b) signs (see Figure 2B-8) may be used instead of the R4-7 or R4-8 symbol signs.

Where the obstruction obscures the Keep Right sign, the minimum placement height may be increased for better sign visibility.

Support:

Indiana statute (IC 9-21-8-12 & 13) stipulates that trucks on an interstate highway may not operate in any lane except the far right lane, except when passing a slower vehicle, entering or leaving a highway, or where a special hazard exists that requires, for safety reasons, the use of an alternate lane.. On an interstate highway consisting of at least three (3) lanes in one direction, trucks may not operate on any lane other than the two (2) far right lanes.

Section 2B.34 DO NOT ENTER Sign (R5-1)

Standard:

The DO NOT ENTER (R5-1) sign (see Figure 2B-9) shall be used where traffic is prohibited from entering a restricted roadway.

Guidance:

The DO NOT ENTER sign, if used, should be placed directly in view of a road user at the point where a road user could wrongly enter a divided highway, one-way roadway, or ramp (see Figure 2B-10). The sign should be mounted on the right side of the roadway, facing traffic that might enter the roadway or ramp in the wrong direction.

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

Option:

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

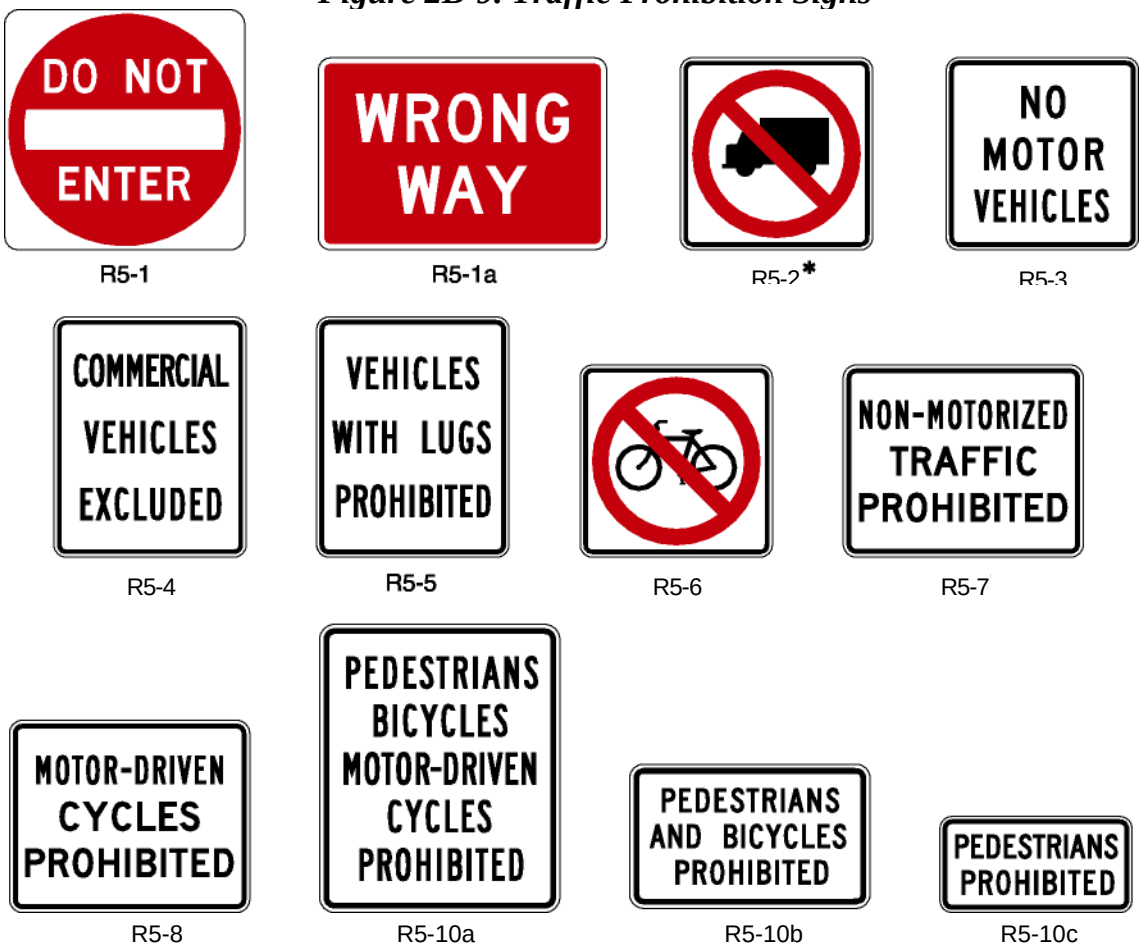
A second DO NOT ENTER sign on the left side of the roadway may be used, particularly where traffic approaches from an intersecting roadway (see Figure 2B-10).

Section 2B.35 WRONG WAY Sign (R5-1a)

Option:

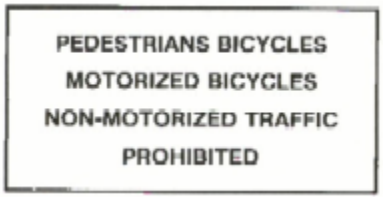
The WRONG WAY (R5-1a) sign (see Figure 2B-9) may be used as a supplement to the DO NOT ENTER sign where an exit ramp intersects a crossroad or a crossroad intersects a one-way roadway in a manner that does not physically discourage or prevent wrong-way entry (see Figure 2B-10).

Figure 2B-9. Traffic Prohibition Signs



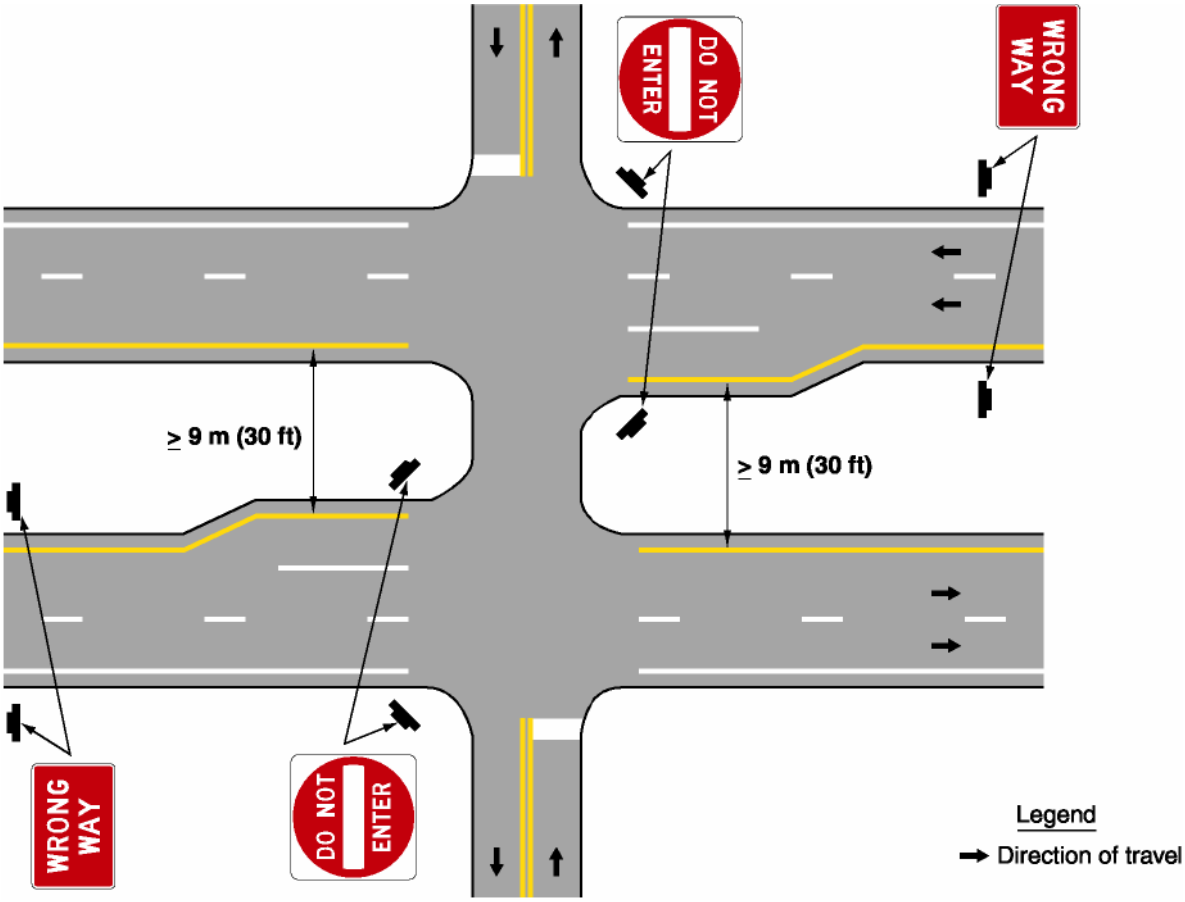
An optional word message sign is shown in the “Standard Highway Signs” book

