

TO: All HQ Directors: Operations, Planning & Major Projects
All Regional Directors
All District Managers, Transportation
Manager, Provincial Sign Program

Subject: Text Based “Do Not Enter” and “Wrong Way” signs→ Application at Interchanges

BACKGROUND:

The R-9 (60 cm X 60 cm) Do Not Enter symbol (non-text) sign is a standard regulatory sign used by the Ministry to indicate to motorist that they must not enter one-way roadways or ramps. The R-139 (60 cm X 45 cm) Wrong Way text sign is a standard regulatory sign used to supplement R-9 Do Not Enter signs where motorists frequently proceed the wrong way on a freeway off-ramp or one-way roadway. Present signing policy does not require the installation of the R-139 Wrong Way sign on interchange ramps; it only states their installation is “desirable.”

In order to reduce non-compliance with the Ministry’s current Do Not Enter symbol signs that are used on one-way interchange ramps the Ministry has adopted the American MUTCD text version of the R-9 sign with improved sheeting retro-reflectivity. The adoption of the American MUTCD standards also results in an increase in the sizes of both the R-9 Do Not Enter sign and Wrong Way sign.

POLICY:

At interchange exit ramp terminals where the ramp intersects a cross-street/crossroad in such a manner that wrong way entry could be inadvertently be made, the following signs shall replace existing signs and be added to supplement existing signs (See Included Figure 3):

- A. The standard size for the R-9 Do Not Enter sign shall be 90 cm X 90 cm (3ft X 3ft) (See Figure 1). The standard size for the R-139 Wrong Way sign shall be 90 cm X 60 cm (3ft X 2ft) (See Figure 2). Where necessary due to space limitations at cross-streets/crossroads the 75 cm X 75 cm (2.5ft X 2.5ft) R9 Do Not Enter sign may be used.
- B. At least two Do Not Enter signs shall be conspicuously placed near the end of the exit ramp in positions appropriate for full view of a road user starting to enter in the wrong direction (See Figure 3). The signs should be turned away from, or shielded from the view of that traffic to which it does not apply. Deviation of sign numbers used requires RTE approval.
- C. At least two Wrong Way signs shall be placed on the exit ramp facing a road user traveling in the wrong direction. Typical field application sees a sign placed on the left and right side of the ramp beyond (≥ 50 m, or to suit site) the R-9 signs (See Figure 3). Where required a Wrong Way sign may be used where a ramp (or cross-street/crossroad) intersects a one-way roadway in a manner that does not physically discourage or prevent wrong way entry (See Figure 4). Deviation of sign numbers used requires RTE approval.

- D. The R-9 may be erected overhead, if required to properly regulate traffic. The Wrong Way sign shall not be erected on the same post as, or in the immediate vicinity of, R-9 signs.

CONTACT:

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A handwritten signature in black ink, appearing to read 'D. Nyland', with a stylized flourish at the end.

Dirk Nyland, P.Eng.
Chief Engineer
Engineering Branch



Text: ClearviewHwy 3W 110mm

FIGURE 1

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-009-2xx	900 x 900	ASTM Type 9	AL SB-52	6	White	Black / Red



