



Oregon

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February 14, 2007

All Holders of "Sign Policy and Guidelines for the State Highway System"

RE: FEBRUARY 2007 REVISIONS TO SIGN POLICY & GUIDELINES FOR THE STATE HIGHWAY SYSTEM

Enclosed with this cover letter is the English version of current revisions to the "Sign Policy and Guidelines for the State Highway System." We are no longer updating the metric version. If you wish to receive extra copies for future updates or if you wish to be removed from the distribution list entirely, please contact Carolee Will at (503) 986-6938.

Sign No.	Page No.	Legend/Section	Revision
---	1-11	Standard Signing for Safety Corridors	New sheet. This detail provides clarification on the standard signing for designated safety corridors.
---	4-1, 4-2 and new 4-3	Chapter 4: Warning Signs	Updated section numbers to match changes made in MUTCD. Deleted metric dimensions. Removed sections on Narrow Bridge Sign and Pavement Ends Sign because they are no longer recognized by the MUTCD. Removed section on No Passing Zone Sign because we no longer have an MUTCD Supplement prohibiting their use on our system. Added language to clarify the use of Speed Reduction signs (W3-5, W3-5a, and OW3-5) on our highway system. Added language to clarify use of Circular Intersection symbol sign (W2-6). Added language indicating ODOT's preference for the AHEAD plaque (W16-9p) as a rider under Vehicular or Nonvehicular Traffic Signs (W11 Series). Existing Pages 4-1 and 4-2 have expanded to include new Page 4-3.
---	Old 4-3 and new 4-4	Comfortable Safe Speeds on Horizontal Curves	Page number has changed from 4-3 to 4-4. Discard old Page 4-3.
---	4-5 and 4-6	Policy for the Use of Sign Flag Boards	Modification of language to help clarify intended use of Sign Flag Boards. Added a segment on the use of Sign Flag Boards in Safety Corridors.
OD5-7a	5-18	VISITOR INFORMATION CENTER sign	Added sign dimensions, legend size and font, sign colors, and language clarifying the intent to be a state supplied sign which can be purchased thru the State Sign Shop.
OD5-9a	5-19	WELCOME CENTER sign	Added sign dimensions, legend size and font, sign colors, and language clarifying the intent to be a state supplied sign which can be purchased thru the State Sign Shop.

Sign No.	Page No.	Legend/Section	Revision
---	Delete old 5-20	Standard Advance Signing for Combination Chamber of Commerce & Welcome Centers	Deleted – With added information on Pages 5-18 and 5-19 this page is no longer needed.
---	New 5-20 and old 5-21	Typical Freeway Signing for Welcome or Information Centers	Page number has changed from 5-21 to 5-20. Discard old Page 5-21.
OD-448	5-77	TRAFFIC FINES DOUBLE	New sheet. This sign is designed for specific use in conjunction with Safety Corridor signing.
OD-449	5-78	END SAFETY CORRIDOR	New sheet. This sign is to be used to designate the end of a Safety Corridor.

If you have any revisions, changes, or comments, please send them to:

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Greg Stellmach
 Sign Engineer

