ODOT Sign Policy and Guidelines

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Oregon Department of Transportation
Technical Services
Traffic-Roadway Section
Traffic Standards & Asset Management Unit
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ODOT Sign Policy and Guidelines
For the State Highway System

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Chapter 1

Introduction

The Oregon Department of Transportation is responsible for furnishing and maintaining directional, regulatory, warning, and informational signing on the state highway system.

The Department’s sign policy is a combination of State of Oregon Revised Statutes, Administrative Rules, Federal Highway Administration rules and guidelines, and engineering judgment. The Oregon Transportation Commission has adopted the Federal Manual on Uniform Traffic Control Devices (MUTCD) with Oregon Supplements as the signing manual for the State of Oregon (See OAR 734-020-0005). Since the Manual on Uniform Traffic Control Devices has been adopted as policy, this document deals exclusively with items not included in the Manual or items that need further clarification as they are used on the state highway system.

It is important to remember that if a policy exists and the sign meets the necessary criteria, the sign will be erected only when there is adequate space along the highway or freeway, and only if the designated location generates a large enough traffic volume to justify the placement of the sign. Existing signs that are not in conformance with this policy should be brought into compliance on a replacement basis.
Sign Types

1. REGULATORY:
   Colors: Black, red, or green letters on white background.
   Types: Black letters - requires person to follow regulation on sign.
          Red letters - prohibits action listed on sign.
          Red circle and slash (symbol signs) prohibits action depicted on sign.
          Green circle (symbol signs) allows action depicted on sign.
          Green letters - Allows action listed on sign.
   Exceptions: STOP and YIELD signs, disabled person’s parking sign.

2. WARNING
   Colors: Black letters or symbol on yellow background.
   Type: Warns driver of existing or anticipated condition.
   Exceptions: STOP, YIELD, and SIGNAL AHEAD signs.

3. CONSTRUCTION
   Colors: Black letters or symbol on orange background.
   Type: Gives direction or warning in construction or maintenance areas.
   Exception: Regulatory and warning signs may also be posted in construction zones (i.e., STOP signs).

4. DESTINATION GUIDE SIGNS
   Colors: White letters or symbol on green background.
   Type: Identifies city, town, or destination.

5. RECREATIONAL GUIDE SIGNS
   Colors: White letters or symbol on brown background.
   Type: Identifies recreational opportunities or destination.

6. MOTORIST SERVICE SIGNS
   Colors: White letters on blue background.
   Type: Can be either word message or a symbol identifying services such as food, gas, lodging, camping, police, viewpoint, phone, hospital, diesel, tourist, and rest areas.

7. LOGO SIGNS*
   Colors: White letters on blue background with business logo.
   Type: Gas, food, lodging, camping.
8. TOURIST ORIENTED DIRECTIONAL SIGNS (TODS*)

Colors: White letters on blue background.
Type: Business identification and direction information for tourist-oriented businesses and services. Identifies cultural and historical features. Used only on the primary and secondary systems, not the interstate.

9. HISTORICAL and CULTURAL SIGNS

Colors: White letters on brown background, if single destination.
White letters on green background, if used with other destinations.
White letters on blue background, if off interstate. *

Type: Identifies historical or cultural features available on the interstate system. **

* Refer requests for signing to: Sue VanHandel, Oregon Travel Experience, 1500 Liberty Street SE, Salem, Oregon 97302 (503) 373-0086.

** Refer requests for signing to: Trudy Colombi, ODOT Traffic-Roadway Section, 4040 Fairview Industrial Dr., Salem, Oregon 97302 (503) 986-3604.
Sign Restrictions

The following signs are not allowed on the state highway system.
The State Traffic Engineer may allow certain exceptions.

Advertising
Amusement Parks
Animal Shelter
Billboards
Churches
Commercial Businesses (see traffic generator signing, page 5-17)
Day Care Centers
Death Markers
Drive-in Theaters
Drug Free School Zone
Educational Service District
Field Burning
Fraternity-Sorority
Green River Ordinance
Kindergartens
Memorial Highways (See Blue Star Rest Area Signing)
Miniature Golf
Neighborhoods
Neighborhood Watch
Nuclear Free Zone
Nursing Homes
Political Signs
Public Open Market
Public Agency (See Section 5)
Private Agencies
Recycling Centers (Private)
Residential Complexes
Retirement Homes
Rodeos
Rustic Signs for Chamber of Commerce
Service Clubs
Skating Rinks
Special Interest Districts (See T.O.D. Signing)
Sports Clubs
Stockyards
Trade Schools
Veterans’ Affairs Offices
Waste Transfer Stations
US Forest Service and ODOT Signing Agreement

The following items of agreement cover the signing portion of Memorandum of Understanding FS Agreement No. 18-MU-11062751-045 and ODOT Misc. Contracts & Agreements No. 32935, entered into June 21, 2018 by and between State of Oregon Department of Transportation (ODOT) and the USDA Forest Service (USFS), Pacific Northwest Region:

1. **Installing and Maintaining Signs.** ODOT has authority and responsibility for the installation and maintenance of all signs within the right-of-way/easement of the State Highway System, except as noted in paragraph 3 in this section. All such signing will be in accordance with Oregon Standard Specifications, the Manual on Uniform Traffic Control Devices (MUTCD), the Oregon Supplements to the MUTCD, the “ODOT Sign Policy and Guidelines for the State Highway System” and Sign and Poster Guidelines for the Forest Service EM 7100-15 as appropriate.

2. **Signs Furnished by ODOT.** ODOT is financially responsible for and will furnish, install, and maintain guide signs within the right-of-way/easement as requested by the USFS and approved by ODOT, for the following sign categories (examples shown in Appendix 1). Sign requests will be made to the ODOT District Manager at least 60 calendar days in advance by the USFS Forest Supervisor. A proposed sign plan will be provided by the USFS that shows the signs and their proposed locations. ODOT will review, modify, and approve or deny the request.

   a. Approach signs for National Forest administrative facilities such as Ranger District and Supervisor offices that provide public services or functions.

   b. Junction signs for important National Forest arterial routes.

   c. Directional signs to important destinations within the National Forest. The following conditions apply:

      i. Messages will be limited to no more than three destinations at any single location, using location names identified on public use maps.

      ii. At areas where there are more than one Agency’s facilities from one point on the highway, a generic recreation sign will be used with the represented Agencies’ logos below the generic message.

      iii. Up to four symbol plaques may be used on single destination signs, but they will not be used on generic multi-agency signs.

      iv. Local road numbers as well as Agency road numbers may be used where appropriate. USFS provided distinctive route marker(s) may be used.
v. Advance destination signs will only be used where special emphasis is required. Examples are limited sight distance, high traffic volumes, multi-lane (more than 2) highways, and high speed areas.

vi. Agencies are encouraged to work together to develop specific signing to multiple destinations.

3. **Signs Furnished by USFS.** The USFS is financially responsible for and will furnish, install, and maintain the following sign categories:

   a. Signs with pedestal bases such as large boundary or administrative site signs (examples shown in Appendix 2).

   b. The following signs are included in this category: National Forest Boundary (FE or FL); Recreation Site (RS); Headquarters (A or AS); and special interpretive signs. These signs are normally located outside the highway right-of-way/easement or at parking areas. A permit from ODOT is required for placement within the highway rights-of-way/easement. All signs within the highway right-of-way/easement shall be installed on breakaway sign supports, or protected by barrier, or shall be removed by USFS when requested by ODOT.

   c. USFS will furnish, install, and maintain all temporary warning, regulatory, and guide signs; other traffic control devices (such as delineators, barricades, and temporary pavement markings); and all other appropriate devices which are needed to warn and control traffic during emergencies, construction, or maintenance activities, for which the USFS is responsible.

4. **ODOT and USFS Cooperative Signing.** ODOT and the USFS will cooperate in the installation and maintenance of the following categories of signs (examples shown in Appendix 3). Sign requests will be made to the ODOT District Manager at least 60 calendar days in advance by the USFS Forest Supervisor. A proposed sign plan will be provided by the USFS that shows the signs and their proposed locations. ODOT will review, modify, and approve or deny the request.

   a. Recreation Fee signs and logos will be furnished by the USFS. ODOT will maintain the signs and logos including installing new signs and logos on existing posts as appropriate to inform motorists when recreation fees will be charged. This maintenance will be provided at ODOT expense. Installations requiring new posts will be charged to the USFS. Logos on existing guide signs that direct motorists to National Forest facilities where fees are required will be installed and maintained at ODOT expense.

   b. National Forest Scenic Byway signs will be furnished by the USFS. ODOT will install and maintain the signs at ODOT expense. Installations requiring new posts will be charged to the USFS.
c. USFS administrative and recreation signs within the state highway right-of-way/easement not covered in other categories will be furnished by the USFS. ODOT will install and maintain these signs. Installations requiring new posts will be charged to the USFS. The USFS and ODOT will agree in a separate project agreement as to how maintenance and other installation expenses will be shared.

5. **Highway Advisory Radio Signs.** USFS will coordinate with and abide by ODOT requirements to obtain a permit for Highway Advisory Radio (HAR) signs. Requirements are listed in ODOT's “Guidelines for Highway Advisory Radios” and in the “Sign Policy and Guidelines for the State Highway System”. These signs will provide the USFS the capability to communicate forest information to motorists using the vehicle’s AM radio receiver. The Forest Service “shield”, “National Forest” logo, and “Northwest Forest Pass” logo may be incorporated into the HAR sign layout. USFS will reimburse ODOT for all costs involved in the fabrication, installation, and maintenance of the HAR signs. Any reimbursement(s) will be authorized by a separate appropriate document.

6. **Signs Off the Right-of-way/easement.** Signs installed off the right-of-way/easement, and visible to highway travelers, will comply with “The Federal Highway Beautification Act of 1965, Part 750, Subpart B, National Standards for Official and Directional Signs (750.153 and 750.154)”, the Oregon Motorist Information Act; and ORS 377.505 to 377.545. Permits for such signage will be obtained from ODOT – Outdoor Advertising Unit.

7. **USFS Shield.** The Parties recognize the USFS “shield” and “National Forest” script logo are copyrighted by the Department of Agriculture and will be allowed and should be used as USFS identification as approved by the USFS. The USFS logo is not needed on a sign if specific words such as “National Forest” are used.
Appendix 1 – Examples of signs where ODOT is responsible for installation and maintenance
Appendix 2 – Example of signs where USFS is responsible for installation and maintenance.

RS-Recreation Site Identification sign

NRA-National Recreation Area sign

AS-Administrative Site Sign

Administrative Site Sign - Urban

FE-National Forest Entrance Sign

FL-Forest Boundary Leaving sign
Appendix 3 – Examples of signs where USFS/ODOT share financial or performance responsibility for installation and maintenance

National Forest Scenic Byway (Chapter 3A.13.1)

Note: Department of Transportation designated byways prevail in priority over Forest Service byway designations and should be signed according to the MUTCD, Section 2D.55.

Recreation Fee Sign Examples and Fee Logo
Chapter 2

Signs and Policy by MUTCD Section

Retro-reflectivity and Illumination (MUTCD 2A.07)

Road name, route shield, and mileage signs mounted on overhead roadway structures should not be illuminated.

Symbols (MUTCD 2A.12)

Except as listed below, standard symbol signs should be used in lieu of word message signs.

EXCEPTIONS: The symbol alternatives for the following signs shall not be used on the State Highway System. The word message legend shall be used on these signs.

NARROW BRIDGE (W5-2)  
PAVEMENT ENDS (W8-3)

Sign Borders (MUTCD 2A.14)

Sign borders for regulatory and warning signs should be as follows:

<table>
<thead>
<tr>
<th>Board Dimensions</th>
<th>Border</th>
<th>Margin</th>
<th>Corner Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Either or both less than 30 inches</td>
<td>$5/8''$</td>
<td>$3/8''$</td>
<td>$1 1/2''$</td>
</tr>
<tr>
<td>Both 30 inches</td>
<td>$3/4''$</td>
<td>$1/2''$</td>
<td>$1 7/8''$</td>
</tr>
<tr>
<td>Both more than 30 inches and either less than 48 inches</td>
<td>$7/8''$</td>
<td>$5/8''$</td>
<td>$2 1/4''$</td>
</tr>
<tr>
<td>Both 48 inches or larger</td>
<td>$1 1/4''$</td>
<td>$3/4''$</td>
<td>$3''$</td>
</tr>
</tbody>
</table>

For sign borders on guide signs, see MUTCD Section 2E.16.

Overhead Sign Installations & Mounting Height (MUTCD 2A.17 & 2A.18)

Overhead sign structures on State Highways should provide a vertical clearance between 18 and 19 feet over the entire width of pavement and shoulders. For more information see the ODOT Traffic Structures Design Manual. Any time a new overhead traffic structure is added or an additional one is modified that alters the vertical clearance on State Highways contact the Region Mobility Liaison. The Region Mobility Liaison will provide the appropriate coordination with the Region and ODOT Motor Carrier Transportation Division.

The distance from the ground line to the bottom of a single sign should be a minimum of 7 feet. If more than one sign is mounted on a single post, the bottom of the sign assembly should be a minimum of 6 feet above ground line. This vertical distance is required for signs to clear an impacting vehicle upon collision. Signs may be mounted higher to obtain vertical height requirements for pavement clearance.
The 7-foot minimum height requirement may be waived for parking-related signs where little or no interference with pedestrians exists.

When practical and not restricted by right of way, the following minimum lateral clearances should be maintained to the nearest edge of the sign (except as noted *).

<table>
<thead>
<tr>
<th>Lateral Offset</th>
<th>Face of Guardrail</th>
<th>Edge of Paved Shoulder</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On Freeways &amp; Expressways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Major Guide Signs</td>
<td>6 feet</td>
<td>30 feet *</td>
</tr>
<tr>
<td>- Control / Route Signs</td>
<td>6 feet</td>
<td>12 feet</td>
</tr>
<tr>
<td><strong>On Conventional Roads</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Major Guide Signs</td>
<td>6 feet</td>
<td>20 feet *</td>
</tr>
<tr>
<td>- Control / Route Signs</td>
<td>6 feet</td>
<td>12 feet</td>
</tr>
<tr>
<td>- Stop Signs</td>
<td>6 feet</td>
<td>6 feet</td>
</tr>
</tbody>
</table>

*from fog line to the center of the nearest support

Ground mounted signs not protected by guardrail or barrier should be installed on breakaway posts. Any sign support that could be struck by a vehicle should be of the breakaway type. Nominal 4” x 4” wood posts are considered to be breakaway. If larger wood posts are used, they shall have holes drilled through the post at 4” and 18” above the ground line at right angles to the movement of traffic. Two wood posts may be used as a breakaway support if the distance between the posts is at least 7 feet. Design guidelines for wood posts as permanent or temporary supports are available from Traffic Standards and Asset Management Unit.

Supplementary panels may be attached to signs mounted on metal breakaway posts if the 7 feet of vertical clearance is maintained. Supplementary panels may be mounted on multi-post breakaway supports above the hinge point.
Chapter 3

Regulatory Signs

EXCEPT RIGHT TURN Sign (R1-10P) *(MUTCD 2B.05)*

The EXCEPT RIGHT TURN (R1-10P) Sign requires State Traffic Engineer approval for use on State Highways. See the ODOT Traffic Manual.

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

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.

Passing, Keep Right, and Slow Traffic Signs *(MUTCD 2B.28, 2B.29, & 2B.30)*

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-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”

4. 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”
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 1/2 mile.

   Minimum Size 60” x 36”

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

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”

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

   Minimum Size 36” x 36”

**Selective Exclusion Signs** (MUTCD 2B.39)

**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”
One Way Signs (R6-1 & R6-2)  (MUTCD 2B.40)

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 overhead mounted signs at signalized intersections.

Emergency Restriction Signs (R8-4, R8-7, & R8-8)  (MUTCD 2B.49)

EMERGENCY PARKING ONLY (R8-4) and EMERGENCY STOPPING ONLY (R8-7) may be used to reserve the shoulder for emergency use.

Minimum Size 48” x 36”

Traffic Signal Signs (R10-5 through R10-30)  (MUTCD 2B.53)

Refer to the ODOT Traffic Signal Design Manual for recommended and required signs on signal poles. Each sign requires ASTM Type IX background sheeting.

No Turn on Red Signs (R10-11 Series, R10-17a, & R10-30)  (MUTCD 2B.54)

No Turn on Red Signs require approval from Region Traffic for use on State Highways.
The SPEED XX sign may be used to inform motorists of the designated speed or speed limit. This includes truck speed restrictions, school speed zones, and other special speed restrictions allowed by law as well as the designated speed or speed limit by statute, rule or written order.

