

# Regulatory and Warning Sign Changes

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# Part 2 Signs | Chapter 2A. General

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Function and  
Purpose

Design

Enhanced  
Conspicuity

Location

Installation

Maintenance

Retroreflectivity

Median  
Opening  
Treatments

## 2A.01 Function and Purpose

Guidance: *Permanent signs should not be used on a frequent basis to confirm rules of the road or statutes.*



## 2A.04 Design of Signs

Use a standard sign provided in MUTCD or “Standard Highway Signs”

- Alternative word legend shall not be allowed in the place of a symbol.
- Alternative sign shall not be allowed in place a standard sign.

## 2A.05 Shapes

New guidance and options to maintain exclusive shape of a particular sign and for lateral constraints.

Standard: Modifications to sign shapes, such as cutting off the points of a diamond, shall not be allowed.



## 2A.07 Dimensions

Standard: Where a maximum allowable sign size is prescribed, increases in sign size above the maximum size shall not be allowed.

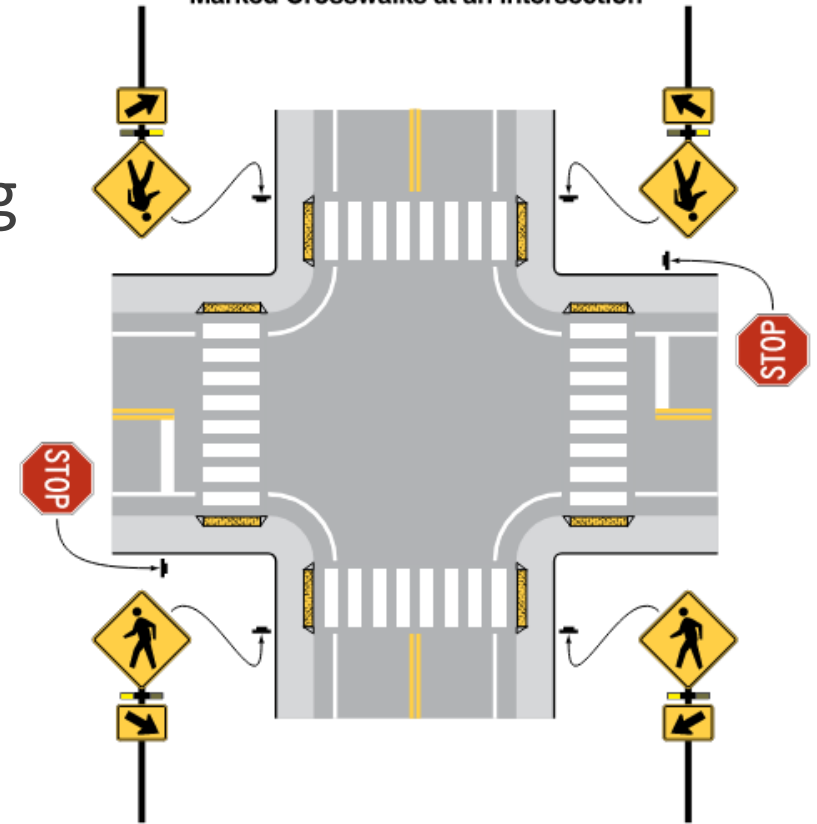
## 2A.11 Enhanced Conspicuity

Option: Adding a rectangular rapid-flashing beacon to a Pedestrian, School, or Trail warning sign at an uncontrolled, marked crosswalk.

## 2A.12 LEDs Used for Conspicuity

New section regarding light-emitting diode (LED) units and use of illuminated elements that supplement a sign legend.

