

202 WARNING SIGNS**202-1 General**

Warning Signs are addressed in **OMUTCD Chapter 2C**. As noted in **OMUTCD Section 2C.02**, there may be circumstances where a jurisdiction determines that signing is needed, but related signing is not addressed in the current **OMUTCD** text. In this situation, the jurisdiction may develop the needed signing, as long as the design conforms to the **OMUTCD** standards.

The following Sections address Warning Signs not in the **OMUTCD**, or provide additional information about the intended use of signs that do appear in the **OMUTCD**. *Figures 298-4a and 4b* illustrate Warning Signs discussed in this Chapter which are not shown in the **OMUTCD**.

202-2 Children at Play Signs

Signs intended to alert drivers that children may be present in an area, such as CHILDREN AT PLAY or WATCH FOR CHILDREN, have not been shown to have a discernable benefit to traffic safety but still remain popular with the public. No factual evidence has been presented to document the success of this type of signing in reducing pedestrian accidents, operating speeds or legal liability. Studies have shown that many types of signs attempting to warn of normal conditions in residential areas, or conditions that are not always present, have failed to achieve the desired safety benefits.

Children should not be encouraged to play in the roadway. If signs encourage parents and children to believe they have an added degree of protection, which the signs do not and cannot provide, this can result in a disservice. This type of signing has long been rejected since it is a direct and open suggestion that this behavior is acceptable.

For these reasons, **ODOT** does not provide CHILDREN AT PLAY or similar signing. This type of signing is not recommended for use on any roadway at any time.

202-3 HIDDEN DRIVE Signs

The use of this sign was discontinued on **ODOT**-maintained highways in 1970 when traffic observations and experience disclosed that drivers on the through roadway were ignoring the sign message. The signs had little or no effect in alerting drivers or in reducing their speed.

The erection of HIDDEN DRIVE signs could create a false sense of security for the driveway user. The driveway traffic should be fully aware of the hazard of entering the through roadway, and should not be misled into thinking that the through traffic will be prepared to yield or stop.

For these reasons, **ODOT** does not provide HIDDEN DRIVE or similar signing.

202-4 No Reentry Signing (W13-H7, W13-H8)

Some freeway and expressway interchanges have been built as "half-diamonds," with the exit and same direction entrance ramps several miles apart. Since this is not the usual situation, it is not expected by drivers. Although trailblazing to the entrance ramp may be provided, the lack of direct reentry can be confusing and irritating and some through drivers would choose not to exit at such an interchange if they were given advance warning.

The black on yellow NO REENTRY _____ BOUND sign (W13-H7) has been developed for this situation. When this interchange configuration creates a problem on **ODOT**-maintained freeways and expressways, this sign should be mounted as a supplemental panel with one or more of the Guide Signs for the exit. For signs less than 12 feet (3.6 meters) in width, the two-line sign (W13-H8) is available. The sign width of the W13-H7 or W13-H8 may be increased to match the width of the Guide Sign.