Speed sign indicating either statutory or revised speed values shall be located at the beginning of each section, at the point of change from one speed to another and at intermediate locations, if necessary, to remind motorists of the speed that is applicable. In general, in urban and suburban areas, the interval between intermediate speed signs should not be less than 1/4 mile nor more than 2 miles, nor should there be less than one intermediate speed sign for each direction of travel in each speed zone. In rural areas, the interval between intermediate signs may be 2 to 10 miles.
The END SPEED ZONE sign may be erected instead of the SPEED 55 sign if the characteristics of the road following the speed-zoned section is 55 MPH MAX (Basic Rule under 55), but the safe speed on the road is 50 MPH or less.
The left (right) turn ONLY sign shall only be used with and mounted directly below a STOP sign to direct the motorist through the intersection.
The left and right arrow sign is intended for overhead mounting.
The through, left, and right arrow sign is intended for overhead mounting.

**Sign Background:** White, Type IX Retroreflective Sheeting  
**Sign Legend:** Black, Non-reflective Sheeting
The EXCEPT BUS sign may be used at locations where a posted regulatory sign would not apply to buses. An example of a location might be where a RIGHT LANE MUST TURN RIGHT (R3-7) sign is installed at an area that a bus stop is located.

<table>
<thead>
<tr>
<th>SIGN</th>
<th>DIMENSIONS (INCHES)</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<tbody>
<tr>
<td>STANDARD</td>
<td></td>
<td>30</td>
<td>9</td>
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<td>5/8</td>
<td>1 1/2</td>
<td>4C</td>
<td>2 1/2</td>
</tr>
<tr>
<td>SPECIAL</td>
<td></td>
<td>36</td>
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<td>3/8</td>
<td>5/8</td>
<td>1 1/2</td>
<td>5C</td>
<td>3 1/2</td>
</tr>
</tbody>
</table>
The Snow Lane Control signs (above) may be used where weather conditions cover the pavement markings over a significant time period, as determined by the Region Traffic Engineer. The Snow Lane Control sign may only be used for conventional highways with 2-way traffic and 3 lanes.
The LEFT LANE, BUS ONLY sign shall be used to designate exclusive use of the left lane for buses only.

**Sign Background:**
- Black, Non-reflective Sheeting (Top)
- White, Standard Retroreflective Sheeting (Bottom)

**Sign Legend:**
- White, Standard Retroreflective Sheeting (Top)
- Black, Non-reflective Sheeting (Bottom)
The LEFT LANE, BUS & LEFT TURN ONLY sign shall be used to designate shared use of the left lane for buses and left turning vehicles only.
U-Turns may be permitted at signalized intersections upon completion of an engineering study and approval by the State Traffic Engineer for use on State Highways. Each location shall be posted with sign number OR3-12 (U-TURN PERMITTED). If U-Turns are permitted for all vehicles except trucks, post sign OR3-12 (U-TURN PERMITTED) and R5-2 (No trucks symbol sign).

U-Turns may be permitted at other locations upon completion of an engineering study and approval by the State Traffic Engineer. Refer to ODOT’s Highway Design Manual and Traffic Signal Policy and Guidelines for more information on accommodating U-turns and the approval process.
The TRUCKS RIGHT TWO LAKES ONLY sign may be used on State Highways if 3 or more lanes in one direction have been provided and only if the State Traffic Engineer has approved left lane(s) restrictions to trucks. The TRUCKS RIGHT TWO LANES ONLY sign should be installed at the beginning of the restriction and repeated as often as appropriate.
The **YIELD CENTER LANE TO UPHILL TRAFFIC** sign may be used on the downgrade with a climbing lane to inform the downhill traffic that the uphill traffic has the right-of-way in the center lane. The sign should be erected facing downhill traffic at the point where the no-passing zone for down-hill traffic terminates.

The **YIELD CENTER LANE TO OPPOSING TRAFFIC** sign may be installed on level two-lane, two-way facilities where passing lanes have been constructed for one direction. The sign shall be installed where passing in both directions is permitted, and shall be positioned facing the direction of travel opposite that of the passing bay.
The TRUCKS-CAMPERS-TRAILERS-BUSES UNLAWFUL TO USE LEFT LANE EXCEPT WHEN PASSING sign (OR4-16) and TRUCKS-CAMPERS-TRAILERS-BUSES UNLAWFUL TO USE LEFT LANES EXCEPT WHEN PASSING sign (OR4-17) are intended for use at selected locations on four- and six-lane highways, respectively.
The STATE LAW TRUCKS-CAMPERS-TRAILERS-BUSES UNLAWFUL TO USE LEFT LANE EXCEPT WHEN PASSING ON 4 LANE HIGHWAYS sign (OR4-18) and the STATE LAW TRUCKS-CAMPERS-TRAILERS-BUSES UNLAWFUL TO USE LEFT LANES EXCEPT WHEN PASSING ON 6 LANE HIGHWAYS sign (OR4-19) are intended for use at locations near the State line on highways leading into the State.
The STATE LAW MOVE OVER OR SLOW DOWN sign should be placed on state highways close to the borders to inform motorists of the state law. The signs should remain in place for approximately five years from first date of installation. They need not be replaced once they've reached their useful service life.

The SATE LAW MOVE OVER OR SLOW DOWN sign may be placed on highways anywhere in the state to remind motorists of the state law.

ORS 811.147
Sign Background:  White, Standard Retroreflective Sheeting
Sign Legend:  Black, Non-reflective Sheeting

<table>
<thead>
<tr>
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<th>E</th>
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<th>G</th>
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</thead>
<tbody>
<tr>
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<td>7/8</td>
<td>2 1/4</td>
<td>5C</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>STANDARD</td>
<td>33</td>
<td>42</td>
<td>5/8</td>
<td>7/8</td>
<td>2 1/4</td>
<td>6C</td>
<td>4 1/2</td>
<td>3</td>
</tr>
</tbody>
</table>

The DO NOT DRIVE BESIDE TRUCKS sign shall be posted at entrances to multi-lane round-a-bouts.
The NON-MOTORIZED VEHICLES USE NEXT EXIT sign shall be used to instruct non-motorized vehicles to use the next exit.
The ONE WAY TRAFFIC FOR TRUCKS AND BUSES sign should be used in advance of, or at the entrance to, a section of two-way roadway of insufficient width to permit the safe passage of a truck or a bus and another large vehicle in the opposite direction, but is of sufficient width to permit the safe two-way movement of a bus or truck, and a passenger vehicle. (OAR 734-20-120, 125, & 130)

The ONE WAY TRAFFIC FOR TRUCKS AND BUSES sign may be used as a rider under the NARROW BRIDGE sign (W5-2).
The NO OVERNIGHT PARKING - PARKING PROHIBITED BETWEEN 1:00 AM AND 5:00 AM sign may be installed at locations where an investigation indicates that overnight parking creates traffic and/or personal safety hazards, sanitation problems, interferes with normal highway maintenance, or interferes with the intended use of the area.
The WHEELCHAIR USER ONLY sign shall only be used with the Disabled Person Parking Sign (R7-8) and the VAN ACCESSIBLE sign (R7-8P) to designate the wheelchair user only spaces as defined in ORS 447.233.
The No Parking in Access Aisle sign is used to designate an access aisle reserved for persons use parking with DMV permit. Install sign in locations where “No Parking” pavement marking may not be visible regularly from snow or sand. Place sign to have direct view from end of access aisle and when possible outside of accessible route.
Use sign OR7-9a when the back of the accessible route directly behind access aisle is not available for sign placement and sign must be placed to one side of pedestrian access ramp.
The NO PARKING VEHICLES OVER X FT. HIGH is used to post a height parking restriction that has been established by the governing authority. Legend may be red in color if required by parking control jurisdiction.

NOTE: Use single or double-headed arrow, as appropriate.
The NO PARKING FOR UNATTENDED VEHICLES sign may be used where parked vehicles would create a conflict with the operation or maintenance of a highway.
OR10-3L & OR10-3R

Sign Background: White, Standard Retroreflective Sheeting or Enamel Paint
Black, Non-reflective Sheeting or Enamel Paint
(White Pedestrian on Black Background)

Not for use on new installations on State Highways. R10-3 shall be used for all new installations, see Std. Dwg. TM467. Existing signs may remain in place until no longer serviceable.
<table>
<thead>
<tr>
<th>OR10-4bL</th>
<th>OR10-4bR</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Sign Image" /></td>
<td><img src="image" alt="Sign Image" /></td>
</tr>
<tr>
<td><strong>Sign Background:</strong></td>
<td><strong>Sign Legend:</strong></td>
</tr>
<tr>
<td>White, Standard Retroreflective Sheeting or Enamel Paint</td>
<td>Black, Non-reflective Sheeting or Enamel Paint (White Pedestrian on Black Background)</td>
</tr>
<tr>
<td>Not for use on new installations on State Highways. R10-3 shall be used for all new installations, see Std. Dwg. TM467. Existing signs may remain in place until no longer serviceable.</td>
<td></td>
</tr>
</tbody>
</table>
The TURNING VEHICLES stop FOR peds symbol sign may be used at a signalized intersection to alert right (left) turning motorists of a possibly obscured pedestrian crossing. Design may be ground or overhead mounted.
The TURNING VEHICLES stop FOR bikes & peds symbol sign may be used at a signalized intersection to alert right (left) turning motorists of a possibly obscured pedestrian crossing. Design may be ground or overhead mounted.
The TURNING VEHICLES yield TO bikes symbol sign may be used at a signalized intersection to alert right (left) turning motorists of a possibly obscured crossing. Design may be ground or overhead mounted.
Sign Background: White, Standard Retroreflective Sheeting or Enamel Paint
Sign Legend: Black, Non-reflective Sheeting or Enamel Paint

Not for use on new installations on State Highways. R10-25R or R10-25L shall be used for all new installations, see Std. Details DET 4436, DET 4437, and DET 4438. Existing signs may remain in place until no longer serviceable.

Note: See ODOT Traffic Manual for more information on Pedestrian Activated Warning Lights.
The PUSH BUTTON FOR Peds HOLD FOR 2 SECONDS FOR EXTRA CROSSING TIME sign is for use in instances where signal timing allows the option of extra crossing time for pedestrians. OR10-32 is an acceptable alternative to the use of R10-3 in conjunction with the R10-32P rider. It provides the same message on a single substrate of a size consistent with ODOT push button application.
Sign Background: White, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting

Intended for use on construction projects in urban areas where alternate traffic routes are available.
The WEIGHT LIMIT REDUCED sign is the standard sign to be used to indicate weight limits which have been established on a section of roadway as per the provisions of ORS 810.030 by the authority of the Oregon Transportation Commission or local authorities in their respective jurisdictions. This loading limitation is applicable to structures having short spans where the deck and stringers are the limiting elements and the concentrated load imposed by the axle is the major concern. This includes structures that have weight limits "reduced" to the legal limit.
The WEIGHT LIMITS (Class A) sign shall be used to post the limits of a Class A weight limit that has been established on a section of the highway.

OAR 734-050-0090
The WEIGHT LIMIT CLASS A X MILES AHEAD sign is the standard advance sign to inform the motorist of an established Class A weight limit on a section of highway.

OAR 734-050-0090
The WEIGHT LIMIT REDUCED FOR LEGAL LOADS sign is used when there is a need to limit the traditional legal loads and also the single unit vehicles (solo vehicles or any vehicle in combination). Due to the concentrated axle groups that the single unit vehicles have, the sign will typically show the three text lines for the 4, 5, and 6-7 axle configurations. However, only those single unit vehicles that have weight limits should be shown. Local agencies do have flexibility to combine other axle groups when the difference in weight limit is small, or there are specific site concerns that limit the size of the sign.
The WEIGHT LIMIT REDUCED FOR SINGLE UNIT VEHICLES ONLY sign is used when there is a desire to specify a load limit for single unit vehicles (solo vehicles or any vehicle in combination) when there is no need to limit the other legal loads. Only those vehicles that have weight limits should be shown. The text is limited to three lines, so if there is a need to limit all four configurations, the preferred option is to combine the 6-7 axle weight limits into one line. However, local agencies do have flexibility to combine other axle groups when the difference in weight limit is small, or there are specific site concerns that limit the size of the sign.
The XX TON BRIDGE WEIGHT LIMIT XX MILES AHEAD sign shall be erected at such intersecting roads that will enable drivers to make detours to avoid a bridge having a restricted weight limit.

The sign should be erected at, or no farther than 25 feet beyond, the intersection.
The LENGTH LIMIT sign may be used to indicate vehicle length restrictions to post a section of highway that has a length restriction established by the road authority.
The Motor Carrier Pilot Car Stop marker is used to identify locations that Motor Carrier has
designated as places where pilot cars must stop traffic to let wide loads through a section of highway
that is too narrow.

The marker shall only be used at sites that have already been approved by the Motor Carrier
Technical Advisory Committee (MCTAC). Any additional sites shall be submitted to MCTAC for
review and approval prior to installing markers. Region traffic staff will submit any requests for
additional sites to Motor Carrier Transportation Division (MCTD) for them to take to MCTAC.

Region traffic staff is responsible for locating the markers with appropriate sight distance at the
locations identified.

CARRY CHAINS OR TRACTION TIRES

CHAINS REQUIRED ON VEHICLES TOWING OR OVER 10,000 GVW

CHAINS REQUIRED ON VEHICLES TOWING OR SINGLE DRIVE AXLE OVER 10,000 GVW

Note: These interchangeable Snow Zone Riders are to be used with the SNOW ZONE (OW15-15) warning sign, for conventional highway application only.

CARRY CHAINS OR TRACTION TIRES

CHAINS REQUIRED ON VEHICLES TOWING OR OVER 10,000 GVW

CHAINS REQUIRED ON VEHICLES TOWING OR SINGLE DRIVE AXLE OVER 10,000 GVW

Sign Background: White, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting

Note: These interchangeable Snow Zone Riders are to be used with the SNOW ZONE (OW15-15) warning sign, for conventional highway application only.
The UNLAWFUL TO THROW AWAY BURNING MATERIAL sign may be used at various intervals along any highway where fire hazards are especially prevalent to remind motorists of ORS 476.715 which prohibits throwing away any burning material on any forest land, private road, or public highway within the state.
The LEFT TURN YIELD TO ONCOMING TRAFFIC sign may be used at separate left turn lanes or left turn refuge to remind motorists that they must yield to oncoming traffic as per ORS 811.350. Minimum size for standard sign is 30”x36”.

Note: R10-12 should be used for signalized intersections.
A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.

The ENTERING WINTER RECREATION AREA PARKING PERMITS REQUIRED BEYOND THIS POINT NOV. 1 TO APRIL 30 sign shall be installed at the entrance of designated winter recreation parking locations.
The NO PARKING FOR UNATTENDED VEHICLES NOV. 1 TO APR. 30 sign may be installed where leaving an unattended vehicle parked in such a location that could create a hazard to highway traffic (such as chain-up pullouts).

A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.

The NO PARKING FOR UNATTENDED VEHICLES NOV. 1 TO APR. 30 sign may be installed where leaving an unattended vehicle parked in such a location that could create a hazard to highway traffic (such as chain-up pullouts).

A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.
The SNO-PARK PARKING PERMITS REQUIRED NOV 1 TO APRIL 30 sign shall be installed to identify winter recreation parking locations designated under ORS 810.170.

A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.
The SNO-PARK PARKING PERMITS REQUIRED "Nov. 1 TO April 30" sign shall be installed to identify winter recreation parking locations designated under ORS 810.170.

A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.
The ONE VEHICLE PER GREEN sign shall be used in conjunction with the ramp signal installation, and shall be mounted below the two-section signal head. The sign is to inform motorists that one and only one vehicle may enter the freeway on each green indication.
The FORM 2 LANES WHEN METERED sign 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).
The NO FISHING FROM BRIDGE sign should be used to inform the public that the governing authority has prohibited fishing from the structure.
The DIVING OR JUMPING FROM BRIDGE PROHIBITED sign should be used to inform the public that the governing authority has prohibited diving from the structure.
OR21-3a

Sign Background: White, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting

<table>
<thead>
<tr>
<th>SIGN</th>
<th>A</th>
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<td>5 1/2</td>
<td>6C</td>
<td>4 1/2</td>
<td>7</td>
</tr>
</tbody>
</table>

The DON'T LITTER MAX FINE $6250 sign may be used to inform motorists of the Oregon Statutes and potential fines incurred under ORS 164.805, ORS 164.785, and ORS 476.715.
The MOBILE DEVICE USE PROHIBITED WHILE DRIVING sign should be placed at all entrances to the state. The signs should remain in place for approximately five years from first date of installation. They need not be replaced once they've reached their useful service life.

These signs may be placed on highways anywhere in the state to remind motorists that the hand-held cellphone law is in effect.

ORS 811.507
The MOTORCYCLISTS STATE LAW REQUIRES USE OF LIGHTS AT ALL TIMES sign may be placed on state highways close to the borders to inform motorcyclists of the state law.

ORS 814.320
The HELMETS REQUIRED symbol sign may be placed on state highways close to the borders to inform motorcyclists of the state law.

ORS 814.269
The SAFETY BELTS (symbol) IT'S THE LAW sign should be placed at all entrances to the State. The signs should remain in place for approximately five years from first date of installation. After that, they need not be replaced.

