



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-15-55
CHAPTER 2	Signs
SECTION 15	Comprehensive Policies
SUBJECT 55	Signing for “J” Turns

A. Background

The usage of the Restricted Crossing U-Turn (RCUT), or also referred to as a “J” turn intersection, has been a low cost intersection safety improvement method that was introduced in the early 1980’s. A characterization of a “J” turn intersection is the prohibition of left turn and through movements from side street approaches. Instead, these side street movements are accommodated by requiring drivers to make a right turn onto the main highway, and then make a U-turn at a median opening downstream. Left turns from the main roadway onto the sideroad may be allowed to remain at the existing sideroad intersection, or, in the case of a full median closure, may be executed by making a U-turn at the downstream median opening and then turning right onto the sideroad.

The Federal Highway Administration has indicated several advantages in the “J-turn” concept over grade-separated interchanges and at-grade intersections. Some of these advantages include increased safety, better operational issues, lower construction costs and less right-of-way impacts. Other states that have implemented the J-turn concept have seen significant safety benefits by eliminating the “far side” right angle crash.

B. Purpose

Currently the Federal MUTCD does not contain guidance on the signing of “J” turn intersections. As the construction of “J” turn intersections increases, it is critical to have a consistent signing practice for motorist expectations. The signing can be accomplished utilizing traditional regulatory, warning and guide signs outlines in the MUTCD.

Below are guidelines that should be followed for the signing of “J” turn intersections:

C. Guidelines

The attached typical signing plan *should* be sufficient for most intersections of this type.

1. For numbered or lettered routes, advance directional and directional assemblies

should be used. For routes that are not numbered or lettered, advanced street name signs should be used.

2. On divided roadways with posted speeds of 45 mph or greater or inadequate sight distance, advanced warning signs WATCH FOR VEHICLES CHANGING LANES NEXT MILE *may* be used as a warning to motorists for turning traffic.
3. TGM 2-15-12 **shall** be followed for placement of Wrong Way signing.





