

October 1, 1993

TRAFFIC ENGINEERING DIRECTIVE

203

SUBJECT: CRITERIA FOR INTERSECTION WARNING SIGNS

The purpose of this directive is to establish the criteria for the installation of intersection warning signs, such as **SIDEROAD** or **CROSSROAD**, **TRUCK CROSSING**, and **SCHOOL BUS STOP AHEAD** signs. Normally, only one intersection warning sign should be installed in advance of a specific intersection. However, the priority order for the installation of intersection warning signs on the approach to an intersection is as follows:

1. **SIDEROAD WARNING** or **CROSSROAD WARNING**
2. **SCHOOL BUS STOP AHEAD**
3. **TRUCK CROSSING**
4. Other type warning signs

These signs may be installed at locations where the sight distance does not meet the minimum requirements specified in Traffic Engineering Directive 201.

The installation of a **SIDEROAD** or **CROSSROAD WARNING** sign will address the permanent condition of restricted sight distance to the intersection. However, there may be instances where various intersection warning signs may all be warranted as a result of restricted sight distance at the same location. If this does occur, the following is a guideline on how to address such a condition:

1. If there are **ROADNAME** signs in place and they can be seen in advance of the intersection, a **SIDEROAD WARNING** sign may not be needed or be as critical. In this situation, signs may be installed for one other condition, such as a **SCHOOL BUS STOP** or a **TRUCK CROSSING**.
2. On intersecting roads with an ADT greater than 400, an alternate type of intersection warning sign (i.e., **SCHOOL BUS STOP AHEAD**, **TRUCK CROSSING**) may be installed only if the alternate condition does not involve restricted sight distance at the intersection. If it does involve sight distance restrictions, then the **SIDEROAD** or **CROSSROAD** warning sign shall be installed.

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3. On intersecting roads with an ADT of less than 400, an alternate type of intersection warning sign (i.e., SCHOOL BUS STOP AHEAD, TRUCK CROSSING) may be installed for the dominant condition. In this situation, the dominant condition does not necessarily have to be a sight distance restriction.

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