



Oregon

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July 25, 2013

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

RE: JULY 2013 REVISIONS TO SIGN POLICY & GUIDELINES FOR THE STATE HIGHWAY SYSTEM

Enclosed with this cover letter are the most recent revisions to the "Sign Policy and Guidelines for the State Highway System."

Sign No.	Page No.	Legend/Section	Revision
-----	3-1	Slow Moving Traffic Lane Signs	Changed reference to PASSING LANE ONE MILE sign D17-2 (MUTCD version).
-----	3-2	Sec. 2B.35 Slow Vehicle Turnout Signs	Changed reference to MUTCD versions of Slow Vehicle Turnout signs (D17-7, R4-13 and R4-14). Also updated minimum sign dimensions.
OR4-10	3-52	PASSING LANE 1 MILE	Deleted. This sign has been removed from the manual. Use MUTCD version D17-2, modified for a "Passing" lane.
OR4-13	3-56	SLOW MOVING VEHICLE TURNOUT 1/2 MILE	Deleted. This sign has been removed from the manual. Use MUTCD version D17-7.
OR20-5	3-151	FORM 2 LANES WHEN METERED	This is a new static sign to be used in conjunction with ramp signal (meter) installations. It replaces the old PTR version.
-----	4-5	Policy for the use of Sign Flag Boards	Updated to match the 2009 version of MUTCD. References changed for Table 2A-5 and use of NEW TRAFFIC PATTERN AHEAD sign (W23-2).

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

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Sign Engineer

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Chapter 3: Regulatory Signs

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

The SPEED XX (OR2-1) sign is to be used for posting of all non-interstate speed zones that do not fall within city limits or designated school zones.

In keeping with legislative changes which establish speeds on interstate highways as speed limits (see ORS 810.180), all speed signs installed on Oregon interstates shall be SPEED LIMIT XX (R2-1) signs. This applies only to interstates (I-5, I-82, I-84, I-105, I-205 and I-405) and not to other state highways.

Per ORS 811.111, all speed signs installed at school zones shall be SPEED LIMIT 20 (R2-1) signs.

All speed zones that fall within city limits shall be posted with SPEED LIMIT XX (R2-1) signs.

Slow Moving Traffic Lane Signs

The normal signing where an extra lane has been constructed to provide opportunities to pass is as follows:

1. PASSING LANE ONE MILE (D17-2 modified) may be installed to advise motorists of a passing lane approximately the designated distance ahead. It should not be used in advance of a slow moving vehicle turnout.
Minimum Size 42" x 42"
2. 2B-28 DO NOT PASS (R4-1) should be installed approximately 1000 feet in advance of the taper that begins the passing lane.
Minimum Size 36" x 48"
3. 2B-30 KEEP RIGHT EXCEPT TO PASS (R4-16) should be installed where the passing lane attains full width or at the beginning of the first skip stripe.
Minimum Size 36" x 48"
4. 2B-29 PASS WITH CARE (R4-2) may be installed in the two-lane section approximately 1000 feet beyond the end of the taper (if sight distance is adequate to permit passing).
Minimum Size 24" x 30"
5. YIELD CENTER LANE TO UPHILL TRAFFIC (OR4-11) may be installed facing downhill traffic at the point where the downhill no passing zone ends. A DO NOT PASS (R4-1) may be installed, on each side of the roadway if necessary, facing downhill traffic at the beginning of the next downhill no passing zone.
Minimum Size 60" x 36"

6. YIELD CENTER LANE TO OPPOSING TRAFFIC (OR4-11A) may be installed on level two-lane, two-way roadways with a passing lane for one direction. When used, the sign shall face the direction of travel opposite that of the passing lane. Additional signs may be installed throughout the section but not closer together than ½ mile.

Minimum Size 60" x 36"

2B.35 Slow Vehicle Turn-out Signs (R4-12, R4-13 and R4-14)

Slow vehicle turnouts shall be signed only as shown and as listed below. The normal signing for a slow vehicle turnout is as follows:

1. SLOW VEHICLE TURNOUT 1/2 MILE (D17-7) is used at approximately the designated distance in advance of the turnout.

Minimum Size 72" x 42"

2. SLOW VEHICLES MUST USE TURN-OUT AHEAD (R4-13) is used approximately 500 feet in advance of the turnout.

Minimum Size 42" x 24"

3. SLOW VEHICLES MUST TURNOUT with a 45° arrow (R4-14) is used at the beginning of the turnout.

Minimum Size 30" x 42"

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

Minimum Size 36" x 36"

2B.39 Selective Exclusion Signs

ONE WAY TRAFFIC FOR TRUCKS OR BUSES (OR5-11) should be ahead of or at the start of a narrow section of roadway which is not wide enough to permit two large vehicles to pass in opposite directions but will allow one large vehicle and a car or other small vehicle to pass.

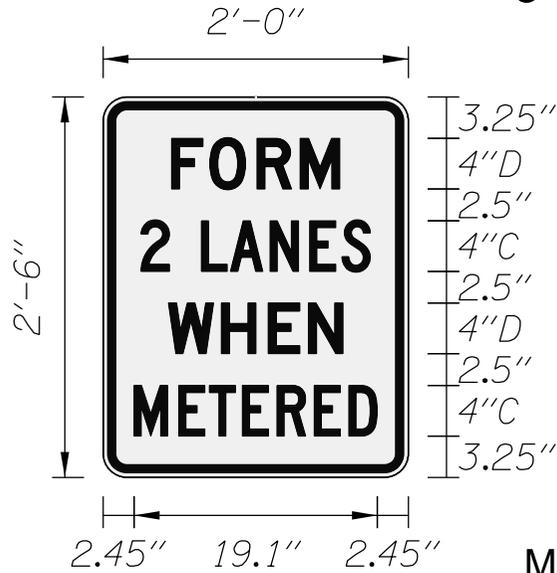
The ONE WAY TRAFFIC FOR TRUCKS OR BUSES may be used as a rider under the NARROW BRIDGE (W5-2) sign.

Minimum Size 36" x 36"

2B.40 One Way Signs (R6-1, R6-2)

The horizontal ONE WAY arrow (R6-1) should be used for signing one-way streets and roads. The vertical rectangular ONE WAY (R6-2) should be used for interior illuminated signs.

Sign No. OR20-5



Margin- $\frac{3}{8}$ "
Border- $\frac{5}{8}$ "
Radius- $1\frac{1}{2}$ "

Sign Background: White, Retro-reflective sheeting

Sign Legend: Black, Non-reflective

SIGNSTDPG.F11

The FORM 2 LANES WHEN METERED sign (OR20-5) shall be used in conjunction with the ramp signal installation. This sign is used to convert the single lane on-ramp into a dual-lane queue storage reservoir during ramp signal operations. It is to be positioned near the beginning of the dual-lane queue storage reservoir on the right side of the on-ramp (or positioned on both sides of the ramp).

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.

Date: 7/13

Publication Date: 7/13

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-5 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 204.

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 sign W23-2 (“NEW TRAFFIC PATTERN AHEAD”) or to draw attention to permanent warning signs or regulatory signs. Sign flag boards (as well as Sign W23-2) 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.