



MEMO

January 12, 2019

To: Commercial Sign Regulatory Program

From: Wendy Knox
Director, Commercial Sign Section 

Subject: Ramp Spacing on Roadways with Mixed Classifications

This policy is to address spacing to ramps when the roadway has ramps but is classified as a non-freeway primary roadway adjacent to the sign site for the purposes of commercial sign structures.

Background

Commercial signs that are located outside an incorporated municipality may not be erected along a freeway or interstate adjacent to or within 1,000 feet of an interchange or intersection at grade; or a rest area, ramp, or the highway's acceleration and deceleration lanes as defined by 43 TAC § 21.185. A freeway or interstate is defined as a highway that is divided and has controlled access for through traffic as defined by 43 TAC § 21.142 (7), (11). In certain situations, a proposed commercial sign site will be located along a non-freeway primary section of a highway within the regulatory distance of an interchange, ramp, rest area or the highway's acceleration and deceleration lanes.

Commercial Sign Section policy is as follows, effective the date of this memo:

According to 43 TAC § 21.183 (a) A sign may not be located in a place that creates a safety hazard, including a location that: (1) causes a driver to be unduly distracted; (2) obscures or interferes with the effectiveness of an official traffic sign, signal, or device; or (3) obscures or interferes with the driver's view of approaching, merging, or intersecting traffic. For this reason, sign sites located outside of the incorporated boundaries of a municipality and along a non-freeway primary section of a highway within the regulatory distance (1,000 feet) of an interchange, ramp or the highway's acceleration and deceleration lanes will not be permitted to prevent a safety hazard. Any permitted sign that currently exists within these prohibited areas will be considered non-conforming.

OUR GOALS

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