SIGN USE: Conventional Highway or Expressway

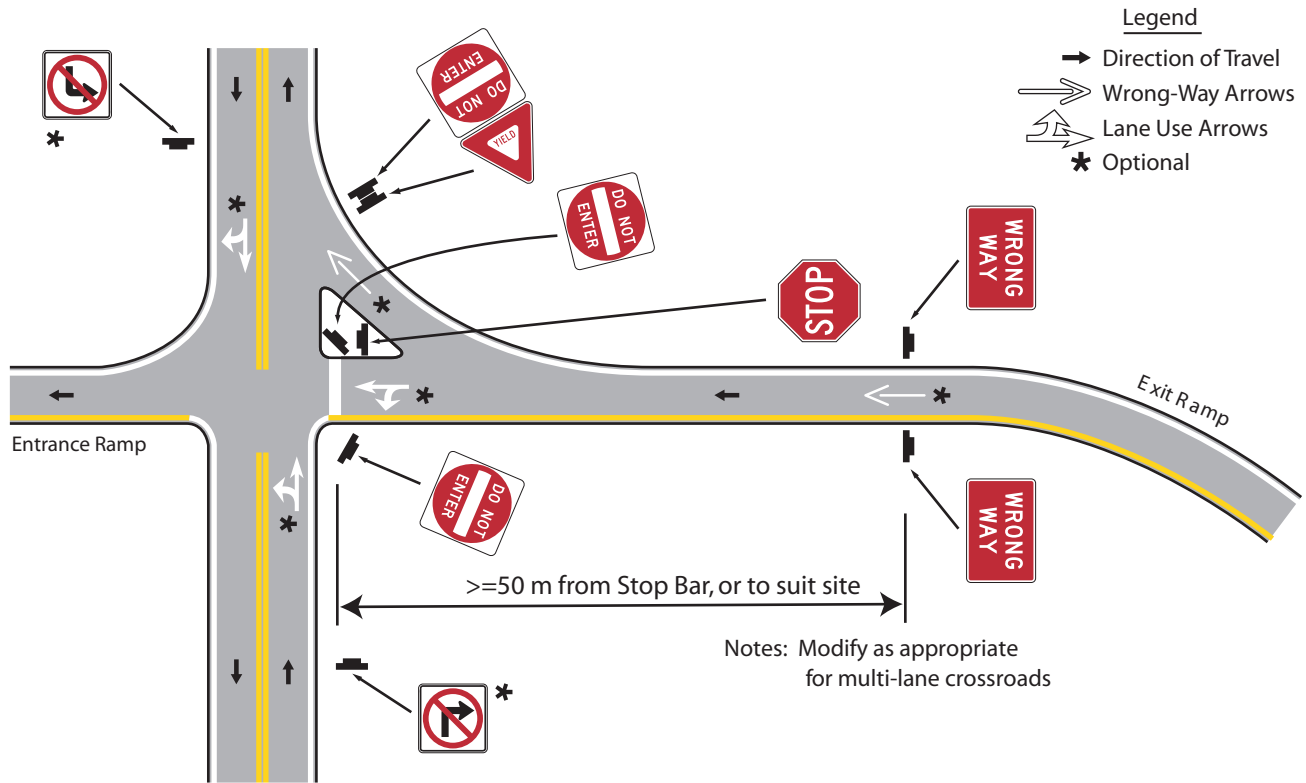


Text: ClearviewHwy 1W 175mm

FIGURE 2

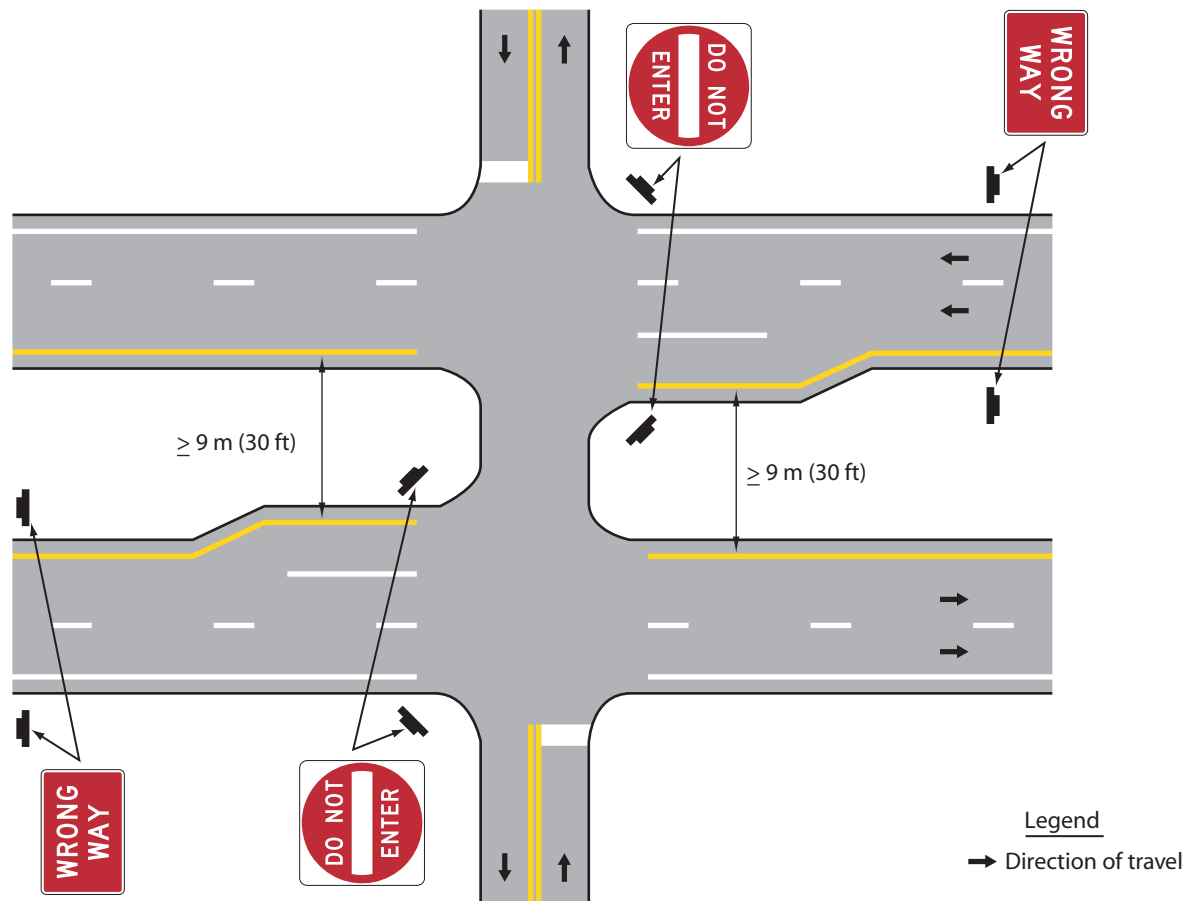
SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-139x	900 x 600	ASTM Type 9	AL SB-51	6	Red	White

Examples of Regulatory Signing and Pavement Markings at Exit Ramp Termination to Deter Wrong-Way Entry



**FIGURE 3, TAKEN FROM FHWA'S
MANUAL ON UNIFORM
TRAFFIC CONTROL DEVICES**

Example of Wrong-Way Signing for a Divided Highway with a Median Width of 9 m (30 ft) or Greater



Guidance:

If used, the WRONG WAY sign should be placed at a location along the exit ramp or the one-way roadway farther from the crossroad than the DO NOT ENTER sign.

**FIGURE 4, TAKEN FROM FHWA'S
MANUAL ON UNIFORM
TRAFFIC CONTROL DEVICES**