



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-4-44
CHAPTER 2	Signs
SECTION 4	Guide Signs - Conventional
SUBJECT 44	Conventional Roads on Approaches to Interchanges

A. Background and Purpose

The [2009 MUTCD](#), [Section 2D-45](#) states that guide signing **shall** be utilized for multi-lane conventional roads approaching an interchange. The guide signs **shall** incorporate the destination, route shield and cardinal direction arrow.

“Enhanced” guide signs that incorporate the destination, route shield and cardinal direction arrow are referred to as Entrance Direction signs in the MUTCD. However, it *should* be noted that the MUTCD does not require the usage of Entrance Direction signs at all multi-lane conventional roads approaching an interchange. Entrance Direction signs can get quite large and costly to install and maintain. This *may* be especially true if there are right-of-way restrictions that require the usage of overhead guide signs.

However, there are applications on certain interchange crossroads where the enhanced type of Entrance Direction signs are valuable, specifically for arterial interchange crossroads with higher traffic volumes. Guide signing for collector/distributor types of interchange crossroads can, in most cases, be accomplished by traditional means with independent route assemblies (J-series) and destination/direction (D1-series) signs.

This policy will differentiate between the different types of guide signing for interchange crossroads (both single and multi-lane) and provide guidance as to the types of guide signing that *should* be used.

B. Definitions

Arterial interchange crossroads are defined as roadways used primarily by through traffic, usually on a continuous route or a highway designated as part of an arterial system.

Collector/distributor interchange crossroads are defined as roadways that in rural areas connect small towns and local highways to arterials highways and in urban area provides land access and traffic circulation within residential, commercial, and business areas and connects local highways to the arterial highways.

C. Policy

Single-lane Crossroad Approach to Interchange (See Figure 1)

1. Traditional route assemblies (J-series) *should* be used.
2. Destination/Direction signs (D1-series) *should* be used.

Multi-lane **Arterial** Crossroad Approach to Interchange (See Figure 2)

1. The junction assembly (J1-series) *should* be the first sign used in the series.
2. The advanced Entrance Direction (D1-72 sign) *should* follow the junction assembly.
3. The Entrance Direction sign (D1-71) *should* be used to designate the direction of travel (left, right or ahead).
4. An advance left turn assembly (J2-series) *should* be used to provide guidance for the second ramp. The primary location of the advance left turn assembly *should* be in the median. The advance left turn assembly *may* be placed on the right side as an optional location.
5. An Entrance Direction sign (D1-70) *should* be used to provide guidance for the second ramp.

Multi-lane **Collector/Distributor** Crossroad Approach to Interchange (See Figure 3)

1. The junction assembly (J1-series) *should* be the first sign used in the series.
2. Advanced route assemblies (J2-series) *should* follow the junction assembly. The left movement *may* utilize an up arrow or the word USE LEFT LANE. The left lane portion of the advanced route assembly *may* be mounted in the median.
3. The traditional destination/direction sign (D1-series) *should* be used to designate the destination and direction of travel.
4. A route turn assembly (J3-series) *should* be installed for the first ramp.
5. An advance left turn assembly (J2-series) *should* be used to provide guidance for the second ramp. The primary location of the advance left turn assembly *should* be in the median. The advance left turn assembly *may* be placed on the right side as an optional location.
6. A route turn assembly (J3-series) *should* be installed for the second ramp.

Overhead Signing Options for Multi-lane Arterial Crossroad Approach to Interchange (See Figures 4-5)

Overhead guide signs *may* be used in lieu of the ground mounted Entrance Direction signs for some multi-lane arterial crossroad approaches to interchanges. Qualifying factors for overhead guide signs would be limited right-of-way that would prohibit the installation of ground mounted guide signs, high traffic volumes, dual/triple left turn lanes and look-ahead mandatory left-turn lanes.

C. Implementation

FHWA has mandated a compliance date of December 31, 2019 for completion of these signing revisions. Signing field revisions *should* be accomplished through improvement projects as much as possible. The TMA process *may* also be used to revise signing, if the sign revisions are feasible (do not require the installation of Type I or overhead guide signs).

FIG. 1 SINGLE-LANE GUIDE SIGNING AT INTERCHANGE.

