Figure 1 - Divided Highway - Traffic Control without turn lane. Roadway Separation less than 30'.

Figure 1A - Divided Highway - Traffic Control without turn lane, Single Approach. Roadway Separation less than 30'.

Figure 2 - Divided Highway - Traffic Control with turn lanes. Roadway Separation less than 30'.

Figure 2A - Divided Highway - Traffic Control with turn lanes, Single Approach. Roadway Separation less than 30'.

Figure 3 - Divided Highway - Traffic Control without turn lane. Roadway Separation 30' or more.

Figure 3A - Divided Highway - Traffic Control without turn lane. Single Approach. Roadway Separation 30' or more.

Figure 4 - Divided Highway - Traffic Control with turn lanes. Roadway Separation 30' or more.

Figure 4A - Divided Highway - Traffic Control with turn lane. Single Approach. Roadway Separation 30' or more.

Sign Locations

Figures A and B - Typical Rural Intersection Signing

Figures C and D - Typical Rural Intersection Signing

Figures E and F - Typical Rural Intersection Signing

Figures G and H - Typical Ramp Terminal Signing

Figure I - State and County Route Intersection Signing

Figure K - State and County Route Signing At Complex Intersections

Figure L - State and County Route Signing At Two Way Stop Intersections

Figure M - State and County Route Signing at T-Type Intersections

Figure N - State and County Route or Twp Road Signing at Radial AT@ Intersection

Figure O - Roadway Transitions - Divided Roadway to Two Way Two Lane

Figure P - Climbing Lane Signing and Marking

Figure R – Typical Speed Zone Signing

Figure S – Turning Route Marking

Figure T – Do Not Enter and Wrong Way Signs

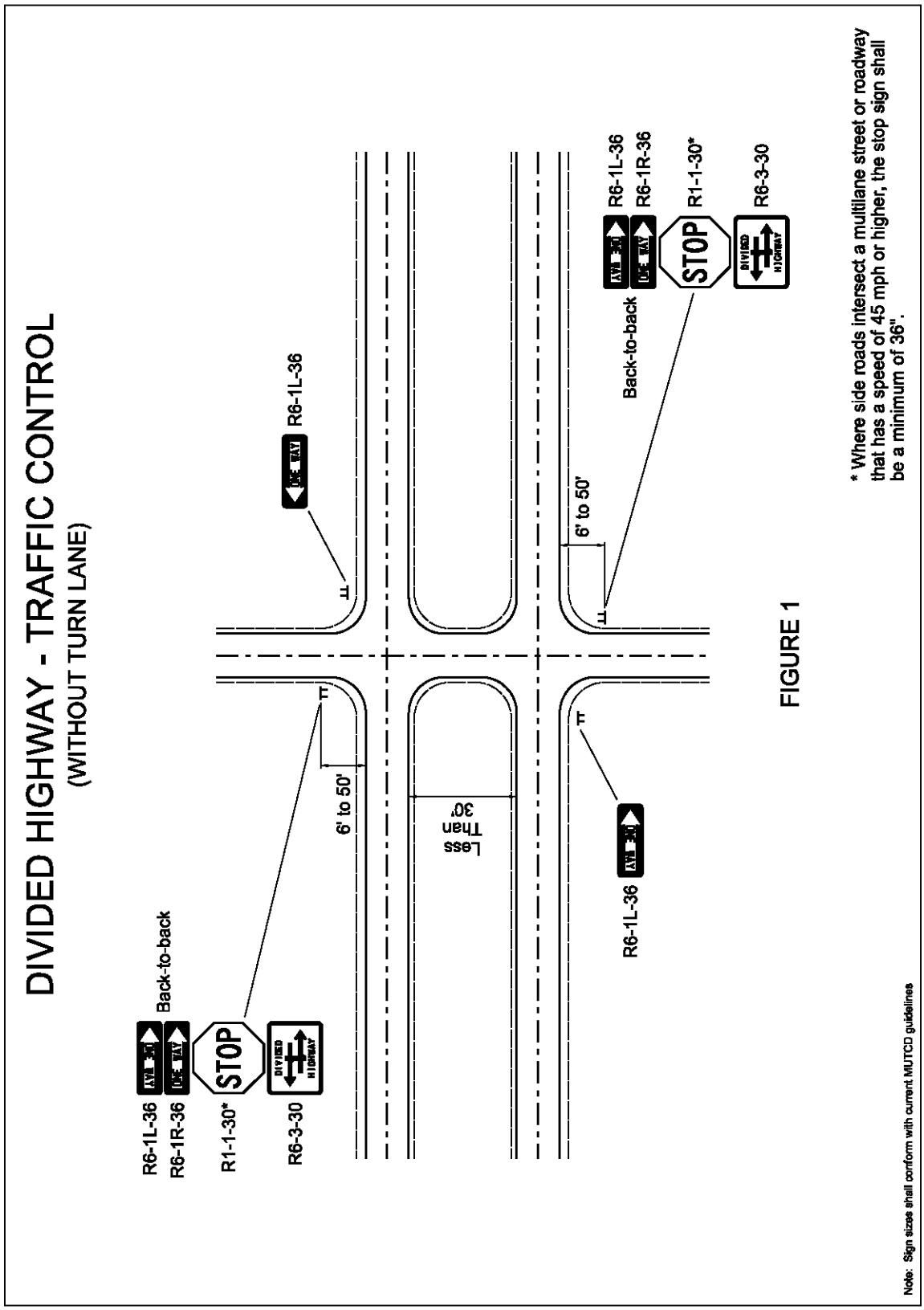

DIVIDED HIGHWAY - TRAFFIC CONTROL
(WITHOUT TURN LANE)
R6-1L-36
Back-to-back
R6-1R-36
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
6' to 50'
R6-1L-36
Less Than 30'
R6-1L-36
6' to 50'
Back-to-back
R6-1L-36
R6-1R-36
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 1

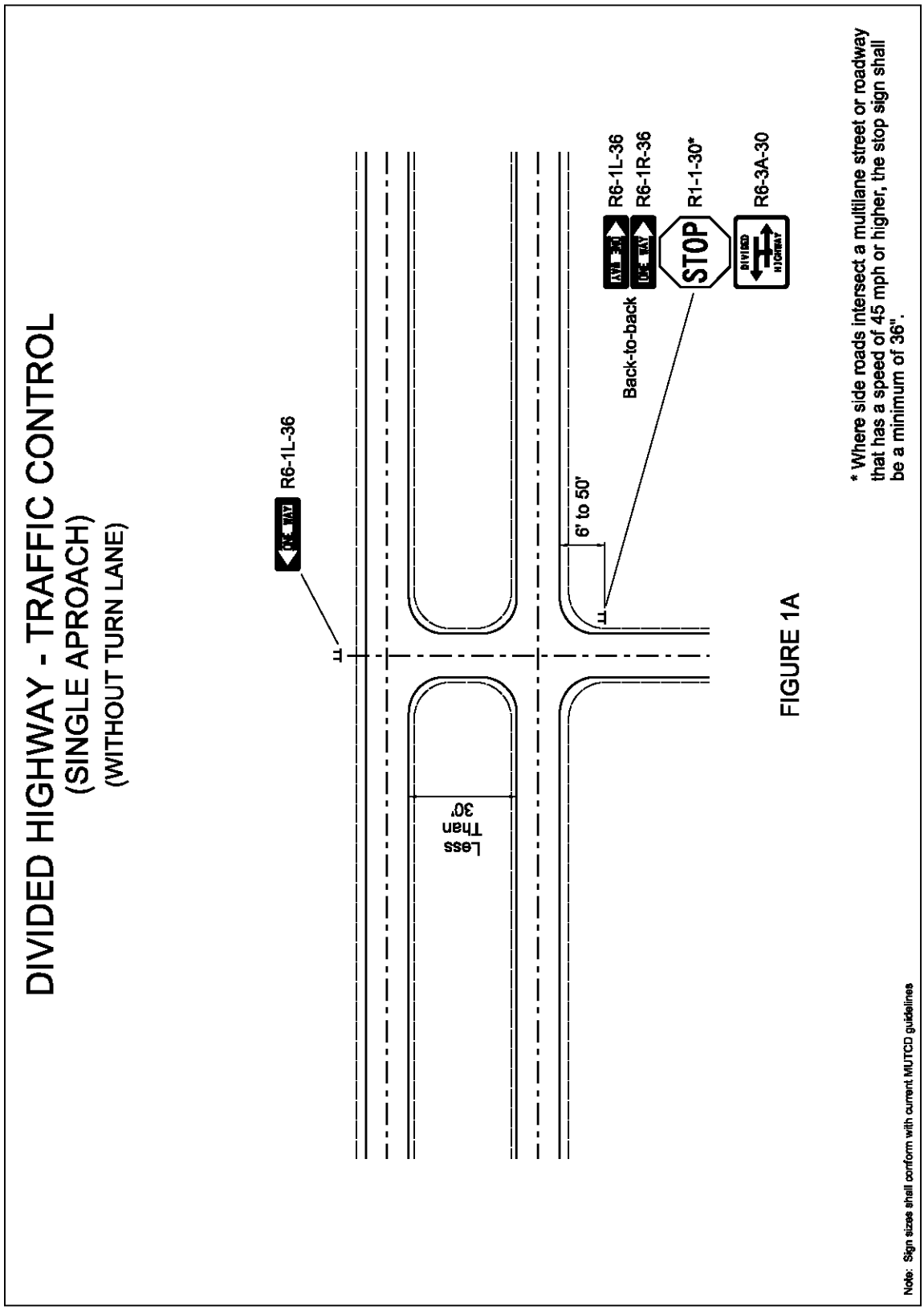

DIVIDED HIGHWAY - TRAFFIC CONTROL
(SINGLE APROACH)
(WITHOUT TURN LANE)
R6-1L-36
Less Than 30'
6' to 50'
Back-to-back
R6-1L-36
R6-1R-36
R1-1-30*
STOP
R6-3A-30
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 1A

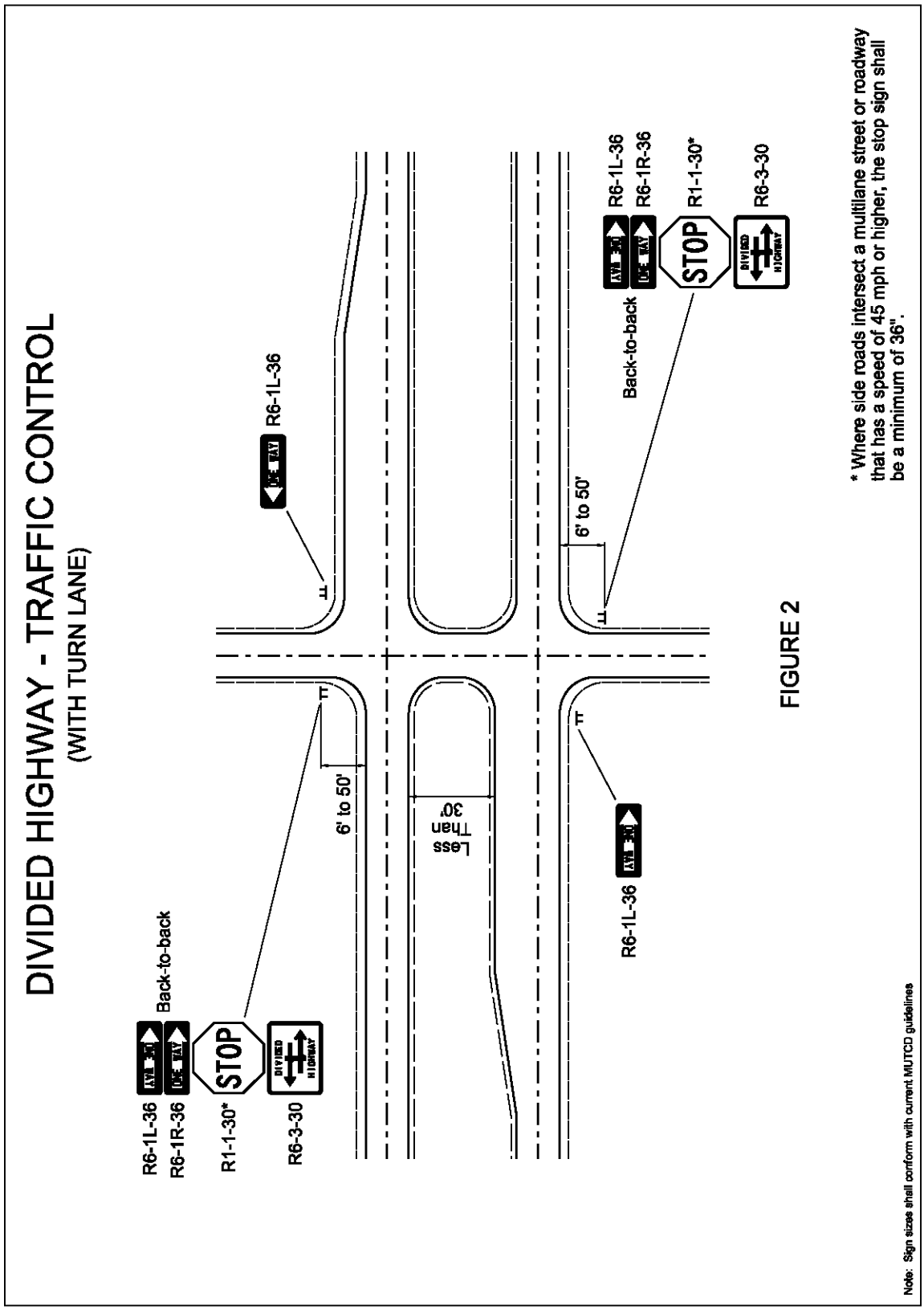

DIVIDED HIGHWAY - TRAFFIC CONTROL
(WITH TURN LANE)
R6-1L-36
R6-1R-36
Back-to-back
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
6' to 50'
Less Than 30'
R6-1L-36
R6-1L-36
R6-1R-36
Back-to-back
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
6' to 50'
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 2