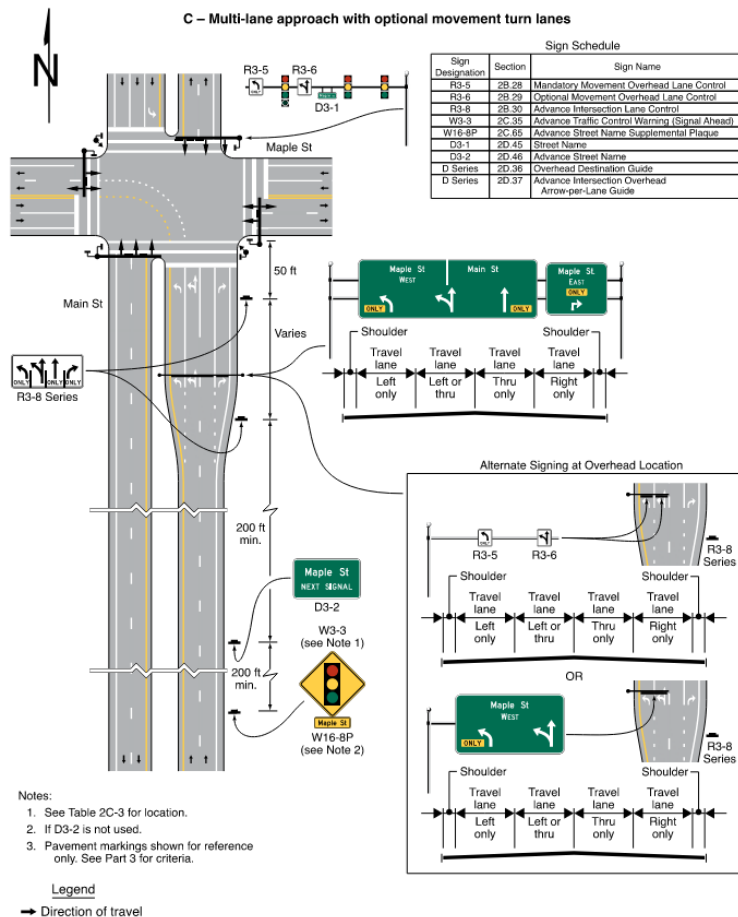
Figure 4L-1. Example of RRFBs at Uncontrolled, Marked Crosswalks at an Intersection



# Additional Sign Location Figures

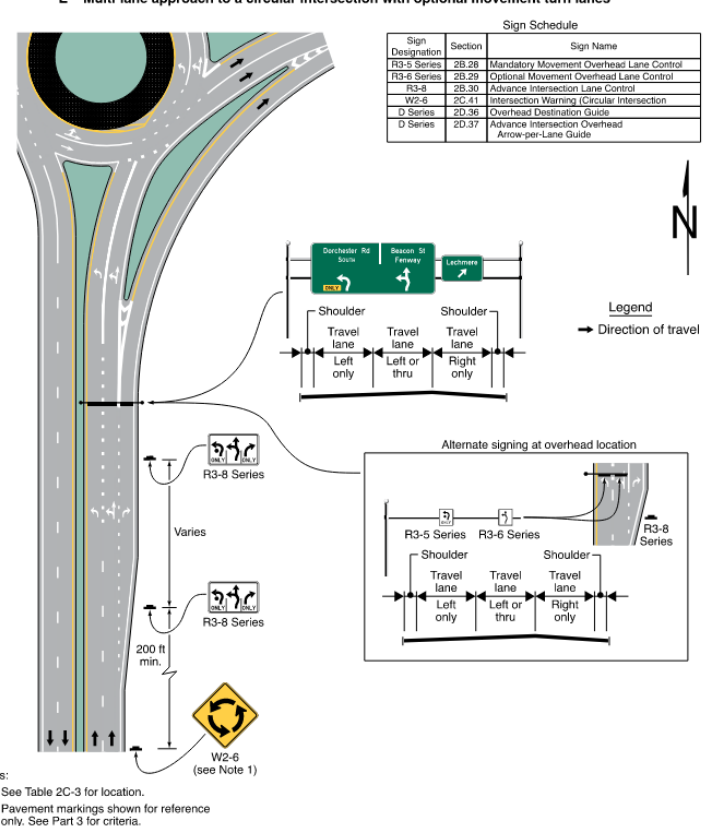
**Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 2 of 4)**

C – Multi-lane approach with optional movement turn lanes



**Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 4 of 4)**

E – Multi-lane approach to a circular intersection with optional movement turn lanes