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT.
FIELD CONDITIONS MAY DICTATE CHANGES IN
SIGN PLACEMENT.

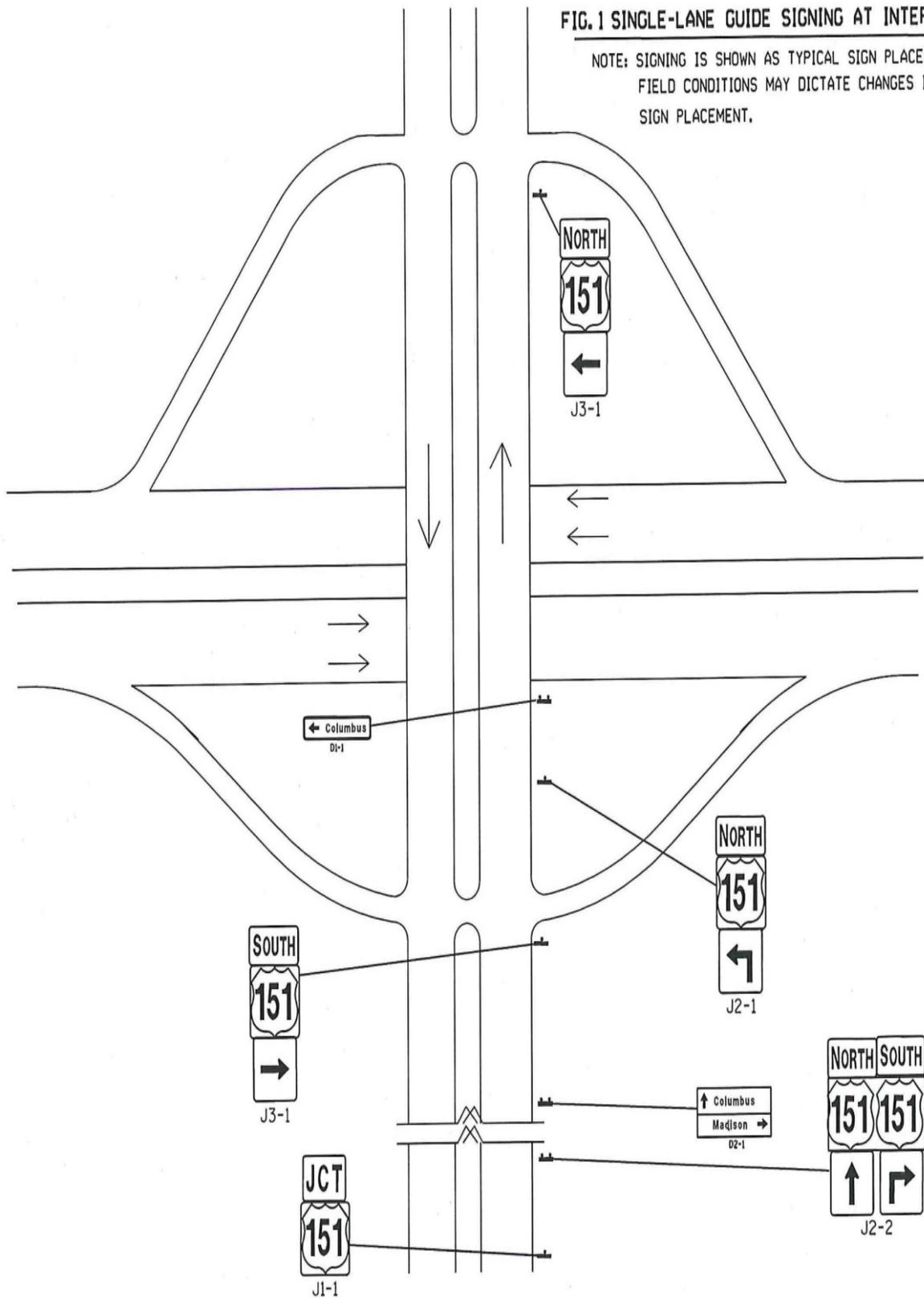
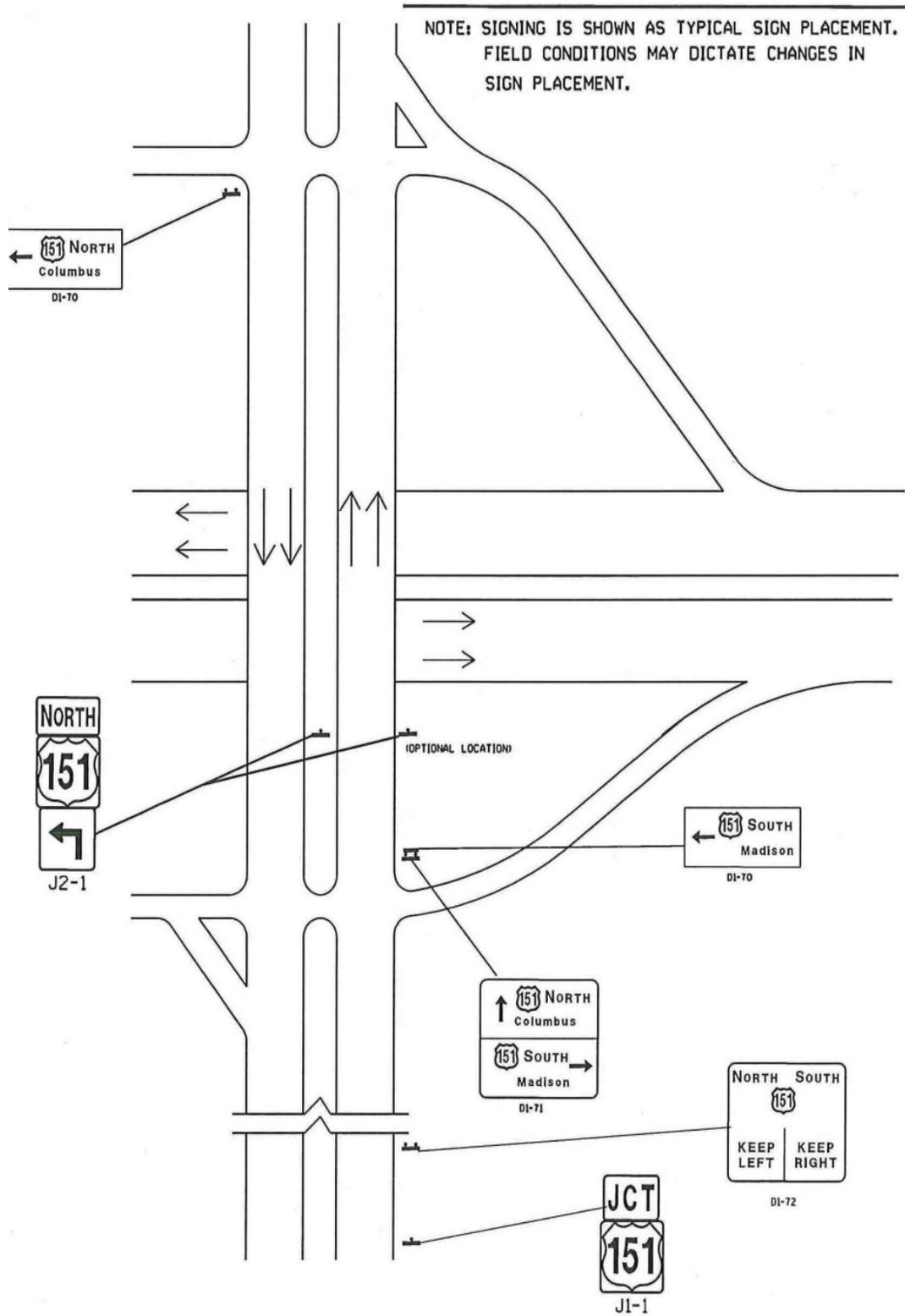