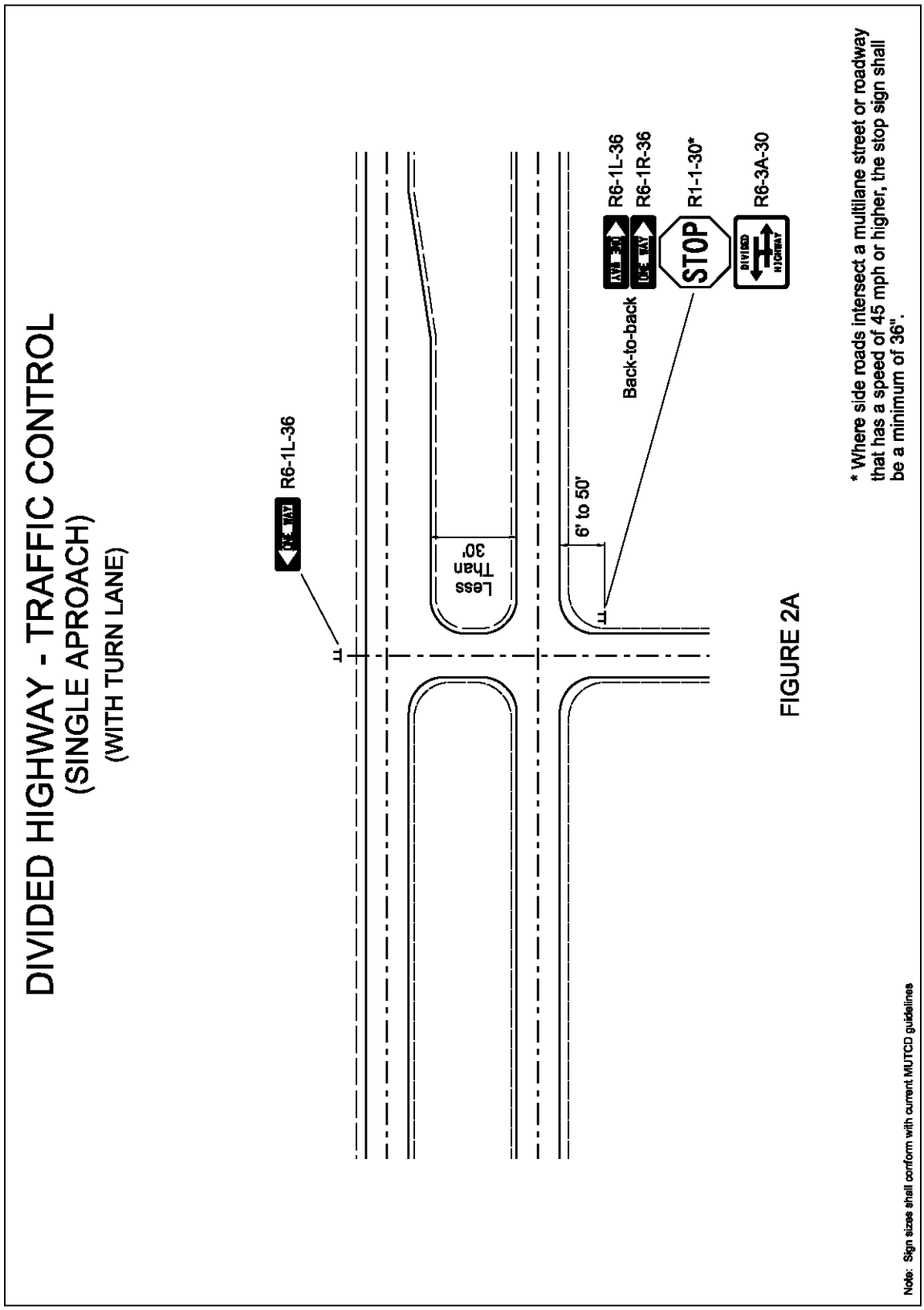

DIVIDED HIGHWAY - TRAFFIC CONTROL
(SINGLE APROACH)
(WITH TURN LANE)
R6-1L-36
Less Than 30'
6' to 50'
Back-to-back
R6-1L-36
R6-1R-36
R1-1-30*
STOP
R6-3A-30
DIVIDED HIGHWAY
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 2A

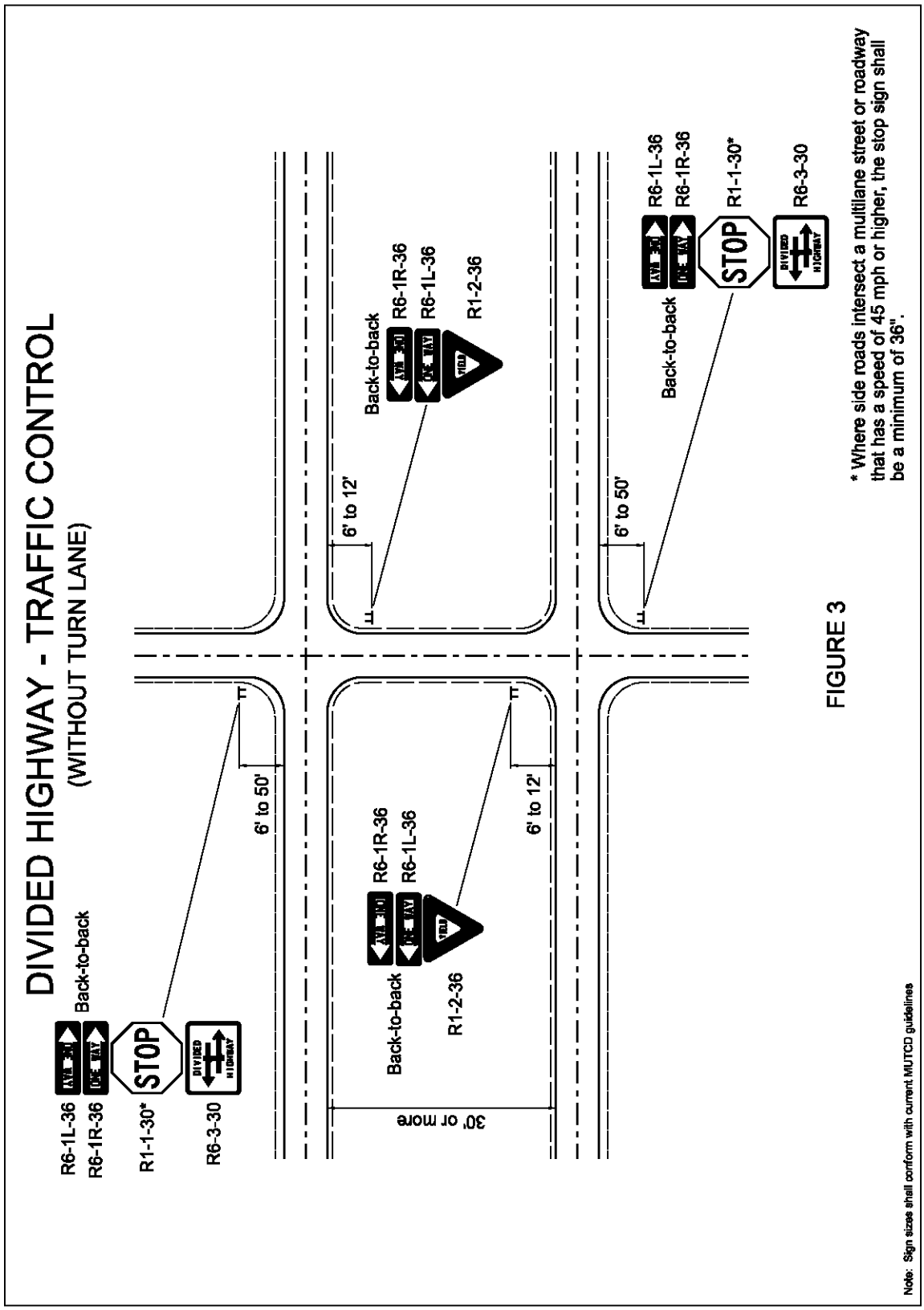

DIVIDED HIGHWAY - TRAFFIC CONTROL
(WITHOUT TURN LANE)
R6-1L-36
R6-1R-36
Back-to-back
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
6' to 50'
6' to 12'
30' or more
Back-to-back
R6-1R-36
R6-1L-36
R1-2-36
YIELD
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 3

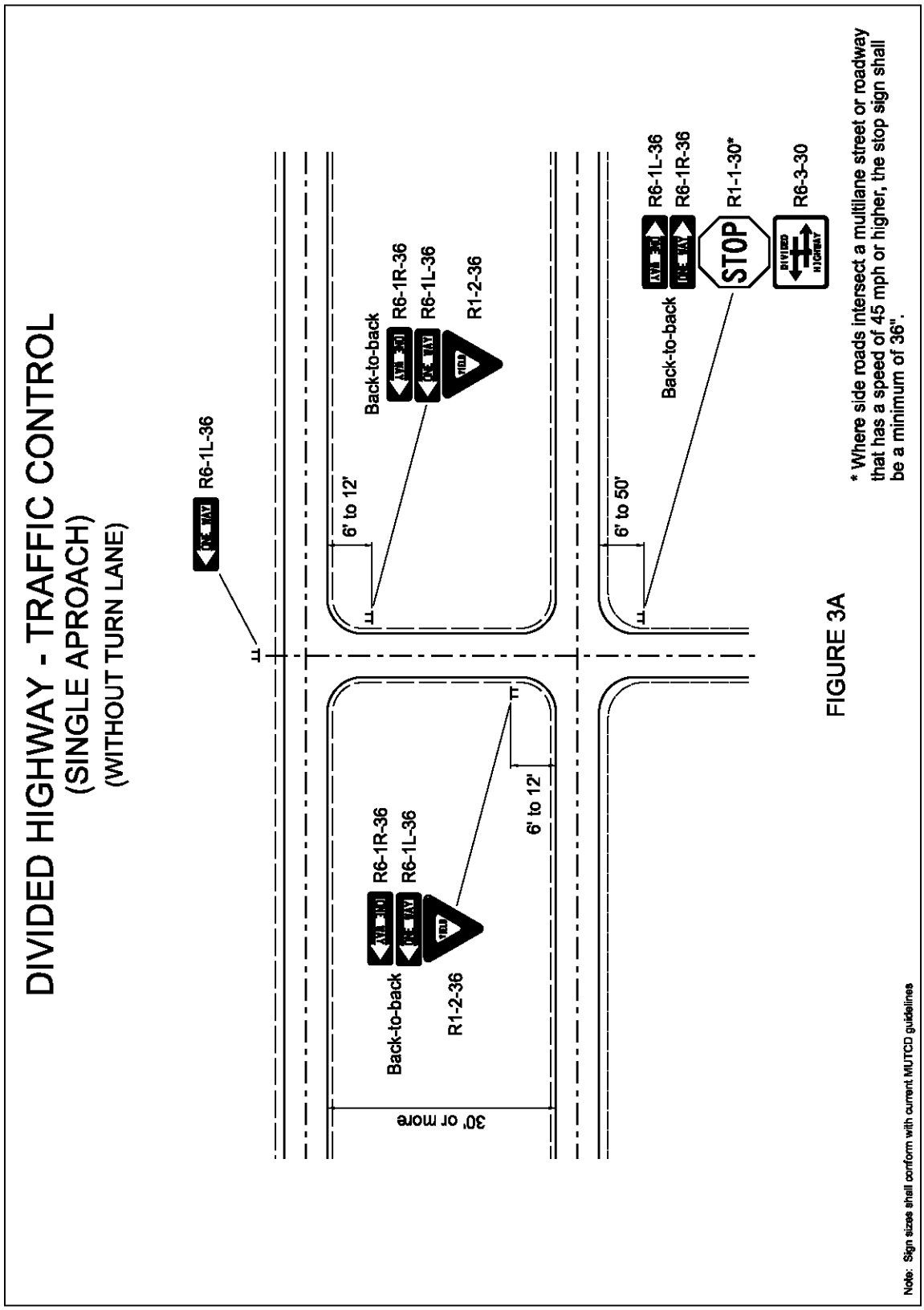

DIVIDED HIGHWAY - TRAFFIC CONTROL
(SINGLE APROACH)
(WITHOUT TURN LANE)
R6-1L-36
Back-to-back
R6-1R-36
R6-1L-36
R1-2-36
6' to 12'
30' or more
6' to 50'
STOP
R1-1-30*
R6-3-30
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 3A

