



Highway Attachment - Excerpts from the Texas MUTCD

HWY22FH001

(10 pages)

Section 2B.36 DO NOT DRIVE ON SHOULDER Sign (R4-17) and DO NOT PASS ON SHOULDER Sign (R4-18)

Option:

- 01 The DO NOT DRIVE ON SHOULDER (R4-17) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway as a travel lane is prohibited.
- 02 The DO NOT PASS ON SHOULDER (R4-18) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway to pass other vehicles is prohibited.

Section 2B-36A DO NOT CROSS DOUBLE WHITE LINE Sign (R4-3bT)

Option:

- 01 The DO NOT CROSS DOUBLE WHITE LINE (R4-3bT) sign (see Figure 2B-10) may be used to supplement pavement markings to restrict lane changes of vehicles traveling in the same direction.

Guidance:

- 02 *If used, it should be mounted on the right-hand side of the roadway prior to the beginning of the pavement markings. When possible, a supplemental sign should also be mounted on the left side of the roadway.*

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

Standard

- 01 **The DO NOT ENTER (R5-1) sign (see Figure 2B-11) shall be used where traffic is prohibited from entering a restricted roadway.**

Guidance:

- 02 *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-12). The sign should be mounted on the right-hand side of the roadway, facing traffic that might enter the roadway or ramp in the wrong direction.*
- 03 *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:

- 04 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.
- 05 A second DO NOT ENTER sign on the left-hand side of the roadway may be used, particularly where traffic approaches from an intersecting roadway (see Figure 2B-12).

Support:

- 06 Section 2B.41 contains information regarding an optional lower mounting height for DO NOT ENTER signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Section 2B.37A RAMP Plaque (R5-1TP)

Option:

- 01 The RAMP (R5-1TP) plaque (see Figure 2B-11) may be mounted below the DO NOT ENTER (R5-1) sign when a ramp intersects with a two-way frontage road, to inform drivers that the exclusion applies to the ramp only.

Guidance:

- 02 *The plaque should be used only at those locations where, because of geometric conditions, the use of the DO NOT ENTER signs might appear to apply to both the ramp and the frontage road.*

Standard:

- 03 **When added beneath the DO NOT ENTER sign, it shall not interfere with the post's ability to function as a breakaway mount. The letters and border shall be red reflective and the background shall be of white reflective material.**

