

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-010 General. The ((2003)) 2009 Edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, published by the Federal Highway Administration and approved by the Federal Highway Administrator as the national standard for all highways open to public travel, was duly adopted by the Washington state secretary of transportation. Revisions are incorporated into the ((November 2003)) December 2009 Edition of the MUTCD, except as may be modified herein, when published by the Federal Highway Administration. The manual includes in part many illustrations, some of which depend on color for proper interpretation. The code reviser has deemed it inexpedient to convert these regulations and illustrations to the prescribed form and style of WAC and therefore excludes them from publication. The document is available for public inspection at the headquarters office and all region offices of the Washington state department of transportation. Further, each city, town, and county engineering office in the state will have either a hard copy or an electronic copy of the MUTCD, with revisions and modifications for Washington, in its possession.

NEW SECTION

WAC 468-95-017 Engineering study and engineering judgment.
Add the following Guidance to the end of paragraph 04 in MUTCD Section 1A.09:

The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this manual provides Standards, Guidance, and Options for the design and application of traffic control devices, this manual should not be considered a substitute for engineering judgment.

Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of the roads and streets that the devices complement.

NEW SECTION

WAC 468-95-019 Definitions of headings, words, and phrases used in this manual. Add the following Standard to the end of Paragraph 01, Subsection A, in MUTCD Section 1A.13:

Site-specific conditions may lead agencies to determine that it is impossible or impractical to comply with a Standard and that they must deviate from the requirement of a particular Standard at that location or others having the same condition. In such limited specific cases, the deviation is allowed provided that the agency or official having jurisdiction fully documents the engineering reasons for the deviation.

The FHWA can also be requested to review the site-specific condition and the proposed deviation and, if appropriate, issue an Official Interpretation to clarify the application of the Standard to that condition.

NEW SECTION

WAC 468-95-022 Definitions of headings, words, and phrases used in this manual. Pursuant to RCW 46.04.220, amend MUTCD Section 1A.13, definition number 94, Intersections, Subsection (b) to read:

The junction of an alley with a street or highway shall not constitute an intersection.

NEW SECTION

WAC 468-95-024 Definitions of headings, words, and phrases used in this manual. Add the following to the end of MUTCD Section 1A.13, Paragraph 03:

For the purposes of defining a raised median, the use of block traffic curb (by itself, i.e., along a center line or a lane line) does not create a raised median.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-033 In-street pedestrian crossing sign (R1-6a). Delete signs R1-5, R1-5a, R1-6, and R1-9 from MUTCD Figure 2B-2,

and amend MUTCD Section 2B.12 to read:

Option:

The In-Street Pedestrian Crossing (R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend STATE LAW may be shown at the top of the R1-6a and R1-9a signs if applicable. On the R1-5b and R1-5c signs, the legend STOP FOR may be used ((in conjunction with)) instead of the appropriate STOP sign symbol.

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

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 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.

Guidance:

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

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 (W16-76P) 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 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 stop for a pedestrian in a crosswalk.

~~((If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP sign symbol) and border on either a white and/or fluorescent yellow-green background.~~

~~If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of AASHTO's "Specification for Structural Supports for Highway Signs, Luminaries, and Traffic Signals" (see Page i).)~~ The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP sign symbol) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). 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 (see Figure 2B-2).

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 (~~where~~) if the pedestrian activity at night is minimal.

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

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-045 Speed limit sign (R2-1). Revise MUTCD Section 2B.13 to read:

Standard:

Speed Limits (R2-1) signs (see Figure 2B-1) shall display the speed limit established by statute; or, by an ordinance or regulation adopted by the authorized agency, based on the engineering study or traffic investigation required by RCW 46.61.405, 46.61.410, and 46.61.415. The speed limit shall be set in multiples of (~~10 km/h or~~) 5 mph.

Guidance:

Authorized agencies should reevaluate speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.

No more than three speed limits should be posted on any one Speed Limit sign or assembly.

When evaluating speed limits, the following factors should be considered:

(~~A.~~) ● The 85th percentile speed of vehicles traveling on

the road;

((B-)) ● Road characteristics, shoulder condition, grade, alignment, and sight distance;

((C-)) ● The pace speed;

((D-)) ● Roadside development and environment;

((E-)) ● Parking practices and pedestrian activity;

((F-)) ● Reported crash experience for at least a 12 month period; and

((G-)) ● Other factors such as route development or comprehensive plans.