FIG. 2 MULTI-LANE CROSS-ROAD GUIDE SIGNING AT INTERCHANGE.
(ARTERIAL CROSSROAD)



**FIG. 3 MULTI-LANE GUIDE SIGNING AT INTERCHANGE.
(COLLECTOR/DISTRIBUTOR CROSSROAD)**

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT.
FIELD CONDITIONS MAY DICTATE CHANGES IN
SIGN PLACEMENT.

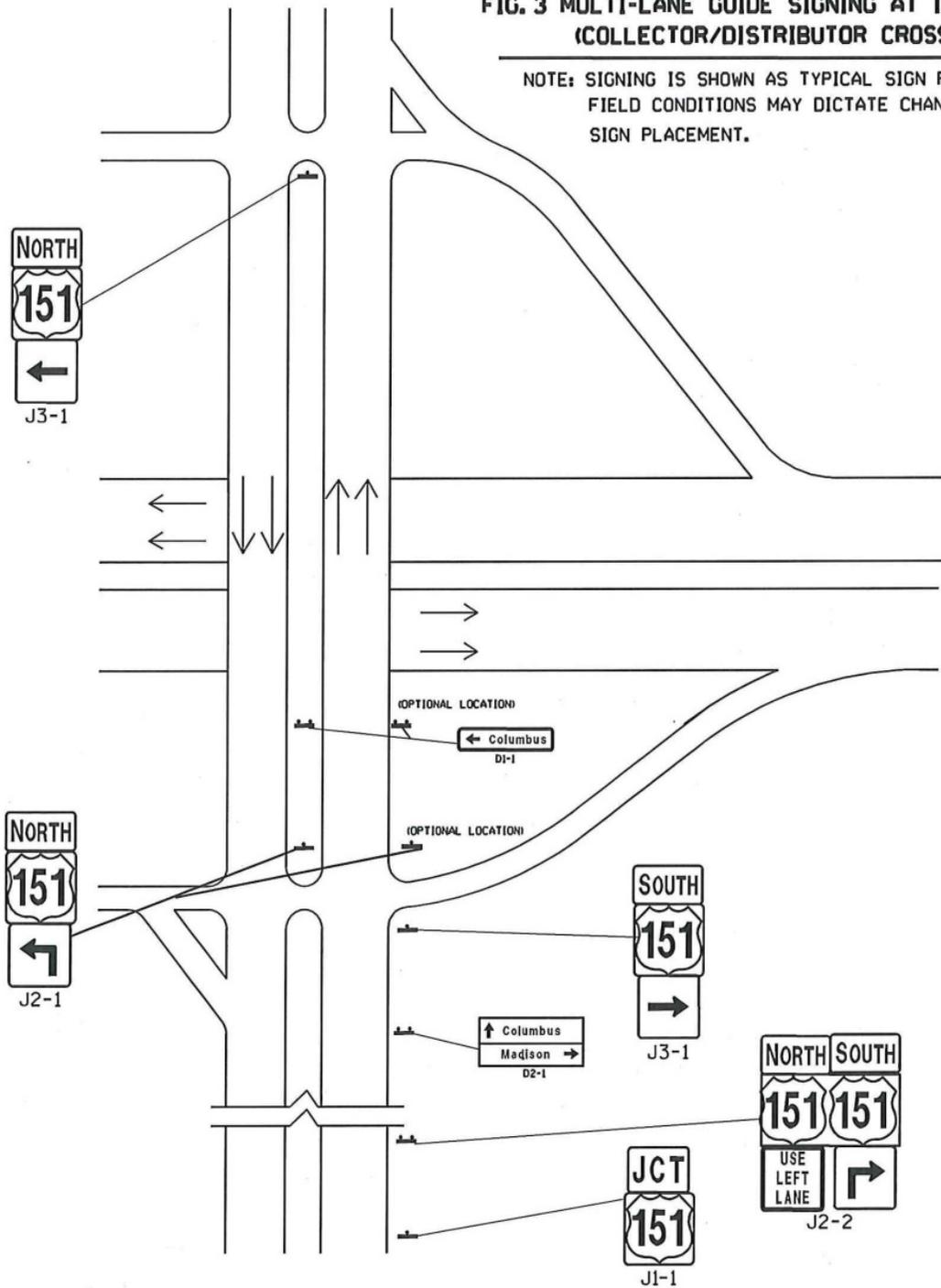


FIG. 4 OVERHEAD GUIDE SIGNING MULTI-LANE CROSSROAD AT INTERCHANGE.
(ARTERIAL CROSSROAD)

NOTE: ALL RAMP SIGNS ARE ANNOTATED ON OTHER SHEETS.

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT.
FIELD CONDITIONS MAY DICTATE CHANGES IN
SIGN PLACEMENT.