Figure 2B-9a. Indiana Traffic Prohibition Signs



R5-Y10d

Figure 2B-10. Example of Wrong-Way Signing for a Divided Highway with a Median Width of 9 m (30 ft) or Greater



Guidance:

If used, the WRONG WAY sign should be placed at a location along the exit ramp or the one-way roadway farther from the crossroad than the DO NOT ENTER sign (see Section 2E.50).

Section 2B.36 <u>Selective Exclusion Signs</u>

Support:

Selective Exclusion signs (see Figure 2B-9) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

Standard:

If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.

Support:

Typical exclusion messages include:

A. No Trucks (R5-2);
B. NO MOTOR VEHICLES (R5-3);
C. COMMERCIAL VEHICLES EXCLUDED (R5-4);
D. TRUCKS (VEHICLES) WITH LUGS PROHIBITED (R5-5);
E. No Bicycles (R5-6);
F. NON-MOTORIZED TRAFFIC PROHIBITED (R5-7);
G. MOTOR-DRIVEN CYCLES PROHIBITED (R5-8); and
H. Hazardous Material Prohibited (R14-3) (see Section 2B.52).

Option:

Appropriate combinations or groupings of these legends into a single sign, such as PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED (R5-10a), PEDESTRIANS AND BICYCLES PROHIBITED (R5-10b), or PEDESTRIANS, BICYCLES, MOTORIZED BICYCLES, NON-MOTORIZED TRAFFIC PROHIBITED (R4-Y10d) may be used.

Guidance:

If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.49) should be used instead of a Selective Exclusion sign.

The Selective Exclusion sign should be placed on the right side of the roadway at an appropriate distance from the intersection so as to be clearly visible to all road users turning into the roadway that has the exclusion. The PEDESTRIANS PROHIBITED (R5-10c) or No Pedestrian Crossing (R9-3a) sign should be installed so as to be clearly visible to pedestrians at a location where an alternative route is available.

Option:

The NO TRUCKS (R5-2a) sign may be used as an alternate to the No Trucks (R5-2) symbol sign.

The PEDESTRIANS PROHIBITED (R5-10c) or No Pedestrian Crossing (R9-3a) sign may also be used at underpasses or elsewhere where pedestrian facilities are not provided.

Section 2B.37 ONE WAY Signs (R6-1, R6-2)

Standard:

Except as noted in the Option, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-11) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figures 2B-12 through 2B-15.

Guidance:

Where divided highways are separated by median widths at the intersection itself of 9 m (30 ft) or more, ONE WAY signs should be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways as shown in Figures 2B-12 and 2B-13.

The ONE WAY sign (R6-1) should be used for rural applications and the ONE WAY sign (R6-2) should be used for urban applications.

Option:

ONE WAY signs may be omitted on the one-way roadways of divided highways, where the design of interchanges indicates the direction of traffic on the separate roadways.

ONE WAY signs may be omitted (see Figure 2B-14) at intersections with divided highways that have median widths at the intersection itself of less than 9 m (30 ft).

Standard:

At unsignalized intersections, ONE WAY signs shall be placed on the near right and the far left corners of the intersection facing traffic entering or crossing the one-way street.

At signalized intersections, ONE WAY signs shall be placed either near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.

Section 2B.38 Divided Highway Crossing Signs (R6-3, R6-3a)

Option:

The Divided Highway Crossing (R6-3 or R6-3a) sign (see Figure 2B-11) may be used to advise road users that they are approaching an intersection with a divided highway.

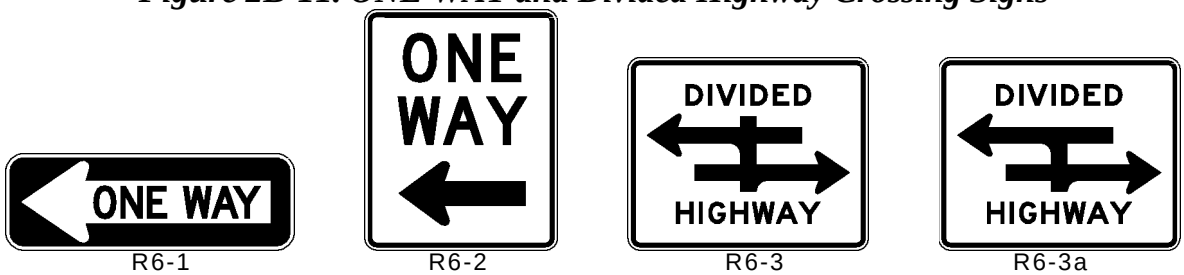
Standard:

When the Divided Highway Crossing sign is used at a four-legged intersection, the R6-3 sign shall be used. When used at a T-intersection, the R6-3a sign shall be used.

Option:

The Divided Highway Crossing sign may be located on the near right corner of the intersection and may be mounted beneath a STOP or YIELD sign or on a separate support.

Figure 2B-11. ONE WAY and Divided Highway Crossing Signs



R6-1 R6-2 R6-3 R6-3a

Figure 2B-12. Examples of Locations of ONE WAY Signs
(Sheet 1 of 2)