Option:

Two types of Speed Limit signs may be used: One to designate passenger car speeds, including any nighttime information or minimum speed that may apply; and, the other to show any special speed limits for trucks and other vehicles.

A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.

A changeable message sign that displays to drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX ((~~km/h~~)) (mph) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

Advisory Speed signs are discussed in Sections ((~~2C.36~~)) 2C.08, 2C.14, and ((~~2C.46~~)) 2C.15. Temporary Traffic Control Zone Speed signs are discussed in Part 6.

NEW SECTION

WAC 468-95-075 Higher fines signs and plaque (R2-6P, R2-10, and R2-11). Pursuant to RCW 46.61.527, amend Paragraph 01 to Option in MUTCD Section 2B.17 to read:

Option:

If increased fines are imposed for traffic violations within a designated zone of a roadway, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 2B-3) or a FINES HIGHER (R2-6P) plaque (see Figure 2B-3) may be used to provide notice to road users. If used, the HIGHER FINES plaque shall be mounted below an applicable regulatory or warning sign in a temporary traffic control zone, a school zone, or other applicable designated zone.

NEW SECTION

WAC 468-95-085 Two-way left turn only signs (R3-9a, R3-9b). Pursuant to RCW 46.61.290(3), amend Paragraph 01 to Option and Paragraph 03 Support in MUTCD Section 2B.24 with the following:

Option:

Two-way left turn only (R9-3a or R9-3b) signs (see Figure 2B-6) may be used in conjunction with the required pavement markings where a nonreversible lane is reserved for the exclusive use of left-turning vehicles in either direction, or turning into the roadway, and is not used for passing, overtaking, or through travel.

Support:

Upon a roadway where a center lane has been provided by distinctive pavement markings for the use of vehicles turning left from either direction, no vehicles may turn left from any other lane. No vehicle may travel further than three hundred feet within the lane. A signal, either electric or manual, for indicating a left turn movement, shall be made at least one hundred feet before the actual left turn movement is made.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-120 Traffic signal signs. Pursuant to RCW 46.61.055, amend the second Standard of MUTCD Section ((~~2B.45~~) 2B.54) to read:

The NO TURN ON RED sign (R10-11a, R10-11b) shall be used to prohibit any right turn on red; or a left turn on red from a one-way or two-way street into a one-way street carrying traffic in the direction of the left turn.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-125 Hill blocks view sign. Delete Section ((~~2C.14~~) 2C.18) and sign W7-6 from the MUTCD.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-131 Bridge ices before road sign. Delete Section ((~~2C.28~~)) 2C.32 and sign W8-13 from the MUTCD.

NEW SECTION

WAC 468-95-136 Advance traffic control signs (W3-1, W3-2, W3-3, W3-4). Add the following Option, Guidance, and Standard at the end of MUTCD Section 2C.36:

Option:

A RAMP METER AHEAD (W3-7) sign (see Figure 2C-6) may be used to warn road users that a freeway entrance ramp is metered and that they will encounter a ramp control signal (see Chapter 4I).

Guidance:

When ramp control signals are operated only during certain periods of the day, a RAMP METERED WHEN FLASHING (W3-8) sign (see Figure 2C-6) should be installed near the entrance to the ramp in advance of the ramp control signal, or on the arterial on the approach to the ramp, to alert road users to the presence and operation of ramp meters.

Standard:

The RAMP METERED WHEN FLASHING sign shall be supplemented with a warning beacon (see Section 4L.03) that flashes when the ramp control signal is in operation.

NEW SECTION

WAC 468-95-138 Advance ramp control signal signs (W3-7 and W3-8). Delete MUTCD Section 2C.37.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-140 Signing to regional shopping centers. Pursuant to RCW 47.36.270, a regional shopping center may be signed as a supplemental guide sign destination from state highways in accordance with the applicable sections of MUTCD Part ((~~II-D~~)) 2 Chapter 2D, Guide Signs - Conventional Roads, and MUTCD Part ((~~II-~~

E)) 2 Chapter 2E Guide Signs - Freeways and Expressways, and in accordance with subsections (1) through (8) of this section.