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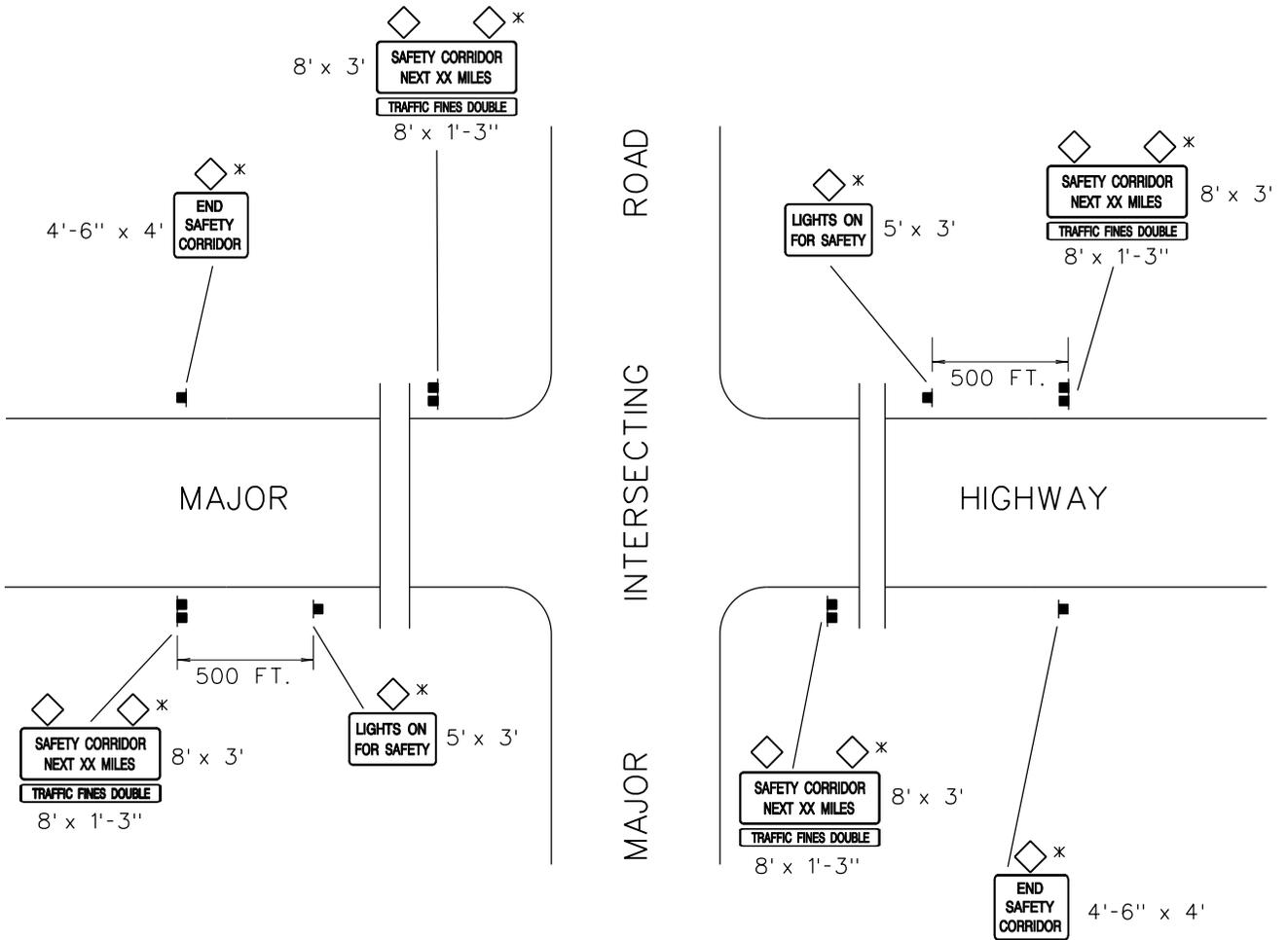
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STANDARD SIGNING FOR SAFETY CORRIDORS



* Flagboards Optional

SIGNSTD.PG.F.11

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.

Date: 2/07

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Chapter 4: Warning Signs

2C.03 Design of Warning Signs

Use Engineering Judgment in the selection and installation of different sizes of standard or special warning signs. Normally, all new installations of warning signs on the State Highway System will be 36" or larger.

2C.05 Placement of Warning Signs

Table 2C-4 in the MUTCD lists suggested sign placement distances for two conditions. This table is provided as an aid for determining warning sign locations.

The critical factor in warning sign placement is visibility, adequate warning to the driver so they can react to the situation, and use of the proper warning sign. Different situations will require warning sign placement that does not comply with the suggested placement distances set forth in Table 2C-4. The table was designed using 30" warning signs; if the road agency uses larger signs, the distance listed can be reduced. The use of high performance sheeting on signs also allows different sign placement distances.

Table 2C-4 was designed for a single warning placement. When the road authority uses two or more warning signs for the same condition in sequence, the table is no longer valid. Use of other warning devices plays an important role in relaying the warning to the driver; such as adding Chevrons to a curve.