The SAFETY BELTS (symbol) IT'S THE LAW signs may be placed on highways anywhere in the state to remind motorists that the seat belt law is in effect.

ORS 811.210
The ALL TRUCKS, OVER 20,000 GVW NEXT RIGHT should be located after the initial weigh station advance sign. This sign allows vehicles less than 20,000 GVW to bypass the weigh station.

"NEXT RIGHT" may be replaced with "MUST EXIT" if appropriate.
The YIELD TO ONCOMING TRAFFIC should be used at some intersections if an engineering investigation shows a need for this legend.
The CROSSWALK CLOSED sign should be used to inform the pedestrian that a crosswalk is closed. The sign is normally mounted on a crosswalk closure barricade behind the face of curb.

Note: A Crosswalk Closure approval from the State Traffic Engineer is required before using this sign on State Highways. See Traffic Manual for more info.
The CROSSWALK CLOSED w/Horizontal Arrow sign should be used to inform the pedestrian that a crosswalk is closed. This sign is designed for use behind guard rail or where no curb or sidewalk exists.

Note: Use single or double-headed arrow, as appropriate.

Note: A Crosswalk Closure approval from the State Traffic Engineer is required before using this sign on State Highways. See Traffic Manual for more info.
The DO NOT PASS SNOWPLOWS ON THE RIGHT sign may be used in multi-lane locations to instruct motorists not to pass snowplows on the right side.
The intended placement of the STATE LAW-UNMUFFLED ENGINE BRAKING PROHIBITED sign is in the Port of Entries. On those highways that do not have a port of entry, place the sign near the State border where space permits.

ORS 811.492 and 810.214
The UNMUFFLED ENGINE BRAKING PROHIBITED sign is used to remind drivers of the provisions listed in ORS 811.492 and 810.214.

This sign can be installed in specified locations if it meets the following warrants:

1. The area has an established record of unmuffled engine brake noise complaints (minimum of 6 different people complaining about 4 different incidents) supported by an engineering investigation.
2. Signed concurrence from the law enforcement agency in the jurisdiction that the sign falls within acknowledging an action plan to enforce the law.
3. Approval of State Traffic Engineer on State Highways.
4. Jurisdictions other than ODOT may use their own criteria to determine the location of this sign.
Use the NO LANE CHANGES NEXT XXXX FT (OR22-16) sign to direct motorists to not change lanes for a distance specified in feet. Use the NO LANE CHANGES NEXT X/X MILE (OR22-17) sign to direct motorists to not change lanes for a distance specified in 1/4 mile increments.

Use solid white lane lines from this sign to end of restriction.
The RAMP CLOSED sign should be used when construction or maintenance activities have closed the ramp. This sign may also be used for incident management if available.
Chapter 4

Warning Signs

**Design of Warning Signs** *(MUTCD 2C.03)*

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.

**Placement of Warning Signs** *(MUTCD 2C.05)*

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.

**Horizontal Alignment Warning Signs** *(MUTCD 2C.06)*

The approach speed, in the parallel deceleration lane as it approaches the exit ramp curve, should be used rather than the speed of the mainline freeway lanes, when applying Table 2C-5 in the MUTCD to exit ramps.

**Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15)** *(MUTCD 2C.07)*

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.

**Advisory Speed Plaque (W13-1P)** *(MUTCD 2C.08)*

Ball-bank indication is our adopted standard practice for determining appropriate posting of advisory speeds in the state of Oregon. Criteria and appropriate values for ball-bank indication are as spelled out in the MUTCD. Use of ball-bank indication for determining safe speed on curves is the responsibility of each Region’s Traffic Engineering staff.

Follow Traffic-Roadway Section Technical Bulletin TR15-01(B). ODOT currently uses Rieker Software to complete ball banking. As a backup to Rieker, ODOT has developed a
“Digital Ballbanker” spreadsheet for use with the RDS7-BB Digital Inclinometer, based on MUTCD criteria. This is a tool that can be used for engineering studies in determining recommended advisory speed for horizontal curves. The spreadsheet can be accessed at: http://www.oregon.gov/ODOT/HWY/TS/signing.shtml

**Divided Highway Sign (W6-1)**  (MUTCD 2C.22)

The Divided Highway Symbol sign (W6-1) should be used where there is a physical barrier or painted median separating opposing traffic. A DO NOT PASS (R4-1) should be placed approximately 250 feet downstream (depending on prevailing speed) from the Divided Highway symbol sign.

**Minimum Size (W6-1) 36” x 36”**

**Divided Highway Ends Sign (W6-2)**  (MUTCD 2C.23)

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

**Speed Hump Sign (W17-1)**  (MUTCD 2C.29)

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.

**Reduced Speed Limit Ahead Signs (W3-5, W3-5a)**  (MUTCD 2C.38)

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 displayed on the sign shall be identical to that displayed on the subsequent SPEED XX sign.

**Lane Ends Signs (W4-2, W9-1, W9-2)**  (MUTCD 2C.42)

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) may be used in advance of the Pavement Width Transition sign. The LANE ENDS MERGE LEFT (RIGHT) sign (W9-2) should not normally be used.

**Intersection Warning Signs (W2-1 through W2-8)**  (MUTCD 2C.46)

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.
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.

ODOT policy is to reserve the use of fluorescent yellow-green sign sheeting for school zone signing on state highways including the “SCHOOL” portion of the School Speed Limit (S5-1) sign and any supplemental plaques used in association with these warning signs. Pedestrian and/or Bicycle warning signs should use the standard yellow color. Fluorescent yellow sign sheeting may be used for pedestrian and/or bicycle crossing signs if there is a need to call extra attention to a particular crossing.

The Region Traffic Engineer may allow the use of fluorescent yellow-green for pedestrian/bicycle warning signs on a state highway if the requesting jurisdiction can demonstrate an existing systematic approach to pedestrian signing which includes the fluorescent yellow-green sign background. However, other treatments must be considered before choosing fluorescent yellow-green sign sheeting (e.g. curb extensions, pedestrian refuge islands, Rapid Flash Beacons, etc.). The mixing of standard yellow and fluorescent yellow-green backgrounds for pedestrian/bicycle signs within a selected site area should be avoided.

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 Non-vehicular 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.
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 Design 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 places that do not meet these 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?
A Reduced Speed Limit Ahead sign (W3-5) should be used to inform road users of a reduced speed zone when engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead. (MUTCD Section 2C.30) An OW3-5 sign shall be used if the reduced speed zone is signed with a SPEED XX sign (OR2-1).

The speed displayed on the Speed Reduction sign shall be identical to the speed displayed on the subsequent SPEED XX sign. (MUTCD Section 2C.30)
The SLOW TRUCKS sign should be located at the bottom of extended grades and repeated at convenient intervals on extremely long grades. It should be used with the W7-3aP NEXT XX MILES plaque.
The TRUCK WEIGHING AHEAD sign with the ON SHOULDER plaque is intended for temporary use during portable truck weighing operations where motorists may encounter stopped or slow-moving trucks on the highway shoulder. The signs are to be removed when the weighing operation no longer exists.

Minimum Size - 36"x 36"

* Reduce spacing 50%
As a preferred alternative to SHARE THE ROAD (W16-1P), the ON ROADWAY plaque may be used with the Bicycle warning symbol sign (W11-1) to remind motorists that bicycles may be present in the roadway. The ON ROADWAY plaque may also be used with other applicable vehicular or non-vehicular warning symbol use of the roadway signs (W11 Series, MUTCD), where there may be unexpected entry onto or shared use of the roadway. In lower speed urban areas, other signs or markings such as "BIKES MAY USE FULL LANE" (R4-11) or shared lane markings may be more appropriate.
The OPEN RANGE sign may be used to warn motorists of those areas where livestock are permitted to roam without the benefit of fences.

<table>
<thead>
<tr>
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<th>DIMENSIONS (INCHES)</th>
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<tbody>
<tr>
<td></td>
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<td>SPECIAL</td>
<td>48</td>
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</table>

Sign Background: Yellow, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting
The Low Clearance Sign (OW12-2P) is intended to warn motorists of clearances less than 15 feet between the roadway or the shoulder and the structure. The sign shall be mounted on the structure and shall consist of the low clearance dimension and an arrow directed at the low clearance point.

This sign shall always be used in conjunction with the "LOW CLEARANCE" Sign (W12-2).
### Sign Policy and Guidelines for the State Highway System

**Sign Background:** Yellow, Standard Retroreflective Sheeting  
**Sign Legend:** Black, Non-reflective Sheeting

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<td>12</td>
<td>3/4</td>
<td>1/2</td>
<td>1 1/2</td>
</tr>
</tbody>
</table>

To be placed below private street/road name sign.

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OREGON DEPARTMENT OF TRANSPORTATION  
Approved By: S.T.E.  
Date: 09/2000  
Updated: N/A
The use of the SLOW sign shall be restricted to locations which require utmost caution and generally an appreciable reduction in speed by motorists. It shall always be followed by a second warning sign which indicates the reason for reducing speed.

When used in conjunction with a Turn or Curve sign, its use shall be restricted to those curves on which the comfortable safe speed is at least 25 MPH lower than the prevailing speeds on the approach. The sign is for emphasis only and therefore should be used sparingly to prevent ineffectiveness.

The SLOW sign should be erected at least 200 feet in advance of the warning signs.
The CONGESTION sign may be used in advance of isolated sections of roadside development through which a reduction of speed is necessary, but which are too short to warrant the establishment of a speed zone. It may also be used within speed zones to call the motorist's attention to sections which are too short to justify a lower speed, but which experience congested conditions requiring a lower speed than that indicated.

The need for this sign should be determined upon the basis of an engineering and traffic investigation. This sign shall not be used on the interstate highway system. The message is not intended for interstate use.
The TUNNEL sign shall be used in advance of all tunnels to warn motorists of their existence.

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<td>FWY/EXPWY.</td>
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Sign Background: Yellow, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting
The HIGH WATER sign should be used to warn motorists of high water covering a roadway surface which is passable. The sign is only intended for temporary use and shall be removed or covered when the hazard no longer exists.

The sign should be erected on the right-hand side of the roadway. An additional sign may be mounted on a portable support in the median on multi-lane roadways.

### SIGN DIMENSIONS (INCHES)

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<th>SIGN</th>
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<td>8D</td>
<td>3</td>
<td>6 1/2</td>
<td>2</td>
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</table>
The PREPARE TO STOP WHEN LIGHTS FLASH sign shall be a horizontal rectangle with two yellow flashing beacons above the sign. It may be used in advance of a traffic control signal, or a special application thereof, when sight distance or other conditions require an early warning.

For use on the State Highway system State Traffic-Roadway Engineer approval is needed. The need for such a sign shall be documented by an engineering study that addresses the second standard (paragraph 7) of Section 4D.12 in the MUTCD. Dilemma Zone protection must be considered in the design. (ODOT Traffic Signal Design Manual, Chapter 12)
The SNOW ZONE sign with interchangeable riders may be used during the snow season in mountain areas.

During the snow season, the CARRY CHAINS OR TRACTION TIRES (OR15-15A) rider should be displayed when the messages CHAINS REQUIRED ON VEHICLES TOWING OR OVER 10,000 GVW (OR15-15B); CHAINS REQUIRED, TRACTION TIRES ALLOWED ON VEHICLES UNDER 10,000 GVW (OR15-15C); and CHAINS REQUIRED ON VEHICLES TOWING OR SINGLE DRIVE AXLE OVER 10,000 GVW (OR15-15D) are not applicable. A blank rider should be displayed during the season when snow is not normally expected.

<table>
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<tr>
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</tr>
<tr>
<td>FWY./EXPWY.</td>
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</table>
The OVERSIZE LOAD sign shall be used to warn motorists of a vehicle, including load, which is wider or longer than the legal limit and is operating over state or county highways or city streets, by written permit of the authority having jurisdiction over the highway or street.

To enhance visibility of signs the following are allowed: borders, larger legends, and/or reflective backgrounds.

Signs used on hauling vehicles between sunset and sunrise shall be made of reflectorized material.

The LONG LOAD warning sign is for vehicle combinations exceeding 75' in overall length, excluding combinations of vehicles authorized by the Surface Transportation Assistance Act of 1982.

The warning sign is to be displayed on the back of the rearmost trailer or semitrailer.

The sign shall be positioned at such height as to be readily visible to following drivers and it shall be kept in good repair, free from dirt, grease and "road film" in order that it may be clearly readable to following drivers.

Signs made of mesh or other materials that do not provide a continuous background are not permitted.

Signs used on hauling vehicles between sunset and sunrise shall be made of reflectorized material.

Reference OAR 734-074-0060
The Long Load warning sign is for vehicles transporting loads which are not over 8'-6" wide and the vehicle and overhang are not over 80 feet in total length. May be used on county highways or city streets, by written permit of the authority having jurisdiction over the highway or street.

To enhance visibility of signs the following are allowed: borders, larger legends, and/or reflective background. Signs made of mesh or other materials that do not provide a continuous background are not permitted.

Signs used on hauling vehicles between sunset and sunrise shall be made of reflectorized material.


Oregon Department of Transportation
Approved By: S.T.E. Date: 03/1994 Updated: 12/2011
Warning sign for vehicles transporting loads which are wide only and under 80 feet long.

To enhance visibility of signs the following are allowed: borders, larger legend, and/or reflective background.

Signs made of mesh or other materials that do not provide a continuous background are not permitted.

Signs used on hauling vehicles between sunset and sunrise shall be made of reflectorized material.

Reference OAR 734-076-0135, 734-082-0037
The SLIDES sign should be used to warn motorists of a section of highway where earth or rock slides may be encountered on the roadway.
The **BYPASS PHOTO ENFORCED** sign may be used under the OR22-4 ALL TRUCKS OVER 20,000 GVW NEXT RIGHT sign to warn drivers that the weigh station may use a video camera to identify trucks that don't stop at the weigh station as required.

### SIGN DIMENSIONS (INCHES)

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*Letter Spacing reduced by 30%
This STOP AHEAD sign shall be used on the advance pilot car when traffic is stopped to allow a wide or oversize load to be towed through a tunnel or other restricted width section of highway. This sign shall only be used when required by permit.
The BRAKE CHECK AREA signs are used to identify those areas adjacent to the highway that are maintained for the purpose of providing truckers with an area for checking their air brakes and ensuring adequate pressure for navigating long, downhill grades.

The BRAKE CHECK AREA 1/2 MILE sign should be installed approx. 1/2 mile in advance of the Brake Check Area. The BRAKE CHECK AREA sign (OW21-5 or OW21-6) should be installed at the beginning of the Brake Check Area.
OW21-5 & OW21-6

**OW21-5**

C = Border Width  
D = Corner Radius

**OW21-6**

Sign Background: Yellow, Standard Retroreflective Sheeting  
Sign Legend: Black, Non-reflective Sheeting

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BRAKE CHECK AREA SIGNS - OW21-4 to OW21-6 (See page 5-4 and MUTCD section 2I.06 for related information)

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.  
Date: 03/2015  
Updated: N/A

September 2018
The CHAIN-UP AREA signs are used to identify those areas adjacent to the highway that are maintained for the purpose of installing tire chains or traction devices.

The signs should be installed as follows:
The CHAIN-UP AREA 1/2 MILE sign should be installed approximately 1/2 mile in advance of the chain-up area; the SNOW ZONE sign (OW15-15) should be installed approximately 800 feet in advance of the chain-up area; the CHAIN-UP AREA sign (OW22-2 or OW22-3) should be installed at the beginning of the chain-up area. The signs are rectangular in shape and may be hinged near the middle. They should either be folded down or covered up when they are not needed.
**Sign Background:** Yellow, Standard Retroreflective Sheeting  
**Sign Legend:** Black, Non-reflective Sheeting

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CHAIN-UP AREA SIGNS - OW22-1a to OW22-3 (See page 5-4 and MUTCD section 2I.07 for related information)
CHAIN REMOVAL AREA
1/2 MILE

C = Border Width
D = Corner Radius

* Plywood version of sign may be fabricated in 2 pieces and hinged to allow for "folding down" of sign.

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CHAIN REMOVAL AREA signs - OW22-4a to OW22-6 (See page 5-4 and MUTCD section 2I.07 for related information)

The CHAIN REMOVAL AREA signs are used to identify those areas adjacent to the highway that are maintained for the purpose of removing tire chains or traction devices.

The signs should be installed as follows:
The CHAIN REMOVAL AREA 1/2 MILE sign should be installed approximately 1/2 mile in advance of the chain removal area; and the CHAIN REMOVAL AREA sign (OW22-5 or OW22-6) should be installed at the beginning of the chain removal area. The signs are rectangular in shape and may be hinged near the middle. They should either be folded down or covered up when they are not needed.
**OW22-5 & OW22-6**

Sign Background: Yellow, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting

**CHAIN REMOVAL AREA**

*Plywood version of sign may be fabricated in 2 pieces and hinged to allow for "folding down" of sign.*

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CHAIN REMOVAL AREA SIGNS - OW22-4a to OW22-6 (See page 5-4 and MUTCD section 2I.07 for related information)

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E. Date: 03/1994 Updated: 01/2014
The Highway Advisory Radio sign may be used at locations where a Travelers Information Station has been authorized. Use of the Travelers Information Station is governed by the ODOT document Guidelines for the Operation of Highway Advisory Radio and other Travelers Information Stations on State Highways.
Use the NO LANE CHANGES AHEAD sign to direct motorists that a no lane change area is approaching.