(1) There shall be at least 500,000 square feet of (~~feasible~~) retail floor space;

(2) There shall be at least three major department stores owned by national or regional retail chain organizations;

(3) The center shall be located within one highway mile of the state highway;

(4) The center shall generate at least 9,000 daily one-way vehicle trips to the center;

(5) Sufficient sign space as specified in the MUTCD shall be available for installation;

(6) Supplemental follow-through directional signing is required on county roads or city streets at key motorist decision points, if the center is not clearly visible from the point of exit from the state highway. The required supplemental follow-through directional signs shall be installed by the city or county prior to the installation of signs on the state highway;

(7) Signing on the state highway to a county road or city street that bears the name of the regional shopping center fulfills the statutory requirements for signing to those centers;

(8) The costs of materials and labor for fabricating, installing, and maintaining regional shopping center signs shall be borne by the center.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-143 Street name sign (D3-1). Amend the fourth guidance, paragraph 07 of MUTCD Section (~~(2D.38)~~) 2D.43 to read:

In urban or suburban areas, especially where Advanced Street name signs are not used, the use of overhead Street Name signs should be considered. If overhead Street Name signs are used, the lettering should be at least (~~(300 mm (12 in) high in capital letters, or 300 mm (12 in))~~) 12 inch upper-case with (~~(225 mm (9 in))~~) 9 inch lower case letters where posted speeds are 40 mph or greater. For roads with posted speeds less than 40 mph, lettering should be 8 inch (~~(capital)~~) upper case letters with 6 inch lower case letters or greater for overhead Street Name signs. New construction should include the larger size letters for overhead signs. Internally illuminated signs may use smaller letter size.

NEW SECTION

WAC 468-95-145 Regulatory signs for preferential lanes--
General. Amend MUTCD Section 2G.03, Paragraph 14, to read:

Where lateral clearance is limited, preferential lane regulatory signs that are post mounted on a median barrier and that are 72 inches or less in width may be skewed up to 45 degrees in order to fit with the barrier width, or may be mounted higher such that the vertical clearance to the bottom of the sign, light fixture, or structural support, whichever is lowest, is not less than twelve feet above any portion of the pavement and shoulders.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-148 Event signs, banners, and decorations. Add a new MUTCD Chapter ((27)) 20 to read:

Chapter ((27)) 20, Event Signs, Banners, and Decorations

Pursuant to RCW 47.36.030(3) and 47.42.020(8), the department may permit signs, banners, or decorations visible to state highways that promote a local agency sponsored event in accordance with the applicable following criteria:

Standard:

A. Signs, banners, and decorations shall not interfere or obstruct the view of any traffic control device or impair the operation of transportation management systems or street illumination.

B. The sign, banner, or decoration shall not include commercial advertising as determined by the department.

C. Signs, banners, or decorations shall be mounted not less than 20 vertical feet above the roadway surface measured at any point.

D. Signs, banners, or decorations shall not be visible from Interstate highways, or other state highways having a posted speed limit of 50 miles per hour or greater.

E. Signs, banners, or decorations shall be installed no more than 30 days before and removed no more than 3 days after the local agency sponsored event.

Option:

Along multi-lane state highways a sign, banner, or decoration may be mounted vertically on luminaire posts subject to meeting wind load requirements specified by the department.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-160 Other yellow longitudinal markings. Pursuant to RCW 46.61.150, amend (~~the second Standard~~) paragraph 06 of MUTCD Section 3B.03 to read:

If a continuous median island formed by pavement markings separating travel in opposite directions is used, the island may be formed by two single normal solid yellow lines, a combination of two single normal solid yellow lines with yellow crosshatching between the lines with a total width not less than eighteen inches, two sets of double solid yellow lines, or a solid yellow line not less than eighteen inches in width. All other markings in the median island area shall be yellow, except crosswalk markings, which shall be white (see Section (~~3B.17~~) 3B.18).

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-190 Pavement edge lines and raised pavement markers supplementing other markings. Pursuant to RCW 47.36.280, the Standard in MUTCD Section 3B.07, is revised to read:

Edge lines shall be used on all interstate highways, rural multilane divided highways, all principal arterials and minor arterials within urbanized areas, except when curb or sidewalk exists, and may be used on other classes of roads. A jurisdiction shall conform to these requirements at such time that it undertakes to renew or install permanent markings on new or existing roadways. The edge lines shall be white, except that the edge lines shall be yellow on the left edge of each roadway of divided streets and highways and one-way roadway in the direction of travel.

Edge line markings shall also be placed on paved rural arterials with a traveled way of (~~6.1 m (20 ft)~~) 20 feet or more in width and an ADT of 6,000 or greater vehicles per day.