2C.06 Horizontal Alignment Signs (W1--1 through W1-5, W1-11, W1-15)

All Turn, Curve, Reverse Turn, and Reverse Curve signs shall have an Advisory Speed Plate when the comfortable safe speed on the curve is 10 mph or more below the posted speed.

2C.18 Divided Highway (Road) Sign (W6-1)

The Divided Highway Symbol sign (W6-1) should be used only where there is a physical barrier separating opposing traffic. The Traffic Separator Symbol sign (OW6-6) should be used in advance of a painted median or painted island within a two-lane, two-way roadway where traffic is required to keep to the right. A DO NOT PASS (R4-1) should be placed approximately 250 feet downstream (depending on prevailing speed) from the Traffic Separator symbol sign.

Minimum Size (OW6-6) 36" x 36"

2C.19 Divided Highway (Road) Ends Sign (W6-2)

On two lane highways at the end of a painted island or traffic separation, a Two Way Traffic sign (W6-3) should be used.

2C.24 Speed Hump Sign (W17-1)

Speed hump signs or markings shall be placed on a public roadway to identify its location. When several speed humps are placed in a series along a roadway between intersections, a single SPEED HUMP sign with a rider indicating the series of humps ahead may be posted for the series.

2C.30 Speed Reduction Signs (W3-5, W3-5a)

Where advance notice is needed for an approaching speed zone which is posted with a SPEED XX (OR2-1) sign, the Speed Reduction sign (OW3-5) shall be used in lieu of W3-5. The speed limit displayed on the sign shall be identical to that displayed on the subsequent SPEED XX sign. The Speed Reduction sign (OW3-5) shall not be used on the interstate system. On the interstate a REDUCED SPEED AHEAD sign (OR2-5) shall be used instead of a Speed Reduction Sign (W3-5 or W3-5a).

2C.33 Lane Ends Signs (W4-2, W9-1, W9-2)

The Pavement Width Transition sign (W4-2) shall be used in advance of a lane drop and the RIGHT (LEFT) LANE ENDS sign (W9-1) shall be used in advance of the Pavement Width Transition sign. The LANE ENDS MERGE LEFT (RIGHT) sign (W9-2) should not normally be used.

2C.37 Intersection Warning Signs (W2-1 through W2-6)

The educational TRAFFIC CIRCLE plaque (W16-12p) shall not be used with the Circular Intersection symbol sign (W2-6).

The Circular Intersection symbol sign (W2-6) shall be used in advance of a roundabout intersection to inform motorists that they are approaching the roundabout. The sign is usually accompanied by an appropriate speed rider.

2C.41 Nonvehicular Signs (W11 Series)

The Snowmobile Crossing sign (W11-6) may be installed on state highways under the following conditions:

1. The operator or owner of the snowmobile trail shall install STOP signs on the trail, outside the highway right-of-way.
2. The crossing shall be located, as nearly as possible, at 90 degrees to the highway.
3. The region traffic office will conduct a traffic investigation of the proposed crossing to insure the safety of the crossing.
4. The Oregon Department of Transportation shall make initial installation of snowmobile crossing signs.

2C.43 Use of Supplemental Plaques

The Distance Ahead Plaques (W16-2 and W16-3 Series) or the AHEAD Plaque (W16-9p) may accompany any of the Vehicular Traffic Signs or Nonvehicular Signs (W11 Series) as secondary riders for installations used in advance of an actual crossing area, marked or unmarked. On the State Highway System, the AHEAD Plaque (W16-9p) is the preferred rider.

COMFORTABLE SAFE SPEEDS ON HORIZONTAL CURVES Ball-bank Indicator Method

This speed value is determined by using a ball-bank indicator and doing a series of trial runs around the curve(s) in question. To obtain a true reading, the speedometer must be calibrated to within one mile per hour, the indicator must be adjusted to a zero reading while on a level surface, such as a service station pump pad, and the car must be driven parallel with the centerline of the curve. The first trial run is made at a speed somewhat below the anticipated maximum safe speed. Subsequent trial runs are conducted in 5-mph speed increments as listed in the table below until the ball-bank indicator reading exceeds the value in the table or a speed is reached that is 5-mph below the posted general speed.

