

BOARD OF COUNTY COMMISSIONERS

Fritz A. Behring
County Manager
And Clerk of the Board
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Public Works Traffic Control Division
5 Esplanade Ave.
Green Cove Springs, FL. 32043
(904) 269/284-6359
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Signal.Signs@co.clay.fl.us

CLAY COUNTY

TO: Requester

FROM: Clay County Public Works

SUBJECT: Request No Parking; Stop or Multitway Stop Signs

As the neighborhood contact person, you are advised to carefully read the policy, requirements, and instructions before moving forward with this petition. Please keep this information packet intact while offering the petition to residents, as each signature indicates that the property owner has read all instructions and information relating to this petition.

Clay County is committed to policies and actions that can foster and promote safety through out our neighborhoods.

No parking or stop signs are installed and maintained based on prudent engineering judgment and supported by a sufficient study of its need to avoid property damage, personal injury or other possible civil liabilities. Therefore, all pertinent federal and state laws governing roadway safety will be considered in the installation of any sign.

The Director of Public Works will consult with other governmental agencies including, but not limited to School Board District, Sheriff's Department, and postmaster before signs will be installed.

The completed petition should be sent to Clay County Public Works Director; 5 Esplanade Avenue; Green Cove Springs, Florida 32043.

All cost associated will be at the expense of the HOA, Developer, Requester or as determined by the Public Works Director.

If you have any questions concerning these procedures, please contact the Traffic Division at (904) 284-6359 or (904) 269-6359 or you may send an email: signal.signs@co.clay.fl.us

The Traffic Department will perform a traffic study to determine if these requests are warranted. The traffic study may include a vehicle traffic count, crash data, and speed on requested road.

All warrants shall be in agreement with the Federal and State Manual on Uniform Traffic Control Devices (MUTCD) which sets guidelines that we must abide by
<http://www.mutcd.fhwa.dot.gov/HTM/2003r1/part2/part2b1.htm>

The MUTCD states the following support statements for the use of Stop and Multiway Stop signs:

STOP signs should not be used for speed control.

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.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.

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

The restrictions on the use of STOP signs described above, also apply to multiway stop applications.

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.

This policy applies to local, residential streets.

Step 1: Request No Parking; Stop or Multitway Stop signs

A homeowner's association or homeowner's group must submit a written request for no parking; stop or multiway stop signs on a specific street segment or segments to the Public Works Director. The request must identify the perceived traffic problem and must include contact information for a representative (the requester) of the association/group.

Step 2: Conduct Petition

Upon receipt of the written request, staff will define the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for no parking; stop or multitway stop signs.
- Must have 51% or more of property owners. Only one signature per address will be counted (Owner must match the County Tax Roll).

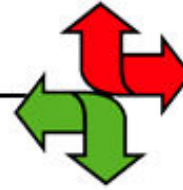
Step 3: Evaluate Problems and Identify Possible Solutions

- Staff will evaluate the project to determine the need for requested signs. This evaluation will typically include a site visit and the collection of data, such as traffic volumes and traffic speeds.

When all steps have been completed and the street meets the requirements, Public Works Director will submit it to the Transportation Committee for their approval.

Manual on Uniform Traffic Control Devices (MUTCD)

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Knowledge

Chapter 2B. Regulatory Signs

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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-3](#) and [2A-4](#), respectively. Exceptions are specifically noted in the following Sections.

- [FAQs](#)
- [Technical Assistance](#)
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- [Discussion Area](#)
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- [Federal Register](#)
- [Policy Statements](#)
- [2003 MUTCD, Original, 11/03/2003](#)

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](#)).

Table 2B-1. Regulatory Sign Sizes

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 x 750 x 750 (30 x 30 x 30)	—
To Oncoming Traffic	R1-2a	—	600 x 300 (24 x 12)	—	—	—	—

<ul style="list-style-type: none"> • 2000 MUTCD, Rev. 1 • 1988 Edition, Rev. 3, 9/3/1993, Part VI • Services • Publications • Training • Outreach • Events 	4-Way	R1-3	2B.04	300 x 150 (12 x 6)	—	—	—	—
	All Way	R1-4	2B.04	450 x 15 (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,R1-6a	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 60)	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)	—	—
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)	—
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	R7-201,201a	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)	—	—	—	—
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 Turn 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)	—	—	—	—
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)	—	—	—	—

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

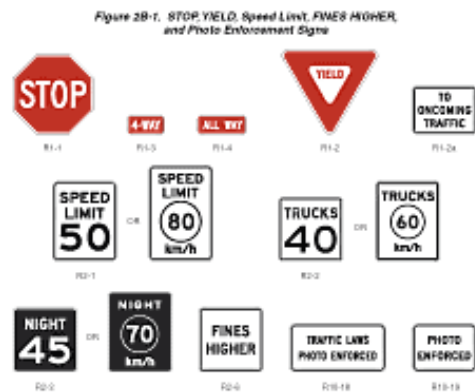
Section 2B.04 STOP Sign (R1-1)

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.

[Figure 2B-1](#) STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement 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](#).

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.

Section 2B.10 YIELD Sign Placement**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 (R1-5, R1-5a)**Standard:**

If yield lines are used in advance of an unsignalized marked midblock crosswalk, Yield Here To Pedestrians (R1-5, 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](#)).

[Figure 2B-2](#) Unsignalized Pedestrian Crosswalk Signs

Figure 2B-2. Unsignalized Pedestrian Crossing Signs



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 [Addresses](#)).

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.

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 Truck Speed Limit Sign (R2-2)

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 R2-2 sign (see [Figure 2B-1](#)) below 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).

[Figure 2B-3](#) Speed Limit and Turn Prohibition Signs

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



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