Legend
* Optional
→ Direction of travel

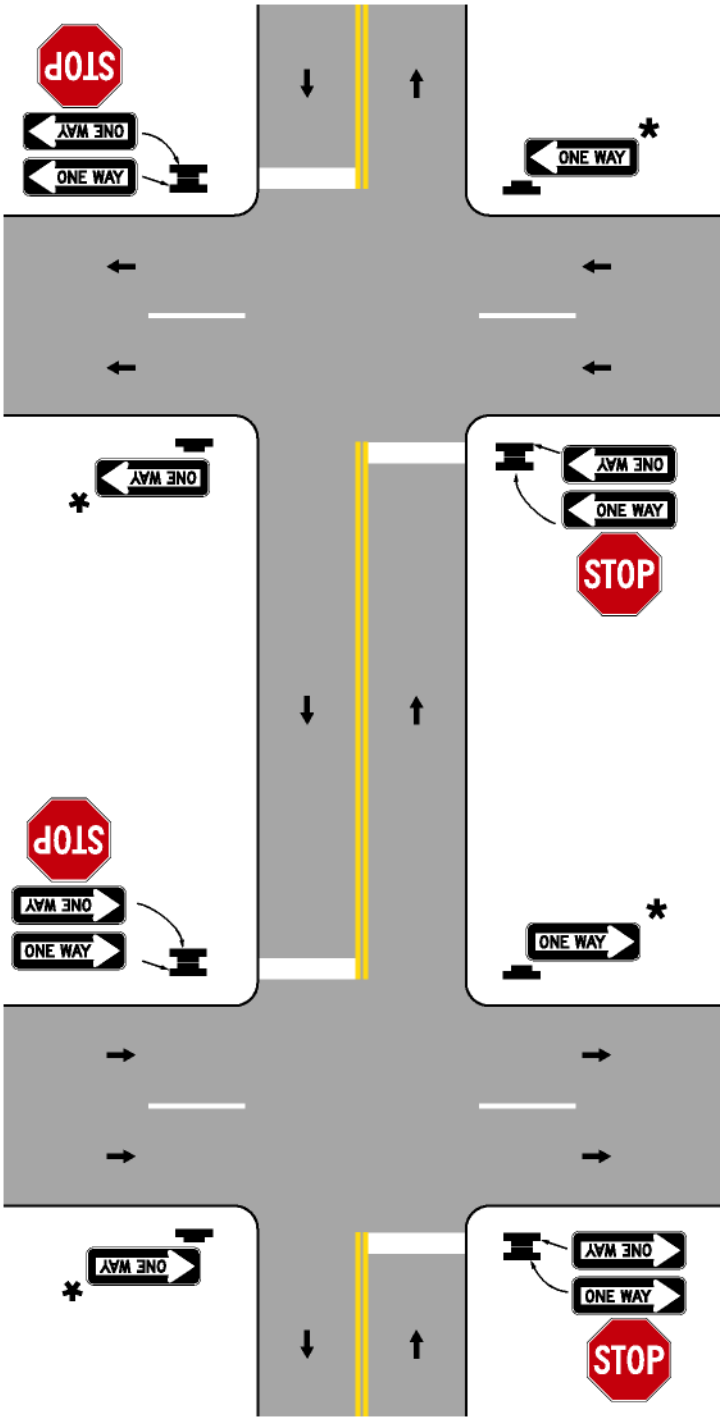


Figure 2B-12. Examples of Locations of ONE WAY Signs
(Sheet 2 of 2)

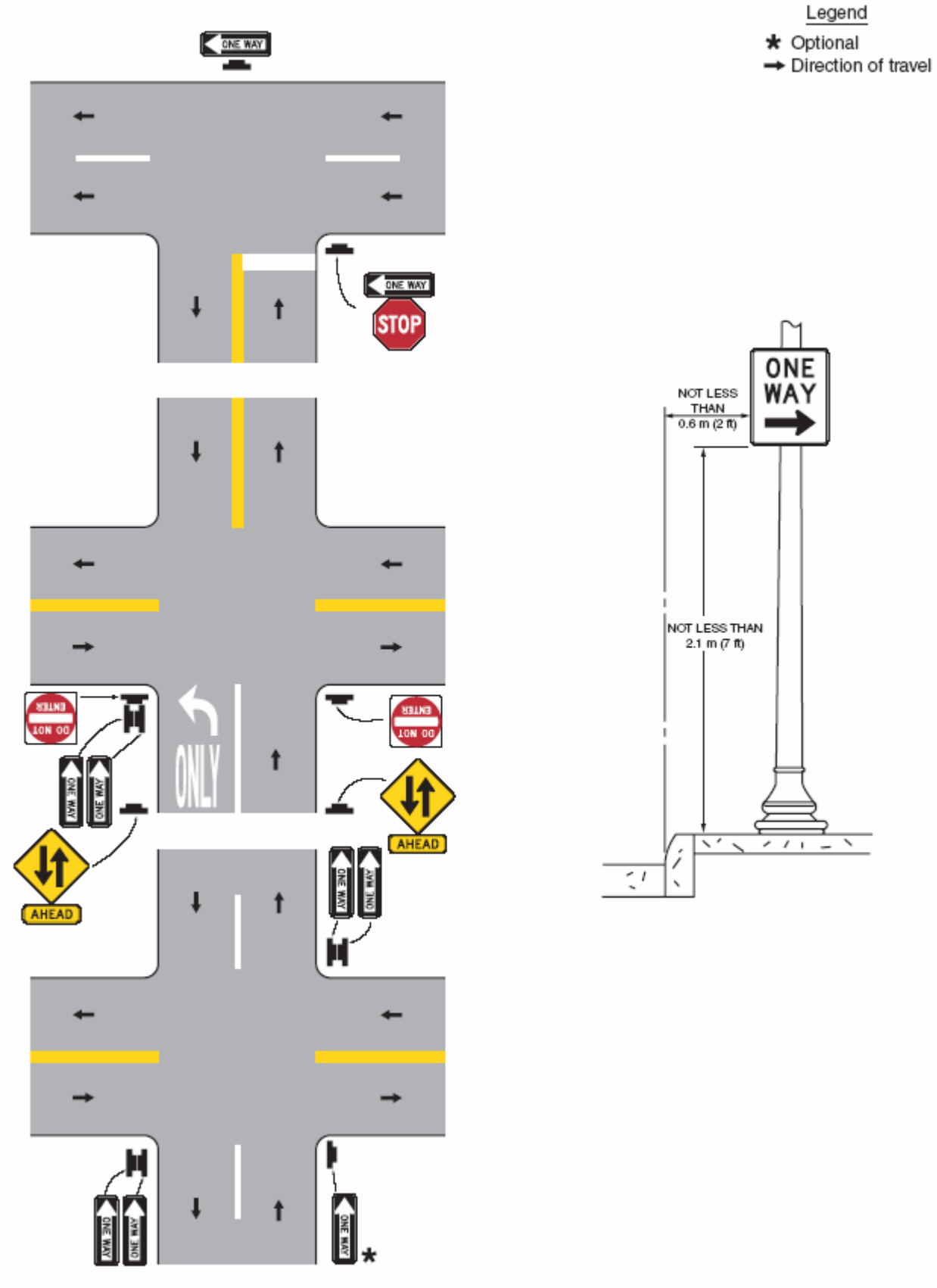
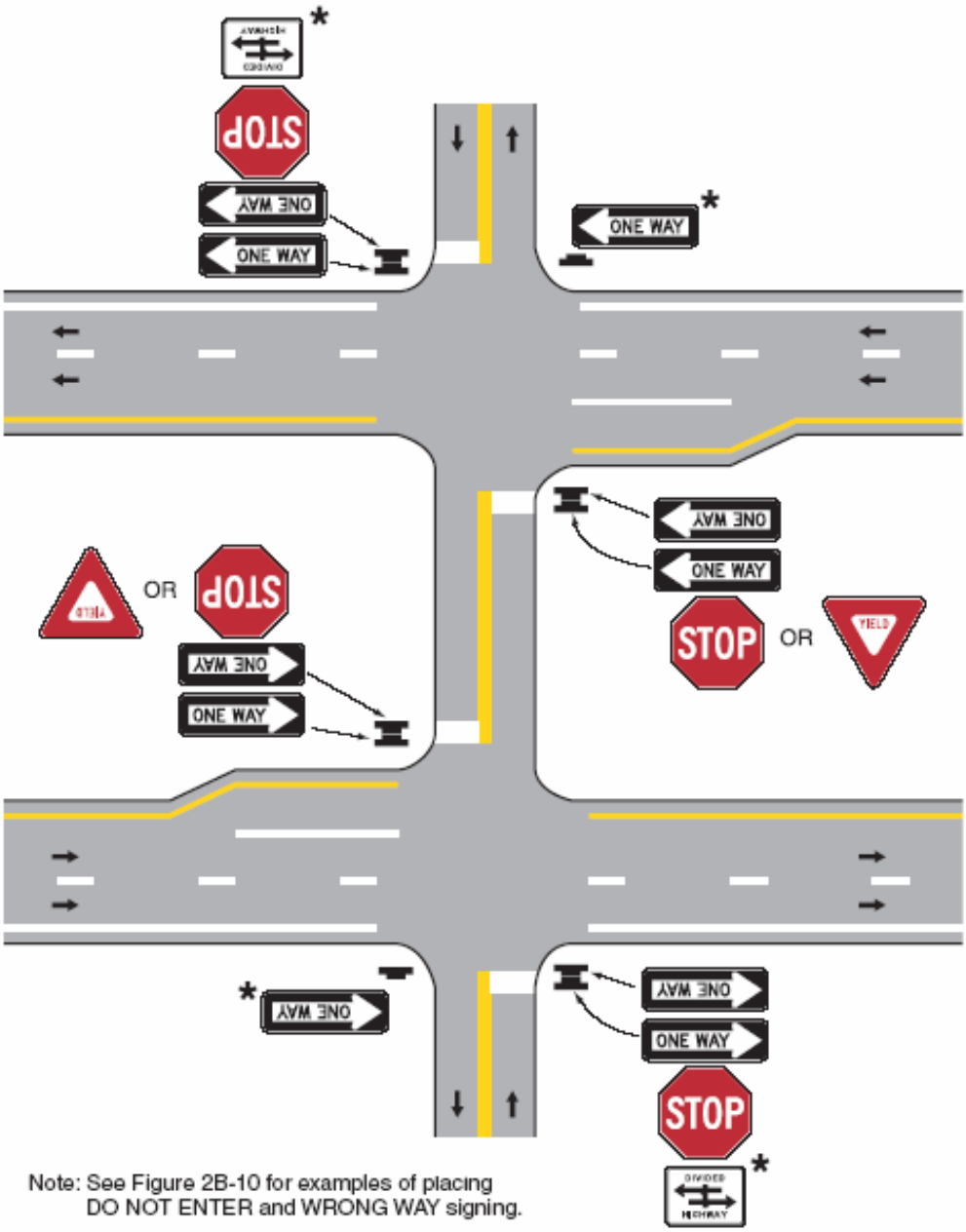