The comfortable safe curve speed to be placed on the curve sign rider is the speed that is 5-mph below the speed at which the ball-bank indicator reading exceeds the table value. If the ball-bank indicator reading has not exceeded the table value upon reaching 5-mph below the posted general speed, the curve sign and rider are not appropriate.

Values for Determining Comfortable Safe Speeds on Horizontal Curves Using a Ball-bank Indicator

<u>Curve Speed in Miles-per-Hour</u>	<u>Ball-Bank Reading Limiting Values in Degrees</u>
15	13
20	13
25	13
30	13
35	10
40	10
45	10
50	10
55	10
60	7
65	7

Policy for the use of Sign Flag Boards (Yellow or Orange Diamonds)

Overuse or misuse of warning signs and devices erodes the effectiveness of their future use as safety devices. Table 2A-4 of the Manual on Uniform Traffic Control Devices reserves the use of orange. Therefore it is the policy of ODOT that orange flag boards are to be reserved for construction and maintenance only. For all other uses, as described below, sign flag boards shall have fluorescent yellow wide-angle prismatic sheeting.

Standards for the actual design and placement of the Sign Flag Boards are found on Oregon Standard Drawing TM 105.

Criteria for the application and use of fluorescent yellow wide-angle prismatic flag boards are as follows:

- 1. For changes in regulatory conditions.** Examples include intersection control, lane use, and speed zone changes. Sign flag boards may be used either in conjunction with Oregon sign CW20-10 (“TRAFFIC CONTROL CHANGE AHEAD”) or to draw attention to permanent warning signs or regulatory signs. Sign flag boards (as well as Sign CW20-10) generally should be in place approximately one month.
- 2. On Interstate or other freeways at reductions in speed zones where the change is 10 mph or greater.** [This does not apply to school speed zone signing. Sign Flag Boards shall not be used in conjunction with school speed zone signing unless part of #1 above.](#)
- 3. Safety Corridors.** ODOT Sign Policy Manual includes a layout drawing that illustrates the usage of sign flag boards in a Safety Corridor. The usage is optional, but if chosen, all appropriate signs in the Safety Corridor should include the sign flag boards. In addition to the signs identified in the layout drawing, sign flag boards may be added to warning or regulatory signs within the Safety Corridor. Use of sign flag boards shall be approved by the Region Traffic Manager.
- 4. As required by a result of an engineering investigation.** The use of Sign Flag Boards shall be approved by the Region Traffic Engineer upon completion of the investigation. Sign Flag Boards installed by an engineering investigation should be evaluated for effectiveness within a time period of at least six months and no greater than 12 months after installation. If the post application engineering evaluation determines that these signs should remain in place, they may remain in place upon approval by the Region Traffic Engineer. After a site has been approved for extended use, it should be evaluated for further extensions on an annual basis. See below for engineering investigation and site evaluation requirements.

Many Sign Flag Boards are presently in place that do not meet this criteria. Sign Flag Boards not meeting the above criteria should be removed or reviewed as part of an engineering investigation to justify their continued use.

Evaluation of Yellow Sign Flag Boards

Purpose of the Yellow Sign Flag Boards – a) to increase attention to traffic control devices, b) gain compliance with traffic control devices or c) reduce crashes?

Other devices or traffic control measures currently being implemented.

Is the effectiveness of the sign flag board reduced by other devices or traffic control or will it supplement their effectiveness?

Crash Reduction

Document which crash types are believed to be reduced as a result of Yellow Sign Flag Boards.

Attach collision diagram and accident report.

How will you measure crash reductions?

Traffic Control Device Compliance

Which traffic control device is not being complied with?

What is the compliance rate before implementation and how was it determined?

How will you determine the compliance rate after implementation?

STANDARD SIGNING FOR INFORMATION CENTERS

Sign No. OD5-7a



54"

36"



54"

36"

VAR.

5" C min.

Standard Sign for Building

*Standard Advance Sign
Primary & Secondary Hwys.*

Sign Background: White, Retroreflective sheeting

Sign Legend: Blue, Green, Yellow and Violet

The VISITOR INFORMATION CENTER sign is a state supplied sign that can be purchased from the state sign shop.