Size shown is for freeway use, use 6"C letters on a 36" x 36" sign for non-freeway applications.
Chapter 5

Guide Signs

Chapter 5A Conventional Roads

Arrows (MUTCD 2D.08)

The directional arrows on guide signs should be determined by the height of the legend. Use 4” x 6” arrows for 4” legend, 5” x 7” arrows for 5” legend, 6” x 9” arrows for 6” legend, and 8” x 12” arrows for 8” legend. The length of the arrow may be increased if the sign layout allows a longer arrow.

Design of Route Signs (MUTCD 2D.11)

Route markers incorporated into guide sign legends shall have a minimum size of 18” x 18”. Route markers installed elsewhere shall be a minimum of 24” x 24” except county route shields that may be 18” x 18”. See Standard Drawings TM211 and TM212.

Destination Signs (D1 Series) (MUTCD 2D.37)

A white line shall separate all destinations in different directions. All destinations in a given direction shall share one directional arrow. Legend size and style shall be governed by the importance of the sign. All legends on a single sign shall be the same size and style. Not more than 4 destinations should be shown on a conventional road destination sign. Mileage should be shown, except in urban areas.

Location of Destination Signs (MUTCD 2D.40)

Prioritize guide signs using the listing in part 3 of Intersection Guide Sign Guidelines section on page 5-2.

Signing of Named Highways (MUTCD 2D.53)

Memorial highways may be signed in rest areas, scenic turnouts, or similar places where the motorist can safely park their vehicle to read the marker or sign.

Intersection Guide Sign Guidelines

1. Definitions:

Rural – The area outside the Urban Growth Boundary of any incorporated city.

Urban – The area inside the city limits and extending to the Urban Growth Boundary of any incorporated city.

Advance Guide Sign – Guide signs placed prior to an intersection that include next left, next right, distance, direction, or arrow direction.
Guide Sign – Sign giving direction that may be green, brown, or blue background depending on legend content.

2. A maximum of three destinations per direction may be shown on rural guide signs with a maximum of four total destinations per sign.

Route shields and related plaques are not to be counted as a destination.

Symbol signs such as airport, train station, watchable wildlife, etc., are not to be considered as a destination.

Street name signs (at intersecting streets) are not considered to be a destination and shall be separated by a white line if the street name is incorporated into the guide sign.

3. The priority of destinations to be shown on intersection guide signs shall be as follows:

A. Closest major city (population over 50,000).
B. Closest city or community.
C. National park, state park, state fairgrounds, public college, or university.
D. Major traffic generator, publicly owned. *
E. Major traffic generator, privately owned.
F. Community college, private college.
G. County park, fairgrounds.

*Major traffic generators must meet attendance requirements on page 5-17.

4. Destinations shown on Advance Guide signs shall be consistent with the destinations shown on the Intersection Guide sign.

Public schools, landmarks, armories, Red Cross centers, unincorporated communities, wildlife refuges, and youth camps

May be signed to publicly owned or nonprofit public agencies or operations permanently located off the highway being signed. Signs in this category may be signed on primary and secondary highways (not on freeways) at the closest access point. If distance to the site is more than one mile, the mileage may be added to the legend.

Auditoriums, ball fields, exposition centers, parks, fairgrounds, race tracks

May be signed on primary and secondary highways at the closest access point. To qualify for signing there must be a significant activity at least weekly.

State Capitol, State Police, PUC, DMV, and DEQ

May be signed on freeways, primary, and secondary highways.
Accredited higher education facilities may be signed on freeways and primary or secondary highways. The school pays for the original sign and installation; ODOT installs and maintains.

**Shopping Centers**

May be signed on freeways and primary or secondary highways under the following conditions:

1. At least 500,000 square feet of usable floor space.
2. At least 18,000 daily vehicle trips (two-way).
3. Contain at least two and preferably three major retail outlets (Penneys, Sears, etc.).
4. Any required follow-up signing must be in place before highway signing is completed. Written assurance must be provided before highway signing is started.
5. All installation and maintenance costs shall be the responsibility of the center. ODOT will install and maintain the signs.

**Business and Industrial Parks**

May be signed on freeways and primary or secondary highways under the following conditions:

1. At least 500,000 square feet of usable floor space.
2. At least 18,000 daily vehicle trips (two-way).
3. The destination must be within one mile of the exit from the state highway.
4. Any required follow-up signing must be in place before highway signing is completed. Written assurance must be provided before highway signing is started.
5. All installation and maintenance costs shall be the responsibility of the Park. ODOT will install and maintain the signs.

**Recreational-Cultural Interest Area Signs**

Federal Parks - Parks maintained by the federal government may be signed on freeway and primary or secondary highways.

State Parks – If the park is the only destination listed on the freeway sign use the brown recreational guide sign. If the exit leads to other destinations, park is included on the green destination sign.

Resort Areas – The brown recreational guide sign may be mounted under a guide sign under the following conditions:

1. Resort is in a rural area where the highway is either in a scenic area or passes through public land where normal advertising signs are not allowed. Resorts not in public or scenic areas may be signed under TODS program.
2. Resort must be open full-time throughout the appropriate tourist season and offer at least one significant recreational activity such as swimming, boating, skiing, fishing, hunting, rock hounding, etc. The resort must also offer two of the following services:

   A. Restaurant
   B. Lodging
   C. Gasoline and automotive services

3. The resort area should also be at least 25 miles away from areas offering services of a like nature, to limit unfair competition with like services owned and operated on private land.

   When a resort sign is used, a gas symbol sign may be allowed, due to the essential nature of gas in remote rural areas. Gas symbols should only be allowed if a service station is available with continuous operation for 12 hours a day and is located within a complex where other services are available to the traveler (such as food, lodging, or camping). The brown and white symbol sign should be installed under the brown and white resort area sign, with or without other recreational symbol signs.

   The use of TODS and logos signs will not be allowed for businesses within resort areas wherever brown and white resort signs (with or without recreational riders) have been provided.

   General Information Signs (I Series)  
   (MUTCD 2H.02)

   Commercial Airports may be signed on freeways and primary and secondary highways if they offer commercial or charter airline service, plane rental, or flying lessons. Use of the horizontal plane symbol sign is preferred over the vertical plane symbol sign.

   Minimum Size 24” x 24”
   Freeway 30” x 30”

   The BUS STATION symbol sign (I - 6) shall be used on state highways to indicate the location of a bus stop on the state highway. When used the BUS STATION symbol sign should be accompanied by a supplemental plaque below the sign to identify the bus service that stops there.

   Bus Station/Train Station symbol signs (I-6/I-7), may be used on freeways (symbol only) and primary and secondary highways (symbol with rider) at the appropriate exit or the closest access point. These signs may also be used as trailblazers.

   Minimum Size Symbol 24” x 24”
   Minimum Size Rider 24” x 6”

   General Service Signs (D9 Series)  
   (MUTCD 2I.02 & 2I.03)

   State and City Police, Sheriff, DMV, and DEQ are considered motorist services and will be signed under this section with Blue background, white legend signs.

   General motorist service signs may be appended to interchange guide signs.
The CHANNEL 9 MONITORED sign shall not be used on State Highways.

NEXT GASOLINE sign may be used on primary and secondary highways at some point leaving the last location where gasoline is available and the next available gasoline is at least 50 miles. This sign is generic but care should be taken in the placement to avoid its being construed as advertising.
Minimum Size 36” x 24”

Emergency Medical Services (EMS) - All requests for installation of the Emergency Medical Services (EMS) symbol sign shall be submitted to the Health Division of the Oregon Department of Human Resources for certification that the requester satisfies the State’s established criteria for facilities included in the EMS system. EMS signing will not normally be used in conjunction with Hospital signing.
Minimum Size (D9-13 symbol) 24” x 24”

Tourist Information Centers - Tourist Information Centers may be signed on freeways and primary and secondary highways. The Center must have easy permanent access with adequate parking where local tourist information is available. An attended facility is not required. See page 5-12.

**Brake Check Area Signs & Chain-Up Area Signs (D5-13 thru D5-16) (MUTCD 2I.06 & 2I.07)**

Due to the limited width of the Brake Check Areas and Chain-up Areas and their close proximity to the traveled ways, the Brake Check Area and Chain-up Area series of signs are to remain black legend on yellow background. The use of warning sign colors gives proper notice to the motorist of the unexpected activities in the area. Design layouts for these signs, as well as for Chain Removal Area signs, are provided on pages 4-26 through 4-31 of this manual.

**Rural Fire District Signing Guidelines**

Rural fire district sign permits may be written using the following criteria:

1. No signs allowed on the interstate system.
2. Fire district must be rural in nature.
3. Signs will be furnished by the fire district.
4. Replacement signs will be furnished by the fire district upon request, or the remaining signs for the fire district will be removed.
5. Signs will be placed outside the normal operating right-of-way (far side of ditch).
6. Signs will be green background, white legend, reflectorized, in accordance with Section 2H.02 of the MUTCD.
7. No logos will be allowed, word message only.
8. 9-1-1 should not appear on the legend as the State of Oregon now has border to border use of this number.
9. Fire district boundary signs should not be required when the boundary is coincident with city or county boundaries.
General Information

All requests for signing resort areas, museums, and golf courses should be sent to Oregon Travel Experience, 1500 Liberty Street SE, Suite 150, Salem, Oregon, 97302
Phone (503) 378-4508.

All requests for signing tour or scenic routes should be sent to the Oregon Scenic Byway Program, 555 13th Street NE, Salem, OR 97301-3871
Phone (503) 986-4261.

Community identification signs as allowed in ORS 377.510 are to be placed outside of highway right-of-way.

Signing Policy (Specific Service Signs) (MUTCD 2J.11)

The Oregon Travel Information Council (TIC), in conjunction with ODOT, establishes Specific Service (LOGO) sign policy in Oregon, in accordance with ORS 377.805. All requests or inquiries about LOGO signing should be directed to TIC at (503) 378-4508.

State Policy (Tourist-Oriented Directional Signs) (MUTCD 2K.07)

The Oregon Travel Information Council (TIC), in conjunction with ODOT, establishes Tourist-Oriented Directional (TODS) sign policy in Oregon, in accordance with ORS 377.805. All requests or inquiries about TODS signing should be directed to TIC at (503) 378-4508.

Banners Located on State Highway Right-Of-Way Signing Guidelines

The purpose of these guidelines is to allow for the temporary placement of banners within the state highway right-of-way to inform the travelling public of local event.

1. Definitions:
   - “Banner(s)” are flags or pennants made of plastic, cloth, or similar material suspended over or spanning the roadway to provide information to motorists on an event occurring in the general area.
   - “Event” is the celebration of a legal holiday, fair, rodeo, roundup, exposition, and other civic event.

2. The District Manager may allow for the placement of banners where the following criteria are met:
   - The event is sponsored or endorsed by a city, county, or state agency.
   - The event is two weeks or shorter in duration and open to the general public.
   - The banner contains no more than the name, logo, date, time and general location of the event.

3. The banner(s) and supports must:
   - Be located within a five-mile radius of the event.
   - Have a vertical clearance of at least 20 feet over the roadway and 8 feet over a sidewalk.
   - Be made from a durable material and constructed to withstand wind pressure of 20 pounds per square foot (89N) of exposed surface.
4. The banner(s) and supports must not:
   - Be placed on an interstate highway.
   - Include any advertising, commercial message, brand or product name, or other information about the event such as cost, directions, or contact information.
   - Interfere with, imitate, or resemble any official traffic control device or attempt or appear to attempt to direct the movement of traffic.
   - Prevent the driver of a motor vehicle from having a clear and unobstructed view of official traffic control devices and approaching or merging traffic.
   - Have any lighting, unless such lighting is shielded to prevent light from being directed at the highway or is of such low intensity or brilliance as not to cause glare or to impair the vision of the driver of a motor vehicle.
   - Be located such that it is a roadside safety or traffic hazard.
   - Be attached to any official sign, post, signal pole, or any other traffic control device or support.

5. If any banner(s) are allowed, the District Manager will determine the number and type, the date of installation and removal, and any other conditions necessary to protect the safety of the roadway and motoring public.

Temporary Event Signing Guidelines

1. Temporary signing on the state highway system may be provided for those activities approximately two weeks or shorter in duration that are open to the general public.

2. ODOT reserves the right to limit the number of activities signed per year for each location on the state highway system.

3. Signing on the state highway system normally shall be designed by ODOT. Signs designed by private parties must be approved by the Region Traffic Engineer prior to installation. ODOT shall install and remove all signs on state highway right-of-way.

4. Applicant shall be responsible for all costs incurred by the state for manufacture of signs, sign supports, labor, and equipment to install and remove signs and for all engineering costs. If the applicant supplies signs to the state, applicant shall be responsible for all costs incurred by the state for sign supports, labor, and equipment to install and remove signs.

5. Expected attendance of 5,000 or more vehicles on the peak day shall be required for temporary signing on the interstate system and other highways built to interstate standards. Expected daily attendance at locations on other state highways shall be a minimum of 125% of the average daily traffic of the highway being signed to qualify for temporary special event signing.

6. All signing for temporary events must conform to the general requirements of the Manual on Uniform Traffic Control Devices as to location and design.

7. Signing shall not be installed unless adequate follow-up signing to the event, as determined by ODOT, is in place.
8. If the requesting facility meets the minimum standards for a traffic generator but no destination is available, the facility would be eligible for Temporary Signing if space exists (as determined by the Region Traffic Engineer).

Policy for Private Drive Signs On State Right-of-Way

Signs for private drives are allowed off state highway right-of-way. If signs need to be on state right-of-way to be visible, they can be installed under permit from the District Manager. A fee for installation and maintenance of the signs shall be assessed by the District. Our current policy is that in areas where the state right-of-way is excessive (usually 40 or more feet from centerline) or where topography or other conditions restrict the visibility of signs off of the right-of-way, signing for private drives is allowed with some restrictions.

Street name signs (both private and public) are now required to follow minimum standards set forth in the Manual of Uniform Traffic Control Devices (MUTCD) so they appear identical to the motorist. However, we do not want motorists, especially trucks, to think that a private drive is a public road.

ODOT requires a “PRIVATE DRIVE” (OW14-3) rider to be installed under any sign on ODOT right-of-way for private driveways.

In order for a private driveway to have a sign placed on state right-of-way, the following sequence needs to be followed:

- The request for the sign is received by the ODOT Region Traffic Office.
- The Region Traffic Office will review the requested location to determine if a sign placed off state right-of-way will be visible to an emergency services vehicle operator.
- If the sign off state right-of-way would be visible, then a sign on state right-of-way would be denied.
- If the sign off state right-of-way would not be visible, the District Manager’s office could write a miscellaneous use permit to allow the sign installation with the following stipulations:
  1. The street name sign to meet ODOT's specifications.
  2. A “PRIVATE DRIVE” (OW14-3) rider to be placed under the street name sign.
  3. The signs are to be installed on breakaway posts per ODOT specifications.
  4. Funding for entire sign installation to be provided by the requesting party.
  5. The permit shall specify the maintenance agreement.

A determination of need for a STOP sign installation will be required for each installation. If the Region Traffic Manager determines that a STOP sign is required, the requesting party will fund the installation.
Policy on Recreational Symbol Signs On the State Highway System

Recreational symbol signs may be appended to guide signs on the State Highway System using the following criteria:

A limit of four recreational symbol signs may be used for each interchange or each destination. The minimum size of recreational symbol signs shall be 30” x 30” on freeways and expressways. The minimum size of recreational symbol signs shall be 18” x 18”, use of larger sizes is recommended.

Minimum vertical clearance will be required to be maintained, this may require replacement of the existing supports in some circumstances.

The symbol signs may only be placed at locations where the major guide sign directs traffic to a County, State, or Federal park. If other destinations are listed on the guide sign, the park and recreational symbols shall be brown so as to not be confused with the other destination. If both destinations require a brown background and the symbols do not apply to both destinations, the symbols will not be allowed.

The Hiking Trails symbol sign (RL-100) may be used on primary and secondary highways at the closest access point, provided that the trail is a maintained recreational hiking trail and there is adequate off-highway parking available.

The Windsurfing symbol sign (RW-210) may be used on primary and secondary highways and may be installed as a rider on freeway interchange guide signs.

The following criteria must be satisfied before recreational symbol signing will be allowed:

1. All signing shall conform to the requirements of the Manual on Uniform Traffic Control Devices.
2. Signing must be approved by the Region Traffic Section with concurrence from the local agency having jurisdiction over the access to the area.
3. Area must have safe access and adequate parking and restroom facilities for expected attendance.