Figure 2B-13. Examples of ONE WAY Signing for Divided Highways with Medians of 9 m (30 ft) or Greater

Legend

Optional

Direction of travel



Note: See Figure 2B-10 for examples of placing DO NOT ENTER and WRONG WAY signing.

Figure 2B-14. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft)

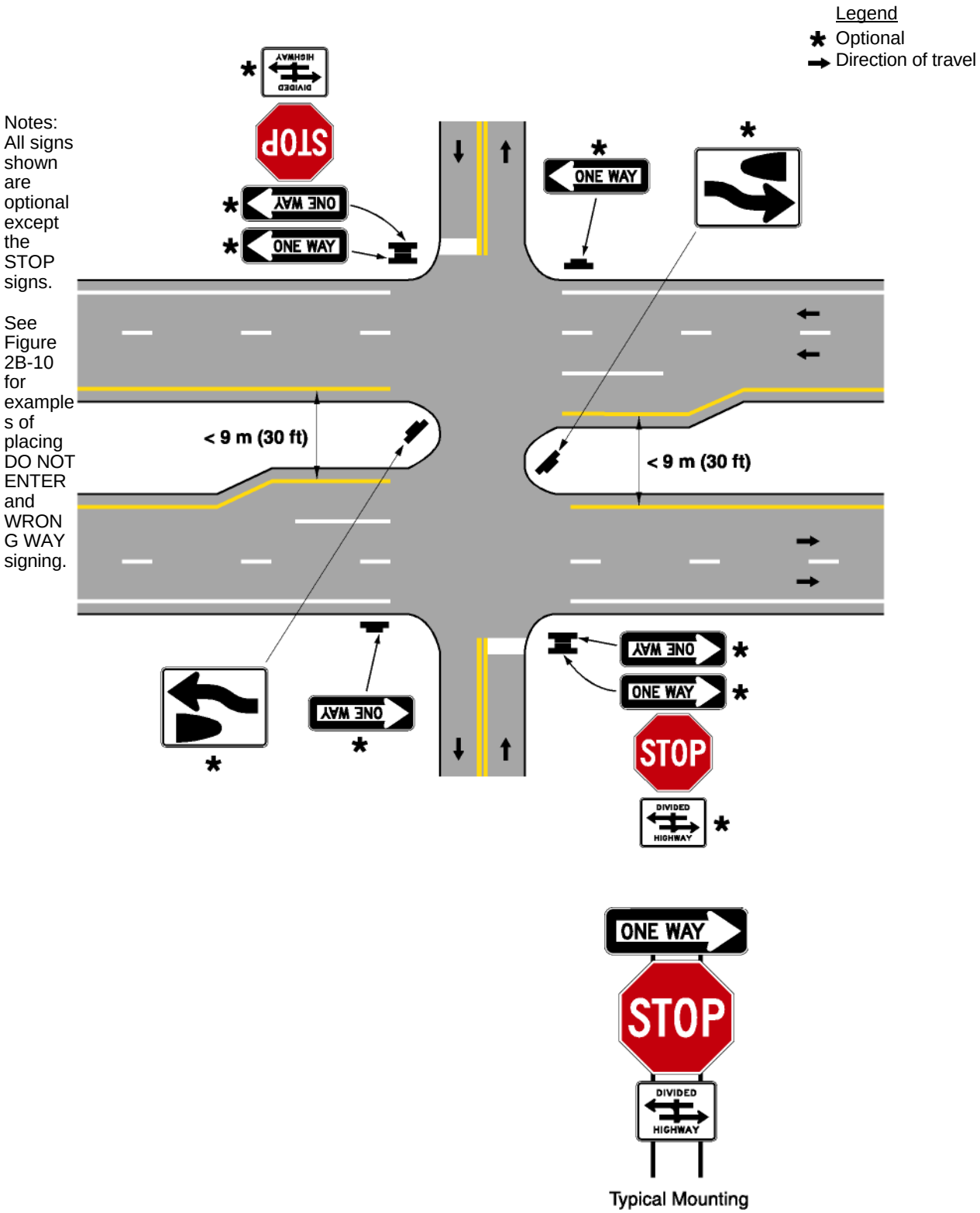


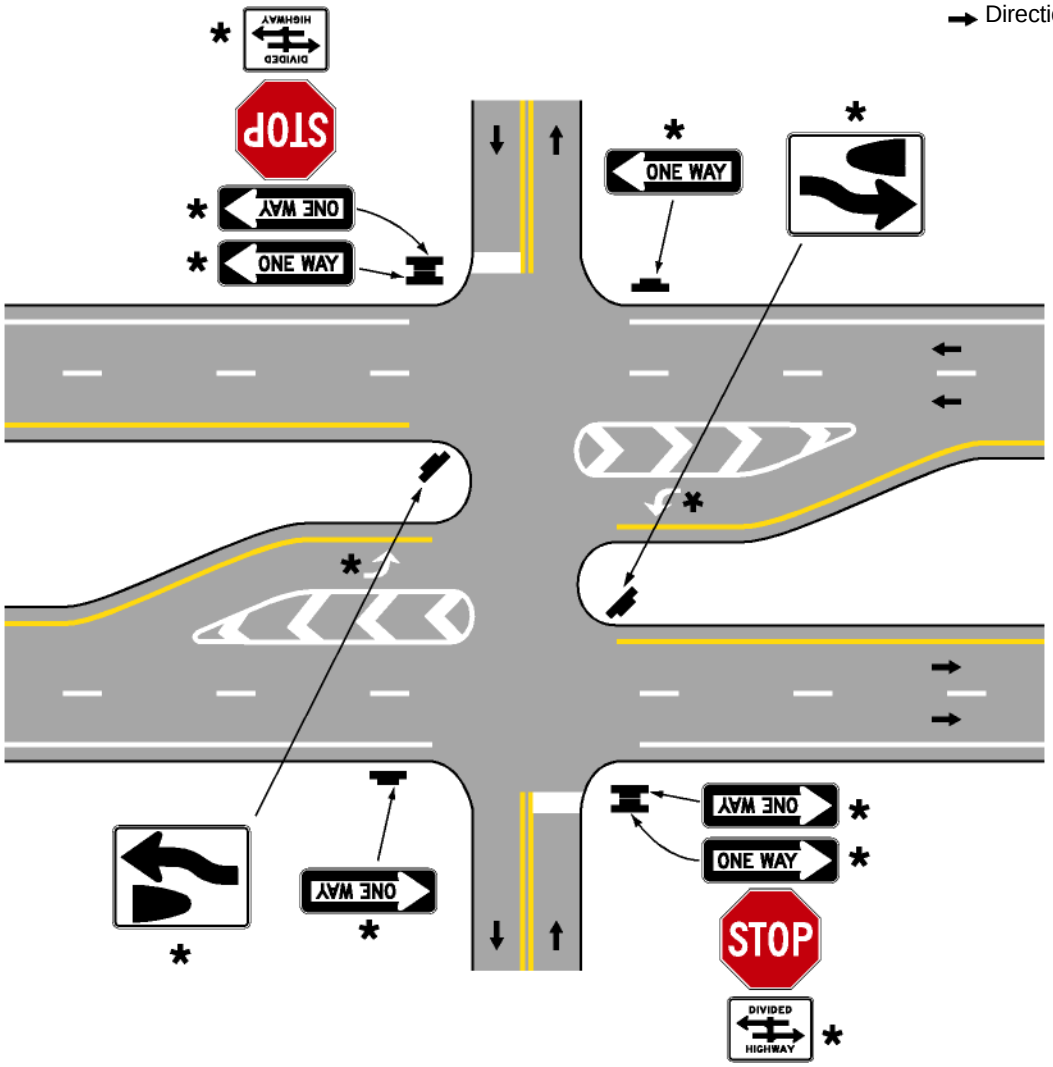
Figure 2B-15. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft) and Separated Left-Turn Lanes

