



U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

July 27, 2005

Refer to: HOTO-

Mr. Kevin L. Dunn
District 7 Signing and Pavement Marking Manager
Florida Department of Transportation
11201 North McKinley Drive, M.S. 7-1300
Tampa, FL 33612-6456

Dear Mr. Dunn:

Thank you for your April 14 e-mail requesting guidance in applying the Yield to Pedestrian signs (R1-5 and R1-5a) and the In-Street Pedestrian signs (R1-6 and R1-6a) in the 2003 Manual on Uniform Traffic Control Devices (MUTCD). We would like to offer the following guidance on the application of Yield to Pedestrian and In-Street Pedestrian signs:

- The R1-5 and R1-5a signs are intended for non-signalized, mid-block crosswalks. These signs are not intended for use at intersection crosswalks. The purpose of these signs is to position drivers back from the crosswalk so that the visibility of the crossing pedestrian is not obscured from other approaching drivers. These signs are placed 20 to 50 feet in advance of the nearest crosswalk line (see MUTCD Figure 3B-15). The Pedestrian Crossing Warning sign (W11-2) can be used with the above signs under certain conditions. The W11-2 sign may be used in combination with the R1-5 and R1-5a signs but only in the overhead position. The W11-2 sign shall not be placed on the right hand side ground mounted position. If the W11-2 sign is used with the R1-5 and R1-5a signs, the downward sloping arrow shall not be used. Instead, a supplemental plaque with "AHEAD" or the distance can be used.
- The R1-6 and R1-6a signs may be used at non-signalized, mid-block or intersection locations. The purpose of these signs is to conspicuously remind drivers of the pedestrian crossing and for that reason they are to be placed in the street on the centerline, on the median island, or on lane lines. Please be advised that FHWA has issued an official interpretation, 7-64(I) dated July 23, 2004, that the R1-6 sign is intended for use in the street only, not on the side of the road because the size and shape of this sign are not designed for post-mounting with other warning or regulatory signs and may not be placed on the right/left hand of the roadway. A copy of this official interpretation is enclosed for your information. If the W11-2 sign is used in combination with the R1-6 or R1-6a sign, the W11-2 sign with downward sloping arrow may be ground mounted on the right hand side of the street.



- The R1-5 and R1-6 signs can be used together on the same approach as long as the location meets the requirement for the R1-5 sign which is a non-signalized, mid-block crosswalk.
- The R1-6 sign assembly cannot be installed as an educational display that is not near any crosswalk because this regulatory sign is designed for use only at non-signalized, marked crosswalks. Also, the R1-6 sign assembly cannot be installed as an advanced sign display preceding the Advanced Pedestrian Crossing sign to educate the motorist prior to reaching the crosswalk. This regulatory sign is designed for use only at a non-signalized, marked crosswalk.

We appreciate the opportunity to provide this interpretation. We have assigned the following official ruling number and title to the request: "2-566(I)-Combination Use of the W11-2 Pedestrian Sign with the R1-5 and R1-6 Pedestrian signs." Please refer to this number in future correspondence. If you need further assistance, please contact Mr. Fred Ranck at 708 283-3545 or Ms. Guan Xu at 202-366-5892.

Sincerely yours,



Regina S. McElroy
Director, Office of Transportation
Operations

Enclosure

cc: Mr. Roger Wentz, ATSSA



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Memorandum

ACTION: 7-64 (I) In-Street Pedestrian Crossing Signs
Subject: (R1-6, R1-6a) and Yield Here for Pedestrians Signs
(R1-5, R1-5a) Used at School Crossings

Date: July 23, 2004

From: Regina S. McElroy
Director, Office of Transportation
Operations
Ever Hatcher
for

Reply to
Attn. of: HOTO-1

To: Mr. Phil Barnes
Division Administrator (HDA-IA)
Ames, Iowa

This is in response to the June 2 memorandum from Mr. James Brachtel, forwarding a letter from Iowa Department of Transportation (DOT) requesting an official interpretation of the Manual on Traffic Control Devices (MUTCD) regarding the use of In-Street Pedestrian Crossing Sign (R1-6) and the Yield Here To Pedestrian Signs (R1-5, R1-5a) at school crossings.

The city of Cedar Rapids, Iowa, originated the request and specifically asked: (1) whether the MUTCD allows the R1-6 in-street pedestrian sign to be installed on post mounted signs along the side of the roadway and (2) whether the R1-5 or R1-5a can be installed for school crosswalks located at uncontrolled intersection approaches.

The In-Street Pedestrian Crossing R1-6 sign is intended for use in the street only, not on the side of the road because the size and shape of this sign are not designed for post-mounting with other warning or regulatory signs. In response to the second question, the R1-5 and R1-5a signs are not intended for use at intersection crosswalks. These signs are intended to be used in conjunction with yield lines at uncontrolled midblock crosswalks only.

We appreciate the opportunity to provide the clarification. We have assigned the following official ruling number and title to the request: "7-64(I)- In-Street Pedestrian Crossing Signs_Cedar Rapids_IA." Please refer to this number in future correspondence. If you need further assistance, please contact Ms. Guan Xu at 202-366-5892.