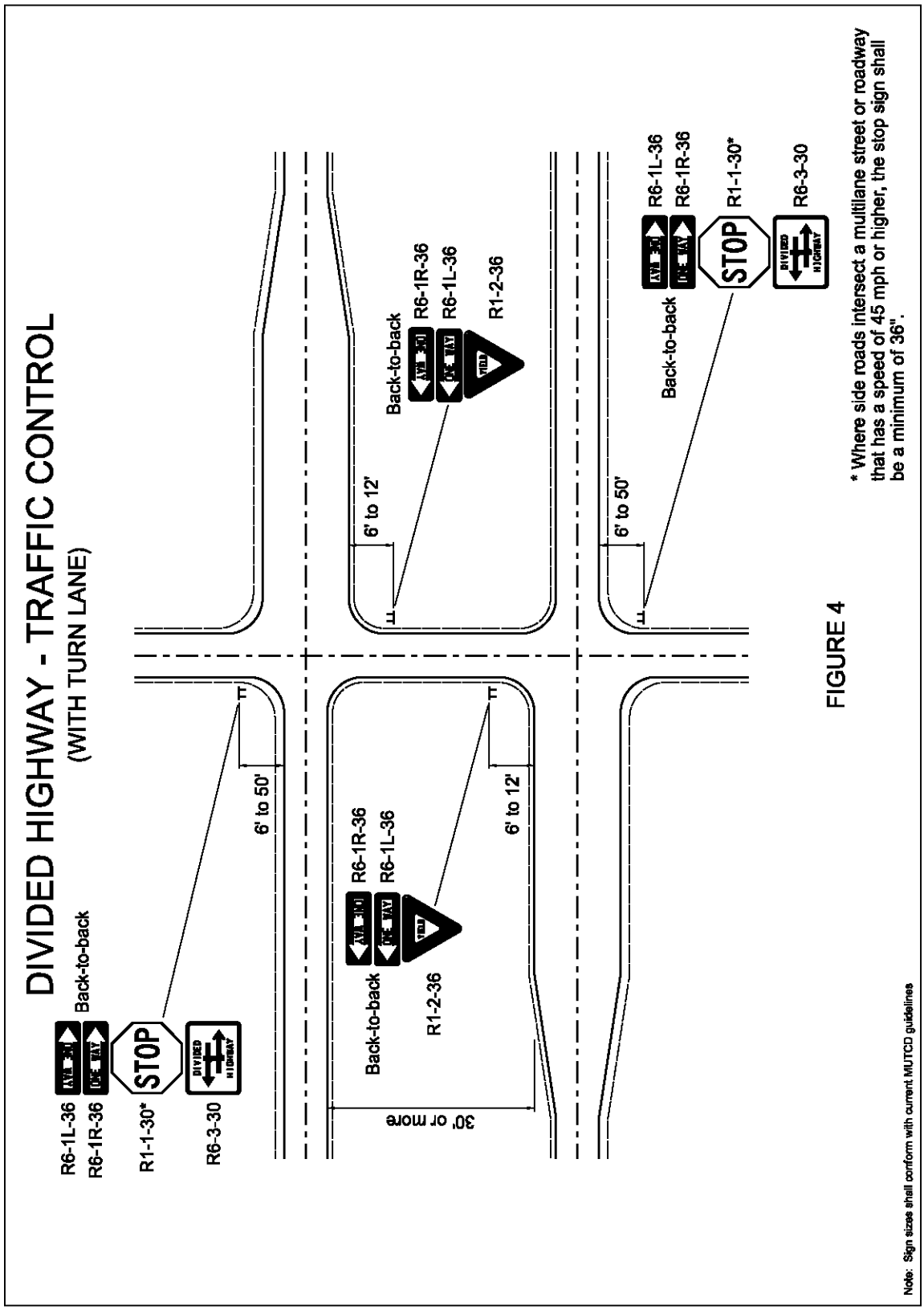

DIVIDED HIGHWAY - TRAFFIC CONTROL
(WITH TURN LANE)
R6-1L-36
R6-1R-36
Back-to-back
R1-1-30*
STOP
R6-3-30
DIVIDED HIGHWAY
6' to 50'
6' to 12'
30' or more
Back-to-back
R6-1R-36
R6-1L-36
R1-2-36
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE 4