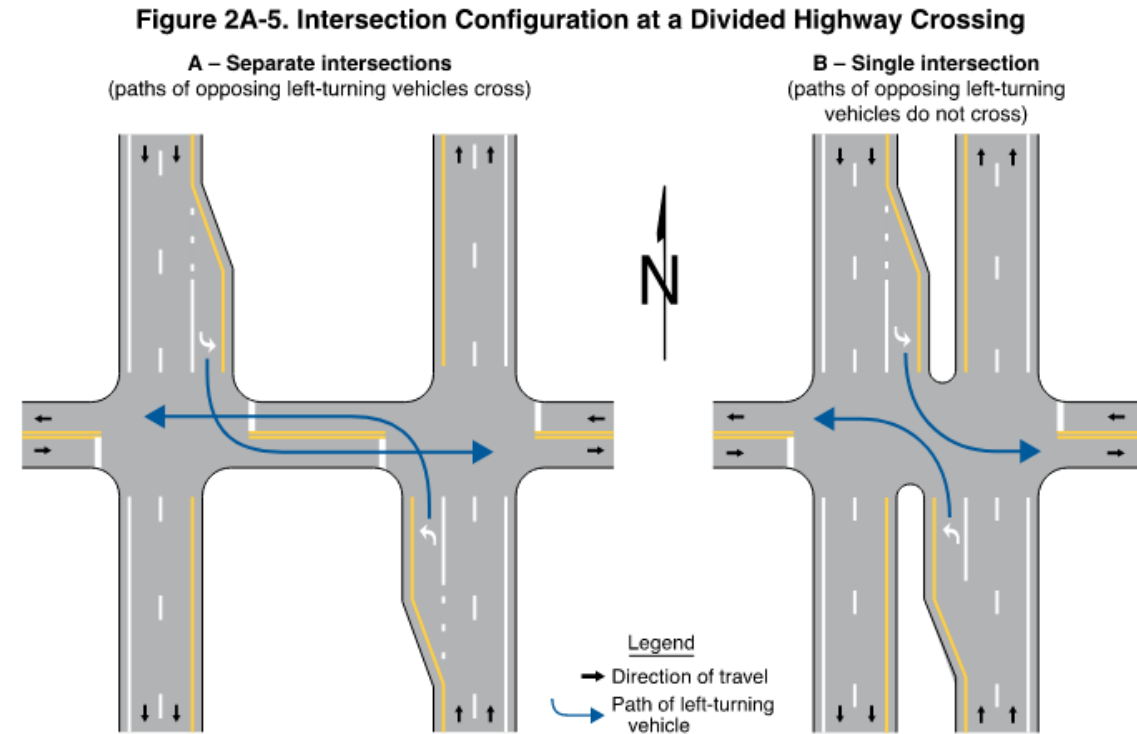


## 2A.20 Excessive Use of Signs

Guidance: *Signs should be used and located judiciously, minimizing their proliferation in order to maintain their effectiveness.*

## 2A.23 Median Opening Treatments

Additional guidance, support, and figure for divided highway crossings to determine the number of intersections.





# Chapter 2B. Regulatory, Barricades, and Gates

Inform road users of selected traffic laws or regulations

Indicate the applicability of the legal requirements





## 2B.06 General Considerations

Guidance: *Traffic control at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.*

- A. No intersection control*
- B. Yield control*
- C. Minor road stop control*
- D. All-way stop control*

Standard: YIELD/STOP signs ~~should~~ shall not be used for speed control.

Support: Appropriate traffic calming or other speed control measures are available to control vehicle speeds.

# All-Way Stop Control Warrants

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- The satisfaction of a warrant or warrants shall not in itself require the installation
- Crash experience: +Six or more reported crashes in a 36-month period
- Inadequate sight distance on minor street controlled by STOP
- Transition to signal control or yield control at a circular intersection
- 8-Hour volume: Combined vehicle, bicycles, and pedestrian volume
- Other factors: +Where pedestrian and/or bicyclist movements support the installation of all-way stop control

# Establishing Speed Zones

Standard: Speeds zones shall be based on engineering study and consider the roadway context.