The requesting agency will be required to purchase the signs, posts (if needed) and sign brackets. Funding the installation will be as determined by the local District Manager.
Road name, route shield and mileage signs mounted on overhead roadway structures should not be illuminated. All new installations shall use ASTM type IX legend on ASTM type III or IV background sheeting.

ASTM type IX sheeting legend can eliminate the need for illumination on overhead guide sign installations. Sign lighting will only be considered when adverse vertical or horizontal alignment requires its use.

Border width for guide signs shall be controlled by the legend size and not the board size. Signs having a legend in upper and lower case letters with 10 2/3” or smaller upper case letters and signs having a 12” or smaller all capital lettered legend shall have a 1” border. All signs with a legend larger than as specified above shall have a 2” border.

See Section 2A.14 in the MUTCD for border widths of regulatory and warning signs.

Signs mounted on an overcrossing structure should be limited to 7 feet in overall height.

Each interchange should have a minimum of two guide signs, one advance guide sign and one exit direction sign. In areas where interchanges are closely spaced, intersection sequence series signs may be used in lieu of advance guide signs.

Interchange exit numbers should be installed on all highways built to freeway standards. Exit numbers shall correspond to the mileposting of the highway. Where more than one exit falls within a single milepost, alphabetical suffixes may be used. The gore exit sign shall have the exit number included on the sign. Exit number plaques should be added to the top right-hand edge of the sign for an exit to the right. Exit number signs for left exits shall be placed on the left of the guide sign. See section 2E.31 of the MUTCD for additional requirements on exit numbering.

For major interchanges two advance guide signs may be used. For intermediate and minor interchanges one advance guide sign should be used.
Other Supplemental Guide Signs (MUTCD 2E.35)

The supplemental guide sign installation, if used, should be erected approximately mid-way between the advance guide sign and the exit direction sign.

Post-Interchange Signs (MUTCD 2E.38)

Where space between interchanges permits, there should be a route marker located 500 feet beyond the end of the acceleration lane, followed by:

- SPEED XX
- Destination and mileage
- EMERGENCY PARKING ONLY
- SLOWER TRAFFIC KEEP RIGHT
- After 1000 feet
- After 1000 feet
- After 1000 feet
- After 1000 feet

[between 500 feet and but not more often than once every 5 miles.]

Weigh Station Signing (MUTCD 2E.54)

For additional details on the OPEN-CLOSED sign mentioned in Section 2D.49 (MUTCD), see ODOT standard detail DET 4250.

General Service Signs (MUTCD 2I.03)

General Motorist Service panels may be appended to ground-mounted interchange signs.

Radio Information Signing (MUTCD 2I.09)

The CHANNEL 9 MONITORED sign shall not be installed on State highways.

Signing Policy (Specific Service Signs) (MUTCD 2J.11)

The Oregon Travel Information Council (TIC), in conjunction with ODOT, establishes Specific Service (LOGO) sign policy in Oregon, in accordance with ORS 377.805. All requests or inquiries about LOGO signing should be directed to TIC at (503) 378-4508.

Historic Trails Signing Guidelines (OI5-1, OI6-1, OI7-1)

The purpose of the state Historic Trails marking program is to identify, for the education and enjoyment of the motoring public, those parts of modern highways that closely parallel historic routes. “Closely parallel” means that the modern route is generally within 5 miles of the historic route, and that the two lie within the same geographic feature such as valley, plateau, etc. In other words, the modern motorist should be able to experience and understand the topography that early explorers and immigrants had to traverse. In cases where the historic route was by water, the waterway must be generally visible from the modern highway.

State or National Historic Trails may be signed on the State Highway System if they have statewide or national significance. Examples include: Oregon Trail (OI7-1), Lewis and
Clark Trail (OI5-1) and California Trail (OI6-1). As a general rule, qualifying segments of highway should be marked about every 10 miles. Whenever possible, markers should be attached to existing signs.

**Historic Trail Marking**

Additional signs shall be added immediately below the Historic Trail logo signs as follows:

1. A sign with the words “INFO CENTER” shall be added to alert the motorist to a Historic Trail kiosk in a rest area or state park.

2. A sign with the words “RIVER ROUTE” shall be added to explain that immigrants used the river in the locality signed.

3. A sign with the words “TRAIL SITE” shall be added to guide the motorist to a trail feature.

4. Additional signs as shown on pages 5-50 through 5-58 shall be used to guide the motorist when appropriate.

4. Custom signs shall be approved by the Region Traffic Section prior to placement.

**Sign Installation Detail Guidelines**

Signs installed on the freeway should be mounted on existing sign supports, where possible, preferably at the advance guide sign location. This location will give drivers enough time to decide if they want to leave the freeway for further information about the historic trail.

Signs installed on the freeway are to be 30” x 30” in size. Those installed at ramp terminal intersections to provide turning directions are to be 24” x 24” together with the appropriate directional arrow. The correct information rider (“Trail Site,” “River Route,” etc.) should be installed below each size of sign. The information rider should be of the length that will fit the width of whichever trail sign is being used at a particular location. The 24” assembly is to be used along the state connecting-route leading to the site. If a county road is involved, the county should be encouraged to install the signs.

**Information Center Signing Guidelines**

**TRAVEL INFORMATION CENTER:** These are the gazebo types of information centers operated by the Oregon Travel Information Council usually found in interstate rest areas. There are some located in other areas (e.g., “D” River Wayside).

**Freeway** –

- Incorporate word message “TRAVEL INFO.” or “TRAVEL INFO. CTR.” into legend of rest area sign. See page 5-19 for sign design examples.

**Primary/Secondary Highway** –

- Use a blue background sign with white lettered legend of “TRAVEL INFORMATION CENTER”. Legend may be abbreviated if appropriate.
OREGON WELCOME CENTER: These are statewide information centers operated and funded by the Oregon Tourism Commission, doing business as Travel Oregon. The centers are located at select border/entry points in rest areas, state parks, their own facilities and in Visitor Information Centers operated by local destination marketing organizations.

Freeway –

- If the facility is in a rest area, incorporate word message “WELCOME CTR.” or “WELCOME CENTER” with the “TOURIST INFORMATION” sign (D9-10) into the legend of rest area sign.

- If facility is not in a rest area, it is considered to be a motorist service and shall be signed as a rider under one of the guide signs. The rider shall incorporate the word message “WELCOME CTR.” or “WELCOME CENTER” with the “TOURIST INFORMATION” sign (D9-10).

- For retro-fits of existing signs, if the distance between the breakaway supports will not accommodate a full length rider as described above, a “TOURIST INFORMATION” sign (D9-10) may be used in conjunction with the “WELCOME CENTER” word message sign (OD9-10a).

- The preferred placement would be under the one mile advance or “EXIT XX” sign.

- See Page 5-19 for sign design examples.

Primary/Secondary Highway –

- The “TOURIST INFORMATION” sign (D9-10) with the “WELCOME CENTER” word message sign (OD9-10a) with appropriate Directional Arrow Auxiliary Sign should be used to guide motorists to the center.

VISITOR INFORMATION CENTER: These are information centers usually operated by local and regional destination marketing organizations (DMO’s). In specific circumstances, Visitor Information Centers are run by others on behalf of DMO’s as a public service. In these isolated instances, they are allowed signing if they qualify by documenting that they are operating the center on behalf of the DMO and by meeting the standards adopted by the Visitor Center Sign Committee shown on pages 5-14 and 5-15.

Prior to replacement of any existing Visitor Information Center signing, ODOT shall request the Visitor Information Center submit documentation to the ODOT District Office that their facility meets the new standard as shown on pages 5-14 and 5-15.

Freeway –

There are two options for signing Visitor Information Centers on the freeway, through the Travel Information Council (TIC) as an attraction logo and through ODOT as a motorist service. Only one option shall be installed.

1. A visitor information center that is in partnership with a private business and qualifies under the definition of Travel Plaza (as authorized in TIC Statute, ORS 377.710) is eligible for a Tourist Attraction Logo sign through TIC. The logo sign
shall incorporate the “TOURIST INFORMATION” sign (D9-10) for statewide consistency.

2. A visitor information center that meets the standards shown on pages 5-14 and 5-15, and is serving a single location as a stand-alone entity is eligible for a motorist service sign through ODOT.

   - The visitor information center shall be signed as a rider under one of the guide signs. The rider shall consist of the word message “VISITOR INFO” or “VISITOR INFORMATION”.

   - For retro-fits of existing signs, if the distance between the breakaway supports will not accommodate a full length rider as described above, a “TOURIST INFORMATION” sign (D9-10) may be used instead.

   - The preferred placement would be under the one mile advance or “EXIT XX” sign.

   - See Page 5-19 for sign design examples.

Primary/Secondary Highway –

   - The “TOURIST INFORMATION” sign (D9-10) with appropriate Directional Arrow Auxiliary sign should be used to guide motorists to the center.

Visitor Information Center Sign Standards

In order to qualify for a Visitor Information Center sign, a business must submit to the ODOT District Office a letter from the nearest **Destination Marketing Organization (DMO) certifying that it meets the following standards.

Mandatory Standards

Visitor Information Centers shall have:

1. Plans and procedures to respond to visitor inquiries in a timely manner.
2. Directional signs as needed on county or city roads to lead visitors from the first sign to the visitor center.
3. Signs at the building which are consistent with the official Visitor Information Center signing.
4. Trained staff with destination and customer service expertise to meet the needs of the leisure travel market.
5. Copies of the appropriate and current local visitor information and regional guide on display, and access to guides from the other six regions available on request.
6. Current statewide materials provided by Travel Oregon and the Oregon Department of Transportation that are available to the public upon request.
7. Open hours: A minimum of five days a week, five hours a day. Hours shall be clearly posted.
8. Access to visitor information after hours (such as brochure racks, information kiosk, phone message board, Web site address, etc.)
9. ADA Accessibility.
10. Automobile parking within walking distance, or easy access by public transportation.
11. Drinking fountain or access to water during open hours.
12. Restrooms within walking distance, accessible to all members of the traveling public during open hours.
13. A landline telephone for staff or guest emergency use.

Voluntary Standards:

Visitor Information Centers should consider having:
1. Reservation capability.
2. Recreational vehicle parking within walking distance.
3. Access to staff and/or resources with multiple language speaking capabilities.
4. Internet access available (Possibly demonstrated with a Wi-Fi symbol on the sign at the Visitor Information Center).

**The DMO should be the nearest Convention & Visitors Bureau or Chamber of Commerce. If there is not a CVB or Chamber in your city or one that represents your county, then a letter from the Regional Destination Marketing Organization would be accepted.

These standards were developed by the Visitor Center Sign Committee (consisting of representatives from the Oregon Department of Transportation, Travel Information Council, Travel Oregon, Oregon Destination Marketing Organizations and Oregon State Chamber of Commerce) and were endorsed by the Oregon Traffic Control Devices Committee and approved by the State Traffic Engineer on 12/18/2009.

**Alternative Electric Vehicle Charging Symbol Signing Guidelines**

An interim approval has been issued for the optional use of a General Service symbol sign that provides road users direction to electric vehicle charging facilities that are open to the public.

Jurisdictions using the sign under this Interim Approval must agree to comply with the technical conditions listed below, supply the Oregon Department of Transportation an inventory list of all locations where the signs are installed, and to comply with Item D in Paragraph 18 of Section 1A.10 of the 2009 MUTCD, which requires:

“An agreement to restore the site(s) of the interim approval to a condition that complies with the provisions in this Manual within 3 months following the issuance of a Final Rule on this traffic control device; and terminate use of the device or application installed under the interim approval at any time that it determines significant safety concerns are directly or indirectly attributable to the device or application. The FHWA’s Office of Transportation Operations has the right to terminate the interim approval at any time if there is an indication of safety concerns.”

The use of the alternative Electric Vehicle Charging symbol sign is optional. However, if an agency opts to use this sign under FHWA Interim Approval, the following design and installation requirements shall apply and shall take precedence over any conflicting provisions of the MUTCD.
Installation and use of the alternative Electric Vehicle Charging symbol sign shall conform to the general provisions for General Service signs in accordance with MUTCD Chapter 2I.

Agencies may also continue to use ELECTRIC VEHICLE CHARGING (D9-11bP) plaque as an educational message mounted below the alternative Electric Vehicle Charging symbol sign in a Directional Assembly.

Agencies may use the alternative Electric Vehicle Charging symbol sign in General Services (D9-18 Series) guide signs.

Sign Design and Size:

**a.** The design of the alternative Electric Vehicle Charging symbol sign, D9-11b (Alternate), shall be as shown in FHWA Interim Approval (IA-13) Memorandum, dated April 1, 2011. The Memorandum and accompanying design can be found at the following site: http://mutcd.fhwa.dot.gov/res-interim_approvals.htm.

**b.** The minimum size of the alternative Electric Vehicle Charging symbol sign shall be 24 inches in width by 24 inches in height.

**c.** The size of the alternative Electric Vehicle Charging symbol sign shall otherwise be in accordance with those of other D9-11 series signs.

Except as otherwise provided above, all other provisions of the MUTCD applicable to signs shall apply to the alternative Electric Vehicle Charging symbol sign.

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**Freeway Interchange Guide Sign Guidelines**

1. **Definitions:**

   - **Freeway** – Any state highway with fully controlled access and interchange system or portion of highway with these characteristics, e.g., Sunset Highway.
   - **Interchange Guide Signs** – Advance and exit directional signs.
   - **Supplemental Guide Signs** – Guide sign with destination(s) not shown on interchange guide sign.

2. A maximum of two destinations shall be shown in the legend of interchange guide signs. The route number or highway name is not considered to be a destination.

3. The priority of destinations off the freeway shall be as follows:

   - A. Closest major city (population over 50,000)
   - B. If the route continues to another major city, that city name should be shown
   - C. Name of road crossing freeway
   - D. National park, monument, historic site, etc.
   - E. State park, state fairgrounds, monument, historic site, etc.
   - F. State college or university
   - G. Airport (with commercial passenger service)
   - H. Major traffic generator, such as large shopping mall or convention center
   - I. Community college, private college, trade school with enrollment over 1,000
4. In the event that the interchange was constructed to provide access to a specific destination, such as the Portland International Airport, or an industrial park, that destination would take priority over those listed above. The second destination on the interchange guide sign would be determined by the above listed priority. In the legend of the sign itself, the closest destination shall be listed first.

5. One supplemental guide sign with a total of two destinations will be allowed for each exit, providing there is adequate space on the freeway for placement of the sign. The priority for destinations on this sign shall be a continuance of the above listed priority not used on the interchange guide signs.

6. This policy does not refer to motorist service guide signs. They are listed as a separate policy in the Manual on Uniform Traffic Control Devices.

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<th>URBAN AREA 2/</th>
<th>RURAL AREA 3/</th>
<th>SPARSELY POPULATED AREA 4/</th>
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<td>Distance from Interchange (mi.) 5/</td>
<td>5</td>
<td>7.5</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Colleges and Universities</td>
<td>Total Enrollment</td>
<td>2,500</td>
<td>2,500</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td></td>
<td>Full and Part-time Students</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance from Interchange (mi.) 5/</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Arenas, Auditoriums, Convention Halls, Stadiums, State and National Parks, Major Recreational Areas (Fairgrounds, Amusement Parks, Zoos, etc.)</td>
<td>Annual Attendance</td>
<td>300,000</td>
<td>250,000</td>
<td>200,000</td>
<td>100,000</td>
</tr>
<tr>
<td></td>
<td>No. of Seats (if applicable)</td>
<td>6,000</td>
<td>5,000</td>
<td>4,000</td>
<td>2,000</td>
</tr>
<tr>
<td></td>
<td>Distance from Interchange (mi.) 5/</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Information Center</td>
<td>Permanent, Easy Access, Adequate Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance from Interchange (mi.) 5/</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Shopping Centers 6/ &amp; Industrial Parks</td>
<td>Regional or Statewide Significance; 500,000 Square Feet; 18,000 daily trips</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance from Interchange (mi.) 5/</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

1/ 50,000 or more population in Urban Growth Boundary
2/ 5,000 - 49,999 population in Urban Growth Boundary
3/ County with more than 30,000 populations
4/ County with less than 30,000 populations
5/ Distance may be increased 0.5 mi. for each 10% over the minimum requirements listed to a maximum of two times the minimum distance listed.
6/ Shopping center must have 2 or more major retail outlets such as Sears, Penneys, etc.
7/ Colleges and Universities may also qualify for Interstate signing if they meet the “Annual Attendance” and “No. of Seats” criteria for Arenas, Auditoriums, etc.
The WELCOME CENTER word message sign should be installed below the TOURIST INFORMATION sign (D9-10).

Directional Arrow Auxiliary sign (M6-1 or M6-3) should be used in the assembly with the same sign background and sign legend color.

For additional signing information on Oregon Welcome Centers, see pages 5-12 thru 5-15 and 5-18 through 5-19.
Typical Freeway Signing when Welcome Center or Information Center is not located in rest area.