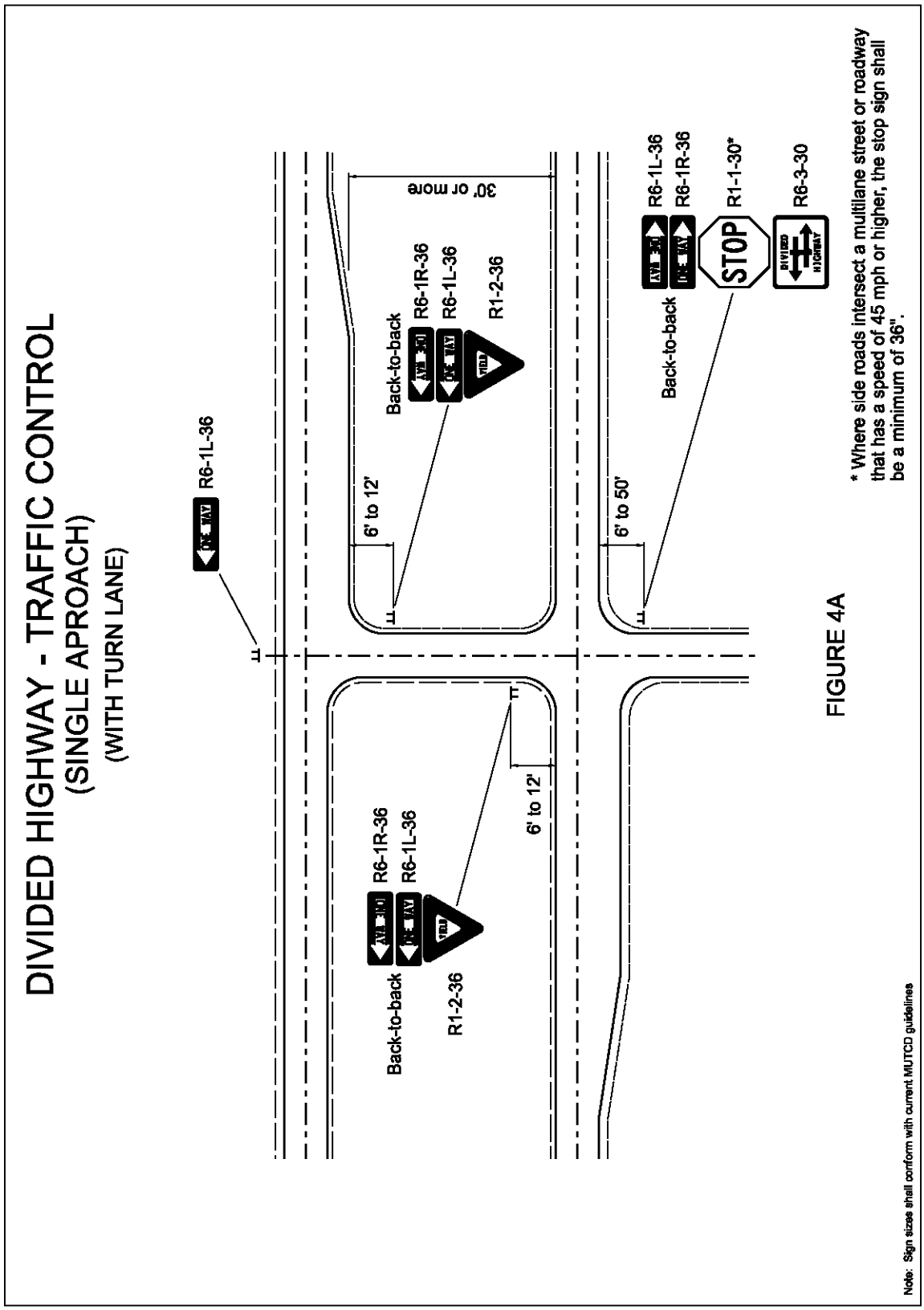
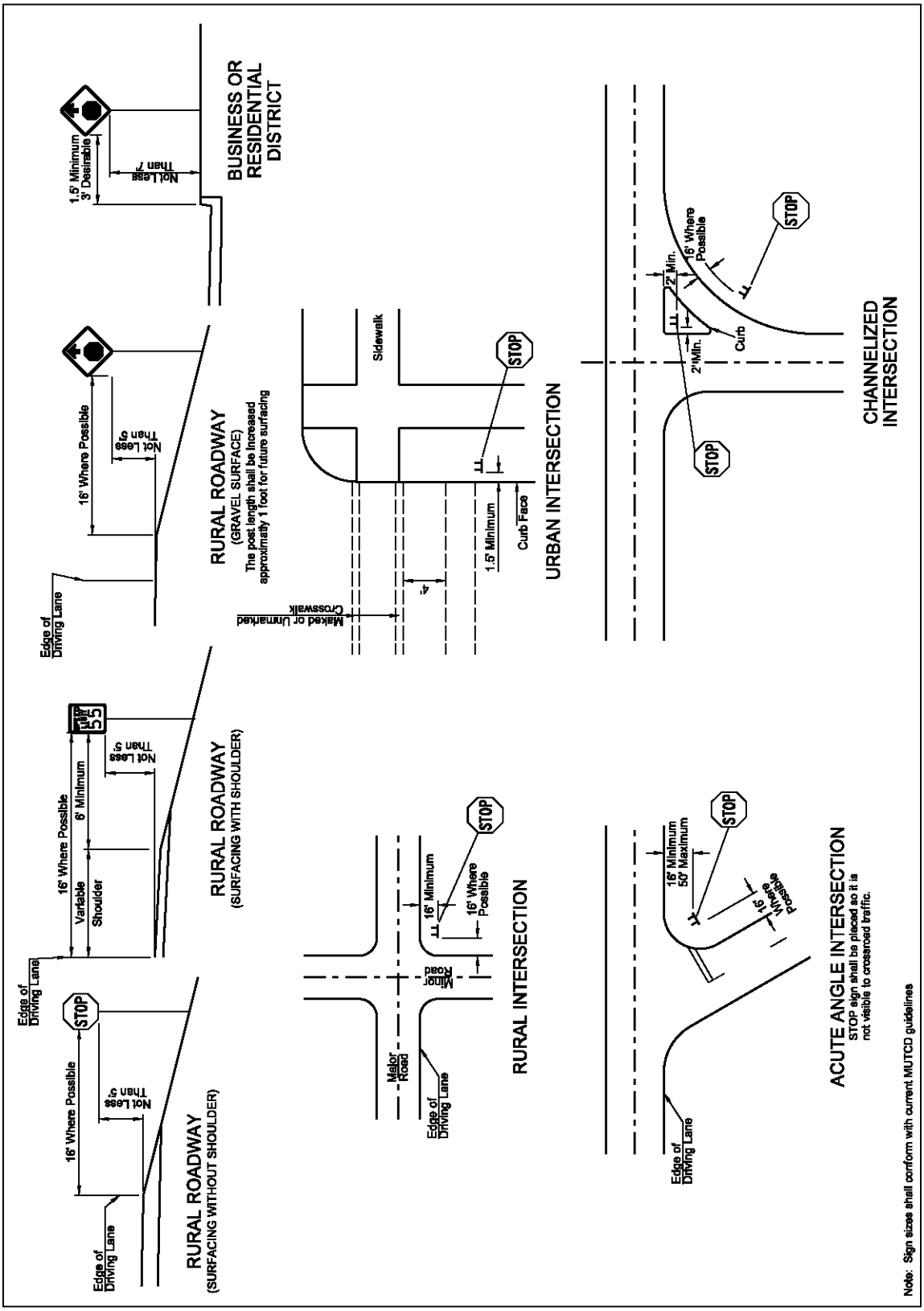
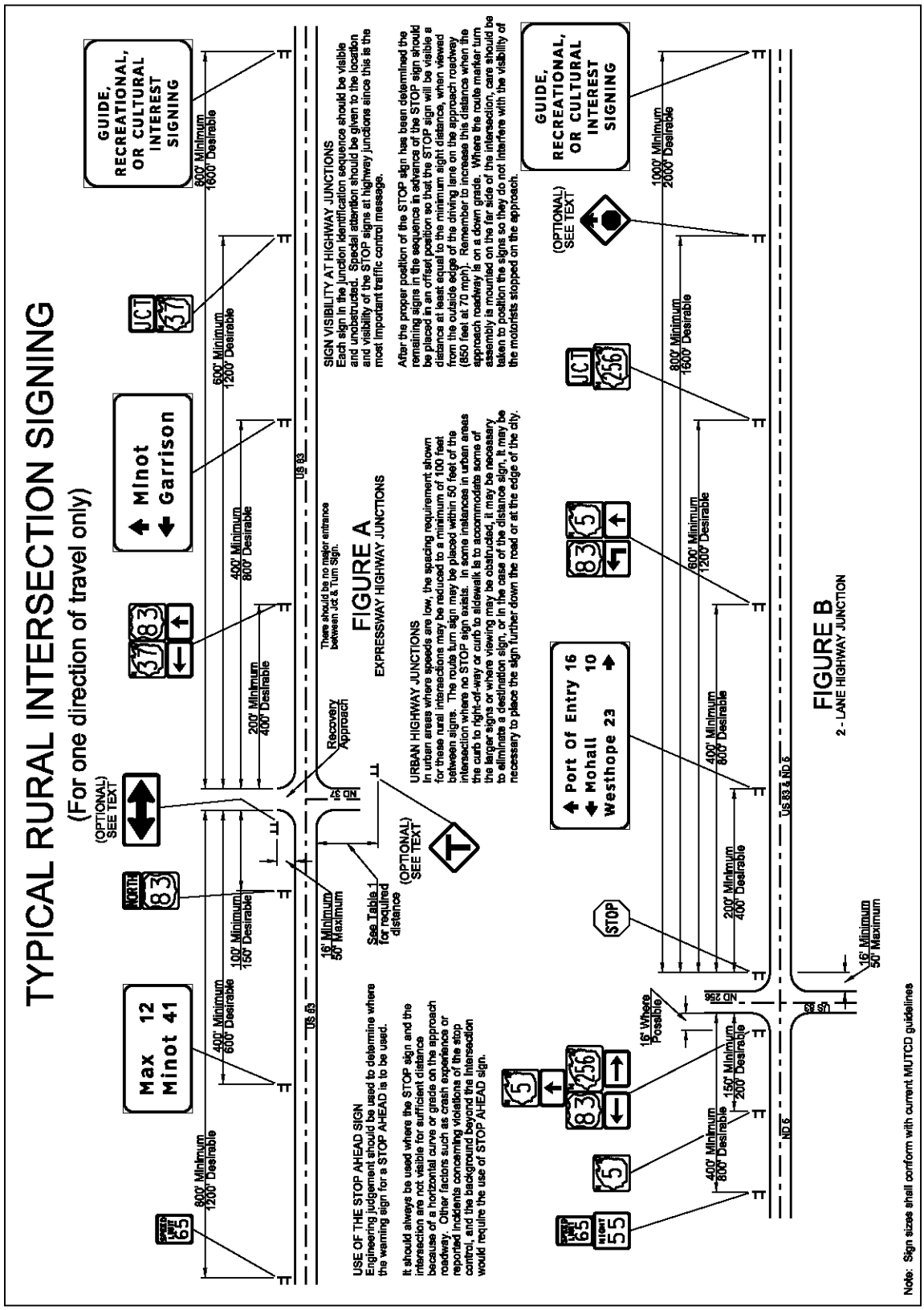
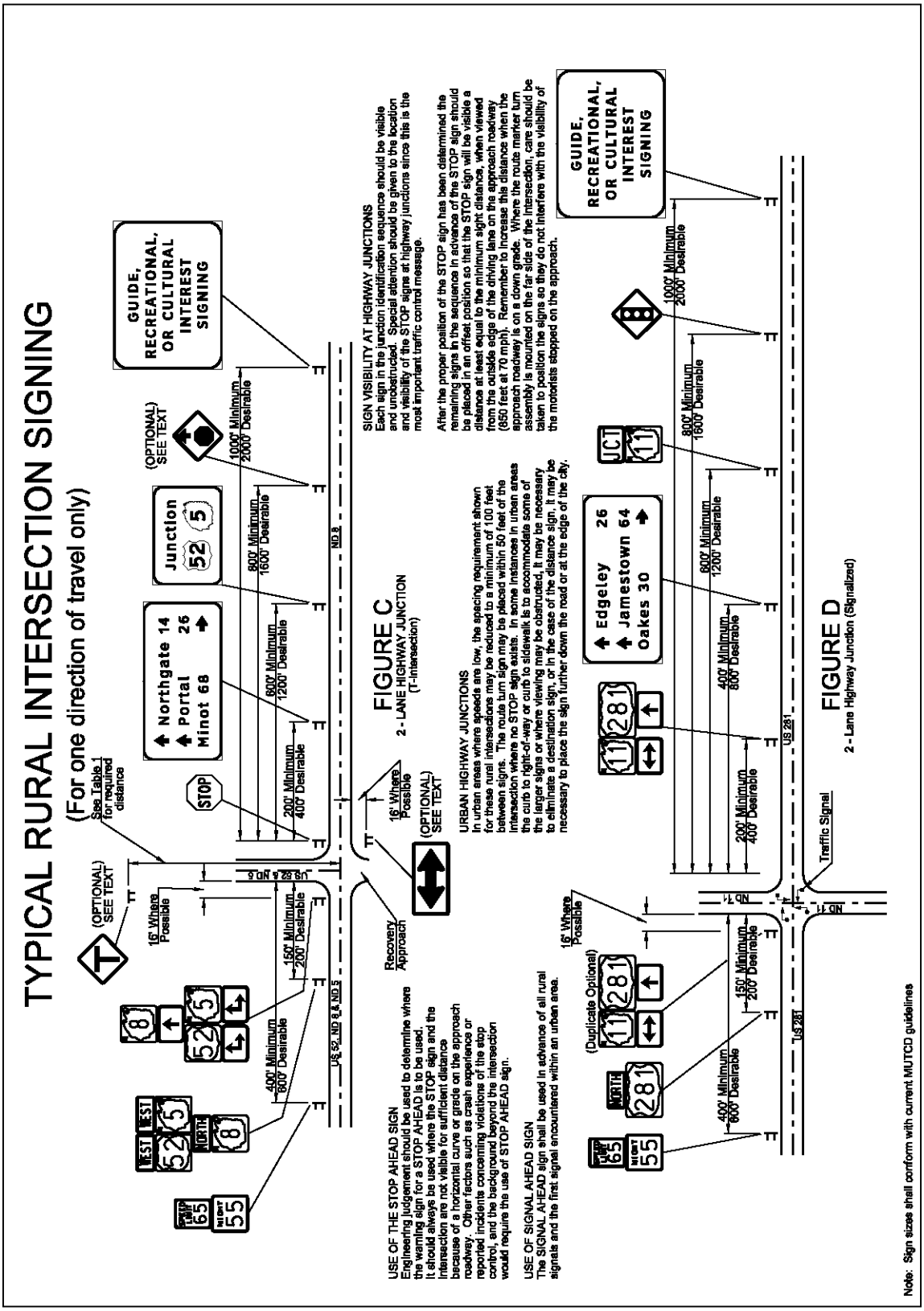
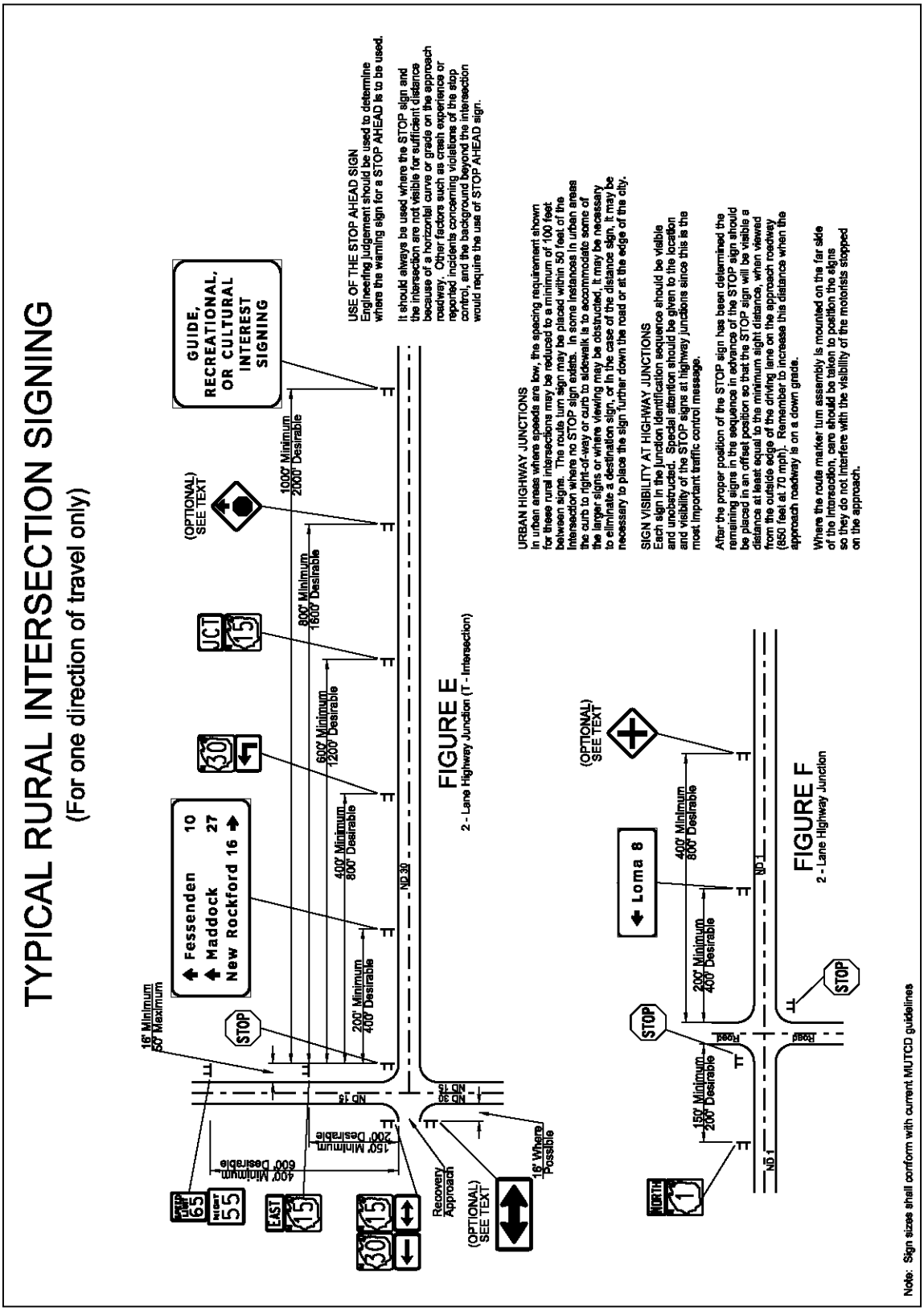

DIVIDED HIGHWAY - TRAFFIC CONTROL
(SINGLE APROACH)
(WITH TURN LANE)
R6-1L-36
6' to 12'
30' or more
Back-to-back
R6-1R-36
R6-1L-36
R1-2-36
6' to 12'
Back-to-back
R6-1R-36
R6-1L-36
R1-2-36
6' to 50'
Back-to-back
R6-1L-36
R6-1R-36
R1-1-30*
STOP
R6-3-30
* Where side roads intersect a multilane street or roadway that has a speed of 45 mph or higher, the stop sign shall be a minimum of 36".
Note: Sign sizes shall conform with current MUTCD guidelines