Guidance: *Factors to consider...*

- A. Roadway environment*
- B. Roadway characteristics*
- C. Geographic context and multimodal trips*
- D. Reported crash experience*
- E. Speed distribution including pace, median, and 85<sup>th</sup> percentile speed*
- F. A review of past studies to identify trends*





# Establishing Speed Zones

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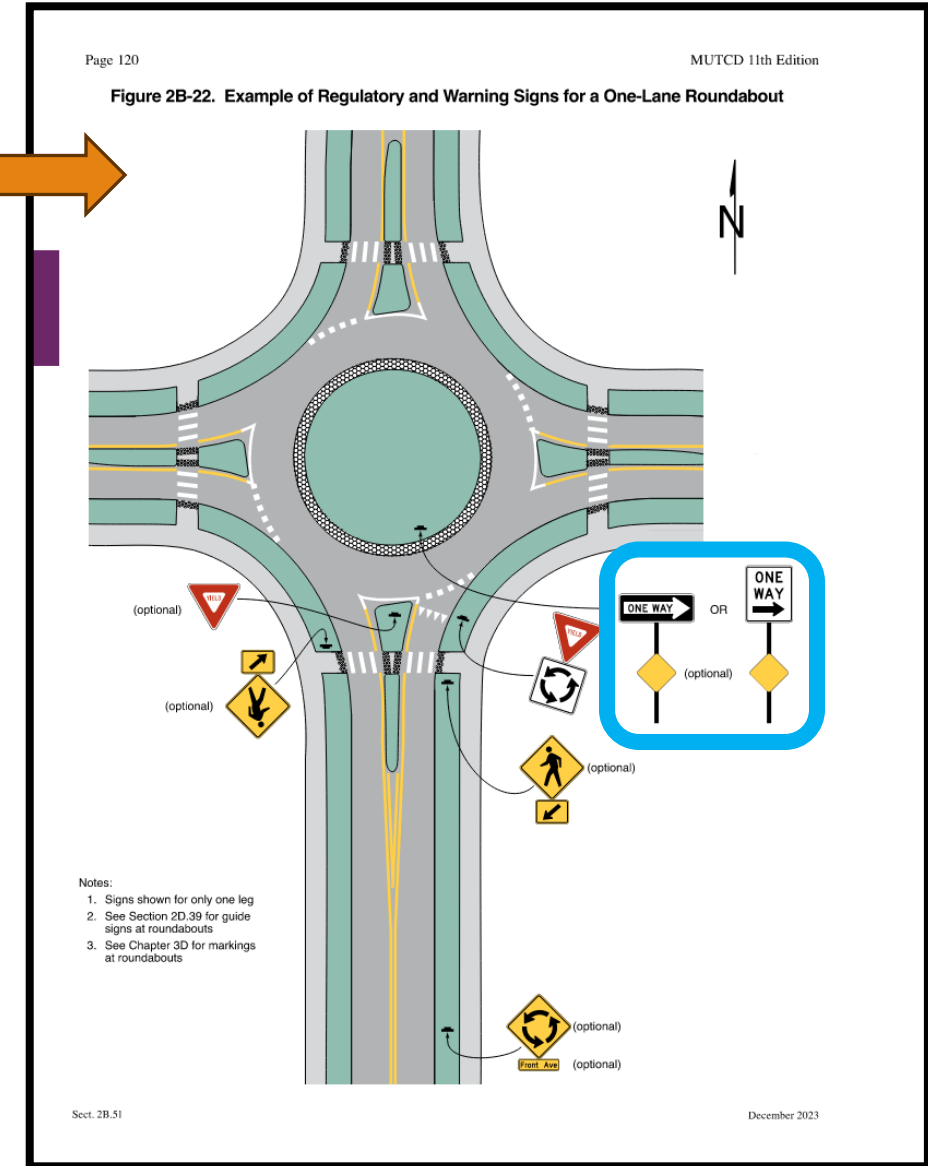
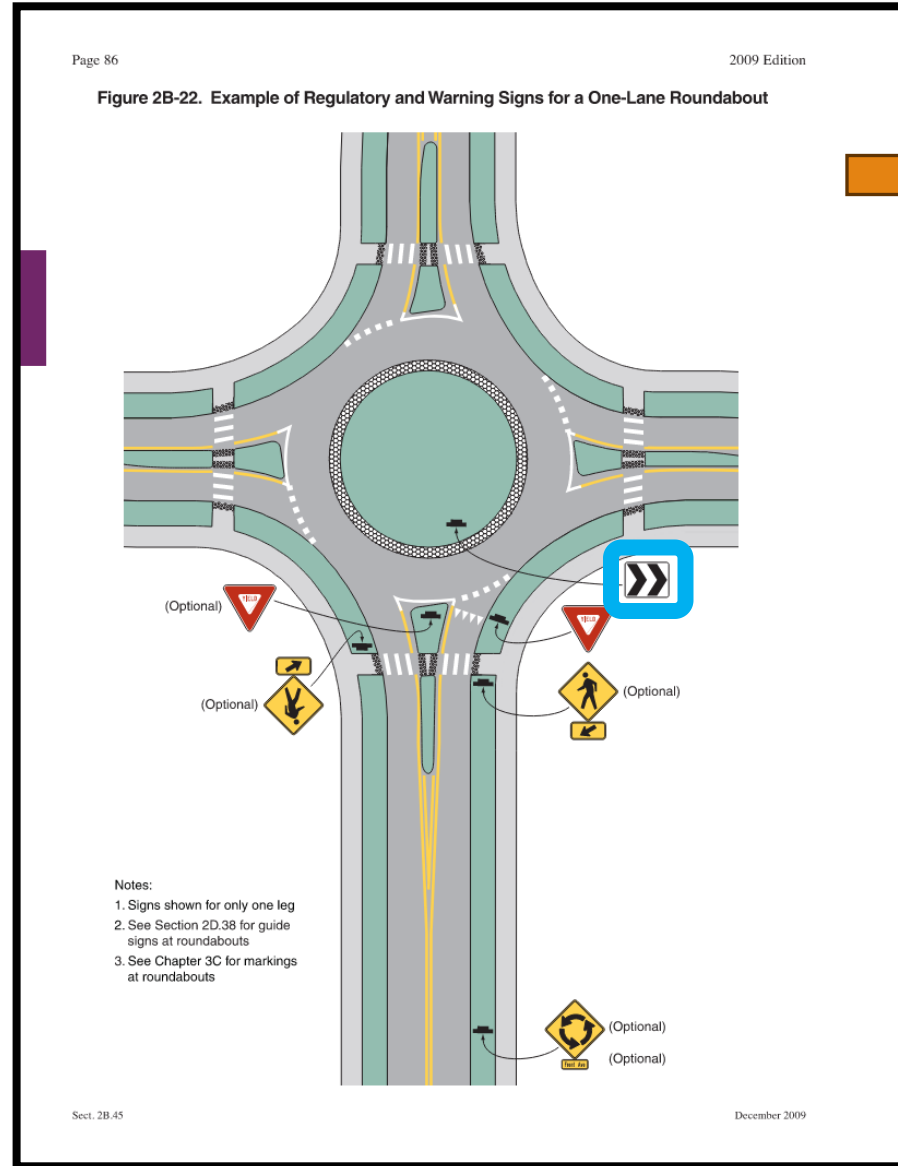
Engineering study should consider whether changes to geometric features, enforcement, and/or other speed control measures might improve compliance with the posted speed.