*retro-fit option

Typical Freeway sign for Travel Info. Center in rest area.

Typical Freeway sign for Welcome Center when located in rest area.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E. Date: 12/2009 Updated: 08/2011
The ENTERING WINTER RECREATION AREA PARKING PERMITS REQUIRED IN SNO-PARKS NOV 1 TO APRIL 30 sign shall be installed on the highway at the entrance of designated winter recreation areas.

A series of five signs (OR18-1, OR18-2, OR18-3, OR18-4, and OD11-1) are intended to advise motorists when in winter recreation areas of certain parking restrictions as set forth in ORS 810.170.
The SNO-PARK AHEAD 1/4 MILE sign shall be installed 1/4 mile in advance of designated snow-parking areas.
The PULL OUT sign may be used to direct the driver into a shoulder area to allow other traffic to pass or to park. If used, an advance (OD12-2) sign is required.

Criteria for usage:
District selects the areas they would like signed and forwards these locations to the Region Traffic Manager. The Region Traffic office reviews the sites for the following criteria:
- Adequate hard surface for exit, parking and re-entering the highway
- Adequate sight distance for recreational vehicles to exit and re-enter roadway

Region Traffic certifies locations to the District and the District orders and installs the signs.

CC correspondence to Traffic HQ so we can add the signing to our as-constructed plans.
The PULL OUT X MILE sign shall be used in advance of the PULL OUT (OD12-1) sign.
The ENTERING XX City sign may be used at the entrances to all incorporated cities.

For State Highways a State Traffic Engineer approved city logo rider (24”x24”) may be installed below the ENTERING XX City Sign. The city logo shall conform to the criteria outlined for the WELCOME TO XX (OD-413) Sign. An additional logo for a recognized statewide or national program (e.g. Tree City USA, Preserve America) approved by the State Sign Engineer may also be installed below the ENTERING XX City Sign. A POPULATION Sign (OD-413A) may also be installed below the ENTERING XX City Sign. However, the number of additional signs installed below the ENTERING XX City Sign shall not be more than two.

ENTERING CITY Signs installed on the interstate highway system shall not have any signs installed below them.
The ENTERING XX County sign may be used to indicate county boundaries crossed by State highways.

For State Highways a State Traffic Engineer approved county logo rider (24”x24") may be installed below the ENTERING XX County Sign. The county logo shall conform to the criteria outlined for the WELCOME TO XX County Sign (OD-414). An additional logo for a recognized statewide or national program approved by the State Sign Engineer may also be installed below the ENTERING XX County Sign. However the number of additional signs installed below the ENTERING XX County Sign shall not be more than two.

ENTERING XX County Signs installed on the interstate highway system shall not have any signs installed below them.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: O.T.C. Date: 01/1990 Updated: 12/2011
The WELCOME TO XX City sign may be used as a replacement to the ENTERING XX City (OD-411a) sign. The sign shall be erected on the right-hand side of the roadway at or as near the city limits as practicable. This sign should not be placed on the interstate system.

The city's logo (24"x24") shall be installed on the face of the sign. The logo shall be furnished by the city. The logo may have different colors and shapes, but should be simple and dignified, devoid of any advertising. The logo used on the sign shall be approved by the State Traffic Engineer for use on State Highways.

The WELCOME TO XX City signs shall be provided by the State if the existing ENTERING XX City sign is due for replacement. If not, the city requesting the sign shall pay total cost of fabrication.

An additional logo for a recognized statewide or national program (e.g. Tree City USA, Preserve America) approved by the State Sign Engineer may also be installed below the WELCOME TO XX City Sign. A POPULATION Sign (OD-413A) may also be installed below the WELCOME TO XX Sign. However, the number of additional signs installed below the WELCOME TO XX City Sign shall not be more than two.
This sign may be mounted under sign number OD-411A or OD-413. The city involved must fund the manufacture, installation, and maintenance of the sign.

The District Manager has the discretion to write a misc. use permit to allow the city to install and maintain the sign.

The population shown on the sign shall be taken from the U.S. Census or State Census Board estimate, whichever is more recent.
The WELCOME TO XX County sign may be used as a replacement to the ENTERING XX County (OD-412) sign. The sign shall be erected on the right-hand side of the roadway at or as near the county line as practicable. This sign should not be placed on the interstate system.

The county's logo (24"x24") shall be installed on the face of the sign. The logo shall be furnished by the county. The logo may have different colors and shapes, but should be simple and dignified, devoid of any advertising. The logo used on the sign shall be approved by the State Traffic Engineer for use on State Highways.

The WELCOME TO XX County signs shall be provided by the State if the existing ENTERING XX County sign is due for replacement. If not, the county requesting the sign shall pay total cost of fabrications.

An additional logo for a recognized statewide or national program approved by the State Sign Engineer may also be installed below the WELCOME TO XX County Sign. However, the number of additional signs installed below the WELCOME TO XX County Sign shall not be more than two.
The ADOPT-A HIGHWAY PROGRAM and identification rider should be used to denote those sections of highway that have been adopted by agreement. A 24" x 18" rider is to be used when the sponsor's name can be shown on 1 or 2 lines of legend. If more than 2 lines are required, then the 24" x 24" size rider is to be used.
The ADOPT-A LANDSCAPE PROGRAM and identification rider should be used to denote those sections of highway that have been adopted by agreement. The signs are to be placed parallel to the flow of traffic. A 24” x 18” rider is to be used when the sponsor's name can be shown on 1 or 2 lines of legend. If more than 2 lines are required, then the 24” x 24” size rider is to be used.
The HISTORICAL MARKER AHEAD sign should be installed approximately 1,000 feet in advance of the historical marker.

A NEXT LEFT or NEXT RIGHT may be used to replace AHEAD if appropriate.
The GEOLOGICAL MARKER AHEAD sign should be installed approximately 1,000 feet in advance of the geological marker.

A NEXT LEFT or NEXT RIGHT may be used to replace AHEAD if appropriate.
State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702 for more information.

Minimum Size 33”x36”
Advance directional signs for state parks are designed for use at collector points on state highways. They are not to be used at property entrances. Design parameters include:

- Minimum 6 inch letters.
- Minimum 18 inch shield (optional).
- Maximum four recreation symbols.
- Symbols 24” x 24” (min. 18” x 18”) inches white on brown as appropriate.

* State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702, for more information.
<table>
<thead>
<tr>
<th>Turn direction sign.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 18” minimum shield.</td>
</tr>
<tr>
<td>• Six inch minimum letter size.</td>
</tr>
<tr>
<td>• No recreation symbols or other signs.</td>
</tr>
<tr>
<td>• Omit arrow if not needed.</td>
</tr>
<tr>
<td>• Flip down sign may be used with a turn direction sign if it is determined to be safer than on the advance direction sign.</td>
</tr>
</tbody>
</table>

Note: State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702, for more information.
Advance Direction Sign for park with through traffic.

Size of text will vary with speed of vehicles.
Sign Background: Brown, Standard Retroreflective Sheeting
Sign Legend: White, Standard Retroreflective Sheeting

Turn direction sign.

- 36" OPRD shield.
- Property Name, 6 inch letters, upper & lower case, white on brown, 36"x12".
- Arrow, white on brown, 21"x15".

Note: State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702, for more information.
- 36" OPRD shield.
- Property Name, 6 inch letters, upper & lower case, white on brown, 36"x12".
- LEFT or RIGHT X MI. Five inch letters, white on brown, 36"x12".
- One, 24" Recreation Symbol or maximum two 18"x18" recreation symbols side by side.

Note: State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702, for more information.
- Route Marker Sign
- State Parks shields or decals are to be provided by Oregon State Parks and Recreation. Please contact their Sign Coordinator at (503) 986-0702 for more information.
The Heritage Site symbol sign shall only be used as part of an Oregon State Park assembly. This sign is only available from the Oregon Parks and Recreation Department. Please contact their Sign Coordinator at (503) 956-0702 for more information.
The SAFETY CORRIDOR NEXT XX MILES sign may be installed near the beginning of a section to inform the motorist of the length of the section.

Note: For more information on Safety Corridors see the ODOT Traffic Manual.
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.
Hydrant Markers are installed on limited access highways to assist local fire departments during emergency situations in locating fire hydrants situated outside the right-of-way. The marker is to be placed parallel to and facing the roadway. The marker is to be installed where visible from the shoulder either on the right-of-way fence or post mounted. The distance indicated on the face of the marker is measured (in feet) from the right-of-way fence to the fire hydrant. An additional 24-inch wide plaque may be added below the marker to indicate the street or intersection if requested by the fire department. The present Oregon DOT policy is that ODOT will install signs if they are provided by the local fire district.
The WELCOME TO OREGON sign should be placed as close to the State border as possible and preferably directly opposite of the OREGON THANKS YOU COME BACK SOON sign.

**OD460**

**Sign Background:** Green, Standard Retroreflective Sheeting  
White, Standard Retroreflective Sheeting (State shape)

**Sign Legend:** Green, Standard Retroreflective Sheeting

<table>
<thead>
<tr>
<th>SIGN</th>
<th>DIMENSIONS (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN.</td>
<td>A: 60</td>
</tr>
<tr>
<td>STD.</td>
<td>A: 81</td>
</tr>
</tbody>
</table>

*Reduce legend spacing 50% on EXPWY. & FWY. only

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.  
Date: 03/1994  
Updated: 03/1998
The OREGON THANKS YOU COME BACK SOON sign should be placed as close to the State border as possible and preferably directly opposite of the WELCOME TO OREGON sign.

<table>
<thead>
<tr>
<th>SIGN</th>
<th>DIMENSIONS (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN.</td>
<td>A: 60</td>
</tr>
<tr>
<td>STD.</td>
<td>A: 81</td>
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<tr>
<td>EXPWY./FWY.</td>
<td>A: 120</td>
</tr>
</tbody>
</table>

*Reduce legend spacing 50% on EXPWY. & FWY. only
TSUNAMI HAZARD ZONE

IN CASE OF EARTHQUAKE, GO TO HIGH GROUND OR INLAND

Sign Background: Blue, Standard Retroreflective Sheeting
Sign Legend: White, Standard Retroreflective Sheeting

Available in:  
- 15"x12"
- 22"x18"
- 30"x24"

The TSUNAMI HAZARD ZONE sign is intended to be posted at Pacific coast access points or other low-lying areas that would clearly be vulnerable to a large locally-generated Tsunami. Signs are to be placed at locations agreed on by local and state governmental authorities.

Delete retroreflective requirements for interpretive signs, signs located indoors, etc.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E.  Date: 03/1994  Updated: 03/1998
Sign Background: White, Standard Retroreflective Sheeting
Sign Legend: Blue, Standard Retroreflective Sheeting

Minimum size 12" X 15"

The EVACUATION SITE sign is intended to be post at the assembly area at the end of the Tsunami Evacuation Route.
The ENTERING TSUNAMI HAZARD ZONE sign should be used to inform the motorist that they are entering an inundation zone.
The LEAVING TSUNAMI HAZARD ZONE sign should be used to inform the motorist that they are leaving an inundation zone.
The installation of the LEWIS AND CLARK TRAIL symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The installation of the CALIFORNIA TRAIL symbol with Applegate Trail word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The installation of the OREGON TRAIL symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12. Delete brown portion of sign when installing shield on a guide sign.
The installation of the TRAIL SITE symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
Sign Background: Brown, Standard Retroreflective Sheeting
Sign Legend: White, Standard Retroreflective Sheeting

<table>
<thead>
<tr>
<th>SIGN</th>
<th>DIMENSIONS (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>A 18  B 24  C 1/2  D 1 1/2  E 3  F 5C</td>
</tr>
<tr>
<td>FREEWAY</td>
<td>A 24  B 30  C 1  D 1 1/2  E 4  F 6C</td>
</tr>
</tbody>
</table>

The installation of the RIVER ROUTE symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
Sign Background: Brown, Standard Retroreflective Sheeting  
Sign Legend: White, Standard Retroreflective Sheeting

<table>
<thead>
<tr>
<th>SIGN</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>18</td>
<td>24</td>
<td>1/2</td>
<td>2 1/4</td>
<td>1 1/2</td>
<td>2 7/8</td>
<td>5C</td>
</tr>
<tr>
<td>FREEWAY</td>
<td>24</td>
<td>30</td>
<td>1</td>
<td>4</td>
<td>1 1/2</td>
<td>4</td>
<td>6C</td>
</tr>
</tbody>
</table>

The installation of the TOUR ROUTE symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The installation of the BARLOW ROAD ROUTE symbol and word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The installation of the Applegate Trail word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The installation of the Applegate Trail word message signs shall be in accordance with the guidelines listed on pages 5-11 and 5-12.
The entrance sign is to be used on State Scenic Byways approved by the Oregon Transportation Commission and the Oregon Tourism Council. Design shown is for illustration only, actual sign size will vary.

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E. Date: 06/2001 Updated: 10/2001
The exit sign is to be used on State Scenic Byways approved by the Oregon Transportation Commission and the Oregon Tourism Council. Design shown is for illustration only, actual sign size will vary.
The trailblazer (confirmation) sign is to be used on State Scenic Byways approved by the Oregon Transportation Commission and the Oregon Tourism Council. Design shown is for illustration only, actual sign size will vary.
The trailblazer with a directional arrow is to be used on State Scenic Byways approved by the Oregon Transportation Commission and the Oregon Tourism Council. Design shown is for illustration only, actual sign size will vary.
The entrance sign is to be used on State Tour Routes approved by the Scenic Byway Committee. Design shown is for illustration only, actual sign size will vary.
The OREGON HISTORIC ROUTE sign may be used to identify a historic route if the route has been designated by the Oregon Transportation Commission. ODOT and local agencies with portions of historic routes under their jurisdiction may place these signs if requested.

If the historic route has an official route designation other than the historic route designation, the OREGON HISTORIC ROUTE sign shall be used only as a supplement to the official route signing.

Suggested placement should be staggered in each direction at approximately 10 mile intervals on conventional highways. This sign shall not be used on the interstate, freeways, or expressways.

NOTE: This sign is to be supplied by ODOT. It can be purchased from the ODOT Sign Shop.
Chapter 6

Construction and Maintenance Signs

Application of Standards

Many of the warning signs shown in Part VI of the Manual as construction signs have also been shown in Part II of the Manual. For any sign in Part II, which was modified for use in Oregon, its counterpart in Part VI shall be likewise modified.

Flagger Signs (MUTCD 6F.31)

The BE PREPARED TO STOP sign (W3-4) may be used to warn of stopped traffic caused by a traffic control signal or in advance of a section of roadway that regularly experiences traffic congestion within a work zone. The W3-4 shall be placed in advance of the Flagger Ahead sign (W20-7, W20-7a, CW23-2,) when used.

Uneven Lanes Sign (W8-11) (MUTCD 6F.45)

The UNEVEN LANES sign (W8-11) shall not be used on the State Highway System. The ABRUPT EDGE sign (CW21-7) should be used during operations that create a difference in elevation between adjacent lanes that are open to travel.

Reverse Curve Signs (W1-4 Series) (MUTCD 6F.48)

The Reverse Curve (2 lanes) sign (W1-4bR) and the Reverse Curve (3 lanes) sign (W1-4cR) should be used to warn and guide traffic through a lane shift where the lanes of traffic are maintained.

Detour Signs (M4-8, 9 & 10) (MUTCD 6F.49)

Black on orange W1 series signs, with the detour marker (M4-8) as a rider may be used in place of Detour Arrow signs to mark the beginning of a detour if an engineering study determines that W1 signs would more accurately depict the actual detour alignment. W1 signs should be considered when the detour makes a minor or gradual deviation from the normal roadway. ‘ROAD CLOSED’ signs, as shown in the MUTCD, may not be appropriate under these circumstances.

Work Duration (MUTCD 6G.02)

Portable sign supports may be used for work that occupies a location for up to 72 consecutive hours. Longer duration may be allowed by an approved Traffic Control Plan (TCP) that is project specific.
Warning and guide signs used for temporary traffic control (TTC) traffic incident management situations may have a black legend and border on a fluorescent pink background.

Roll-Up Signs

Roll-up signs may be used for any sign type in accordance with the ODOT Sign Policy & Guidelines, Oregon Standard Specifications for Construction, ODOT Qualified Products List, and the MUTCD, unless otherwise stated. Roll-up signs may be used when signs are needed at a single location for no more than 48 consecutive hours. Roll-up signs should be removed from the road at the end of each work shift when the condition is no longer in effect. When roll-up signs are used with a single lane of traffic, one sign mounted on the right side of traffic is sufficient. When roll-up signs are used with two or more lanes going in the same direction, roll-up signs should be used on both the left and right sides of traffic. Roll-up signs should not be mounted to vehicles.

Business Access Signs In Construction Projects

Business accesses severed, relocated or adversely affected during construction may have temporary blue/white motorist services signs installed to better delineate the access.