These standards shall be in effect, as provided in this section, unless the legislative authority of the local governmental body finds that special circumstances exist affecting vehicle and pedestrian safety that warrant a site-specific variance.

AMENDATORY SECTION (Amending WSR 03-06-053, filed 2/28/03, effective 3/31/03)

WAC 468-95-200 Approach markings for obstructions. Amend ((the first Standard)) paragraph 01 of MUTCD Section 3B.10 to read:

Pavement markings shall be used to guide traffic away from fixed obstructions within a paved roadway. Approach markings for bridge supports, refuge islands, median islands, toll plazas, and channelization islands (except channelization islands formed by paint stripes or raised pavement markers) shall consist of a diagonal line or lines extending from the ((centerline)) center line or the lane line to a point ((0.3 to 0.6 m (1 to 2 (ft))) feet to the right side, or to both sides, of the approach end of the obstruction (see Figure ((3B-13)) 3B-15).

Amend ((the third Standard)) paragraph 07 of MUTCD Section 3B.10 to read:

If traffic is required to pass only to the right of the obstruction, the markings shall consist of a no-pass marking, approaching the obstruction, at least twice the length of the diagonal portion as determined by the appropriate taper formula (see Figure ((3B-13)) 3B-15).

Modify MUTCD Figure ((3B-13)) 3B-15, Item a - Center of two-lane road, to show a single no-pass marking on the approach to the obstruction.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-205 Raised pavement markers supplementing other markings. Pursuant to RCW 47.36.280, amend ((the first)) paragraph 03 of the Option in MUTCD Section 3B.13 to read:

Raised pavement markers may also be used to supplement other markings for channelizing islands or approaches to other objects. The general use of raised pavement markers along right edge lines is strongly discouraged because the markers can cause steering difficulties and make bicyclists lose control of their vehicles. Raised or recessed pavement markers may be used along right edge lines on the taper in lane transition sections, on approaches to objects, and within channelization at intersections. Raised or recessed pavement markers can only be used along right edge lines at other locations where an engineering study has determined that the markers are essential to preserving pedestrian, bicycle, and motor vehicle safety. At the initiation of the engineering study, local bicycling organizations, the regional member of the state bicycle advisory committee, or the WSDOT bicycle and pedestrian program manager shall be notified of the study for review and comment. Positioning and spacing of the markers in such cases must

be determined by engineering judgment taking into consideration their effect on bicycle, pedestrian, and motor vehicle safety; and, where used, are spaced closely enough (no greater than (~~3 m (10 ft)~~) 10 feet apart) to approximate the appearance of a solid line. Other applications of raised or recessed pavement markers along right edge lines of arterials are considered to be nonconforming with this section. Cities and counties shall remove their nonconforming raised or recessed pavement markers at the time that they prepare to resurface roadways, or earlier at their option.

These standards shall be in effect, as provided in this section, unless the legislative authority of the local governmental body finds that special circumstances exist affecting vehicle and pedestrian safety that warrant a site-specific variance.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-210 Raised pavement markers substituting for pavement markings. Amend the first sentence in (~~the first Standard~~) paragraph 03 of MUTCD Section 3B.14 to read:

If raised pavement markers are substituted for broken line markings, a group of 3 to 5 markers equally spaced at no greater than N/8 (see Section (~~3B-11~~) 3B.11), or at the one-third points of the line segment if N is other than (~~12 m (40 ft)~~) 40 feet, with (~~a~~) at least one retroreflective or internally illuminated marker used per group.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-220 Stop and yield lines. Amend (~~the second Guidance~~) paragraphs 10 and 12 of MUTCD Section 3B.16 to read:

If used, stop (~~and yield~~) line(~~s~~) should be placed a minimum of (~~1.2 m (4 ft)~~) 4 feet in advance of the nearest crosswalk line at controlled intersections(~~, except for~~). Yield lines at roundabout intersections as provided (~~for~~) in Section (~~3B.24 and at midblock crosswalks~~) 3C.04. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, in no case less than 4 feet from the nearest edge of the intersecting roadway. Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.

