1. Wrong-way arrow markings are placed on the ramps as follows:
   a) On ramps where lane-use arrows are not used, place the first wrong-way arrow 10 to 30 feet in advance of stop line. Place the second wrong-way arrow according to engineering judgment.
   b) On ramps where lane-use arrows are used, place the wrong-way arrow in advance of the first lane-use arrow at a spacing equal to or greater than the spacing between the lane-use arrows.
   c) On multi-lane ramps, a wrong-way arrow should be placed in each lane, side by side.

2. Traffic control signs are placed as follows:
   a) Place the wrong-way sign (R5-1), 42” x 250’ min. in advance of the stop line. The height of the 2nd wrong-way sign should be 3’ above the nearest edge of the pavement.
   b) The red sign post reflectors shall be added to the STOP sign, DO NOT ENTER sign, and wrong-way sign assembly.
   c) The DO NOT ENTER sign (R5-1) may be angled up to 45° towards the left turning traffic.

3. Raised pavement markers (RPMs) are placed as follows:
   a) RPMs on the edge line -
      1) Shall be twoway white/red on white edge line
      2) Shall be twoway yellow/red on yellow edge line
   b) RPMs on the channelizing line/lane line -
      1) Shall be twoway white/red, spaced 40’ apart
      2) Eleven (11) RPMs shall be spaced 40’ apart in advance of the stop line. The rest shall be installed per SCD TC-65.11.
   c) RPMs on the edge line -
      1) Shall be twoway white/red on white edge line
      2) Eleven (11) RPMs shall be spaced 40’ apart in advance of the stop line. The rest shall be installed per SCD TC-65.11.

NOTES:
- This drawing replaces TC-73.20 dated 07-15-2016.
- SCD Number
- Standard Roadway Construction Drawing
- Office of Roadway Engineering
- Office of Engineering Administration
- Enhanced Wrong-Way Traffic Control for Ramps