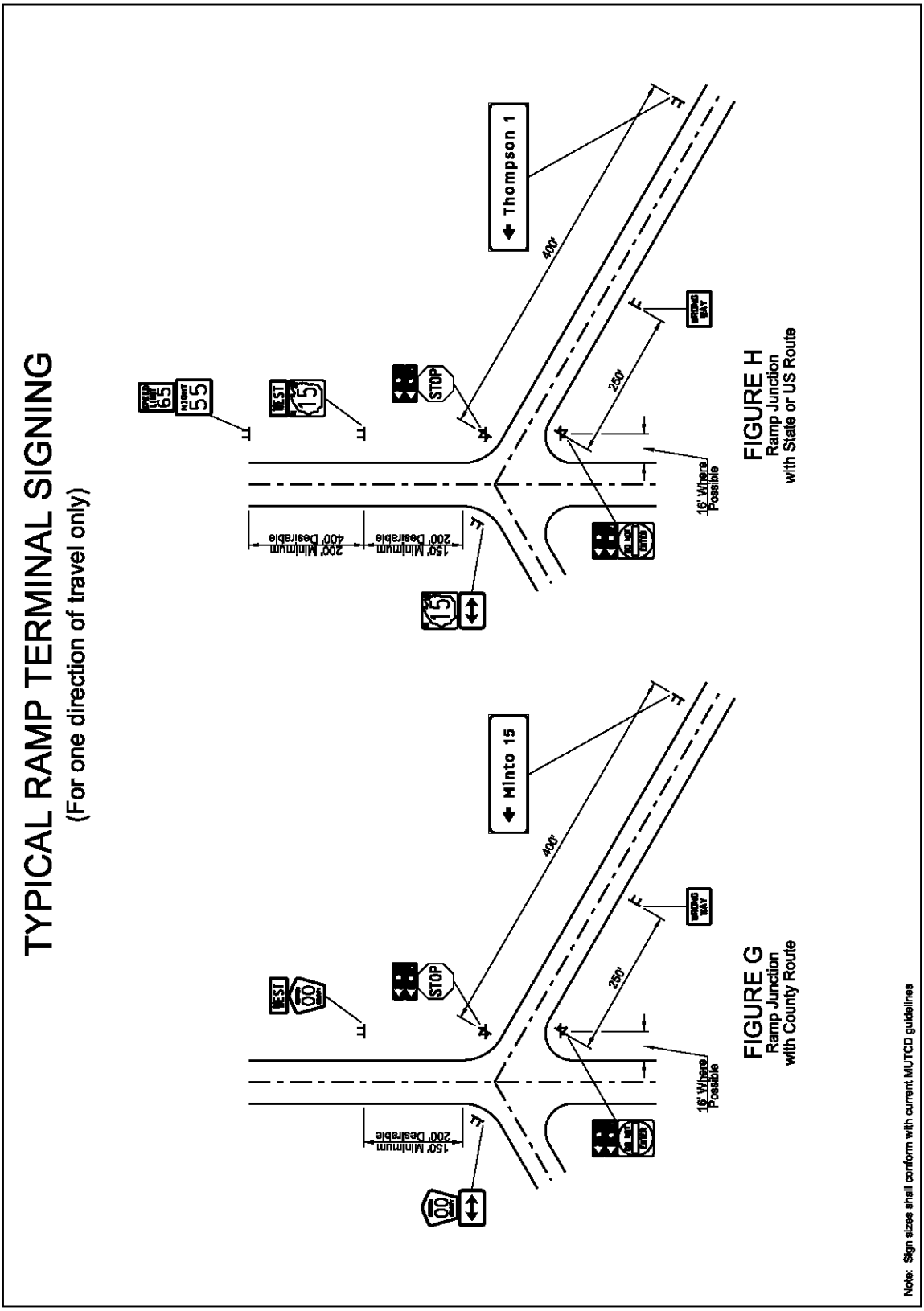
FIGURE 4A

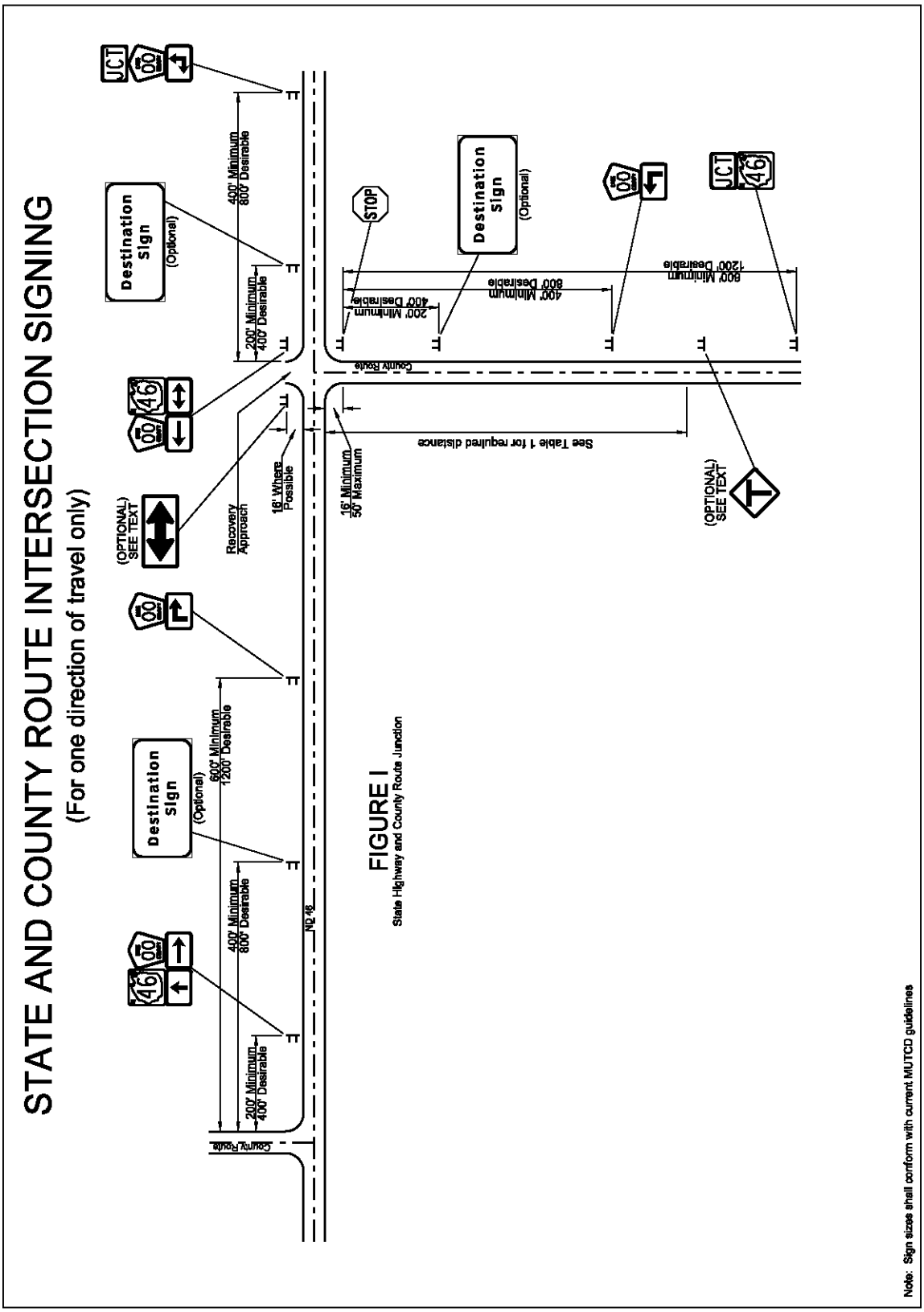

BUSINESS OR RESIDENTIAL DISTRICT
1.5' Minimum 3' Desirable
Not Less Than 7'
RURAL ROADWAY (GRAVEL SURFACE)
The post length shall be increased approximately 1 foot for future surfacing
16' Where Possible
Not Less Than 5'
Edge of Driving Lane
URBAN INTERSECTION
Sidewalk
STOP
Marked or Unmarked Crosswalk
4'
1.5' Minimum
Curb Face
RURAL ROADWAY (SURFACING WITH SHOULDER)
16' Where Possible
6' Minimum
Variable
Shoulder
Not Less Than 5'
Edge of Driving Lane
RURAL INTERSECTION
Major Road
16' Minimum
16' Where Possible
Minor Road
Edge of Driving Lane
RURAL ROADWAY (SURFACING WITHOUT SHOULDER)
16' Where Possible
Not Less Than 5'
Edge of Driving Lane
CHANNELIZED INTERSECTION
2' Min.
16' Where Possible
Curb
ACUTE ANGLE INTERSECTION
STOP sign shall be placed so it is not visible to crossroad traffic.
16' Minimum 50' Maximum
16' Where Possible
Edge of Driving Lane
Note: Sign sizes shall conform with current MUTCD guidelines

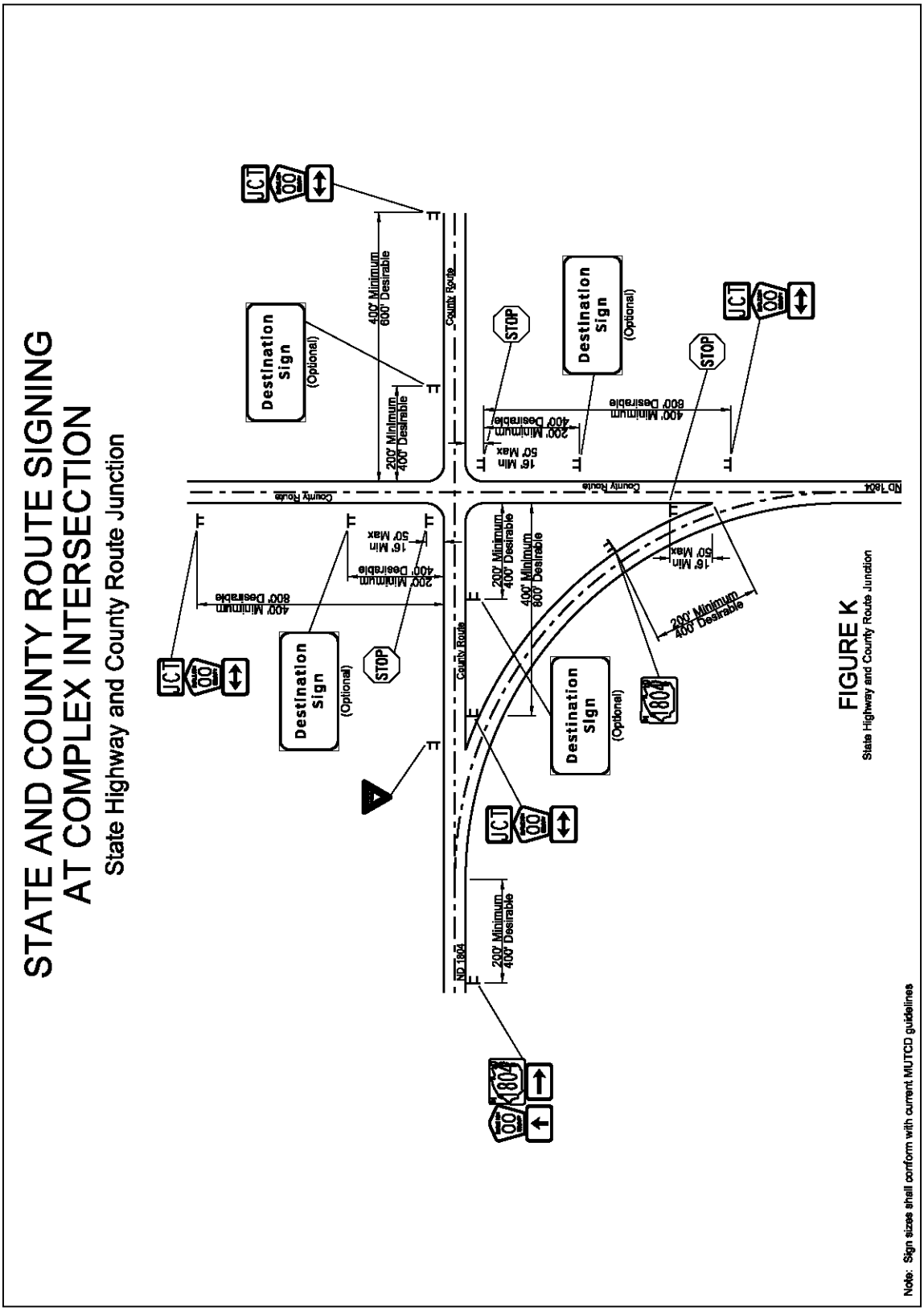

TYPICAL RURAL INTERSECTION SIGNING
(For one direction of travel only)
Max 12
Minot 41
NORTH
83
Minot
Garrison
37
83
JCT
37
GUIDE, RECREATIONAL, OR CULTURAL INTEREST SIGNING
(OPTIONAL) SEE TEXT
800' Minimum
1200' Desirable
400' Minimum
600' Desirable
100' Minimum
150' Desirable
200' Minimum
400' Desirable
400' Minimum
800' Desirable
600' Minimum
1200' Desirable
800' Minimum
1600' Desirable
US 83
ND 37
Recovery Approach
16' Minimum
50' Maximum
See Table 1 for required distance
(OPTIONAL) SEE TEXT
There should be no major entrance between Jct & Turn Sign.
FIGURE A
EXPRESSWAY HIGHWAY JUNCTIONS
USE OF THE STOP AHEAD SIGN
Engineering judgement should be used to determine where the warning sign for a STOP AHEAD is to be used.
It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.
After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (850 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade. Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.
Port Of Entry 16
Mohall 10
Westhope 23
STOP
JCT
256
83
5
GUIDE, RECREATIONAL, OR CULTURAL INTEREST SIGNING
(OPTIONAL) SEE TEXT
1000' Minimum
2000' Desirable
800' Minimum
1600' Desirable
600' Minimum
1200' Desirable
400' Minimum
800' Desirable
200' Minimum
400' Desirable
US 83 & ND 6
ND 256
16' Where Possible
150' Minimum
200' Desirable
400' Minimum
800' Desirable
ND 6
16' Minimum
50' Maximum
FIGURE B
2 - LANE HIGHWAY JUNCTION
Note: Sign sizes shall conform with current MUTCD guidelines