Figure 2B-11. Selective Exclusion Signs

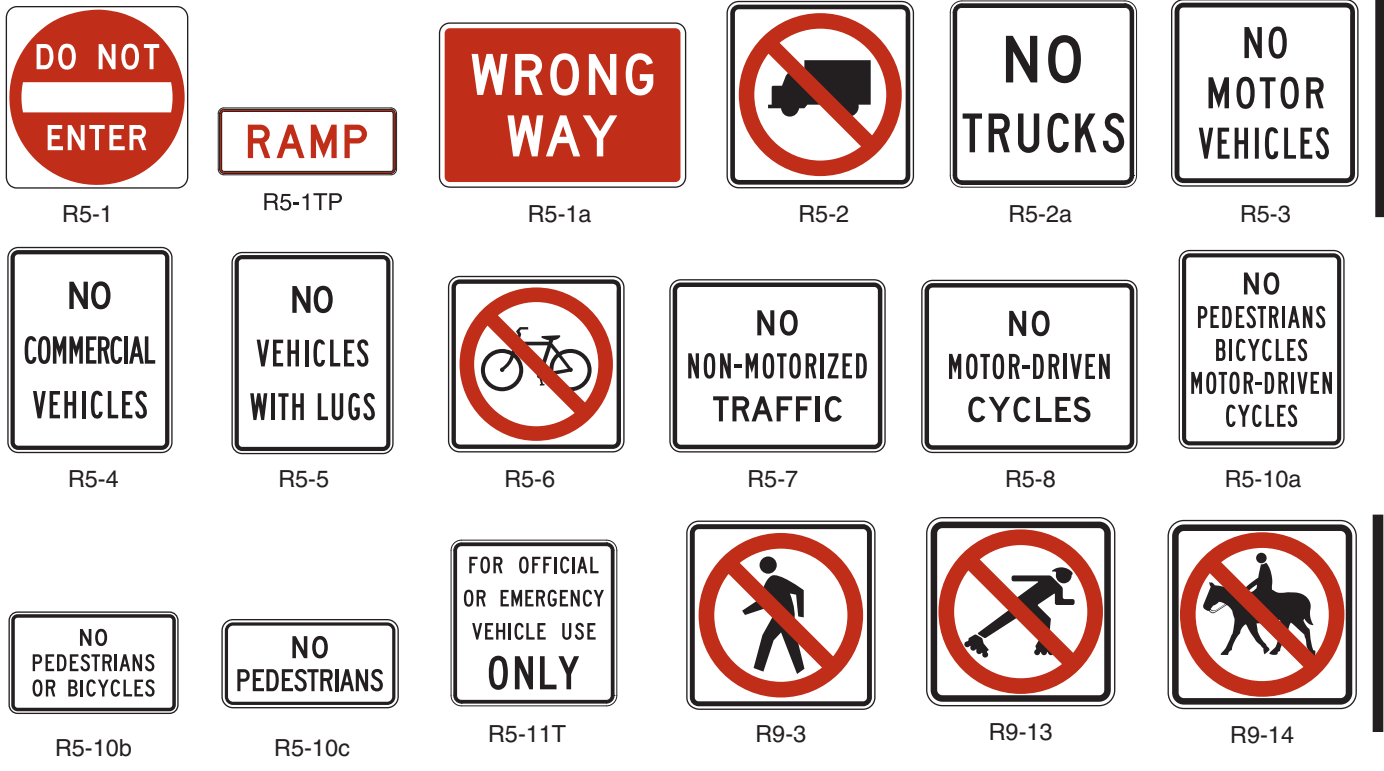
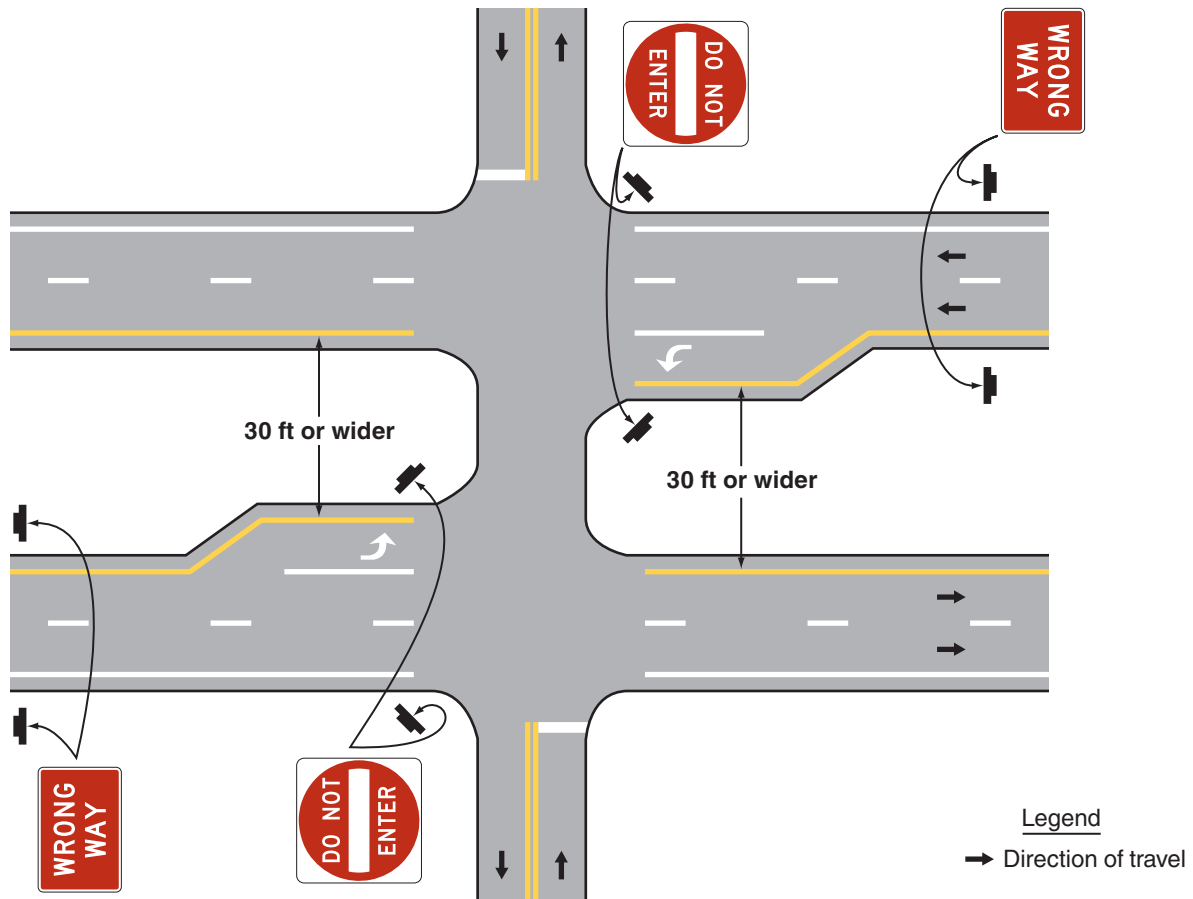