If used at an unsignalized midblock crosswalk, (~~yield~~) stop lines should be placed adjacent to the (~~Yield~~) Stop Here (~~to~~)

~~for Pedestrians sign located ((6.1 to 15 m (20 to 50 ft))) 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the ((yield)) stop line and the crosswalk (see Figure ((3B-15)) 3B-17). ((Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).))~~

AMENDATORY SECTION (Amending WSR 03-06-053, filed 2/28/03, effective 3/31/03)

WAC 468-95-230 Crosswalk markings. Amend ~~((the second Guidance))~~ paragraph 15 in MUTCD Section ~~((3B-17))~~ 3B.18 to read:

If used, the diagonal or longitudinal lines should form a 24-inch wide marking pattern consisting of two 8-inch wide markings separated by an 8-inch wide gap or a 24-inch wide solid marking pattern. The marking patterns should be spaced 12 to 60 inches apart but with the maximum gap between marking patterns not to exceed 2.5 times the marking pattern width. Longitudinal marking patterns should be located to avoid the wheel paths and should be oriented parallel with the wheel paths.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-235 Preferential lane word and symbol markings. ~~((Add a guidance statement following the first Standard of MUTCD))~~ Amend Section ~~((3B-22))~~ 3D.01 to ~~((read))~~ include:

~~((Guidance:))~~ Option:

Preferential lane word and symbol markings may be offset up to a maximum of 1'0" from the center of the preferred-use lane to avoid vehicle wheel paths.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-250 Meaning of signal indications. Pursuant to RCW 46.61.055, amend ~~((the second))~~ paragraph ~~((of))~~ 03 in the Standard of MUTCD Section 4D.04, item C.1, to read:

Vehicle operators facing a steady circular red signal may, after stopping, proceed to make a right turn from a one-way or two-

way street into a two-way street or into a one-way street carrying traffic in the direction of the right turn; or a left turn from a one-way or two-way street into a one-way street carrying traffic in the direction of the left turn; unless a sign posted by a competent authority prohibits such movement. Vehicle operators planning to make such turns shall remain stopped to allow other vehicles lawfully within or approaching the intersection control area to complete their movements. Vehicle operators planning to make such turns shall also remain stopped for pedestrians who are lawfully within the intersection control area.

Pursuant to RCW 46.61.055, amend the Standard of MUTCD Section 4D.04, item C.2, to read:

Vehicle operators facing a steady red arrow indication may, after stopping, proceed to make a right turn from a one-way or two-way street or into a one-way street carrying traffic in the direction of the right turn, or a left turn from a one-way street or two-way street into a one-way street carrying traffic in the direction of the left turn, unless a sign posted by a competent authority prohibits such movement. Vehicle operators planning to make such turns shall remain stopped to allow other vehicles lawfully within or approaching the intersection control area to complete their movements. Vehicle operators planning to make such turns shall also remain stopped for pedestrians who are lawfully within the intersection control area.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-260 Application of steady signal indications.
Pursuant to RCW 46.61.055, amend the Standard of MUTCD Section 4D.05, item D, to read:

~~((A steady RED ARROW signal indication shall be displayed when it is intended to prohibit vehicular traffic from entering the intersection or other controlled area to make the indicated turn when regulatory signing is in place prohibiting such movement. Pedestrians directed by a pedestrian signal head may enter the intersection or other controlled area.))~~ **A steady RED ARROW signal indication shall be displayed when it is intended to prohibit vehicular traffic from entering the intersection or other controlled area to make the indicated turn when regulatory signing is in place prohibiting such movement. Pedestrians directed by a pedestrian signal head may enter the intersection or other controlled area.**

NEW SECTION

WAC 468-95-265 Application of freeway entrance ramp control signals. Add the following Guidance to the end of paragraph 03 in MUTCD Section 4I.01:

Capacities and demand/capacity relationships should be determined for each freeway section. The locations and causes of capacity restrictions and those sections where demand exceeds capacity should be identified. From these and other data, estimates should be made of desirable metering rates, probable reductions in the delay of freeway traffic, likely increases in delay to ramp traffic, and the potential impact on surface streets. The study should include an evaluation of the ramp's storage capacities for vehicles delayed at the signal, stopping sight distance approaching the ramp control signal, the impact of queued traffic on the local street intersection, and the availability of suitable alternate surface routes having adequate capacity to accommodate any additional traffic volume.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-270 Meaning of lane-use control indications. Pursuant to RCW 46.61.072, amend the Standard of MUTCD Section ((4J.02)) 4M.02, paragraph B, to read:

A steady YELLOW X or a flashing RED X means that a driver should prepare to vacate, in a safe manner, the lane over which the signal is located because a lane control change is being made, and to avoid occupying that lane when a steady RED X is displayed.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-280 Operation of lane-use control signals. Pursuant to RCW 46.61.072, in MUTCD Section ((4J.04)) 4M.04, amend the first sentence of the first paragraph after item G in the first Standard to read:

A moving condition in one direction shall be terminated either by the immediate display of a RED X signal indication or by a YELLOW X signal indication followed by a RED X signal indication or a flashing RED X indication followed by a RED X indication.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-29003 Traffic control devices for low-volume roads--Design. Change the Guidance of MUTCD Section 5A.03, Design, to become an Option and amend to read:

~~((Oversized sign sizes))~~ The sizes shown under the oversized column in Table 5A-1 may be used where engineering judgment indicates a need based on high vehicle operating speeds, driver expectancy, traffic operations, or roadway conditions.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-29007 Traffic control devices for low-volume roads--One lane bridges. Change the Guidance of MUTCD Section 5C.06, One Lane Bridges, to become an Option and amend to read:

A ONE LANE BRIDGE (W5-3) sign (see Figure 5C-2) may be used on low-volume two-way roadways in advance of any bridge or culvert:

A. Having a clear roadway width of less than ~~((4.9 m ()))~~ 16 ~~((ft))~~ feet; or

B. Having a clear roadway width of less than ~~((5.5 m ()))~~ 18 ~~((ft))~~ feet when commercial vehicles constitute a high proportion of the traffic; or

C. Having a clear roadway width of ~~((5.5 m ()))~~ 18 ~~((ft))~~ feet or less where the approach sight distance is limited on the approach to the structure.

Additional warning may be provided on the approach to a one lane bridge or culvert by the use of object markers and/or delineators.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-29011 Traffic control devices for low-volume roads--((Centerline)) Center Line markings. Change the Guidance of MUTCD Section 5E.02, Centerline Markings, to become an Option and amend to read:

~~((Centerline))~~ Center line markings may be used on paved low-volume roads where engineering judgment or an engineering study indicates a need for them.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-29013 Traffic control devices for low-volume roads--((Edgeline)) Edge Line markings. Change the Guidance of MUTCD Section 5E.03, Edgeline Markings, to become an Option and amend to read:

((Edgeline)) Edge line Markings may be considered for use on paved low-volume roads based on engineering judgment or an engineering study.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-29017 Traffic control devices for low-volume roads--Object markers. Change the Guidance of MUTCD Section ((5E.05)) 5C.14, Object Markers, to become an Option and amend to read:

The end of a low-volume road may be marked with an end-of-roadway marker in conformance with Section ((3C.04)) 2C.66.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-300 Temporary traffic control. Amend MUTCD Table 6C-1 to read:

Sign Spacing (1)

Freeways and Expressways	55/70 MPH	1500' ± ((or per MUTCD))
Rural Highways	60/65 MPH	800' ±
Rural Roads	45/55 MPH	500' ±
Rural Roads and Urban Arterials	35/40 MPH	350' ±
Rural Roads, Urban Arterials, Residential, Business Districts	25/30 MPH	200' ± (2)
Urban Streets	25 MPH or less	100' ± (2)

(1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

(2) This spacing may be reduced in urban areas to fit roadway

conditions.

NEW SECTION

WAC 468-95-301 Tapers. Add a new MUTCD Table 6C-5, Channelization Device Spacing, to Section 6C.08 to read:

Channelizing Device Spacing (Feet)

MPH	Taper	Tangent
50/70	40	80
35/45	30	60
25/30	20	40

NEW SECTION

WAC 468-95-3015 Flagger procedures. Add a new Standard to MUTCD Section 6E.07 to read:

Standard:

Flagger directions at signalized intersections shall not be in conflict with signal displays and the signal must be either shut down or placed in flash mode as appropriate for the intersection operation except during emergencies.

NEW SECTION

WAC 468-95-302 Flagger stations. Add a new Standard to MUTCD Section 6E.08 to read:

Standard:

A flagger shall not flag traffic within an intersection, except for an emergency or law enforcement flagging.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-306 Motorcycles use extreme caution supplemental plaque. Pursuant to RCW 47.36.200, amend MUTCD Section 6F.54 to read:

A supplemental plaque displaying the message MOTORCYCLES USE EXTREME CAUTION is added to MUTCD Figure 6F-4. Delete the Motorcycle symbol (W8-15P) plaque from Figure 6F-4.