TYPICAL RURAL INTERSECTION SIGNING
(For one direction of travel only)
See Table 1 for required distance
(OPTIONAL) SEE TEXT
16' Where Possible
400' Minimum 600' Desirable
150' Minimum 200' Desirable
US 52, ND 8 & ND 5
Recovery Approach
STOP
Northgate 14
Portal 26
Minot 68
Junction 52 5
200' Minimum 400' Desirable
600' Minimum 1200' Desirable
800' Minimum 1600' Desirable
1000' Minimum 2000' Desirable
ND 8
GUIDE, RECREATIONAL, OR CULTURAL INTEREST SIGNING
FIGURE C
2 - LANE HIGHWAY JUNCTION
(T-Intersection)
USE OF THE STOP AHEAD SIGN
Engineering judgement should be used to determine where the warning sign for a STOP AHEAD is to be used. It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.
USE OF SIGNAL AHEAD SIGN
The SIGNAL AHEAD sign shall be used in advance of all rural signals and the first signal encountered within an urban area.
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.
After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (850 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade. Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.
(Duplicate Optional)
Edgeley 26
Jamestown 64
Oakes 30
JCT 11
US 281
ND 11
Traffic Signal
FIGURE D
2 - Lane Highway Junction (Signalized)
Note: Sign sizes shall conform with current MUTCD guidelines


TYPICAL RURAL INTERSECTION SIGNING
(For one direction of travel only)
Fessenden 10
Maddock 27
New Rockford 16
GUIDE, RECREATIONAL, OR CULTURAL INTEREST SIGNING
(OPTIONAL) SEE TEXT
JCT 15
30
STOP
16' Minimum 60' Maximum
1000' Minimum 2000' Desirable
800' Minimum 1600' Desirable
600' Minimum 1200' Desirable
400' Minimum 800' Desirable
200' Minimum 400' Desirable
150' Minimum 200' Desirable
400' Minimum 600' Desirable
ND 30
ND 15
Recovery Approach
16' Where Possible
FIGURE E
2 - Lane Highway Junction (T - Intersection)
USE OF THE STOP AHEAD SIGN
Engineering Judgement should be used to determine where the warning sign for a STOP AHEAD is to be used.
It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.
After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (850 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade.
Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.
(OPTIONAL) SEE TEXT
Loma 8
400' Minimum 800' Desirable
200' Minimum 400' Desirable
150' Minimum 200' Desirable
ND 1
Road
FIGURE F
2 - Lane Highway Junction
Note: Sign sizes shall conform with current MUTCD guidelines


TYPICAL RAMP TERMINAL SIGNING
(For one direction of travel only)
Thompson 1
400'
250'
16' Where Possible
200' Minimum
400' Desirable
150' Minimum
200' Desirable
STOP
WEST
15
65
55
Minto 15
400'
250'
16' Where Possible
150' Minimum
200' Desirable
STOP
WEST
00
FIGURE H
Ramp Junction
with State or US Route
FIGURE G
Ramp Junction
with County Route
Note: Sign sizes shall conform with current MUTCD guidelines


STATE AND COUNTY ROUTE INTERSECTION SIGNING
(For one direction of travel only)
Destination Sign
(Optional)
400' Minimum
800' Desirable
200' Minimum
400' Desirable
(OPTIONAL)
SEE TEXT
Recovery
Approach
16' Where
Possible
16' Minimum
50' Maximum
See Table 1 for required distance
600' Minimum
1200' Desirable
County Route
NO.46
STOP
200' Minimum
400' Desirable
400' Minimum
800' Desirable
800' Minimum
1200' Desirable
FIGURE I
State Highway and County Route Junction
Note: Sign sizes shall conform with current MUTCD guidelines


STATE AND COUNTY ROUTE SIGNING
AT COMPLEX INTERSECTION
State Highway and County Route Junction
Destination Sign
(Optional)
400' Minimum
600' Desirable
200' Minimum
400' Desirable
County Route
ND 1804
JCT
STOP
16' Min
50' Max
800' Desirable
FIGURE K
State Highway and County Route Junction
Note: Sign sizes shall conform with current MUTCD guidelines

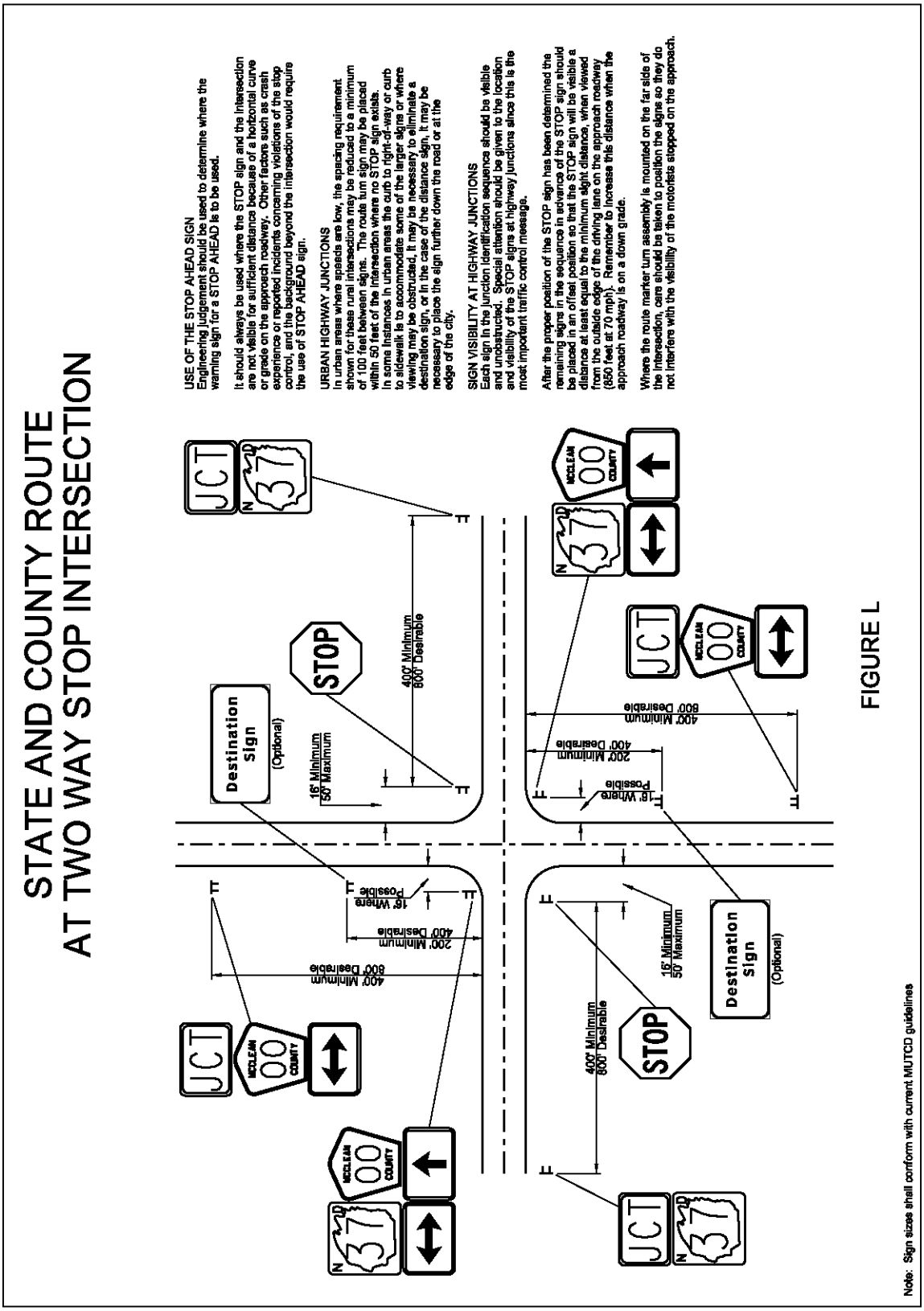

STATE AND COUNTY ROUTE
AT TWO WAY STOP INTERSECTION
USE OF THE STOP AHEAD SIGN
Engineering judgement should be used to determine where the warning sign for a STOP AHEAD is to be used.
It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.
After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (650 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade.
Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.
JCT
37
N
McCLEAN
00
COUNTY
Destination Sign
(Optional)
STOP
16' Minimum
50' Maximum
400' Minimum
800' Desirable
200' Minimum
400' Desirable
800' Desirable
15' Where Possible
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE L

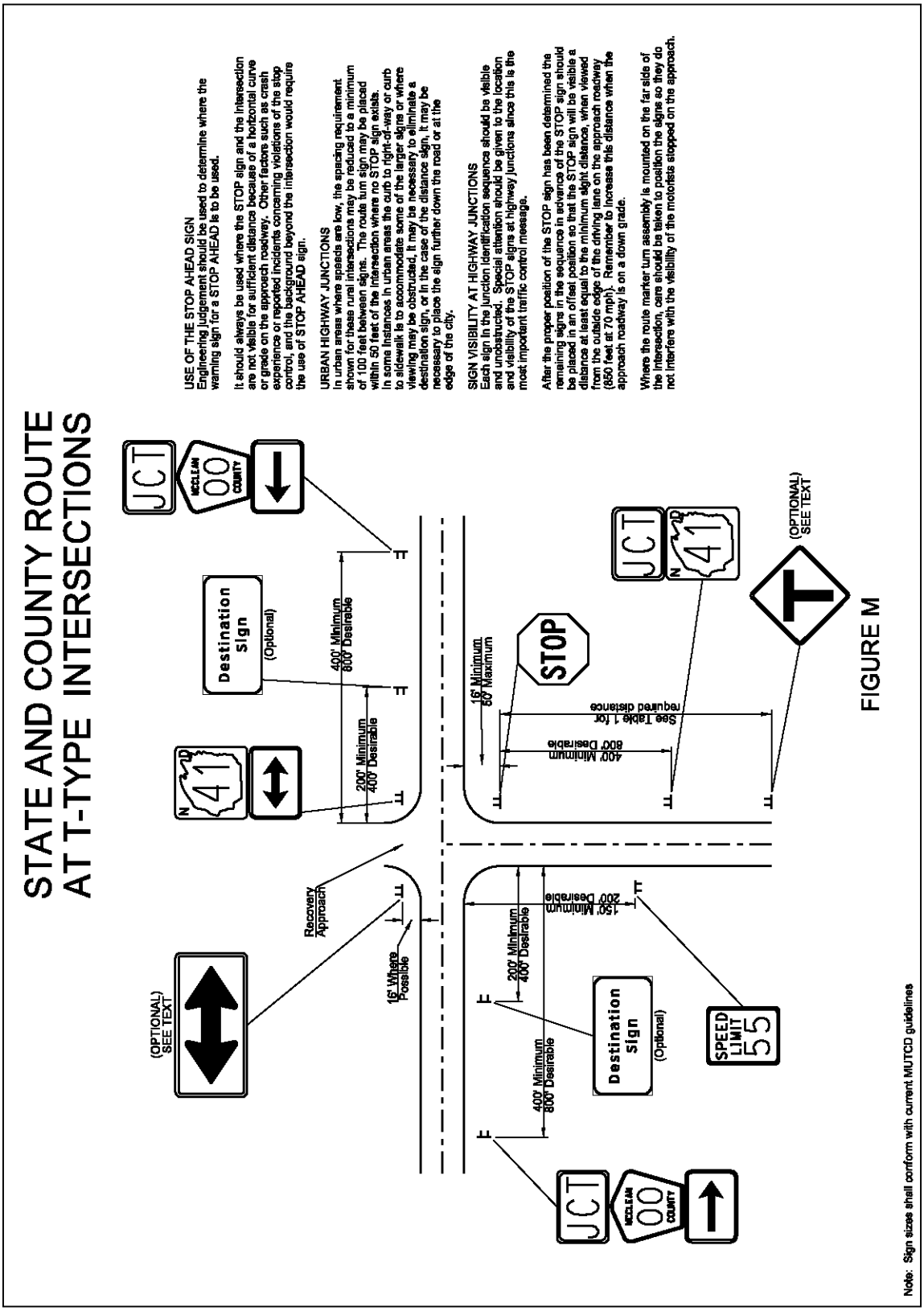

STATE AND COUNTY ROUTE
AT T-TYPE INTERSECTIONS
USE OF THE STOP AHEAD SIGN
Engineering judgement should be used to determine where the warning sign for a STOP AHEAD is to be used.
It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.
After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (850 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade.
Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.
JCT
MCCLEAN
00
COUNTY
Destination Sign
(Optional)
400' Minimum
800' Desirable
200' Minimum
400' Desirable
N
41
16' Minimum
60' Maximum
STOP
See Table 1 for
required distance
400' Minimum
800' Desirable
(OPTIONAL)
SEE TEXT
Recovery
Approach
16' Where
Possible
150' Minimum
200' Desirable
SPEED
LIMIT
55
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE M