On urban and suburban arterials, and rural arterials that serve as main streets, the 85<sup>th</sup> percentile speed should not be used without consideration of factors.

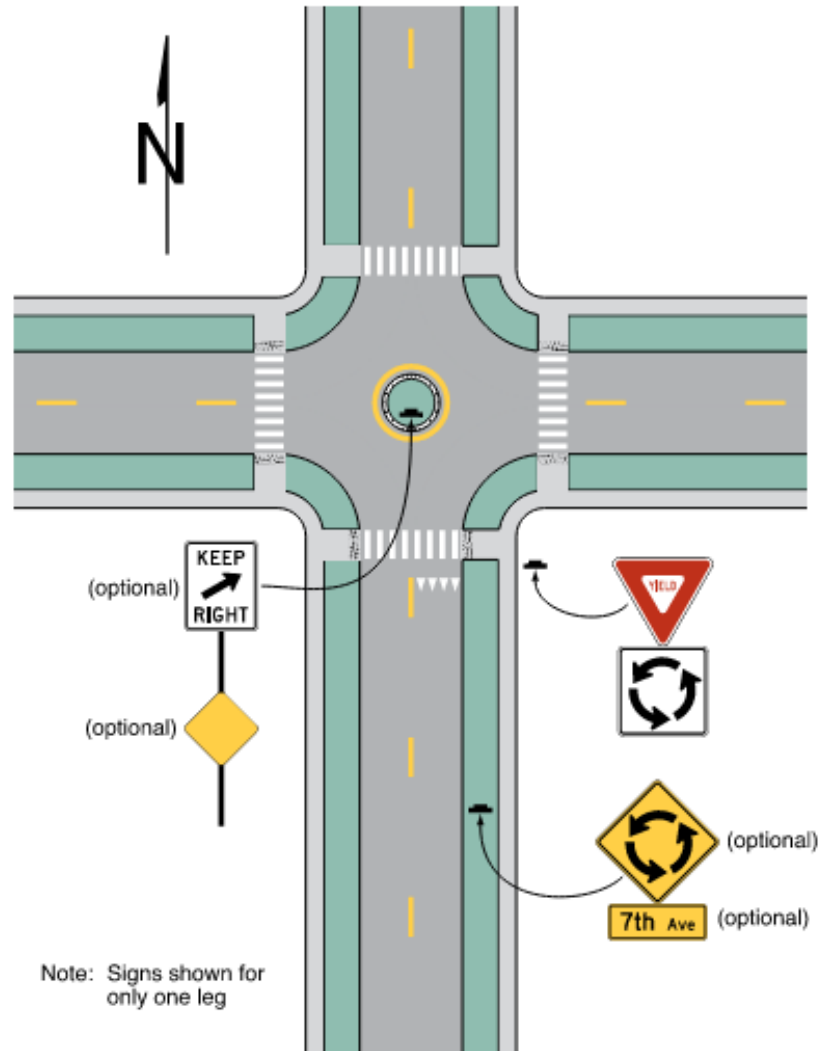
Agencies should conduct engineering studies to reevaluate speeds limits after significant changes.

# Roundabout:

- Directional Arrow (R6-4) replaced by ONE WAY sign and OM
- Circulation Plaque (R6-5P) below YIELD sign added to figure



**Figure 2B-24. Example of Regulatory and Warning Signs for a Neighborhood Traffic Circle**

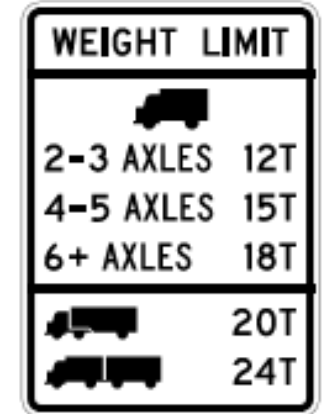


# 2A.64 Weight Limit Signs

New Weight Limit (12-6) sign

New Emergency Vehicle Weight Limit (12-7) sign

An additional weight limit sign, with an advisory distance or directional legend, shall be located in advance so that prohibited vehicles detour or turn around prior to the limit zone