MSNSTD.PG.F.13

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.

Date: 2/07

Publication Date: 2/07

STANDARD SIGNING FOR OREGON WELCOME CENTERS

Sign No. OD5-9a



54"

36"

Standard Sign for Building



36"

54"

VAR.

5" C min.

*Standard Advance Sign
Primary & Secondary Hwys.*

Sign Background: White, Retroreflective sheeting

Sign Legend: Blue, Green, Yellow and Violet

The WELCOME CENTER sign is a state supplied sign that can be purchased from the state sign shop.

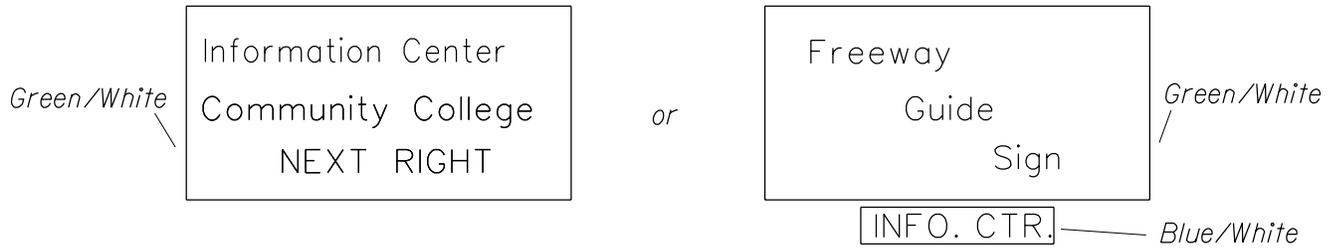
MSNSTD.PG.F.13

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Typical Freeway Signing when Welcome or Information Center is not located in Rest Area



Typical Freeway sign for Welcome Center and Travel Info. Centre when located in Rest Area



Typical Freeway sign for Travel Info. Centre in Rest Area

Sign No. OD-448



* Letter spacing reduced by 30%

Sign Background: White, Retro-Reflective sheeting

Sign Legend: Black, Non-Reflective

SIGNSTDPG.F.13

The TRAFFIC FINES DOUBLE sign should be installed along with the SAFETY CORRIDOR, NEXT XX MILES (D447) sign to inform motorists of the state law regarding fines in safety corridors.

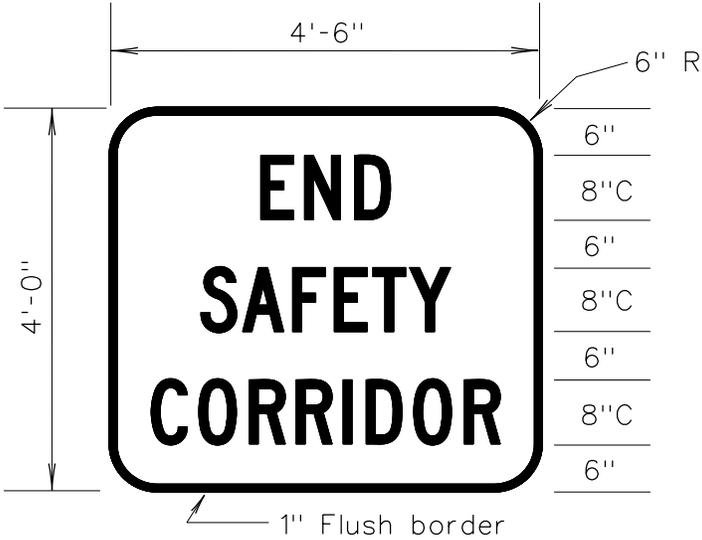
OREGON DEPARTMENT OF TRANSPORTATION

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Sign No. OD-449



Sign Background: Green, Retro-Reflective sheeting

Sign Legend: White, Retro-Reflective

SIGNSTDPG.F.13

The END SAFETY CORRIDOR sign shall be installed at the end of a designated safety corridor to inform motorists of the end of the safety corridor.

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