

\* Optional

NOTES:

- ① Consider these factors for placement: visibility, skew, and geometrics.
- ② Optional where posted speed limit is  $\leq 40$  mph. See Chart 6.5 for sign placement distance.
- ③ If used, mounting height to be 1 foot.
- ④ If there is no junction route marker assembly, then install the roundabout plaque above the roundabout warning sign.
- ⑤ Use the R6-4B sign for speed zones  $\geq 45$  mph and/or multi-lane approaches.  
Use the R6-4A sign for speed zones  $< 45$  mph and single lane approaches.
- ⑥ Diagrammatic sign shall be installed for speed zones  $\geq 55$  mph. Signs may be installed at District Traffic Engineer's discretion for speed zones 40-50 mph.
- ⑦ Guide signs may be installed in either location.

Text Ref.: 6-7.01, 6-7.04

May 2015	<b>SINGLE LANE ROUNDABOUT</b>	<b>FIGURE 6.27</b>
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MN Rev. 2

**OPTION:**

The legend STATE LAW may be displayed at the top of the R1-5b and R1-5c signs, if applicable.

**GUIDANCE:**

If stop lines and Stop Here For Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the stop line and the crosswalk.

Stop lines and Stop Here For Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

**OPTION:**

Stop Here For Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to stop even if stop lines are not used.

A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Stop Here For Pedestrians signs have been installed in advance of the crosswalk.

**STANDARD:**

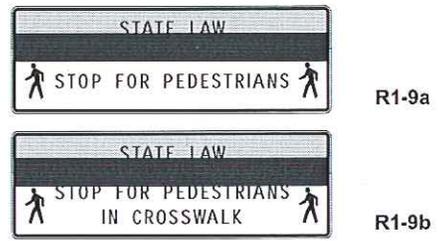
If a W11-2 sign has been post-mounted at the crosswalk location where a Stop Here For Pedestrians sign is used on the approach, the Stop Here For Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.

**OPTION:**

An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Stop Here For Pedestrians sign on the approach to the same crosswalk.

In-Street Pedestrian Crossing signs and Stop Here For Pedestrians signs may be used together at the same crosswalk.

**2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6a, R1-6b, R1-9a, and R1-9b)**



**OPTION:**

The In-Street Pedestrian Crossing (R1-6a or R1-6b) sign or the Overhead Pedestrian Crossing (R1-9b) sign may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6a, R1-6b, and R1-9b signs, if applicable.

Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

**GUIDANCE:**

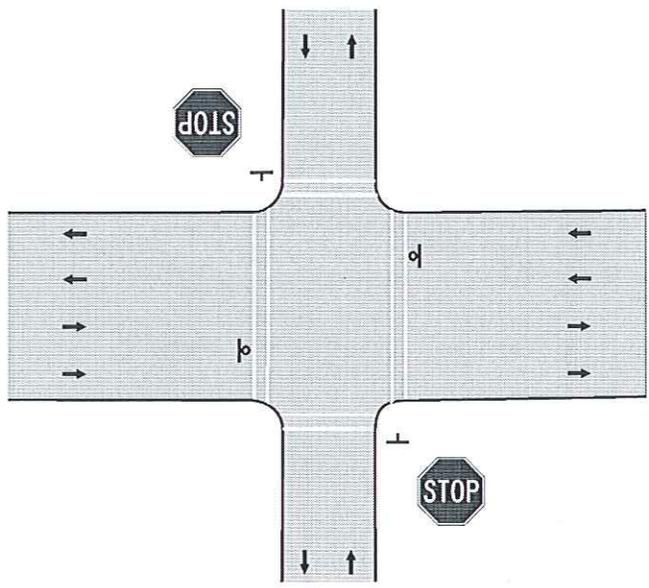
In order to avoid overuse, the In-Street Pedestrian Crossing sign should only be used at locations having high pedestrian crossings.

**STANDARD:**

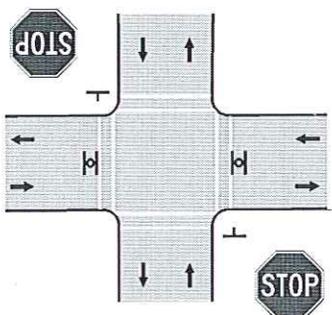
If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

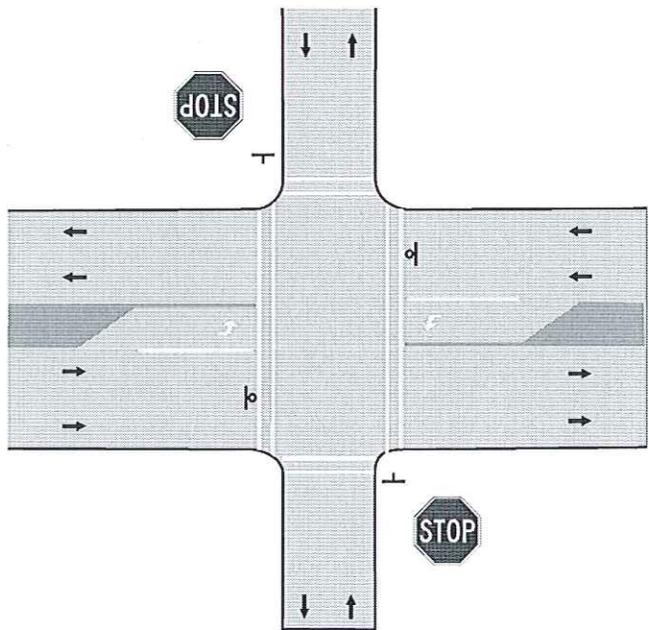
An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road



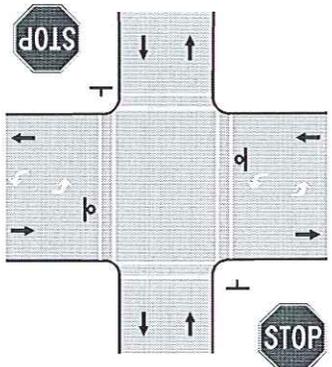
Four-Lane Undivided Roadway



Two-Lane, Two-Way Roadway



Four-Lane Divided Roadway with Turn Lanes



Two-Lane, Two-Way Roadway with Center Turn Lane

- Legend**
- ➔ Direction of travel
  - ├ Sign Structure
  - ⊙ Single Sided Structure
  - ⊔ Back-to-Back Structure

Figure 2B-2. Typical Placement of In-Street Pedestrian Crossing Signs

users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

The In-Street Pedestrian Crossing sign shall have either the same sign message on the back side or a strip of retroreflective sheeting not less than 2 inches in width. The color of this strip shall be the same as that of the lane line the on which the sign is placed.

There shall be only one In-Street Pedestrian Crossing sign installed for each approach to marked crosswalks.

**GUIDANCE:**

If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

The In-Street Pedestrian Crossing sign should only be installed on roadways with posted speed limits of 35 mph or less and should not impede normal through or turning traffic movements.

**OPTION:**

If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

**STANDARD:**

The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area. The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign.

Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

**SUPPORT:**

The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

**STANDARD:**

The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

**OPTION:**

The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Stop Here For Pedestrians signs may be used together at the same crosswalk.

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



R2-1

**STANDARD:**

Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

The Speed Limit (R2-1) sign shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.