R12-6



R12-7

**Table 1B-1. Target Compliance Dates Established by the FHWA**

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD



## Chapter 2C. Warning Signs and Objects Markers

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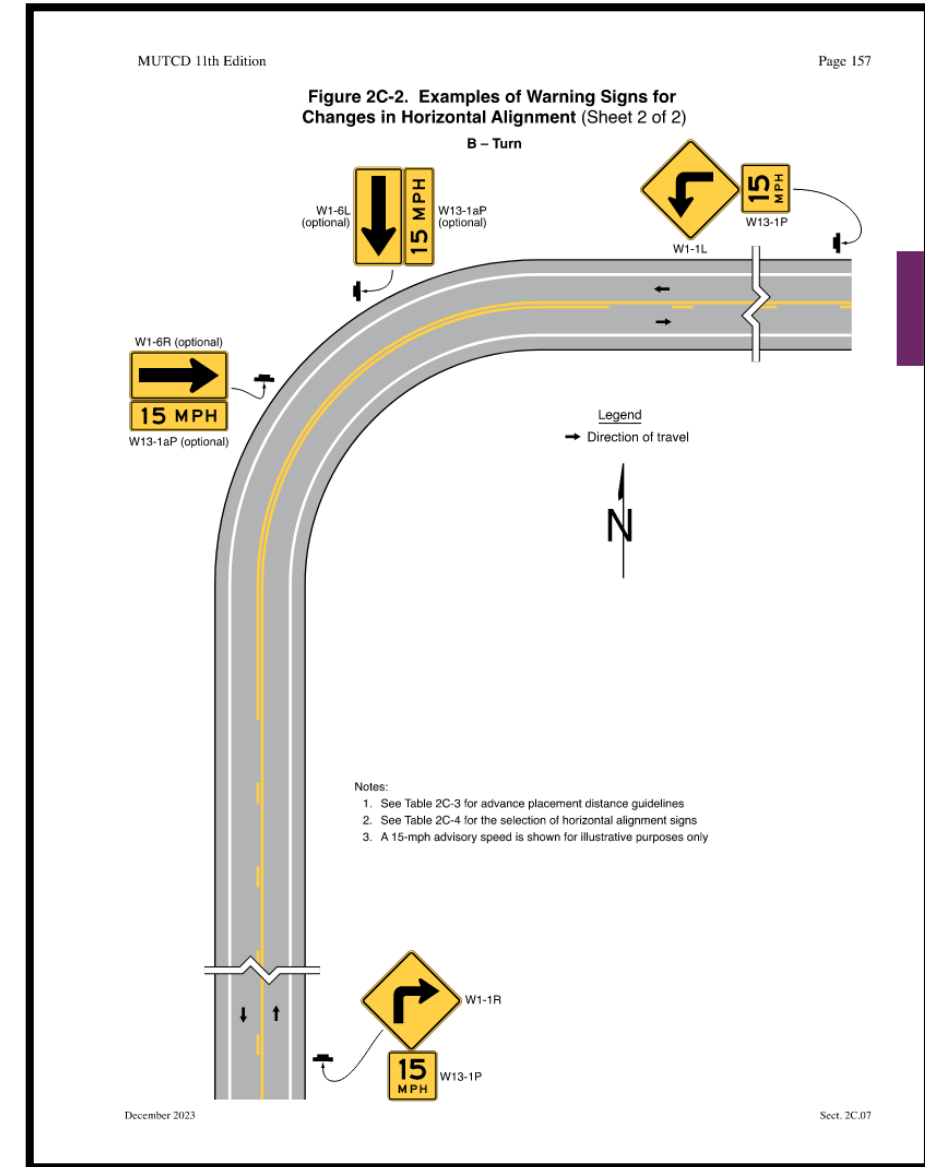
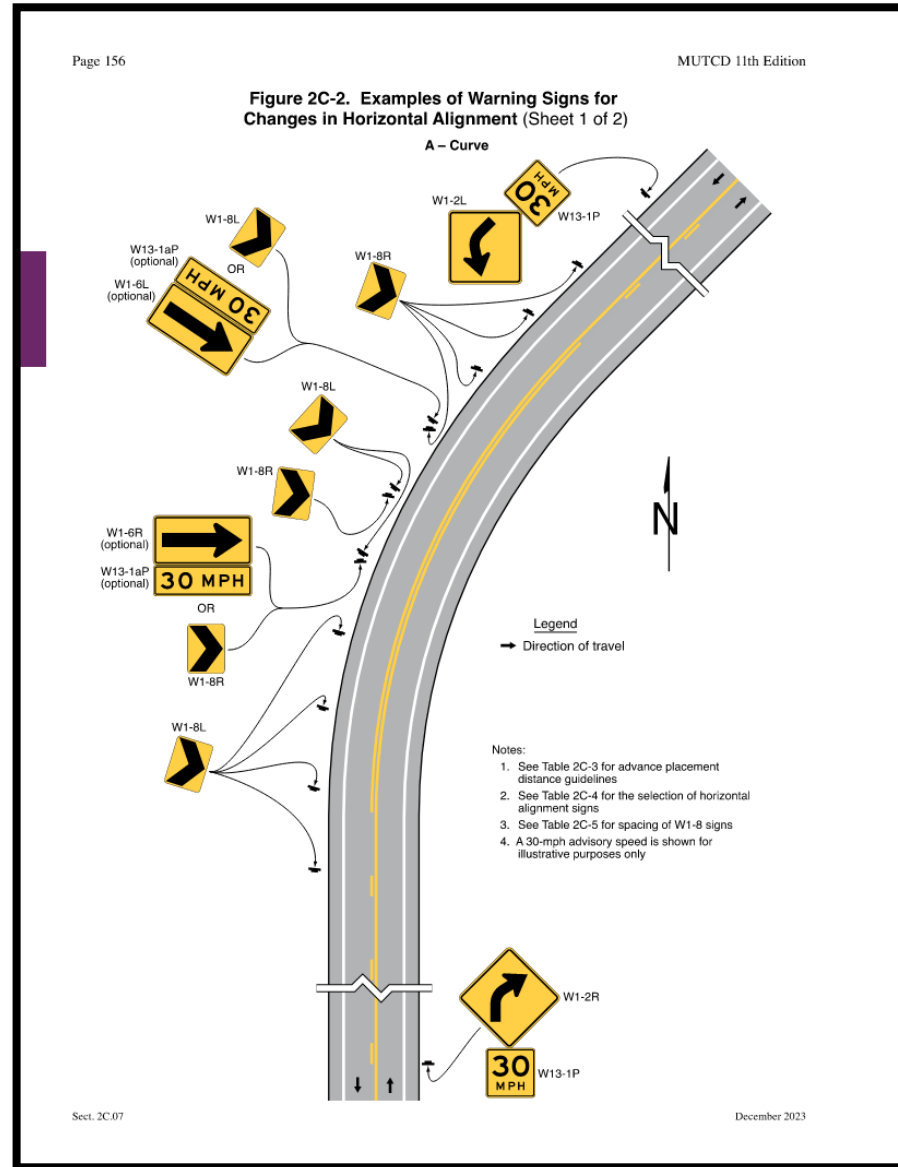
Inform road users of conditions that might not be apparent or expected on or adjacent to a roadway