Legend
* Optional
→ Direction of travel

Notes:

All signs shown are optional except the STOP signs.

See Figure 2B-10 for examples of placing DO NOT ENTER and WRONG WAY signing.



Typical Mounting

Section 2B.39 Parking, Standing, and Stopping Signs (R7 and R8 Series)

Support:

Signs governing the parking, stopping, and standing of vehicles cover a wide variety of regulations, and only general guidance can be provided here. The word "standing" when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle. Typical examples of parking, stopping, and standing signs (see Figures 2B-16 and 2B-17) are as follows:

A. NO PARKING ANY TIME (R7-1);
B. NO PARKING 8:30 AM TO 5:30 PM (R7-2);
C. NO PARKING EXCEPT SUNDAYS AND HOLIDAYS (R7-3);
D. NO STANDING ANY TIME (R7-4);
E. ONE HOUR PARKING 9 AM-7 PM (R7-5);
F. NO PARKING LOADING ZONE (R7-6);
G. NO PARKING BUS STOP (R7-7, R7-107, R7-107a);
H. RESERVED PARKING for persons with disabilities (R7-8);
I. SNOW EMERGENCY ROUTE NO PARKING DURING SNOW EMERGENCY TOW-AWAY ZONE (R7-Y9);
J. NO PARKING ON PAVEMENT (R8-1);
K. NO PARKING EXCEPT ON SHOULDER (R8-2);
L. NO PARKING (R8-3);
M. No Parking (R8-3a);
N. NO STOPPING ON PAVEMENT (R8-5);
O. NO PARKING WITHIN XX FT OF PAVEMENT (R8-Y8); and
P. NO STOPPING STANDING OR PARKING (R8-Y9).

Section 2B.40 Design of Parking, Standing, and Stopping Signs

Support:

Discussions of parking signs and parking regulations in this Section apply not only to parking, but also to standing and stopping.

Standard:

The legend on parking signs shall state applicable regulations. Parking signs shall conform to the standards of shape, color, and location.

Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs). Where only limited time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs).

Guidance:

Parking signs should display the following information from top to bottom of the sign, in the order listed:

A. The restriction or prohibition;
B. The times of the day that it is applicable, if not at all hours; and
C. The days of the week that it is applicable, if not every day.

If the parking restriction applies to a limited area or zone, the limits of the restriction should be shown by arrows or supplemental plaques. If arrows are used and if the sign is at the end of a parking zone, there should be a single-headed arrow pointing in the direction that the regulation is in effect. If the sign is at an intermediate point in a zone, there should be a double-headed arrow pointing both ways. When a single sign is used at the transition point between two parking zones, it should display a right and left arrow pointing in the direction that the respective restrictions apply.

Where special parking restrictions are imposed during heavy snowfall, Snow Emergency signs should be installed. The legend will vary according to the regulations, but the signs should be vertical rectangles, having a white background with the upper part of the plate a red background.

When used to direct drivers to van-accessible parking facilities, a VAN ACCESSIBLE (R7-8a) plaque (see Figure 2B-16) should be mounted below the D4-1 sign. Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8b) plaque (see Figure 2B-16) should be mounted below the R7-8 sign.

Option:

To minimize the number of parking signs, blanket regulations that apply to a given district may, if legal, be posted at district boundary lines.

As an alternate to the use of arrows to show designated restriction zones, word messages such as BEGIN, END, HERE TO CORNER, HERE TO ALLEY, THIS SIDE OF SIGN, or BETWEEN SIGNS may be used.

Where parking is prohibited during certain hours and time-limited parking or parking in a particular manner is permitted during certain other time periods, the red Parking Prohibition and green Permissive Parking signs may be designed as follows:

A. Two 300 x 450 mm (12 x 18 in) parking signs may be used with the red Parking Prohibition sign installed above or to the left of the green Permissive Parking sign; or
B. The red Parking Prohibition sign and the green Permissive Parking sign may be combined to form an R7-200 sign on a single 600 x 450 mm (24 x 18 in) sign, or on a single 300 x 750 mm (12 x 30 in) sign.

At the transition point between two parking zones, a single sign or two signs mounted side by side may be used.

The words NO PARKING may be used as an alternative to the No Parking symbol. The supplemental educational plaque, NO PARKING, with a red legend and border on a white background, may be used above signs incorporating the No Parking symbol.

Alternate designs for the R7-107 sign may be developed such as the R7-107a sign (see Figure 2B-16). Alternate designs may include, on a single panel, a transit logo, an approved bus symbol, a parking prohibition, the words BUS STOP, and an arrow. The preferred bus symbol color is black, but other dark colors may be used. Additionally, the transit logo may be shown on the bus face in the appropriate colors instead of placing the logo separately. The reverse side of the sign may contain bus routing information.

To make the parking regulations more effective and to improve public relations by giving a definite warning, a sign (see Figure 2B-16) reading TOW-AWAY ZONE (R7-201) may be appended to, or incorporated in, any parking prohibition sign. The Tow-Away Zone (R7-201a) symbol sign may be used instead of the R7-201 word message sign. The R7-201a sign may have either a black or red legend and border on a white background.

In rural areas, the legend NO PARKING ON PAVEMENT (R8-1) is generally suitable and may be used. If a roadway has paved shoulders, the NO PARKING EXCEPT ON SHOULDER sign (R8-2) may be used as it is less likely to cause confusion. The R8-3a symbol sign or the word message NO PARKING (R8-3) sign may be used to prohibit any parking along a given highway. Word message supplemental plaques (see Figure 2B-17), such as ON PAVEMENT (R8-3c) or ON BRIDGE (R8-3d), may be mounted below the R8-3 or R8-3a sign.

Section 2B.41 Placement of Parking, Stopping, and Standing Signs

Guidance:

When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees nor more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.

Spacing of signs should be based on legibility and sign orientation.

If the zone is unusually long, signs showing a double arrow should be used at intermediate points within the zone.

Standard:

If the signs are mounted at an angle of 90 degrees to the curb line, two signs shall be mounted back to back at the transition point between two parking zones, each with the appended message THIS SIDE OF SIGN.