STATE AND COUNTY ROUTE OR TWP ROAD SIGNING AT RADIAL "T" INTERSECTION

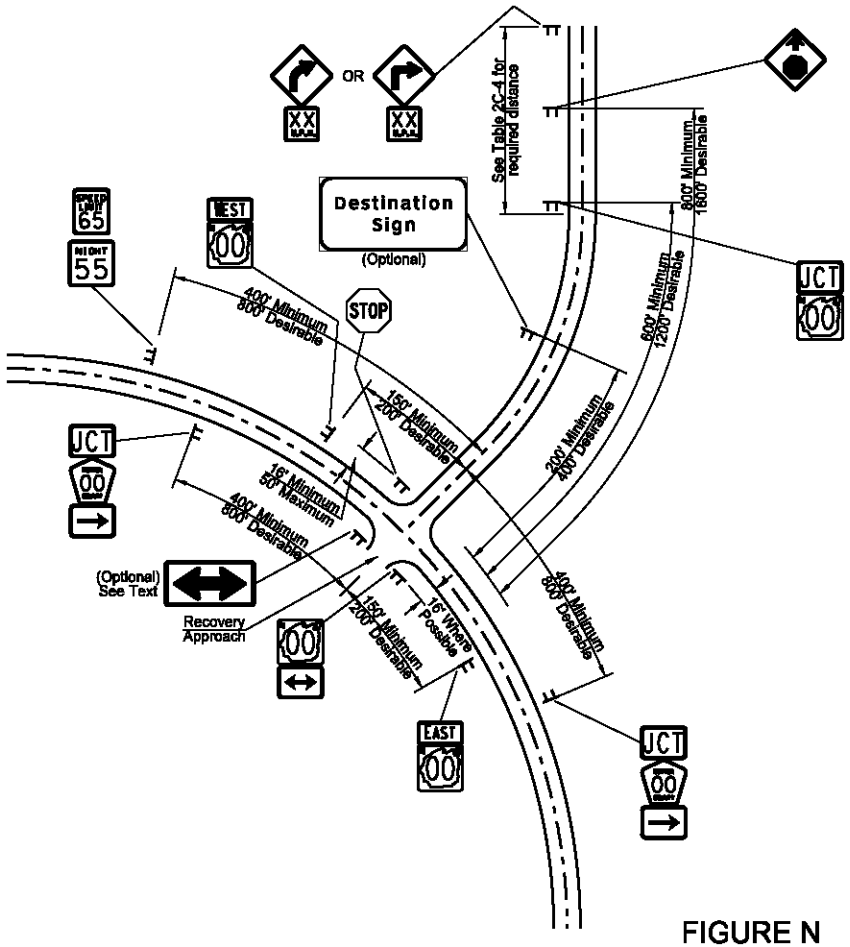


FIGURE N

USE OF THE STOP AHEAD SIGN
Engineering judgement should be used to determine where the warning sign for a STOP AHEAD is to be used.

It should always be used where the STOP sign and the intersection are not visible for sufficient distance because of a horizontal curve or grade on the approach roadway. Other factors such as crash experience or reported incidents concerning violations of the stop control, and the background beyond the intersection would require the use of STOP AHEAD sign.

URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.

SIGN VISIBILITY AT HIGHWAY JUNCTIONS
Each sign in the junction identification sequence should be visible and unobstructed. Special attention should be given to the location and visibility of the STOP signs at highway junctions since this is the most important traffic control message.

After the proper position of the STOP sign has been determined the remaining signs in the sequence in advance of the STOP sign should be placed in an offset position so that the STOP sign will be visible a distance at least equal to the minimum sight distance, when viewed from the outside edge of the driving lane on the approach roadway (850 feet at 70 mph). Remember to increase this distance when the approach roadway is on a down grade.

Where the route marker turn assembly is mounted on the far side of the intersection, care should be taken to position the signs so they do not interfere with the visibility of the motorists stopped on the approach.

Note: Sign sizes shall conform with current MUTCD guidelines

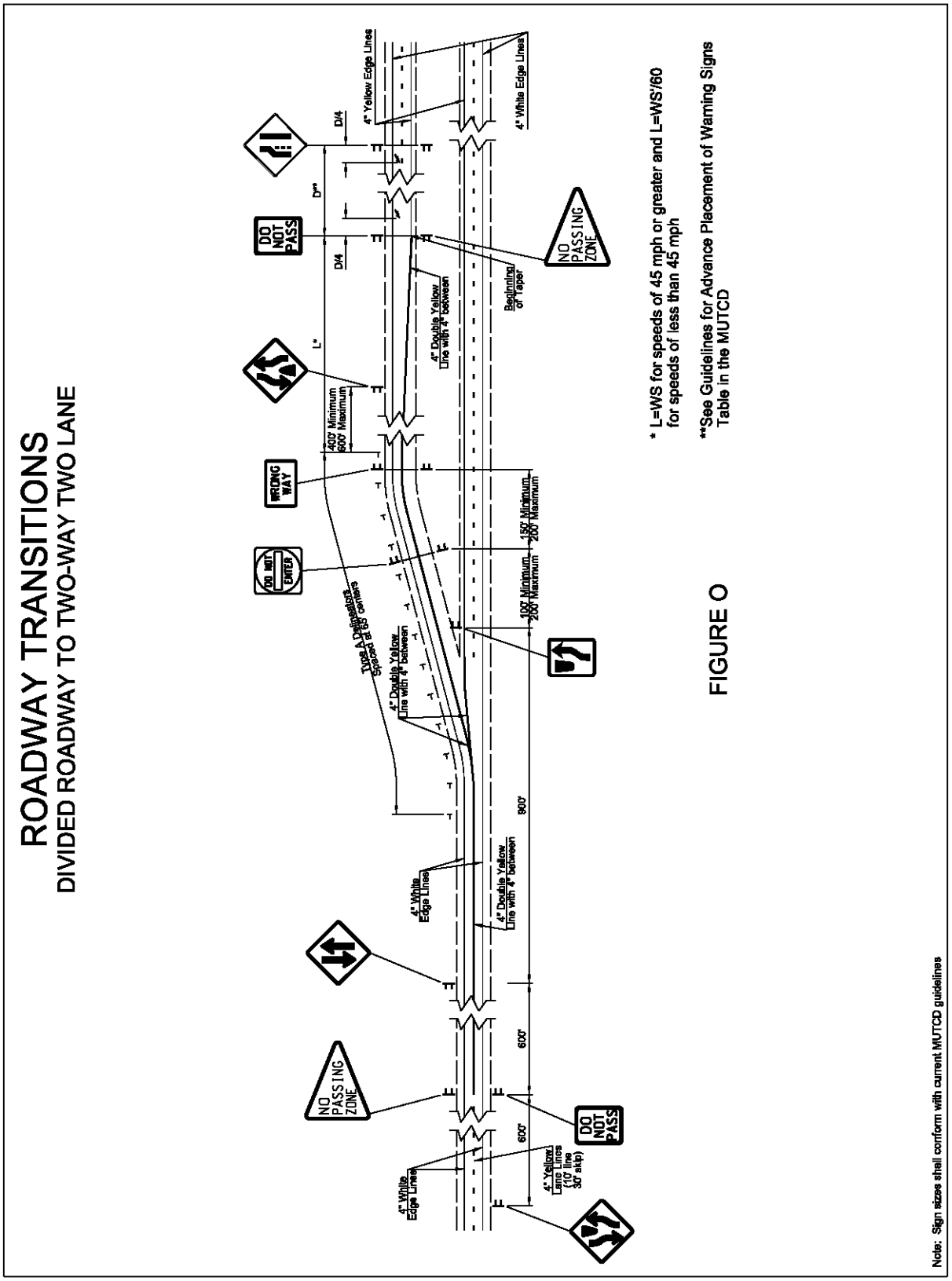

ROADWAY TRANSITIONS
DIVIDED ROADWAY TO TWO-WAY TWO LANE
4" Yellow Edge Lines
4" White Edge Lines
D/4
D**
L*
DO NOT PASS
WRONG WAY
DO NOT ENTER
NO PASSING ZONE
4" Double Yellow Line with 4" between
Beginning of Taper
400' Minimum 600' Maximum
Type A Delineators Spaced at 80' centers
150' Minimum 200' Maximum
100' Minimum 200' Maximum
900'
600'
4" White Edge Lines
4" Yellow Lane Lines (10' line 30' skip)
* L=WS for speeds of 45 mph or greater and L=WS²/60 for speeds of less than 45 mph
**See Guidelines for Advance Placement of Warning Signs Table in the MUTCD
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE O

CLIMBING LANE SIGNING AND MARKING

Barrier Stripe Length					
Speed Limit (S)	30	40	50	60	65
Minimum Length	200'	300'	450'	650'	750'

Note:
The climbing lane area may have some no passing zone restrictions because of site distance. The climbing lane areas should be checked for no passing areas and should have the downhill side marked where there is no passing.

Lane-reduction arrows are optional for speeds of less than 45 mph.

L = WS for speeds of 45 mph or greater and L=WS²/60 for speeds of less than 45 mph (feet)
W = Offset (feet)
S = Posted Speed, 85th - percentile or statutory speed (mph)
D = Advance warning distance (feet)*