Figure 2B-12. Locations of Wrong-Way Signing for Divided Highways with Median Widths of 30 Feet or Wider



Section 2B.38 WRONG WAY Sign (R5-1a)

Option:

- 01 The WRONG WAY (R5-1a) sign (see Figure 2B-11) 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-12).

Guidance:

- 02 *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 2B.41).*

Support:

- 03 Section 2B.41 contains information regarding an optional lower mounting height for WRONG WAY signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Section 2B.39 Selective Exclusion Signs

Support:

- 01 Selective Exclusion signs (see Figure 2B-11) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

Standard:

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

Support:

- 03 Typical exclusion messages include:
- A. No Trucks (R5-2, R5-2a),
 - B. NO MOTOR VEHICLES (R5-3),
 - C. NO COMMERCIAL VEHICLES (R5-4),
 - D. NO TRUCKS (VEHICLES) WITH LUGS (R5-5),
 - E. No Bicycles (R5-6),
 - F. NO NON-MOTORIZED TRAFFIC (R5-7),
 - G. NO MOTOR-DRIVEN CYCLES (R5-8),
 - H. No Pedestrians (R9-3),
 - I. No Skaters (R9-13),
 - J. No Equestrians (R9-14), and
 - K. No Hazardous Material (R14-3) (see Section 2B.62).

Option:

- 04 Appropriate combinations or groupings of these legends into a single sign, such as NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a), or NO PEDESTRIANS OR BICYCLES (R5-10b) may be used.

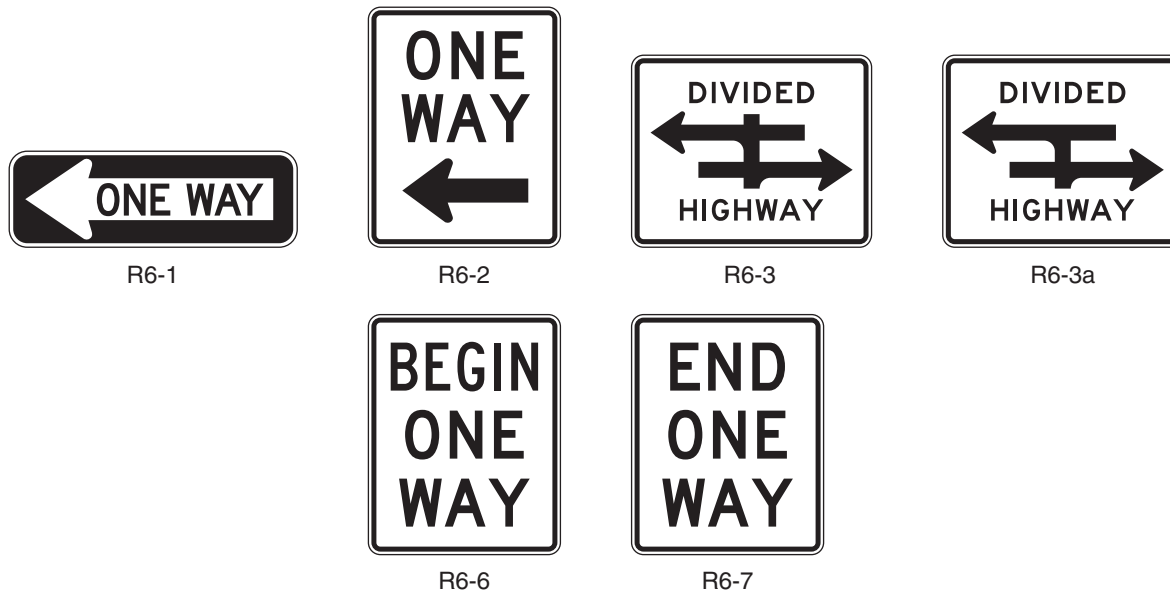
Guidance:

- 05 *If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.59) should be used instead of a Selective Exclusion sign.*
- 06 *If used on a freeway or expressway ramp, the NO PEDESTRIANS OR BICYCLES (R5-10b) sign should be installed in a location where it is clearly visible to any pedestrian or bicyclist attempting to enter the limited access facility from a street intersecting the exit ramp.*
- 07 *The Selective Exclusion sign should be placed on the right-hand 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 NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign (see Section 2B.51) should be installed so as to be clearly visible to pedestrians who are at a location where an alternative route is available.*

Option:

- 08 The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign may also be used at underpasses or elsewhere where pedestrian facilities are not provided.
- 09 The NO TRUCKS (R5-2a) word message sign may be used as an alternate to the No Trucks (R5-2) symbol sign.
- 10 The FOR OFFICIAL OR EMERGENCY VEHICLE USE ONLY (R5-11T) sign may be used at median openings and other locations to prohibit vehicles from using the median opening or facility unless they have special permission (such as law enforcement vehicles or emergency vehicles) or are performing official business (such as highway agency vehicles).

Figure 2B-13. ONE WAY and Divided Highway Crossing Signs



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

Standard:

- 01 Except as provided in Paragraph 6, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-13) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.
- 02 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 Figure 2B-14.
- 03 At an intersection with a divided highway that has a median width at the intersection itself of 30 feet or more, ONE WAY signs shall be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways (see Figure 2B-15).
- 04 At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs and/or ONE WAY signs shall be installed (see Figures 2B-16 and 2B-17). If Keep Right signs are installed, they shall be placed as close as practical to the approach ends of the medians and shall be visible to traffic on the divided highway and each crossroad approach. If ONE WAY signs are installed, they shall be placed on the near right and far left corners of the intersection and shall be visible to each crossroad approach.

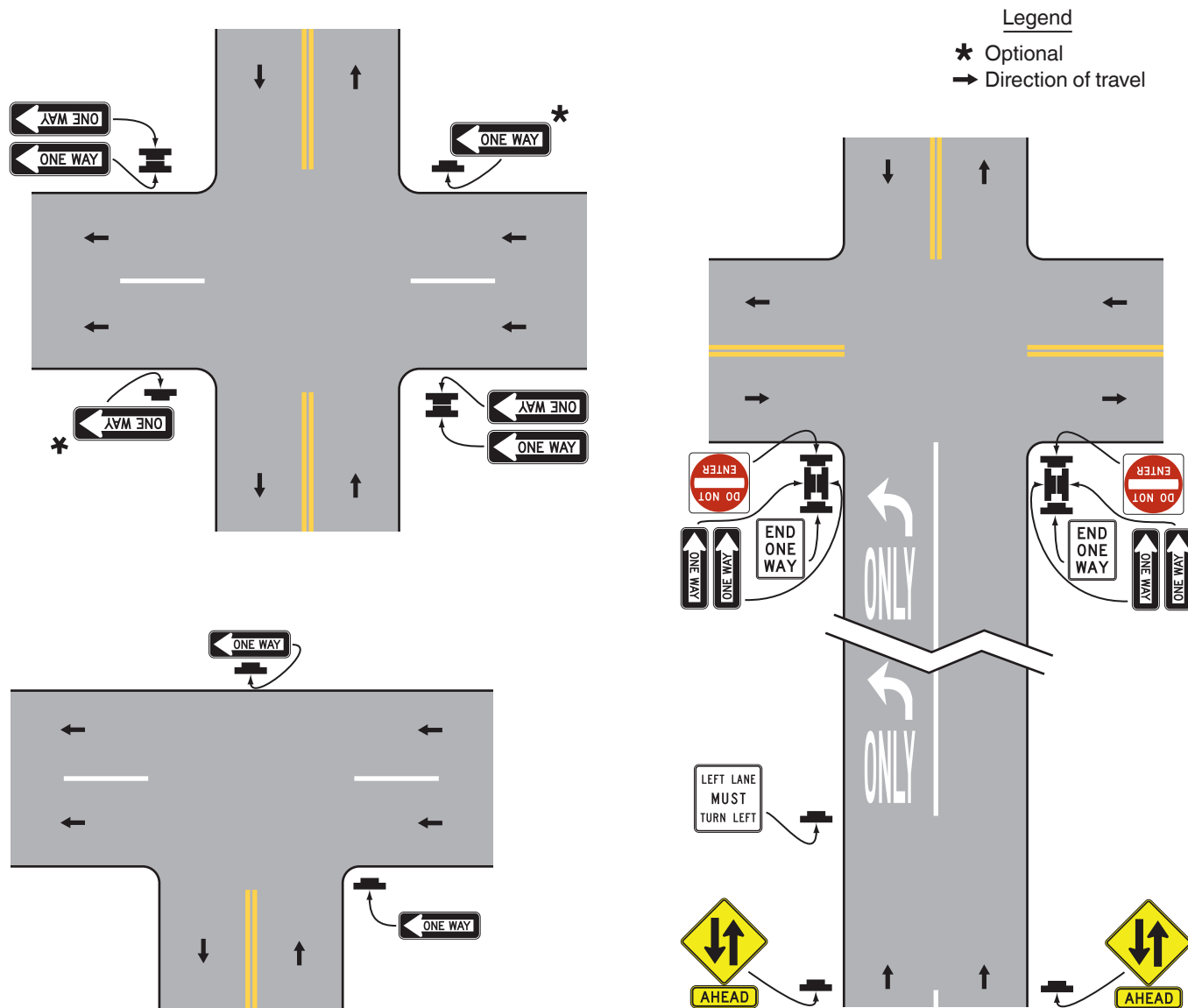
Option:

- 05 At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may also be placed on the far right corner of the intersection as shown in Figures 2B-16 and 2B-17.
- 06 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.

Standard:

- 07 If used at unsignalized intersections with one-way streets, 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 (see Figure 2B-14).
- 08 If used at signalized intersections with one-way streets, ONE WAY signs shall be placed 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.
- 09 At unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed on the near right and the far side of the intersection facing traffic on the stem approach (see Figure 2B-14).
- 10 At signalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic

Figure 2B-14. Locations of ONE WAY Signs



signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.

Option:

- 11 Where the central island of a roundabout allows for the installation of signs, ONE WAY signs may be used instead of or in addition to Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) to direct traffic counter-clockwise around the central island.

Guidance:

- 12 Where used on the central island of a roundabout, the mounting height of a ONE WAY sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.

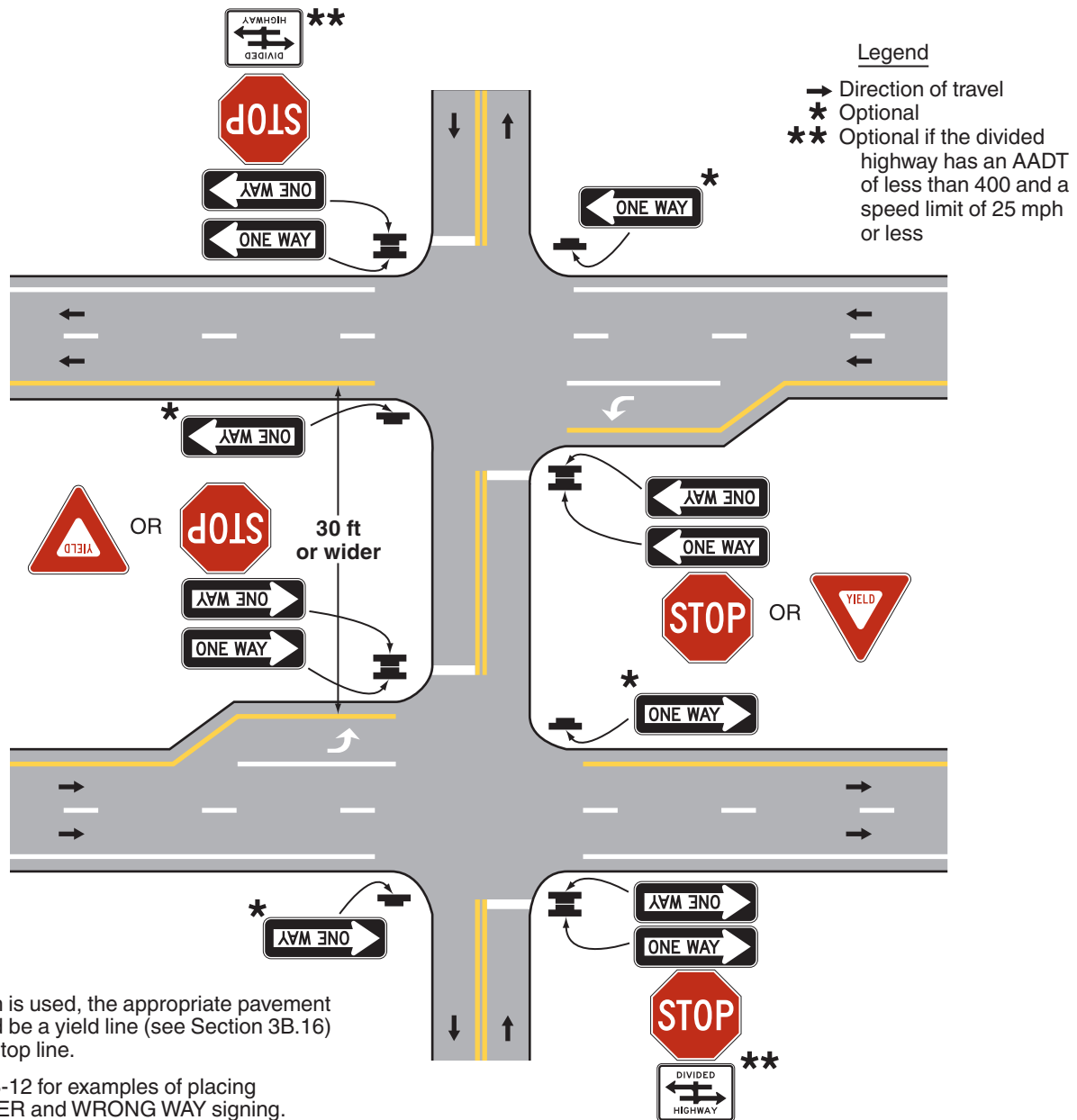
Support:

- 13 Using ONE WAY signs on the central island of a roundabout might result in some drivers incorrectly concluding that the cross street is a one-way street. Using Roundabout Directional Arrow signs might reduce this confusion.

Option:

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

Figure 2B-15. ONE WAY Signing for Divided Highways with Median Widths of 30 Feet or Wider



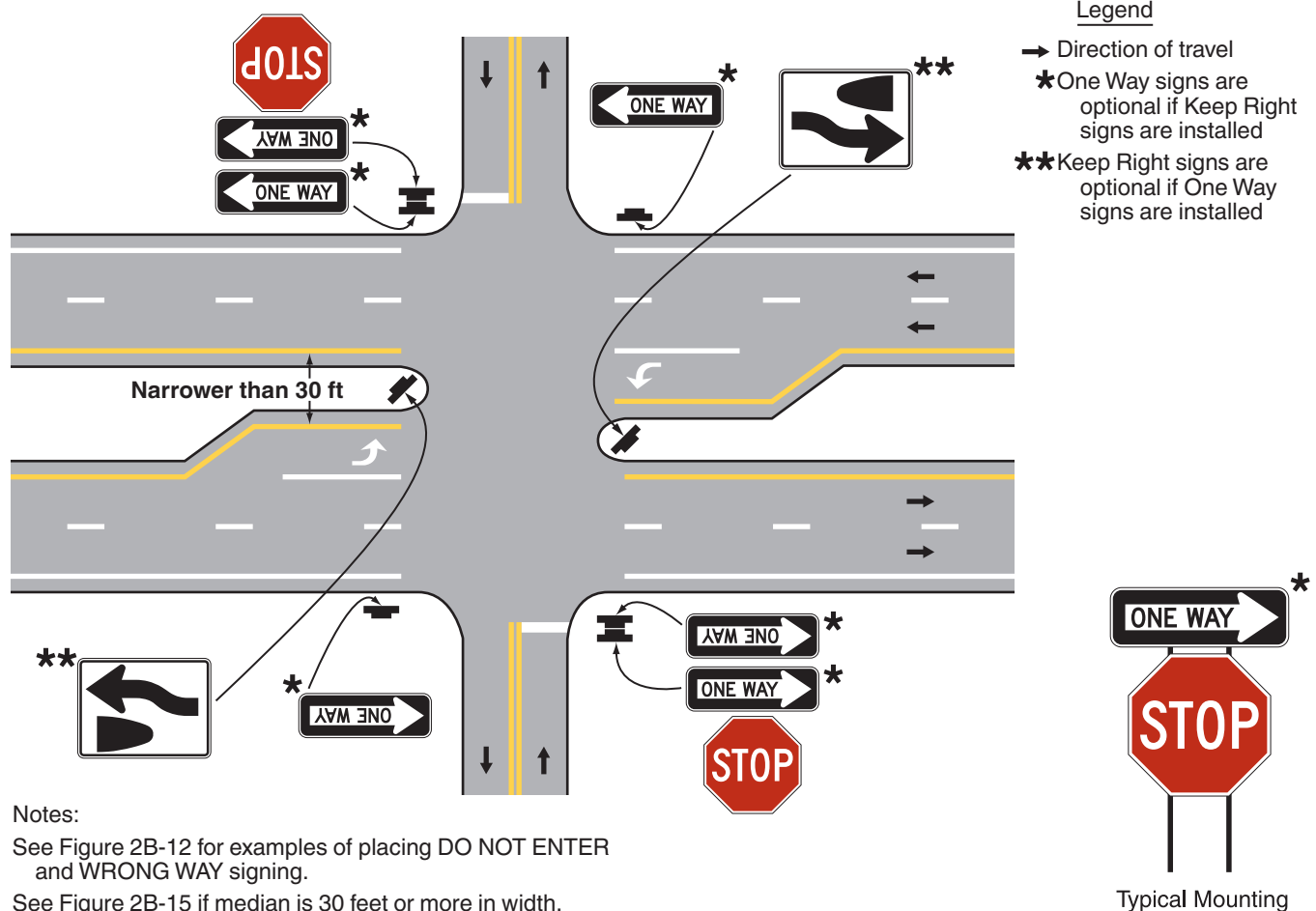
(see Figure 2B-13) may be used to notify road users of the ending point of a one direction of travel restriction on the street or roadway.