Use the following guidance to determine the design and placement for temporary “BUSINESS ACCESS” (CG20-11) signing:

1. Project site should be investigated to determine the number and location of accesses, proximity of business frontages to the roadway, and the presence of existing business signing. Project development teams should discuss the strategy used for determining the need and placement of the signs based on the guidance below.

2. If a single business access is affected, a “BUSINESS ACCESS” sign may be used. A directional arrow rider may be added to indicate the direction to the business depending on the severity of the impact to the access.

3. If several businesses and accesses are affected over an extended section of roadway, consider the following signing strategies:

   a. An individual access to a single business may be signed with a single “BUSINESS ACCESS” sign. A rider may be installed below the “BUSINESS ACCESS” sign and shall include a maximum of three of the following generic business descriptions: “GAS”, “FOOD”, and/or “LODGING”. Under special circumstances, where the above descriptions may not apply, other generic descriptions may be used – e.g. “POST OFFICE”, “GROCERIES”, “THEATRE”, “SHOPPING MALL”, etc.
b. An individual access to multiple businesses may be signed with a single sign reading “BUSINESS ACCESS”. A rider with a maximum of three generic business descriptions may be added – See item 3a above.

c. For multiple accesses along sections of roadway for more than ¼ mile, where accesses are less than 100 feet apart (e.g. dense urban or suburban arterials), consider the following strategy:

   • Install a modified CG20-11 sign reading “BUSINESS ACCESSES” at the first access point.

   • Delineate all affected access radii with blue plastic tubular markers.

   • Install “BUSINESS ACCESSES” reminder signs on 650 foot intervals through affected areas.

4. Riders shall use 4-inch, type B 2000 or C 2000 font.

5. Limit generic business descriptions to a maximum of two words (e.g. “POST OFFICE”).

6. NO specific business names (e.g. “Chevron”, “Burger King”, Fred Meyer”, “Woodburn Factory Stores”, “Washington Square”, etc.) shall be used on “BUSINESS ACCESS” signs or riders.

7. Place the “BUSINESS ACCESS” sign on a single-post temporary sign support at the access point. Existing posts or supports may be used, but must be approved by the respective agency or owner.

8. Use blue plastic tubular markers with blue reflective bands to delineate the radii for all affected business accesses. See the ODOT Unique Special Provision “U00220/00225 Business Access”.

9. Remove the signs as soon as the permanent access is restored.
The ROAD WORK NEXT XX MILES sign should be erected in advance of any temporary traffic control zone of more than 2 miles in length. The distance shall be stated to the nearest whole mile.

G20-1 sign from the MUTCD may be used on low speed roads or off the state highway system.
The END ROAD WORK sign should be erected approximately 500 feet beyond the end of the work area.

G20-2 sign from the MUTCD may be used on low speed roads or off the state highway system.
The END DETOUR sign should be used to inform motorists that the detour has ended.

M4-8a sign from the MUTCD may be used on low speed roads or off the state highway system.
The DETOUR with vertical arrow sign may be used to guide the motorist through the detour. It is expected that this sign would only be used where extra guidance is required.
The Project Identification sign shall be used to identify ODOT construction projects that meet any one of the following criteria:

- Project is on a freeway
- Project duration is longer than one year
- Engineer's estimate is $5 million or more
- Other high-profile projects as determined by ODOT Region

Additional funding partners may be added with a revised sign design.
The EROSION CONCERNS sign may be used on any Construction project to provide a phone number to pedestrians so they can voice their concerns.
The BUSINESS ACCESS sign may be used to inform the motorist where the business access is located during the construction work.

See page 6-2 and 6-3 for criteria and placement details.
The INTERMITTENT ROAD WORK NEXT XX MILES may be used to inform drivers of the nature of the work zone.

The distance shall be stated to the nearest whole mile.
The Pedestrian Event Route sign may be used for route marking of a permitted pedestrian event as defined in OAR 734-056-0010 thru 734-056-0050.

Each event will have its own unique letter/number designation, maximum 3 letters/numbers, for example:

CO= Cycle Oregon
CCC = Cascade Cycling Classic

Signs shall be created by using attached word files, modifying the unique letter/number designations as appropriate. Print signs on 11x17 paper (or better) and laminate.

Signs may be installed a minimum of 2' below any traffic control device or on a separate path.

Remove all signs as directed by the road authority after event concludes.
The Bicycle Event Route sign may be used for route marking of a permitted bicycle event as defined in OAR 734-056-0010 thru 734-056-0050.

Each event will have its own unique letter/number designation, maximum 3 letters/numbers, for example:

CO = Cycle Oregon
CCC = Cascade Cycling Classic

Signs shall be created by using attached word files, modifying the unique letter/number designations as appropriate. Print signs on 11x17 paper (or better) and laminate.

Signs may be installed a minimum of 2’ below any traffic control device or on a separate path.

Remove all signs as directed by the road authority after event concludes.
The STOP roll-up sign may be used for short term emergency or hazard situations only. Background sheeting may be either non-reflective black or retroreflective silver-white. Black background sheeting is preferred to accent the border of the STOP symbol. The sheeting material for the STOP roll-up sign should be an approved sheeting material from the ODOT Qualified Products List, Section 00225.27. The STOP roll-up sign shall not be used for a time exceeding 72 consecutive hours. The STOP roll-up sign shall not be used on construction projects.

Orange Sign Flag Boards may accompany the STOP roll-up sign in order to draw special attention to it.
Instead of flaggers, the WAIT FOR PILOT CAR sign may be posted on side roads or accesses intersecting state highways when pilot cars are being used to control traffic on the mainline through the work zone, provided:

- Access or side road traffic is being stopped for no more than 20 minutes (per Section 00220 of the Oregon Standard Specifications for Construction, and Chapter 3 of the Oregon Temporary Traffic Control Handbook).
- Access or side road is a dead-end facility or has no immediate alternate access, has an ADT of 100 vehicles per day or less, and does not access public service facilities (e.g. parks, rest stops, waysides, ranger stations, landfills, utility hubs, treatment plants, etc.)

For private residential driveways see sign CR4-20a.

Intersections or accesses using the WAIT FOR PILOT CAR sign should be checked regularly to ensure safe and effective traffic operations.

For a facility with an ADT greater than 100, but not exceeding 400, the sign may be used only if closely monitored and frequently checked for traffic compliance, operation and safety. If operational issues are observed at these or any other location using the WAIT FOR PILOT CAR sign, the sign should be replaced by flagging or other traffic control measures as quickly as practical.
The 1’ x 1’ WAIT FOR PILOT CAR sign may be used during ODOT maintenance operations where flaggers and pilot cars are controlling traffic. (E.g. chip seals, paving, etc.).

Place the signs in private residential driveways **only**. Sign must face private residences **only** and not be visible to public traffic. Do not install the sign in driveways that have apartments or condominiums or in business accesses.

Sign may be fabricated using fiberboard or other lightweight substrate material. The sign may be installed into the top of a conical or tubular marker by cutting the bottom of the sign, as shown, to provide a snug fit into the top of the device.

Public notification (e.g. door hangers, fliers) may accompany the installation of the signs.
The Bicycles KEEP LEFT (RIGHT) sign (CR4-22a, CR4-22b) is used at the beginning of a section of temporary bicycle pathway within a construction work zone. The sign is intended to direct bicycle traffic into the temporary bicycle pathway and out of the active work area. The sign may be repeated at regular intervals throughout a longer work zone as a reminder to bicycle traffic.

See the ODOT Traffic Control Plans Design Manual for additional details.
The 1’ x 1’-3” Pedestrian WAIT FOR FLAGGER sign is used in conjunction with flagging operations where pedestrians must cross live traffic lanes to access a temporary pedestrian access route (TPAR).

The sign is also used where “Pedestrian Flaggers” are used to guide/escort pedestrians across a TPAR that bisects an active work space.

Sign must be placed at each Flagger station facing incoming pedestrian traffic.

Sign shall be fabricated using retroreflective sheeting on aluminum, plywood, or lightweight substrate material (e.g. fiberboard, foam board). The sign may be installed into the top of a conical or tubular marker by cutting the bottom of the sign, as shown, to provide a snug fit into the top of the device.
The 1’ x 1’-6” Pedestrian WAIT FOR ASSISTANCE sign is used where pedestrians must access a temporary pedestrian accessible route (TPAR) within an active work space and where construction staff are used to guide/escort pedestrians through the TPAR.

Sign must be placed at the starting point at each end of the TPAR facing incoming pedestrian traffic.

Sign shall be fabricated using retroreflective sheeting on aluminum, plywood, or lightweight substrate material (e.g. fiberboard, foam board). The sign may be installed into the top of a conical or tubular marker by cutting the bottom of the sign, as shown, to provide a snug fit into the top of the device.

* Optional. Cutouts used for installation into open top of cone or tubular marker.
Sign Background: Fluorescent Orange, Standard Retroreflective Sheeting  
Sign Legend: Black, Non-reflective Sheeting

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The Bicycles ON ROADWAY symbol sign may be used to warn motorists of the presence of bicycles in the traffic lane. The sign should be used when construction work, maintenance operations or other roadway activity prevents bicycles from using the shoulder or bike lane.
The Bicycles CROSSING ROADWAY sign may be used at, and in advance of, crossing locations within the limits of a permitted bicycle event as defined in OAR 734-056-0010 thru 734-056-0050.
The Pedestrians ON ROADWAY may be used to inform motorists that pedestrians may be present in the roadway within the limits of a permitted pedestrian event as defined in OAR 734-056-0010 thru 734-056-0050.
Sign Background: Fluorescent Orange, Standard Retroreflective Sheeting
Sign Legend: Black, Non-reflective Sheeting

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The Pedestrians CROSSING ROADWAY sign may be used at, and in advance of, crossing locations within the limits of a permitted pedestrian event as defined in OAR 734-056-0010 thru 734-056-0050.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E. Date: 12/2009 Updated: 07/2014
The SIDEWALK OPEN sign shall be posted as advance notification to pedestrians when intermittent work may temporarily block the pedestrian pathway for short durations not exceeding 5 minutes in duration each. Dates shown on the sign should be a combination of alpha and numeric characters (e.g. APR 22). If the work spans two different years, lettering may be converted to a MM/DD/YY format and the time span rewritten as: MM/DD/YY - MM/DD/YY. For example: 10/31/17 - 2/5/18.
The SIDEWALK CLOSED, Full Time sign shall be posted as advance notification to pedestrians when a sidewalk or pedestrian pathway is to be closed, full time, for a given period of time indicated on the sign. Dates shown on the sign should be a combination of alpha and numeric characters (e.g. APR 22). If the closure spans two different years, lettering may be converted to a MM/DD/YY format and the time span rewritten as: MM/DD/YY - MM/DD/YY. For example: 10/31/17 - 2/5/18.
The SIDEWALK CLOSED, Daily sign shall be posted as advance notification to pedestrians when a sidewalk or pedestrian pathway is to be closed on a daily basis where the route is reopened to pedestrian traffic at the end of each work shift, or on weekends, or on other specific days of the week. Days shown on the sign should be abbreviated. "AM" and "PM" should be adjusted to reflect daytime or nighttime work.
The WRECK AHEAD sign is intended for temporary use by road authorities, emergency vehicle, and certified tow vehicle operators to meet the signing requirements of ORS 822.220. The signs shall be removed when the hazard no longer exists.

Existing WRECK AHEAD signs with orange retroreflective background may be used until damaged or worn out.
The EVENT AHEAD sign shall be used to warn of pedestrian activity as per OAR 734-058-0010 thru 734-058-0080.

The EVENT AHEAD sign may be used to warn of a special event as per OAR 734-056-0010 thru 734-056-0050.
The Bicycle EVENT AHEAD sign may be used in advance of entry points of a permitted bicycle event as defined in OAR 734-056-0010 thru 734-056-0050.

The EVENT AHEAD (CW15-15) sign may be used instead of sign CW15-15a. The BICYCLE RACE AHEAD (OBW16-2) sign may be used instead of CW15-15a until January 2015 provided the sign meets American Traffic Safety Services Association (ATSSA) acceptable standard as outlined in ATSSA's "Quality Guidelines for Temporary Traffic Control".

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E. Date: 12/2009 Updated: 07/2014
The Pedestrian EVENT AHEAD sign may be used in advance of entry points of a permitted pedestrian event as defined in OAR 734-056-0010 thru 734-056-0050.

The EVENT AHEAD (CW15-15) sign may be used instead of sign CW15-15b.
The BICYCLE RACE IN PROGRESS sign shall be displayed on the bicycle race escort vehicles if required by the race permit. See special events permits OAR 734-056-0010 thru 734-056-0050.

The standard size sign should be used on state highways.

A lightweight sign substrate may be used.
The "BICYCLE RIDE IN PROGRESS" sign shall be displayed on the bicycle ride escort vehicles if required by the ride permit. See special event permits OAR 734-056-0010 thru 734-056-0050.

The standard size sign should be used on state highways.

A lightweight sign substrate may be used.

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<td>STANDARD</td>
<td>A 48   B 24   C 5   D 4   E 5C   F 3/8   G 5/8   H 1 1/2</td>
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OREGON DEPARTMENT OF TRANSPORTATION
Approved By: O.T.C.  Date: 01/1992  Updated: 07/2014
The ROAD WORK (LOOSE GRAVEL) XX MPH roll-up sign may be used to advise motorists of the safe speed through a construction area. The sign shall be used only at the direction of the Project Manager/Resident Engineer of the contracting agency and shall not be used to indicate any speed other than an advisory speed. Care should be taken in determining the advisory speed so as to obtain a safe and yet reasonable speed through the construction area.

The ROAD WORK (LOOSE GRAVEL) XX MPH roll-up sign shall be erected only in conjunction with and immediately following a ROAD WORK AHEAD sign (W20-1) and at intervals through the construction area as needed. These signs are intended to be made to accommodate removable XX MPH plaques, as appropriate.
The LEFT TWO LANES CLOSED AHEAD sign shall be used in work zones in advance of locations where the left two adjacent lanes of a multi-lane roadway are closed.
The Flagger NEXT MILE sign may be used to warn motorists of a flagger ahead for work zones that move along the road intermittently and involve frequent short work durations. Only use this sign when the work can move through a one mile segment in three hours or less.

The Flagger NEXT MILE sign shall not be used for work zones that exceed one mile in length.

When the flagger is more than 1000 feet from the Flagger NEXT MILE sign, intermittent cones shall be placed on the shoulder. Cones should be placed at intervals as indicated on the diagram in the Oregon Temporary Traffic Control Handbook (Diagram 325).
The 24-HOUR FLAGGING AHEAD sign may be used for special emphasis when round-the-clock flagging operations are in place. This sign shall be removed when the condition no longer exists.
The ABRUPT EDGE sign is intended for use in construction areas where the roadway is being repaved and paving operations are incomplete resulting in an abrupt pavement edge. The ABRUPT EDGE sign may also be used in construction areas where there is an area being excavated close to the traveled lanes. When used, it may be supplemented with an appropriate rider (CW21-8a, CW21-8b or CW21-8c).
Sign Background:  Fluorescent Orange, Standard Retroreflective Sheeting
Sign Legend:  Black, Non-reflective Sheeting

CW21-8A

CW21-8B

CW21-8C

Abrupt Edge Riders:  LEFT (CW21-8a), CENTER (CW21-8b), RIGHT (CW21-8c)

These riders are to be used to further identify the location of the abrupt pavement edge in relation to the lane of travel.
The ABRUPT EDGE roll-up sign may be used in lieu of Sign CW21-7 and CW21-8 in construction areas where incomplete paving operations result in an abrupt edge. This sign is intended to be made to accommodate removable LEFT, CENTER or RIGHT "Plaques", as appropriate.
The BRIDGE WORK AHEAD sign shall be used to warn motorists of bridge construction operations on or adjacent to the roadway when such construction is confined to the bridge itself. When bridge construction is part of a continuous road construction zone, the use of this sign is optional. When used in conjunction with other signs, it would be placed in advance of such signs.

The SIGNAL WORK AHEAD sign may be used in addition to all other required advance warning signs to inform motorists that work is being performed on the traffic signal at the upcoming intersection, school crossing, etc.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E.  Date: 05/1995  Updated: 07/2014
The Horizontal Clearance sign may be used to warn motorists of road width reductions less than 19 feet between positive barriers on either side of the road (e.g. face of concrete barrier to face of concrete barrier, face of guardrail to face of guardrail). The actual width shall be shown to the nearest 1 foot, not exceeding the actual clearance.
The Flagger Ahead symbol sign may be used as an alternate to the Flagger Ahead symbol sign W20-7a shown in the MUTCD. For ODOT highway construction contracts (maintenance, utility, and permit work) do not use the W20-7a sign.