Guidance:

At intermediate points within a zone, a single sign without any arrow or appended plaque should be used, facing in the direction of approaching traffic. Otherwise the standards of placement should be the same as for signs using directional arrows.

Section 2B.42 Emergency Restriction Signs (R8-4, R8-7, R8-8)

Option:

The EMERGENCY PARKING ONLY (R8-4) sign (see Figure 2B-17) or the EMERGENCY STOPPING ONLY (R8-7) sign (see Figure 2B-17) may be used to discourage or prohibit shoulder parking, particularly where scenic or other attractions create a tendency for road users to stop temporarily, even though turnout or rest areas have not been provided.

The DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-3) may be used to discourage or prohibit parking or stopping on railroad tracks (see Section 8B.07).

Standard:

Emergency Restriction signs shall be rectangular and shall have a red or black legend and border on a white background.

Figure 2B-16. No Parking Signs (R7 Series)

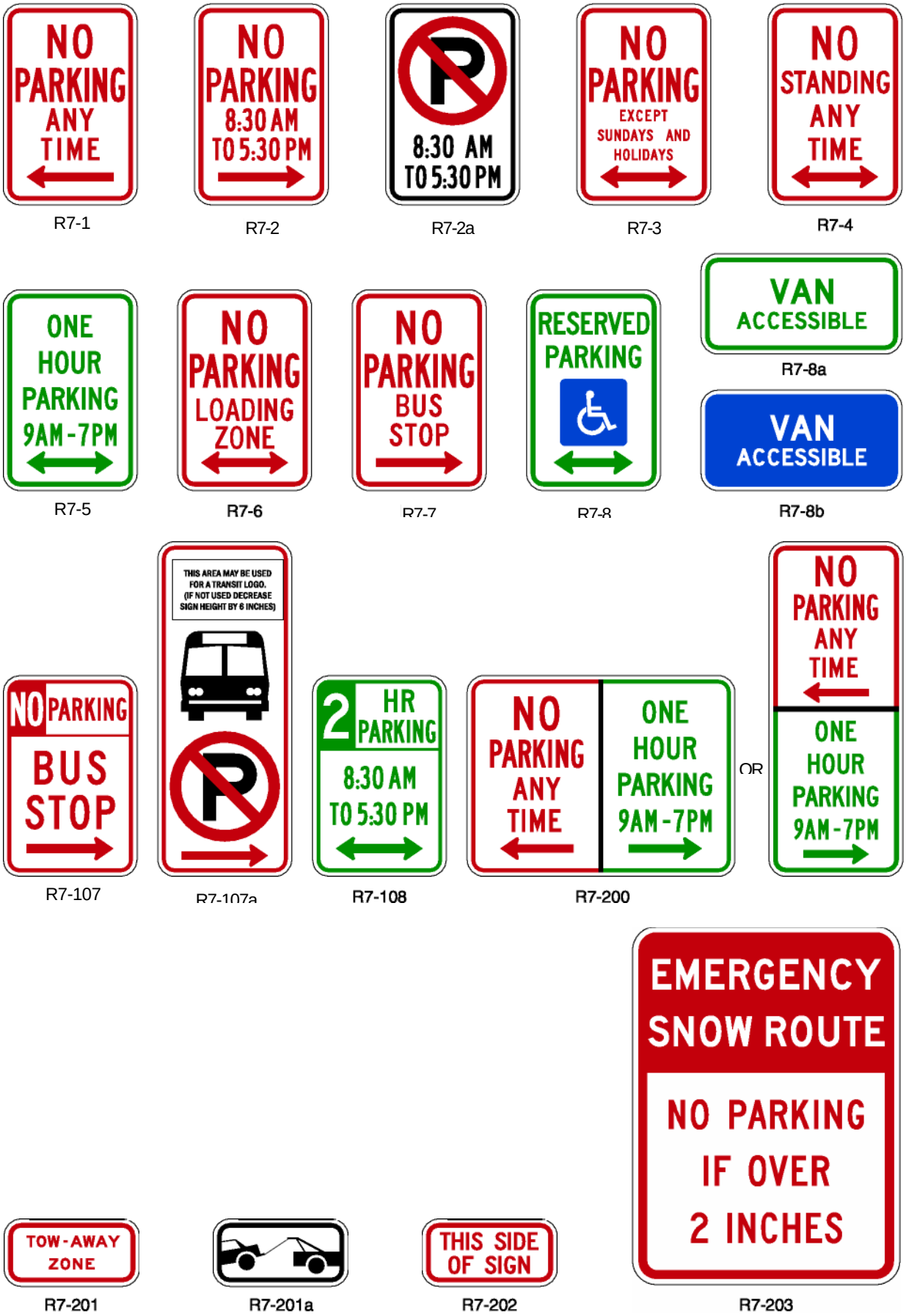


Figure 2B-17. No Parking Signs (R8 Series)

R8-1 R8-2 R8-3 R8-3a R8-3c Supplemental Plaque

R8-3d 7 Supplemental Plaque R8-4 R8-5 R8-6 R8-

Figure 2B-17a. Indiana No Parking Signs

R7-Y9 R8-Y8 R8-Y9

Section 2B.43 WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)

Option:

The WALK ON LEFT FACING TRAFFIC (R9-1) sign (see Figure 2B-18) may be used on highways where no sidewalks are provided.

Standard:

If used, the WALK ON LEFT FACING TRAFFIC sign shall be installed on the right side of the road where pedestrians walk on the pavement or shoulder in the absence of pedestrian pathways or sidewalks.

Option:

The No Hitchhiking (R9-4a) sign (see Figure 2B-18) may be used to prohibit standing in or adjacent to the roadway for the purpose of soliciting a ride. The R9-4 word message sign (see Figure 2B-18) may be used as an alternate to the R9-4a symbol sign.

Section 2B.44 Pedestrian Crossing Signs (R9-2, R9-3)

Option:

Pedestrian Crossing signs (see Figure 2B-18) may be used to limit pedestrian crossing to specific locations.

Standard:

If used, Pedestrian Crossing signs shall be installed to face pedestrian approaches.

Option:

Where crosswalks are clearly defined, the CROSS ONLY AT CROSSWALKS (R9-2) sign may be used to discourage jaywalking or unauthorized crossing.

The No Pedestrian Crossing (R9-3a) sign may be used to prohibit pedestrians from crossing a roadway at an undesirable location or in front of a school or other public building where a crossing is not designated.

The NO PEDESTRIAN CROSSING (R9-3) word message sign may be used as an alternate to the R9-3a symbol sign. The USE CROSSWALK (R9-3b) supplemental plaque, along with an arrow, may be installed below either sign to designate the direction of the crossing.

Support:

One of the most frequent uses of the Pedestrian Crossing signs is at signalized intersections that have three crossings that can be used and one leg that cannot be crossed.

Guidance:

The R9-3b sign should not be installed in combination with educational plaques.

Section 2B.45 Traffic Signal Signs (R10-1 through R10-21)

Option:

To supplement traffic signal control, Traffic Signal signs R10-1 through R10-21 may be used to regulate road users.

Guidance:

When used, Traffic Signal signs should be located adjacent to the signal face to which they apply.

Standard:

Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-18) shall be mounted immediately above or incorporated in pedestrian pushbutton units (see Section 4E.08).

Support:

Traffic Signal signs applicable to pedestrians include:

A. CROSS ON GREEN LIGHT ONLY (R10-1);
B. CROSS ON WALK SIGNAL ONLY (R10-2);
C. PUSH BUTTON FOR GREEN LIGHT (R10-3); and
D. PUSH BUTTON FOR WALK SIGNAL (R10-4).

Option:

The following signs may be used as an alternate for the R10-3 and R10-4 signs:

A. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR GREEN LIGHT (R10-3a); and
B. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR WALK SIGNAL (R10-4a).