~~((The plaque may supplement primary condition warning signs.))~~
The MOTORCYCLES USE EXTREME CAUTION (W21-1701P) plaque (see Figure 6F-4) may be mounted below a LOOSE GRAVEL (W8-7) sign, a GROOVED PAVEMENT (W8-15) sign, a ABRUPT LANE EDGE (W21-801), a METAL BRIDGE DECK (W8-16) sign, or a STEEL PLATE AHEAD (W8-24) sign if the warning is intended to be directed primarily to motorcyclists.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-310 Temporary pavement markings. Amend MUTCD Section ~~((6F.66))~~ 6F.78 to read:

Standard:

All temporary pavement markings shall conform to the requirements of Chapters 3A and 3B. All temporary broken-line pavement markings shall use the same cycle length as permanent markings and be at least ~~((0.6 m (2 (ft))))~~ 2 (ft) feet long.

Support:

Temporary pavement markings are those that may be used until it is practical and possible to install permanent markings.

Option:

Half-cycle lengths with a minimum of ~~((0.6 m (2 (ft))))~~ 2 (ft) feet stripes may be used on roadways with severed curvature (see Section 3A.05) for center lines in passing zones and for lane lines.

For temporary situations, for a two-lane or three-lane road, no-passing zones may be identified by using DO NOT PASS (R4-1), PASS WITH CARE (R4-2), and NO PASSING ZONE (W14-3) signs rather than pavement markings.

Guidance:

When used, the DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs should be placed in accordance with Sections ~~((2B.29, 2B.30, and 2C.35))~~ 2B.28, 2B.29, and 2C.45.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-317 Temporary traffic control. Amend MUTCD Table 6H-3 to read:

Sign Spacing ⁽¹⁾		
Freeways and Expressways	55/70 MPH	1500' ± ((or per MUTCD))
Rural Highways	60/65 MPH	800' ±
Rural Roads	45/55 MPH	500' ±
Rural Roads and Urban Arterials	35/40 MPH	350' ±
Rural Roads, Urban Arterials, Residential, Business Districts	25/30 MPH	200' ± ⁽²⁾
Urban Streets	25 MPH or less	100' ± ⁽²⁾

⁽¹⁾All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

⁽²⁾This spacing may be reduced in urban areas to fit roadway conditions.

NEW SECTION

WAC 468-95-322 School Bus Turn signs. In Figure 7B-1 replace the SCHOOL BUS TURN AHEAD (S3-2) sign with the SCHOOL BUS TURN AROUND (S3-201) sign.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-325 In-street signs in school areas. Delete signs R1-6 and R1-6b from MUTCD Figure ((~~7B-4~~)) 7B-6 and amend the first Option of MUTCD Section 7B.08 to read:

A ((~~300 mm (12 in)~~)) 12 inch reduced size in-street School Advance Warning (S1-1) sign (see Figure 7B-4), installed in compliance with the mounting height and breakaway requirements for In-Street Pedestrian Crossing (R1-6a) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the ground-mounted school warning signs. A ((~~300 mm x 150 mm (12 in x 6 in)~~)) 12 inch x 6 inch reduced size AHEAD (W16-9p) plaque may be mounted below the reduced size in-street School Advance Warning (S1-1) sign.

NEW SECTION

WAC 468-95-327 Higher fines zone signs (R2-10, R2-11) and plaques. Pursuant to RCW 46.61.440(3), replace the paragraph 01 Standard in MUTCD Section 7B.10 with the following Option:

Option:

Where increased fines are imposed for traffic violations within a designated school zone, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) may be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-2 and 7B-3).

NEW SECTION

WAC 468-95-328 School crossing assembly. Pursuant to RCW 46.61.235(1), replace Option paragraphs 04 and 06 and Standard paragraph 07 in MUTCD Section 7B.12 with the following:

Option:

The In-Street Pedestrian Crossing (R1-6a) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6c) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 inch x 4 inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

A 12 inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6a) sign or the In-Street Schoolchildren Crossing (R1-6c) sign. A 12 inch x 6 inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Standard:

If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6a) signs.

NEW SECTION

WAC 468-95-3285 In-street signs in school areas. Delete signs R1-6 and R1-6b from MUTCD Figure 7B-6.