The Flagger Ahead symbol sign shall also be used to warn motorists of an Automated Flagger Assistance Device (AFAD) when used in a work zone.
The PASSING LANE CLOSED AHEAD sign should be used to warn the motorist of this condition.
The TRUCKS ENTERING HIGHWAY XXXX FT. sign should be used to warn the motorist of trucks entering the highway at places other than a normal intersection.
The TRUCKS LEAVING HIGHWAY XXXX FT. sign should be used to warn the motorist of trucks leaving the highway at places other than a normal intersection.
The LEFT TURN LANE CLOSED AHEAD sign may be used to warn traffic that they cannot use the Left Turn Lane Ahead. This sign should be used as the advance warning for the LEFT TURN LANE CLOSED sign when spacing allows.
The LEFT TURN LANE CLOSED sign should be used where construction activities require the closing of the Left Turn Lane. The LEFT TURN LANE CLOSED AHEAD sign (CW23-12) should be used as an advance warning to allow the driver to think of alternate routes prior to reaching the LEFT TURN LANE CLOSED sign.
The CONSTRUCTION VEHICLE DO NOT FOLLOW sign may be used on the back of a construction vehicle to discourage motorists from following it out of the travel lane into a work area. A typical application: on asphalt trucks participating in paving operations.

The CONSTRUCTION VEHICLE/DO NOT FOLLOW sign shall be mounted on a rigid substrate.
Chapter 7

School Area Signs

Sign Color for School Warning Signs (MUTCD 7B.07)

All new school-related warning signs shall be fluorescent yellow-green sheeting.

ODOT policy is to reserve the use of fluorescent yellow-green sign sheeting for school zone signing on state highways including the “SCHOOL” portion of the School Speed Limit (S5-1) sign and any supplemental plaques used in association with these warning signs. Pedestrian and/or Bicycle warning signs should use the standard yellow color. Fluorescent yellow sign sheeting may be used for pedestrian and/or bicycle crossing signs if there is a need to call extra attention to a particular crossing.

The Region Traffic Engineer may allow the use of fluorescent yellow-green for pedestrian/bicycle warning signs on a state highway if the requesting jurisdiction can demonstrate an existing systematic approach to pedestrian signing which includes the fluorescent yellow-green sign background. However, other treatments must be considered before choosing fluorescent yellow-green sign sheeting (e.g. curb extensions, pedestrian refuge islands, Rapid Flash Beacons, etc.). The mixing of standard yellow and fluorescent yellow-green backgrounds for pedestrian/bicycle signs within a selected site area should be avoided.

School Zone Sign and Plaques and End School Zone Sign (S1-1, S4-3P, S4-7P, & S5-2) (MUTCD 7B.09)

At each location that a jurisdiction wishes to establish a school zone a School Zone sign (S1-1) shall be installed. A school zone can be established with or without a reduced school speed limit. The following is the Oregon Revised Statute defining school zones:

801.462 “School zone.”

(1) “School zone” means both of the following:
   a. A specific segment of highway that is adjacent to school grounds and that is marked by signs described in subsection (2) of this section.
   b. A crosswalk that is not adjacent to school grounds and that is marked by signs described in subsection (2) of this section.

(2) Signs marking a school zone may include any words, symbols or combination of words and symbols that gives notice of the presence of the school zone. [2003 c.397 §2]

The END SCHOOL ZONE sign (S5-2) shall be used to make the end of a School zone when FINES HIGHER signing is used.

Higher Fines Zone Signs (MUTCD 7B.10)

A BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P) plaque may be posted in school zones where WHEN FLASHING or WHEN CHILDREN ARE PRESENT
supplemental plaques are also used. Requests and funding for sign installations shall be through the school district.

Where a BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P) plaque is posted an END SCHOOL ZONE sign shall be installed on the downstream end of the zone to notify users of the termination of the increased fines zone.

School Advance Crossing Assembly

The School Advance Crossing Assembly signs may be omitted in advance of a school crossing.

School Crossing Assembly

An Overhead Pedestrian Crossing Sign (R1-9a) may be used to remind road users of the state law to stop for pedestrians. The sign may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings.

If the overhead signs are mounted in combination with flashing beacons, the flashing beacons shall not be continuously flashing (24 hr./day) if the following is true: the overhead flashing beacons are in a school zone with flashing beacons operated periodically during the day to indicate when children are scheduled to arrive or leave school. Flashing beacons, when used, shall be on the same assembly as the WHEN FLASHING plaque (S4-4P).

School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S4-6, & S5-1) and End School Speed Limit Sign (S5-3)

When a 20-mph school speed zone is established in accordance with ORS 811.111, the School Speed Limit Assembly shall be used. Oregon Revised Statutes specify two conditions under which different supplemental plaques may be used on the School Speed Limit Assembly as shown on the following page.

A 36” School Speed Limit assembly shall be used on all 4-lane highways and rural highways. A 24” assembly may be used on urban 2-lane streets.

The beginning point of the reduced school speed limit should be at least 200 feet in advance of school grounds or a school crossing unless otherwise determined by engineering study.

The END SCHOOL SPEED LIMIT Sign (S5-3) is to be used unless a FINES HIGHER Sign is used, if a FINES HIGHER Sign is used a END SCHOOL ZONE Sign (S5-2) shall be used.
Reduced Speed School Zone Ahead Sign (S4-5 & S4-5a) (MUTCD 7B.16)

In areas where the posted speed is 35 mph or higher, a REDUCED SPEED SCHOOL ZONE AHEAD (S4-5) sign may be used. If used, this sign should be placed 150 to 250 feet prior to the School Zone (S1-1) sign.

General Information

For recommendations and guidance on the appropriate use and locations of signs in school zones, use the ODOT Traffic-Roadway Section publication “A Guide to School Area Safety” with the layouts provided on sheets 7-4 through 7-10.

School Zone Conditions

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<td>SCHOOL DAYS 7 AM - 5PM</td>
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<td>Adjacent to School Grounds</td>
<td>Non-adjacent to School Grounds</td>
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School Zone Signing Layouts

Standard signing layouts for School Zones are shown in the figures on pages 7-4 through 7-10. All signing for school zones shall follow the standards on these pages.
*Continuously flashing (24 Hrs./day) overhead beacons, as shown here, shall not be used in school zones with WHEN FLASHING sign assemblies.

**The Overhead Ped Crossing sign may be modified to replace the standard Pedestrian symbol with the standard School Children symbol (from S1-1).

Note: The Overhead Pedestrian Crossing (R1-9a) sign shown here is optional and may be supplemented with the standard ground-mounted School Crosswalk Warning Assembly (S1-1 with Diagonal Arrow).

Note: Existing overhead installations which use either the School (S1-1) sign or the School Crossing sign with crosswalk lines (S2-1 from the 1988 MUTCD) may remain in place for the duration of their service life, at which time they are to be replaced with the Overhead Pedestrian Crossing (R1-9a) sign.
1. SCHOOL/FINES HIGHER sign assemblies may be used in Condition "A" school zones only with SCHOOL/SPEED LIMIT 20/WHEN FLASHING sign assemblies.

2. Locate the SCHOOL/SPEED LIMIT 20 sign assembly at the beginning of the school speed zone, which is typically 200 feet min. from the school grounds, or as established by an engineering study.

3. Use of a rear-facing flasher is optional for situations where side road traffic enters from within the designated school zone. See Std. Detail DET 4416 for more information on rear-facing flasher units.

4. Use END SCHOOL ZONE sign for zones that include FINES HIGHER signing. The END SCHOOL SPEED LIMIT sign is to be used otherwise.

5. SPEED XX or SPEED LIMIT XX sign may instead be installed at the same location as, and on the same support with, the END SCHOOL SPEED LIMIT sign.
SCHOOL SIGNING
Condition “A” with School Crosswalk
- Adjacent to School Grounds

1. SCHOOL/FINES HIGHER sign assemblies may be used in Condition “A” school zones only with SCHOOL/SPEED LIMIT 20/WHEN FLASHING sign assemblies.

2. Locate the SCHOOL/SPEED LIMIT 20 sign assembly at the beginning of the school speed zone, which is typically 200 feet min. from the school grounds or the school crosswalk, or as established by an engineering study.

3. Use of a rear-facing flasher is optional for situations where side road traffic enters from within the designated school zone. See Std. Detail DET 4416 for more information on rear-facing flasher units.

4. Use END SCHOOL ZONE sign for zones that include FINES HIGHER signing. The END SCHOOL SPEED LIMIT sign is to be used otherwise.

5. SPEED XX or SPEED LIMIT XX sign may instead be installed at the same location as, and on the same support with, the END SCHOOL SPEED LIMIT sign.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E. Date: 05/2004 Updated: 05/2012
1. Locate the SCHOOL/SPEED LIMIT 20 sign assembly at the beginning of the school speed zone, which is typically 200 feet min. from the school crosswalk, or as established by an engineering study.
2. Use of a rear-facing flasher is optional for situations where side road traffic enters from within the designated school zone. See Std. Detail DET 4416 for more information on rear-facing flasher units.
3. Use END SCHOOL ZONE sign for zones that include FINES HIGHER signing. The END SCHOOL SPEED LIMIT sign is to be used otherwise.
4. SPEED XX or SPEED LIMIT XX sign may instead be installed at the same location as, and on the same support with, the END SCHOOL SPEED LIMIT sign.
1. Use only at established School Crossings, if Engineering Study determines need for signs.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E.    Date: 07/1999    Updated: 05/2012
SCHOOL SIGNING
SCHOOL BUILDING AWAY FROM HIGHWAY
OR SCHOOL GROUNDS FENCED
(Optional)

100 - 400 ft.
(20 - 60 mph)

School Grounds

SCHOOL

END SCHOOL ZONE
(Optional)

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: S.T.E.  Date: 05/2004  Updated: 05/2012
1. School Crossing Assembly shall not be used at approaches controlled by STOP.

Note: For further guidance and recommendations on the location and use of School Advance Warning Assemblies and School Speed Limit Assemblies, consult ODOT Traffic Engineering publication "A Guide to School Area Safety".

OREGON DEPARTMENT OF TRANSPORTATION

Approved By: S.T.E.  Date: 03/2006  Updated: 05/2012
The SCHOOL BUS TURN AROUND sign may be used to warn motorists that school buses may be turning around and re-entering the roadway.

For state highways use MUTCD sign S3-2.
The SCHOOL DAYS with Time of Day sign may be posted as part of a School Speed Assembly (with SCHOOL + SPEED [LIMIT] 20 signs) in specific school zones in accordance with ORS 811.111. The use of the SCHOOL DAYS with Time of Day sign is limited to school zones on highways adjacent to school grounds (see Condition "A" on page 7-3).

The School Speed Assembly shall be located at the beginning of the designated school speed zone, based on an engineering investigation and according to the layouts shown on pages 7-5 through 7-7.

The special size sign shall be used only with Region Traffic Manager approval.
The SCHOOL IN SESSION sign shall only be used in a school zone not marked by flashing beacons according to ORS 810.438.

The SCHOOL IN SESSION sign shall be installed as a supplemental sign below the TRAFFIC LAWS PHOTO ENFORCED sign (R10-18).

The SCHOOL IN SESSION supplemental sign shall be a minimum of 2 feet above the ground.
Sign Background:  White, Standard Retroreflective Sheeting  
Fluorescent Yellow-Green, Standard Retroreflective Sheeting (School Panel)  
Sign Legend:  Black, Non-reflective Sheeting  

**SIGN DIMENSIONS (INCHES)**

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**Note:** This sign must be accompanied by one of the following riders as appropriate: WHEN FLASHING, WHEN CHILDREN ARE PRESENT, or SCHOOL DAYS/7 AM - 5PM.

**Note:** In lieu of 3 separate signs or an all-in-one School Speed Assembly, this SCHOOL/SPEED 20 combination sign may be used with a supplemental plaque to inform motorists of the speed limit in a designated school speed zone. This sign MUST be accompanied by the appropriate plaque for the school speed zone in which it is placed, in accordance with ORS 811.111 (refer to page 7-3).

The SCHOOL SPEED LIMIT 20 sign with supplemental plaque shall be located at the beginning of the designated school speed zone, based on an engineering investigation and according to the layouts shown on pages 7-5 through 7-7.

The special size sign shall be used only with Region Traffic Manager approval.

**OREGON DEPARTMENT OF TRANSPORTATION**

Approved By: S.T.E.  
Date: 05/2004  
Updated: 02/2016
Chapter 8

Bicycle Signs

Bicycle Warning and combined Bicycle/Pedestrian Signs (W11-1 & W11-15) (MUTCD 9B.18)

The Bicycle Warning Sign (W11-1) may be used to advise motorists of the possible presence of bicycles on the roadway. The appropriate rider (“XING”, “ON ROADWAY”) should be included with all bicycle warning signs to indicate where the bicycles are likely to be encountered.

Other Bicycle Warning Signs (MUTCD 9B.19)

The Traffic Engineering and Operations Section will provide designs for the bicycle warning signs listed in the MUTCD that do not appear in the Standard Highway Signs manual.

Bicycle Racing

The Traffic Engineering and Operations Section will provide designs for required signs listed in the “Guidelines for Administration of Bicycle Racing on Oregon Roads”. Also see designs for OBW16-2, W3-4, and W20-7.

Bicycle Routes

The OREGON BIKE CENTENNIAL ROUTE sign should be removed from our highway system as it is no longer supported by other organizations.

Note:
See chapter 6 for additional bicycle warning signs for temporary events.
The Bicycle (Symbol) STOP symbol sign shall be used on bicycle paths at connections with roadways and roadway crossings where an 18" bicycle STOP sign (R1-1) could be visible to the motorist. At locations where the motorist cannot see the bicycle STOP sign, the R1-1 sign should be used.
The Bicycle (Symbol) YIELD sign shall be used on bicycle paths at roadway connections with roadways and crossings where a 24" Bicycle YIELD sign (R1-2) could be visible to the motorist.

At locations where the motorists cannot see the bicycle YIELD sign, the (R1-2) sign should be used.

OREGON DEPARTMENT OF TRANSPORTATION
Approved By: O.T.C. Date: 01/1990 Updated: 05/2006
The SIDEWALK USERS WALK BIKES sign may be used where winds or sidewalk width could make bicycle riding hazardous.
The BIKES IN TUNNEL WHEN LIGHTS FLASH sign shall be placed at tunnel entrances to warn the motorists that they may encounter bikes in the tunnel.

Use 48" W11-1 Bike Warning Sign on a Square Non-Reflective Black background sign.
The Bike Lane Ends Symbol sign may be used where a bicycle lane is abruptly terminated and the rider must merge with the through lane of traffic.
The Bike Railroad Crossing Symbol sign may be used where the path of the bicyclist crosses railroad tracks at an angle which may create the potential to deflect a bicycle wheel.
Available in 30", 36", and 48" sizes

Sign Background: Yellow, Standard Retroreflective Sheeting  
Sign Legend: Black, Non-reflective Sheeting

The Bike - Ped Warning sign may be interchanged with the Bike Warning sign (W11-1) at, and in advance of, crossing locations where it is likely that crossing activities will include pedestrians or cyclists. When used at the crossing location, the sign shall be accompanied by the diagonal downward pointing arrow. When used in advance of the crossing, it shall be accompanied by a supplemental plaque containing the legend AHEAD or XXX FEET.

For state highways use MUTCD sign W11-15.
The SLOW (Bikes) sign shall be restricted to locations on bicycle paths which require utmost caution and generally an appreciable reduction in speed by the bicyclist.
The BICYCLE RACE AHEAD sign should be used in conjunction with a permit issued by the District Manager giving specific instructions in its use. See “Guidelines for Administration of Bicycle Racing on Oregon Roads”.

The BICYCLE RACE AHEAD sign may be used instead of the BICYCLE EVENT AHEAD (CW15-15a) until January 2015 provided: the sign meets ATSSA acceptable standards as outlined in ATSSA's "Quality Guidelines for Temporary Traffic Control".

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Approved By: S.T.E.  Date: 05/1995  Updated: 05/2010
OBD1-1c, OBD1-2c, & OBD1-3c

The bike directional signs can be used as a replacement for the D1-1c, D1-2c and D1-3c signs shown in the MUTCD.
The OREGON COAST BIKE ROUTE sign should be used in lieu of any other bike route sign on the Oregon Coast Highway.
The XXXX TRAIL bike sign may be used in lieu of any other bike route sign when used along an officially designated bike trail. It is not, however, to be used on state designated scenic bike routes (use OBM1-8). Any graphic depiction at the top of the sign shall be consistent with the colors and design principles in the MUTCD. If used, the graphic depiction shall be approved by the road authority.
Sign Background:  White, Standard Retroreflective Sheeting  
Green, Standard Retroreflective Sheeting (Oval)  
White, Standard Retroreflective Sheeting (Letters, Arrow, and State)  
Green, Standard Retroreflective Sheeting (Bicycle Symbol)  

Note: Bike symbol should face to the right when arrow orientation is to the right.

The SCENIC BIKEWAY Route signs can be used in lieu of any other bike route sign when it is used on a state designated bike route.

The 24" x 36" version (OBM 1-8) is to be used where the bike route is physically adjacent to or part of the highway. The 18" x 24" version (OBM 1-8a) is to be used where the bike route is physically removed from the highway.
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