Section 2B.41 Wrong-Way Traffic Control at Interchange Ramps

Standard:

- 01 At interchange exit ramp terminals where the ramp intersects a crossroad in such a manner that wrong-way entry could inadvertently be made, the following signs shall be used (see Figure 2B-18):
 - A. At least one ONE WAY sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.
 - B. At least one DO NOT ENTER sign shall be conspicuously placed near the downstream end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly from the crossroad.

Figure 2B-16. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet



C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.

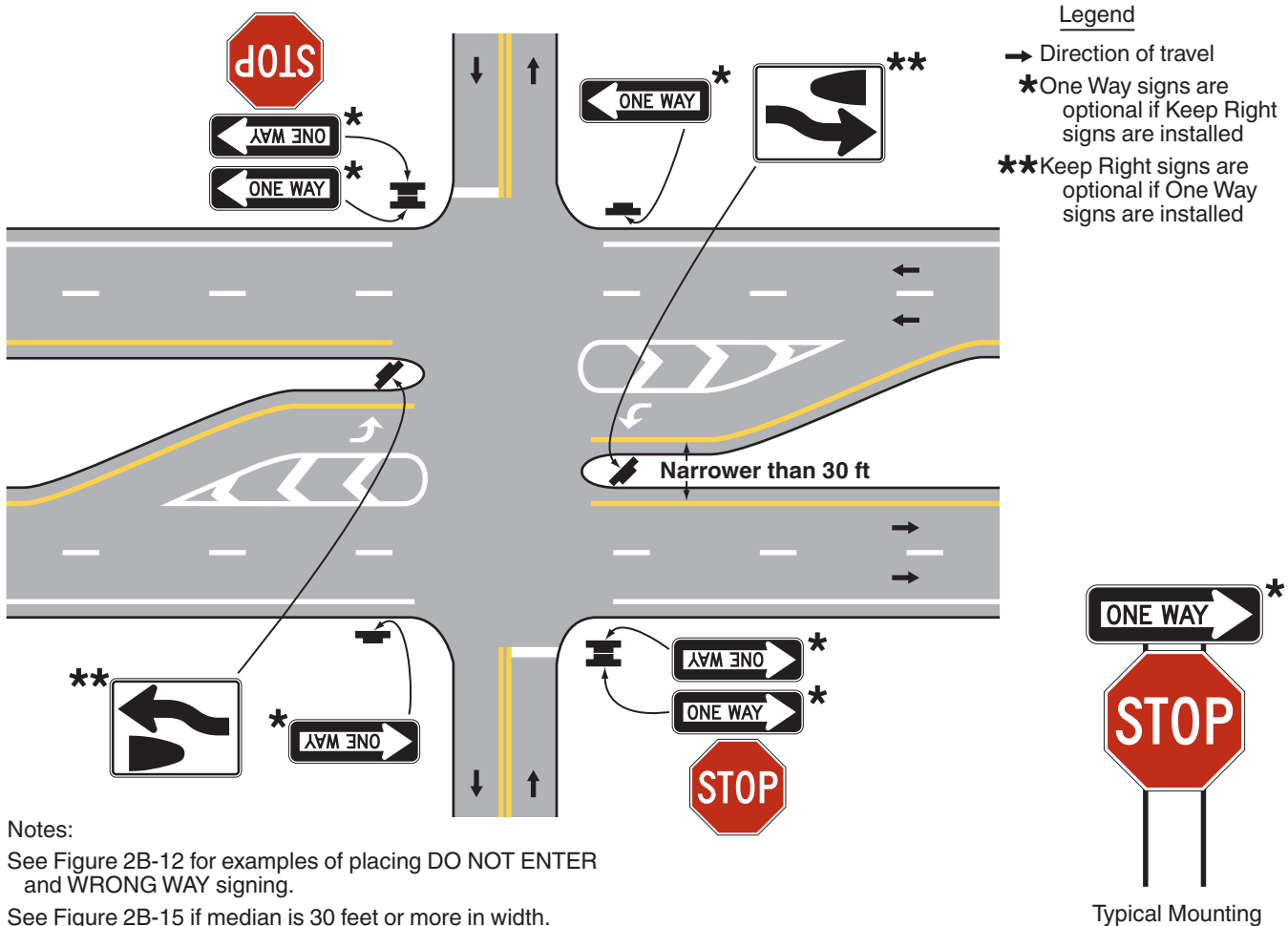
Guidance:

- 02 *In addition, the following pavement markings should be used (see Figure 2B-18):*
 - A. *On two-lane paved crossroads at interchanges, double solid yellow lines should be used as a center line for an adequate distance on both sides approaching the ramp intersections.*
 - B. *Where crossroad channelization or ramp geometrics do not make wrong-way movements difficult, a lane-use arrow should be placed in each lane of an exit ramp near the crossroad terminal where it will be clearly visible to a potential wrong-way road user.*

Option:

- 03 The following traffic control devices may be used to supplement the signs and pavement markings described in Paragraphs 1 and 2:
 - A. Additional ONE WAY signs may be placed, especially on two-lane rural crossroads, appropriately in advance of the ramp intersection to supplement the required ONE WAY sign(s).
 - B. Additional WRONG WAY signs may be used.
 - C. Slender, elongated wrong-way arrow pavement markings (see Figure 3B-24) intended primarily to warn wrong-way road users that they are traveling in the wrong direction may be placed upstream from the ramp terminus (see Figure 2B-18) to indicate the correct direction of traffic flow. Wrong-way arrow pavement markings may also be placed on the exit ramp at appropriate locations near the crossroad junction to indicate wrong-way movement. The wrong-way arrow markings may consist of pavement markings or bidirectional red-and-white raised pavement markers or other units that show red to wrong-way road users and white to other road users (see Figure 3B-24).

Figure 2B-17. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet and Separated Left-Turn Lanes



D. Lane-use arrow pavement markings may be placed on the exit ramp and crossroad near their intersection to indicate the permissive direction of flow.

E. Freeway entrance signs (see Section 2D.46) may be used.

Guidance:

04 *On interchange entrance ramps where the ramp merges with the through roadway and the design of the interchange does not clearly make evident the direction of traffic on the separate roadways or ramps, a ONE WAY sign visible to traffic on the entrance ramp and through roadway should be placed on each side of the through roadway near the entrance ramp merging point as illustrated in Figure 2B-19.*

Option:

05 At locations where engineering judgment determines that a special need exists, other standard warning or prohibitive methods and devices may be used as a deterrent to the wrong-way movement.

06 Where there are no parked cars, pedestrian activity or other obstructions such as snow or vegetation, and if an engineering study indicates that a lower mounting height would address wrong-way movements on freeway or expressway exit ramps, a DO NOT ENTER sign(s) and/or a WRONG WAY sign(s) that is located along the exit ramp facing a road user who is traveling in the wrong direction may be installed at a minimum mounting height of 3 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the pavement.

Support:

07 Section 2B.42 contains further information on signing to avoid wrong-way movements at at-grade intersections on expressways.