NEW SECTION

WAC 468-95-329 School bus turnaround ahead (S3-201) sign. Replace the paragraph 01 Option in MUTCD Section 7B.14 with the following:

Option:

The SCHOOL BUS TURN AROUND (S3-201) sign (see Figure 7B-1) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance determined by Condition B "0" + 100 feet of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide as a minimum the distance determined from Table 2C-4.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-330 School speed limit assembly (S4-1, S4-2, S4-3, S4-4, S5-1). Pursuant to RCW 46.61.440, (~~the first Guidance~~) paragraph 07 in MUTCD Section (~~(7B.11)~~) 7B.15 is replaced with a Standard to read:

Applicable to state highways, county roads, or city streets, the reduced school or playground speed zone shall extend for 300 feet in either direction from the marked crosswalk when the marked crosswalk is fully posted with standard school speed limit signs or standard playground speed limit signs.

Applicable to county roads or city streets, the school or playground speed zone may extend up to 300 feet from the border of the school or playground property when fully posted with standard school speed limit signs or standard playground speed limit signs. However, the speed zone may only include the area consistent with active school or playground use.

No school or playground speed zone may extend less than 300 feet from a marked school or playground crosswalk, but may extend by traffic regulation beyond 300 feet based on a traffic and engineering investigation.

~~((Pursuant to RCW 46.61.440,))~~ **The speed limit signs** ~~((distance note))~~ **shown in Figure** ~~((7B-3 is replaced with:~~

See ~~WAC 468-95-330~~ for school or playground speed limit placement distances) 7B-5 shall be located per RCW 46.61.440.

NEW SECTION

WAC 468-95-335 When children are present. Amend MUTCD Section 7B.15 by adding the following to paragraph 07:

The supplemental or lower panel of a School Speed Limit 20 sign which reads When Children are Present shall indicate to the motorist that the 20 mile per hour school speed limit is in force under any of the following conditions:

(1) School children are occupying or walking within the marked crosswalk.

(2) School children are waiting at the curb or on the shoulder of the roadway and are about to cross the roadway by way of the marked crosswalk.

(3) School children are present or walking along the roadway, either on the adjacent sidewalk or, in the absence of sidewalks, on the shoulder within the posted school speed limit zone extending 300 feet, or other distance established by regulation, in either direction from the marked crosswalk.

AMENDATORY SECTION (Amending WSR 05-23-003, filed 11/3/05, effective 12/4/05)

WAC 468-95-340 School speed limit assembly (S4-1, S4-2, S4-3, S4-4, S5-1). Amend ((the second Standard of)) paragraphs 08 and 09 of the standard in MUTCD Section ((7B.11)) 7B.15 to read:

The School Speed Limit assembly shall be either a fixed-message sign assembly or a changeable message sign. The fixed-message School Speed Limit assembly shall consist of a top plaque (S4-3) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1, S4-2, S4-4, S4-6, or S4-501) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (see Figure 7B-1).

Amend Figure 7B-1 to include the WHEN FLAGGED (S4-501) sign.

AMENDATORY SECTION (Amending WSR 03-06-053, filed 2/28/03, effective 3/31/03)

WAC 468-95-360 Crosswalk markings. Amend ((the second Guidance of)) paragraph 04 of MUTCD Section ((7C.03)) 7C.02 to read:

If used, the diagonal or longitudinal lines should form a 24-inch wide marking pattern consisting of two 8-inch wide markings separated by an 8-inch wide gap or a 24-inch wide solid marking pattern. The marking patterns should be spaced 12 to 60 inches apart but with the maximum gap between marking patterns not to exceed 2.5 times the marking pattern width. Longitudinal marking patterns should be located to avoid the wheel paths and should be oriented parallel with the wheel paths.

NEW SECTION

WAC 468-95-365 Light rail transit signals. Amend the MUTCD Figure 8C-3 notes to read:

Notes:

All aspects (or signal indications) are either white or amber.

(1) Could be in single housing.

(2) "Go" lens may be used in flashing mode to indicate "prepare to stop."

REPEALER

The following sections of the Washington Administrative Code are repealed:

WAC 468-95-015	Compliance dates.
WAC 468-95-027	Stop sign placement.
WAC 468-95-132	Advisory exit, ramp, and curve speed signs (W13-2, W13-3, and W13-5).
WAC 468-95-133	Intersection warning signs (W2-1 through W2-6).
WAC 468-95-134	Advisory speed plaques (W13-1).
WAC 468-95-135	Cross traffic does not stop plaque (W4-4p).
WAC 468-95-147	General design requirements for recreational and cultural interest area symbol signs.
WAC 468-95-150	No passing zone markings.
WAC 468-95-180	Other white longitudinal pavement

WAC 468-95-303
WAC 468-95-350

markings.
Sign placement.
When children are present.