The symbol sign R10-2a may be used as an alternate to sign R10-2. Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating sign R10-3c. The R10-3d sign may be used if the pedestrian clearance time is sufficient only for the pedestrian to cross to the median. The diagrammatic sign R10-4b may also be used as an alternate to sign R10-4. At intersections where pedestrians cross in two stages using a median refuge island, the word message “CROSS TO MEDIAN” may be placed on the near corner of the refuge island along with the educational plaque.

Traffic Signal signs (see Figure 2B-19) may be installed at certain locations to clarify signal control. Among the legends for this purpose are LEFT ON GREEN ARROW ONLY (R10-5), LEFT ON ARROW ONLY (R10-y5a), STOP HERE ON RED (R10-6 or R10-6a) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to Lane Control signals, LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12), WAIT DELAYED SIGNAL (R10-Y14), and LEFT TURN SIGNAL YIELD ON GREEN (symbolic green ball) (R10-21) (see Section 4D.06).

In situations where traffic control signals are coordinated for progressive timing, the Traffic Signal Speed (I1-1) sign may be used (see Section 2D.47).

Standard:

The NO TURN ON RED (R10-11a, R10-11b) sign (see Figure 2B-19) shall be used to prohibit a right turn on red (or a left turn on red from a one-way street to a one-way street).

Option:

A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) may be used as an alternate to the R10-11a and R10-1 1b signs.

Guidance:

If used, the NO TURN ON RED sign should be installed near the appropriate signal head.

A NO TURN ON RED sign should be considered when an engineering study finds that one or more of the following conditions exists:

A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
C. An exclusive pedestrian phase;
D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities; and
E. More than three right-turn-on-red accidents reported in a 12-month period for the particular approach.

Where turns on red are permitted and the signal indication is a RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-19) should be installed adjacent to the RED ARROW signal indication.

Option:

In order to remind drivers who are making turns to yield to pedestrians, especially at intersections where right turn on red is permitted and pedestrian crosswalks are marked, a TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (R10-15) sign may be used (see Figure 2B-19).

A supplemental R10-20a plaque (see Figure 2B-19) showing times of day (similar to the S4-1 plaque shown in Figure 7B-1) with a black legend and border on a white background may be mounted below a NO TURN ON RED sign to indicate that the restriction is in place only during certain times.

Standard:

The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-19) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4F.02).

Option:

A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-19) may be installed near the left-turn signal face if U-turns are allowed on a protected left-turn movement on an approach from which drivers making a right turn from the conflicting approach to their left are simultaneously being shown a right-turn GREEN ARROW signal indication.

Figure 2B-18. Pedestrian Signs

R9-1

R9-2

R9-3

R9-3a

R9-3b

R9-4

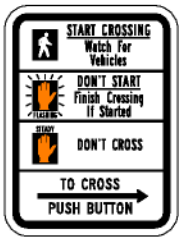
R9-4a

R10-1

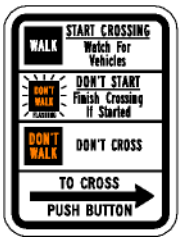
R10-2a

R10-3

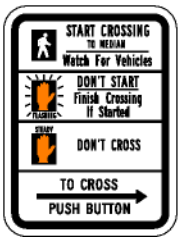
R10-3a



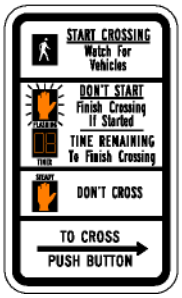
R10-3b



R10-3c



R10-3d



R10-3e

R10-4

R10-4a

R10-4b

Figure 2B-19. Traffic Signal Signs

R 10-5

R10-6

R10-6a

R 10-7

R10-8

R10-10

R10-11

R10-11 a

R10-11 b

R10-12

R10-13

R10-15

R10-16

R10-17a

OR

R10-20a

R 10-21

Section 2B.46 Photo Enforced Signs (R10-18, R10-19)

Option:

A TRAFFIC LAWS PHOTO ENFORCED (R10-18) sign (see Figure 2B-1) may be installed at a jurisdictional boundary to advise road users that some of the traffic regulations within that jurisdiction are being enforced by photographic equipment.

A PHOTO ENFORCED (R10-19) sign (see Figure 2B-1) may be mounted below a regulatory sign to advise road users that the regulation is being enforced by photographic equipment.

Standard:

If used below a regulatory sign, the PHOTO ENFORCED (R10-19) sign shall be a rectangle with a black legend and border on a white background.

Section 2B.47 KEEP OFF MEDIAN Sign (R11-1)

Option:

The KEEP OFF MEDIAN (R11-1) sign (see Figure 2B-20) may be used to prohibit driving into or parking on the median.

Guidance:

The KEEP OFF MEDIAN sign should be installed on the left of the roadway within the median at random intervals as needed wherever there is a tendency for encroachment.

Section 2B.48 ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)

Guidance:

The ROAD CLOSED (R11-2) sign should be installed where roads have been closed to all traffic (except authorized vehicles).

ROAD CLOSED—LOCAL TRAFFIC ONLY (R11-3) or ROAD CLOSED TO THRU TRAFFIC (R11-4) signs should be used where through traffic is not permitted, or for a closure some distance beyond the sign, but where the highway is open for local traffic up to the point of closure.

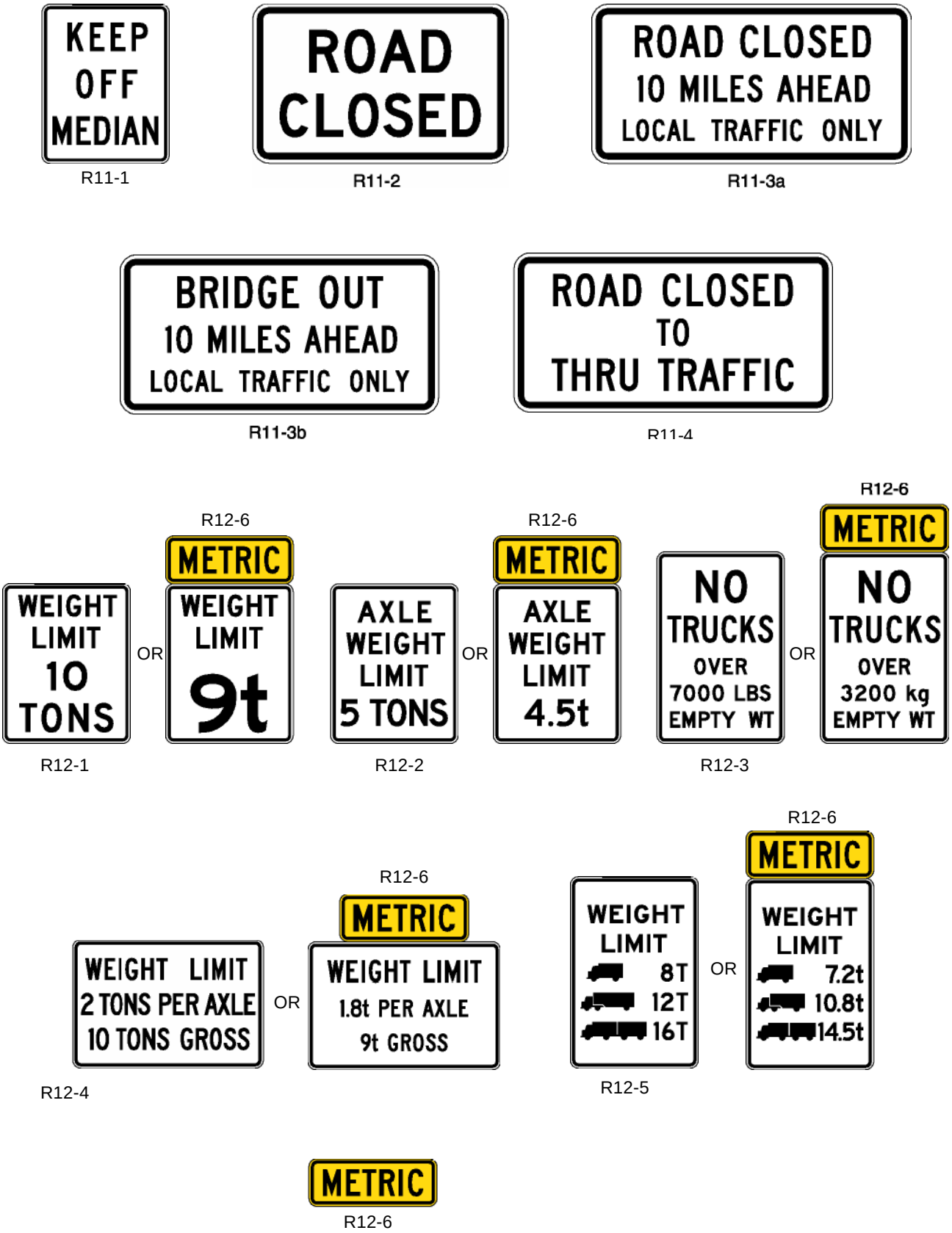
Standard:

The Road Closed (R11-2, R11-3 series, and R11-4) signs (see Figure 2B-20) shall be designed as horizontal rectangles. These signs shall be preceded by the applicable Advance Road Closed warning sign with the secondary legend AHEAD and, if applicable, an Advance Detour warning sign (see Section 6F.18).

Option:

The word message BRIDGE OUT may be substituted for the ROAD CLOSED message where applicable.

Figure 2B-20. Road Closed and Weight Limit Signs



Section 2B.49 Weight Limit Signs (R12-1 through R12-5)

Option:

The Weight Limit (R12-1) sign carrying the legend WEIGHT LIMIT X t (XX TONS) may be used to indicate vehicle weight restrictions including load.

Where the restriction applies to axle weight rather than gross load, the legend may be AXLE WEIGHT LIMIT X t (XX TONS) or AXLE WEIGHT LIMIT XXXX kg (XXXX LBS) (R12-2).

To restrict trucks of certain sizes by reference to empty weight in residential districts, the legend may be NO TRUCKS OVER X t (XX TONS) EMPTY WT or NO TRUCKS OVER XXXX kg (XXXX LBS) EMPTY WT (R12-3).

In areas where multiple regulations of the type described above are applicable, a sign combining the necessary messages on a single panel may be used, such as WEIGHT LIMIT X t (XX TONS) PER AXLE, X t (XX TONS) GROSS (R12-4).

Posting of specific load limits may be accomplished by use of the Weight Limit symbol sign (R12-5). A sign containing the legend WEIGHT LIMIT on the top two lines, and showing three different truck symbols and their respective weight limits for which restrictions apply may be used, with the weight limits shown to the right of each symbol as X t (XX T). A bottom line of legend stating GROSS WT may be included if needed for enforcement purposes.

Standard:

If used, the Weight Limit sign (see Figure 2B-20) shall be located in advance of the applicable section of highway or structure.

Guidance:

If used, the Weight Limit sign with an advisory distance ahead legend should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.

Section 2B.50 Weigh Station Signs (R13 Series)

Guidance:

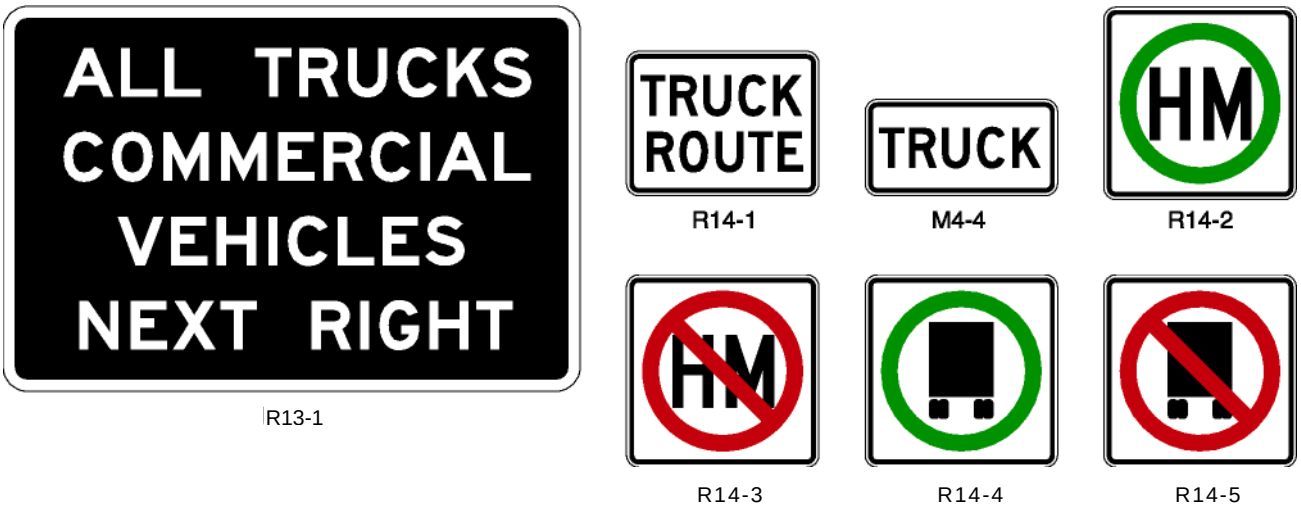
An ALL TRUCKS/COMMERCIAL VEHICLES NEXT RIGHT (R13-1) sign (see Figure 2B-21), or ALL TRUCKS MUST ENTER SCALES NEXT RIGHT (R13-Y2) sign should be used to direct appropriate traffic into a weigh station.

The R13-1 sign should be supplemented by the D8 series of guide signs (see Section 2D.44).

Option:

The reverse color combination, a white legend and border on a black background, may be used for the R13-1 sign.

Figure 2B-21. Truck Signs



Section 2B.51 TRUCK ROUTE Sign (R14-1)

Guidance:

The TRUCK ROUTE (R14-1) sign (see Figure 2B-21) should be used to mark a route that has been designated to allow truck traffic.

Option:

On a numbered highway, the TRUCK auxiliary sign may be used (see Section 2D.20).

Section 2B.52 Hazardous Material Signs (R14-2, R14-3)

Option:

The Hazardous Material Route (R14-2) sign (see Figure 2B-21) may be used to identify routes that have been designated by proper authority for vehicles transporting hazardous material.

On routes where the transporting of hazardous material is prohibited, the Hazardous Material Prohibition (R14-3) sign (see Figure 2B-21) may be used.

Guidance:

If used, the Hazardous Material Prohibition sign should be installed on a street or roadway at a point where vehicles transporting hazardous material have the opportunity to take an alternate route.

Section 2B.53 National Network Signs (R14-4, R14-5)

Support:

The signing of the National Network routes for trucking is optional.

Standard:

When a National Network route is signed, the National Network (R14-4) sign (see Figure 2B-21) shall be used.

Option:

The National Network Prohibition (R14-5) sign (see Figure 2B-21) may be used to identify routes, portions of routes, and ramps where trucks are prohibited. The R14-5 sign may also be used to mark the ends of designated routes.

Section 2B.54 Other Regulatory Signs

Option:

Regulatory word message signs other than those classified and specified in this Manual and the “Standard Highways Sign” book may be developed to aid the enforcement of other laws or regulations.

Except for symbols on regulatory signs, minor modifications in the design may be permitted provided that the essential appearance characteristics are met.

Standard:

When a seat belt symbol is used, the symbol shown in Figure 2B-22 shall be used.

Guidance:

The seat belt symbol should not be used alone but in connection with mandatory seat belt regulatory messages.

Figure 2B-22. Seat Belt Symbol