Generally, diamond-shaped with a black legend and border with a yellow background



# Horizontal Alignment Warning Signs:

- Additional signs can be used
- New table on determination and selection



# 2C.12 Advisory Exit and Ramp Speed

New W13 signs for exit and ramp advisory speeds



Figure 2C-4. Vehicle Speed Feedback Sign and Plaque



W13-20



W13-20aP

## 2C.13 Vehicle Speed Feedback

New option, standard, and guidance for sign and plaque to provide warning of speed in relation of speed limit or horizontal alignment warning sign assembly with an advisory speed.

## 2C.25 Low Clearance Signs

Low Clearance “Advance” (W12-2) shall be used to warn road users of vertical clearances less than 14 ft 6 in or less than 12 in above statutory maximum vehicle height.

If used, Low Clearance Overhead (W12-2b) shall be placed over a lane or shoulder to indicate the portion of the structure with low clearance.



W12-2



W12-2a



W12-2b

Table 1B-1. Target Compliance Dates Established by the FHWA

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2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD

# Removed and New Warning Signs



W1-1a



W5-2a



W23-2a



W26-1



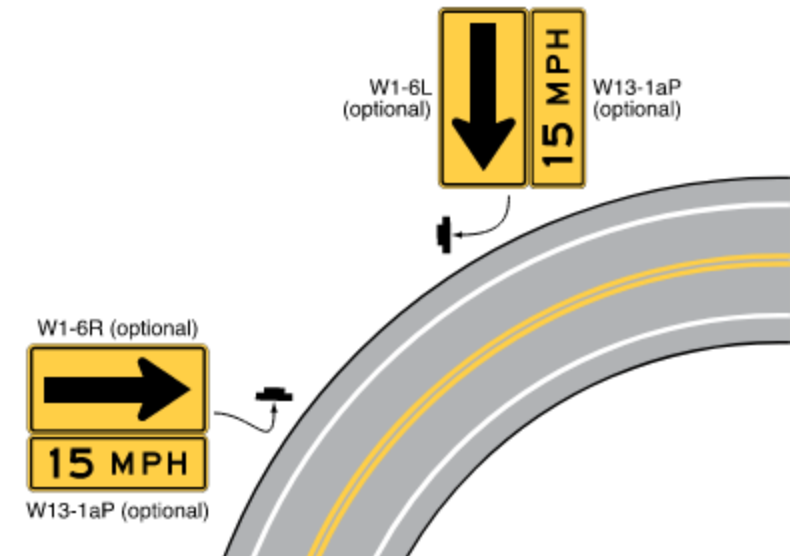
W6-5



W6-5a



W4-7



**New Combination with  
Curves and Exit Ramps**