*See Guidelines for Advance Placement of Warning Signs Table in the MUTCD

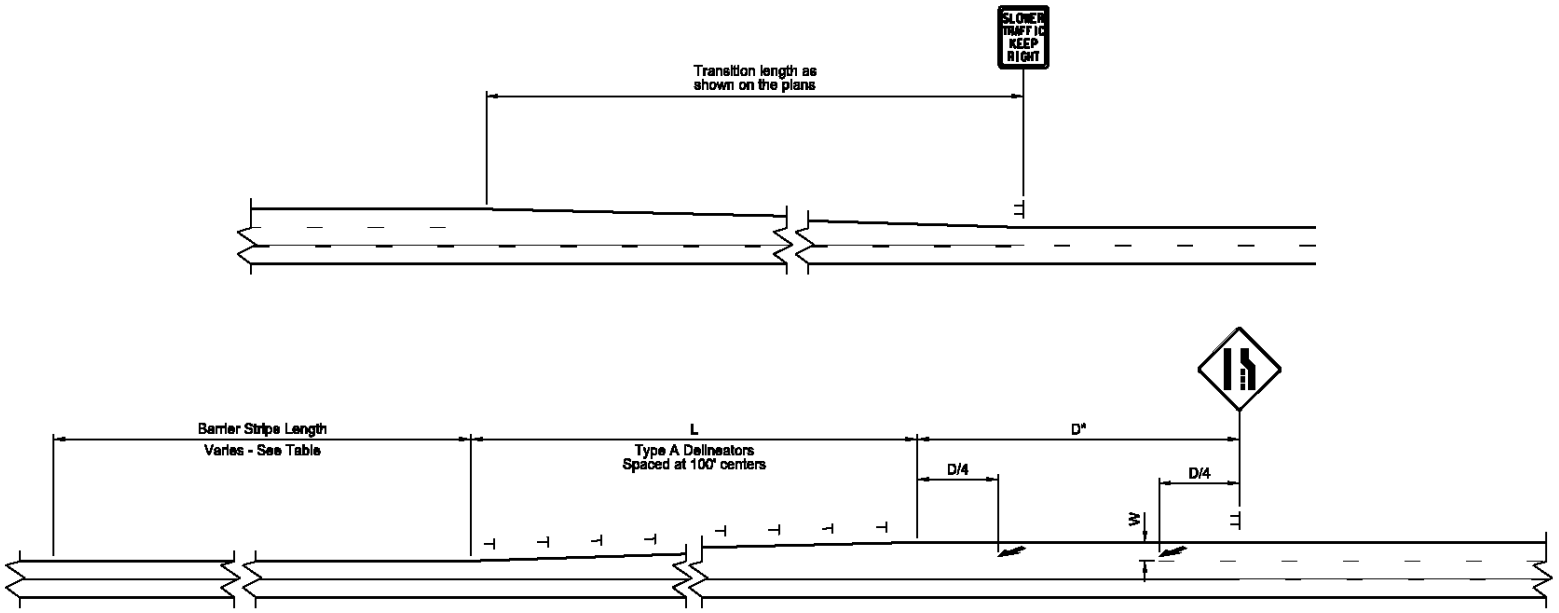


FIGURE P

Note: Sign sizes shall conform with current MUTCD guidelines

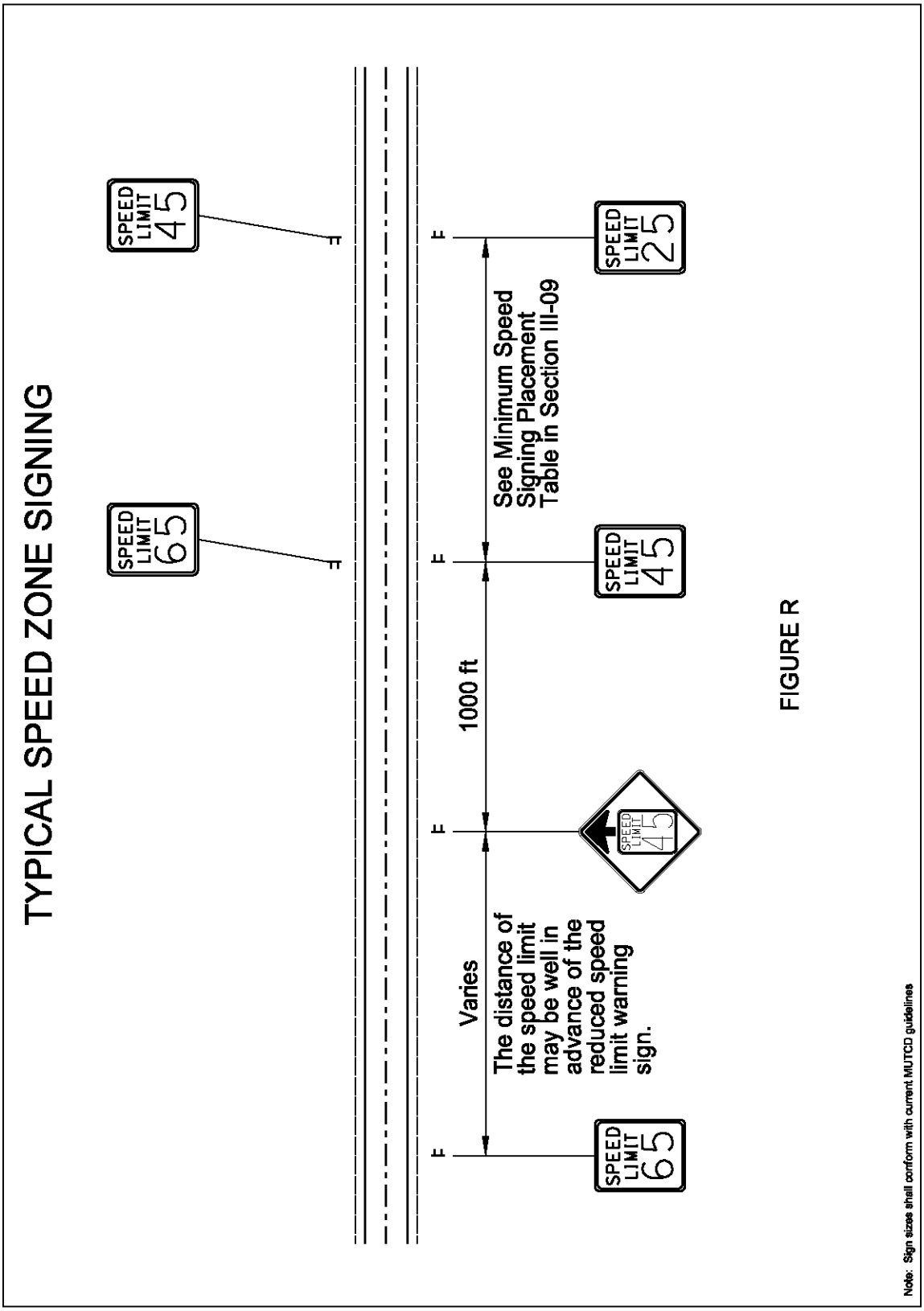
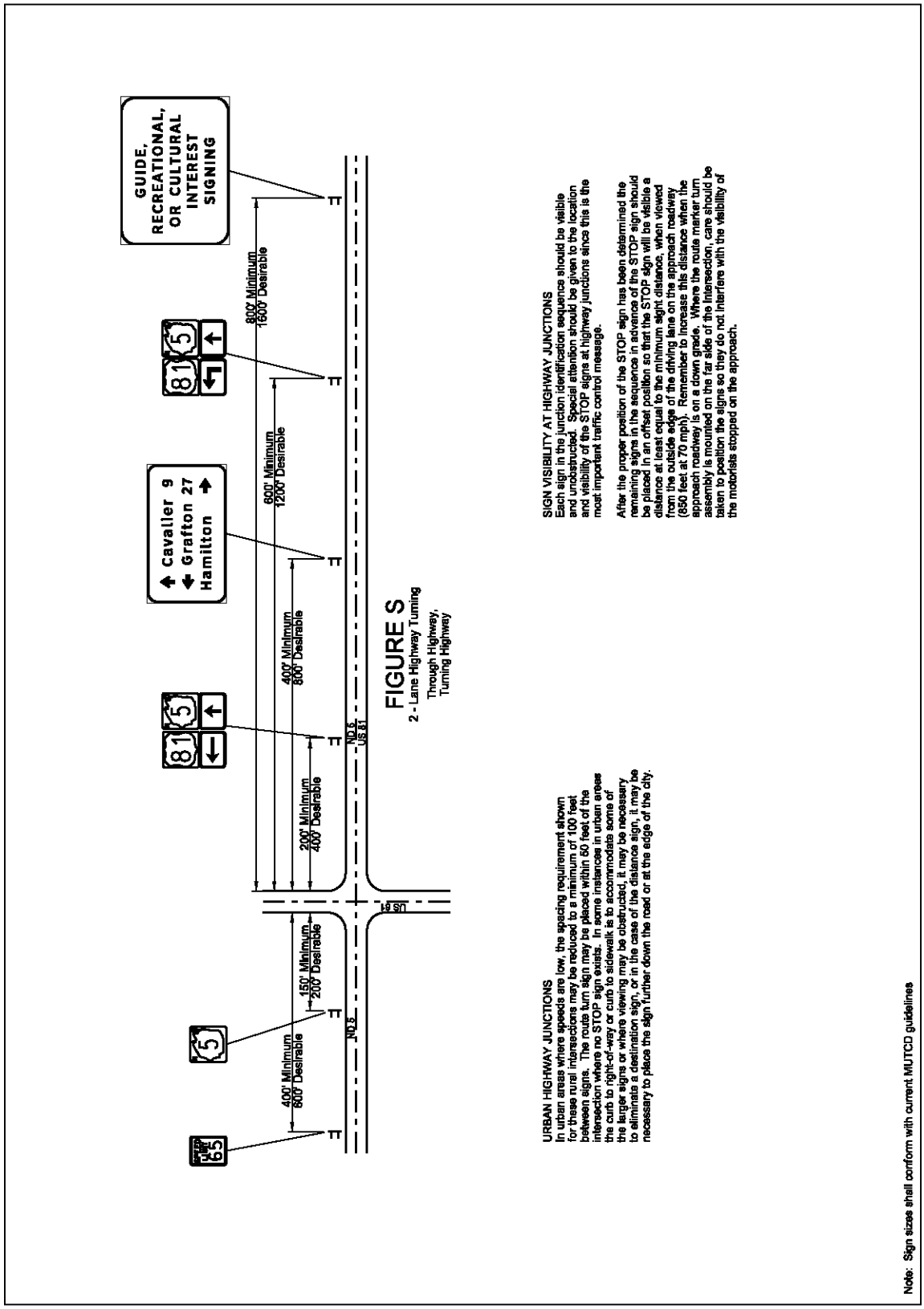

TYPICAL SPEED ZONE SIGNING
SPEED LIMIT 45
SPEED LIMIT 65
SPEED LIMIT 25
SPEED LIMIT 45
SPEED LIMIT 65
SPEED LIMIT 45
See Minimum Speed Signing Placement Table in Section III-09
1000 ft
Varies
The distance of the speed limit may be well in advance of the reduced speed limit warning sign.
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE R


GUIDE, RECREATIONAL, OR CULTURAL INTEREST SIGNING
Cavalier 9
Grafton 27
Hamilton
800' Minimum
1600' Desirable
800' Minimum
1200' Desirable
400' Minimum
800' Desirable
200' Minimum
400' Desirable
400' Minimum
800' Desirable
150' Minimum
200' Desirable
NO 5
US 81
US 81
FIGURE S
2 - Lane Highway Turning
Through Highway,
Turning Highway
URBAN HIGHWAY JUNCTIONS
In urban areas where speeds are low, the spacing requirement shown for these rural intersections may be reduced to a minimum of 100 feet between signs. The route turn sign may be placed within 50 feet of the intersection where no STOP sign exists. In some instances in urban areas the curb to right-of-way or curb to sidewalk is to accommodate some of the larger signs or where viewing may be obstructed, it may be necessary to eliminate a destination sign, or in the case of the distance sign, it may be necessary to place the sign further down the road or at the edge of the city.
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Note: Sign sizes shall conform with current MUTCD guidelines

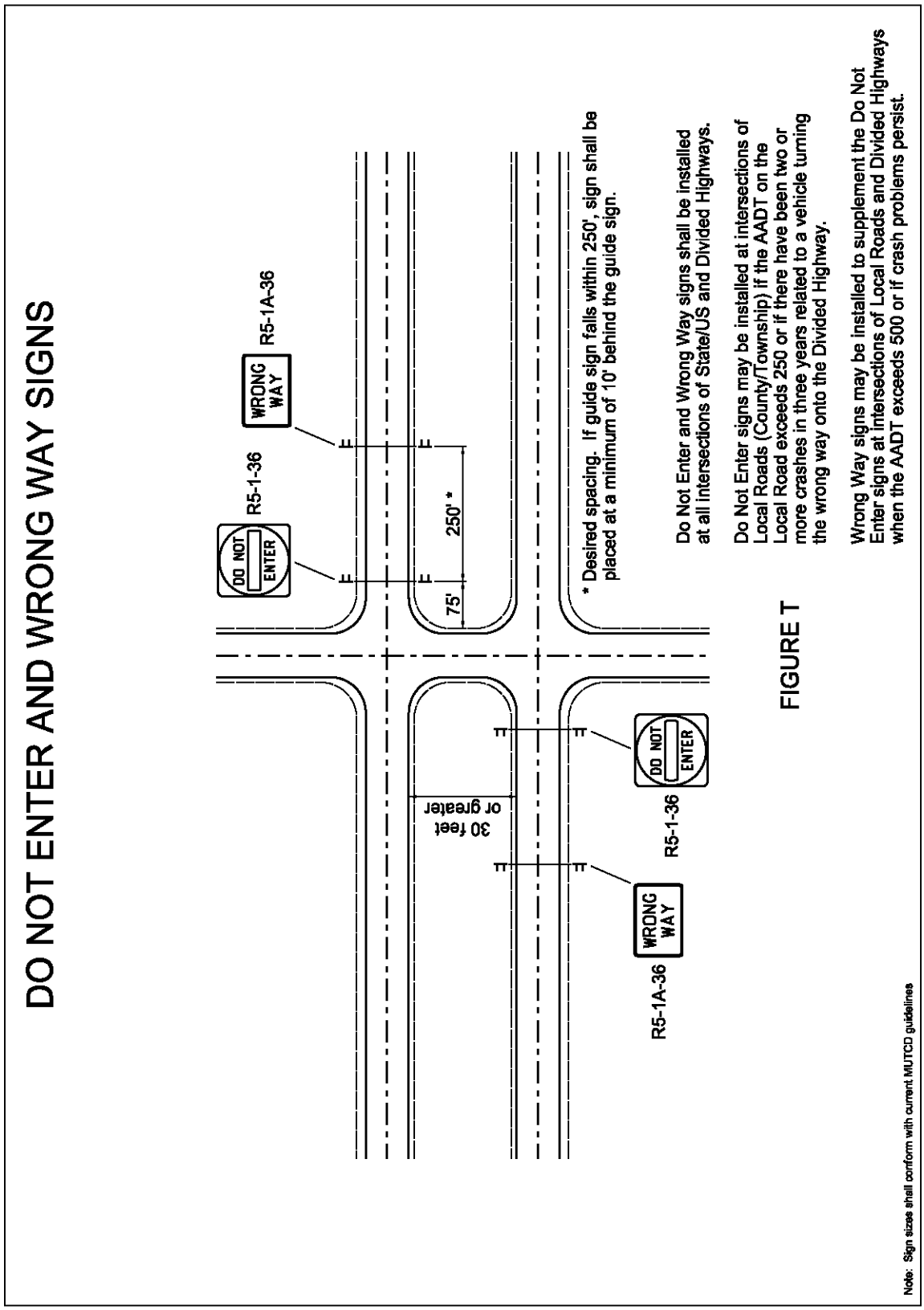
DO NOT ENTER AND WRONG WAY SIGNS
DO NOT
ENTER
R5-1-36
WRONG
WAY
R5-1A-36
75'
250' *
30 feet
or greater
R5-1-36
R5-1A-36
* Desired spacing. If guide sign falls within 250', sign shall be placed at a minimum of 10' behind the guide sign.
Do Not Enter and Wrong Way signs shall be installed at all intersections of State/US and Divided Highways.
Do Not Enter signs may be installed at intersections of Local Roads (County/Township) if the AADT on the Local Road exceeds 250 or if there have been two or more crashes in three years related to a vehicle turning the wrong way onto the Divided Highway.
Wrong Way signs may be installed to supplement the Do Not Enter signs at intersections of Local Roads and Divided Highways when the AADT exceeds 500 or if crash problems persist.
Note: Sign sizes shall conform with current MUTCD guidelines

FIGURE T