

## End of Road or Street

When a public road or street terminates and no alternate vehicular path exists, installation of appropriate signing, markers, and barricades may be considered. In addition, more positive control such as chain-link fencing or a guardrail may be added if a physical condition such as a stream or deep excavations exists just beyond the point of closure. Advance warning signs such as Dead End (W14-1), No Outlet (W14-2), or Not a Through Street (W14-1a) may be considered. If used, these signs should be mounted at a location where it is possible for vehicles to turn around.

For urban closures, rural closures on low-speed roads, and rural subdivision streets where placement of a sign will not interfere with property access, end-of-roadway markers, as described in Section 3C.04 of the *MUTCD*, should be used. The recommended mounting height is 4 feet. The number of devices used is dependent on the street width. If the road terminates at a gated entrance, the signs may be bolted or otherwise secured to a gate or fence. Refer to the following illustrations for typical layout suggestions.



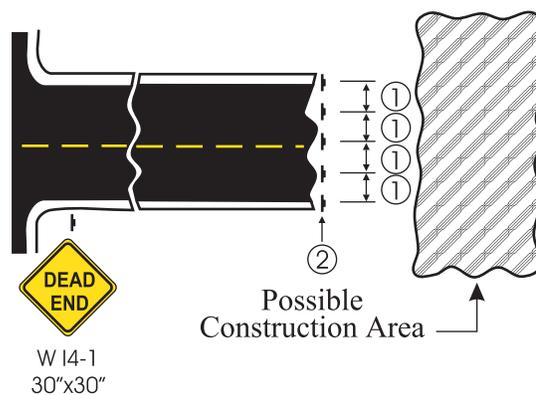
W14-1



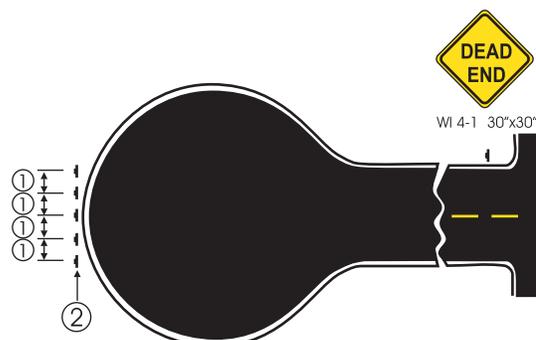
W14-1a



W14-2

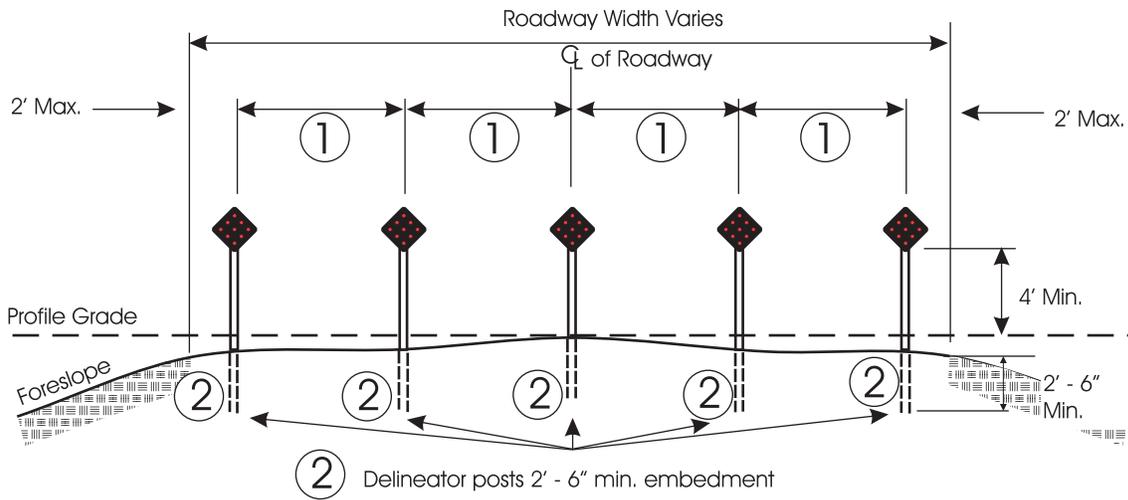


**Dead end without cul-de-sac**



**Dead end with cul-de-sac**

- ① Evenly spaced (min. 6', max. 8') as directed by the engineer
- ② Delineator posts, 2'- 6" min. embedment



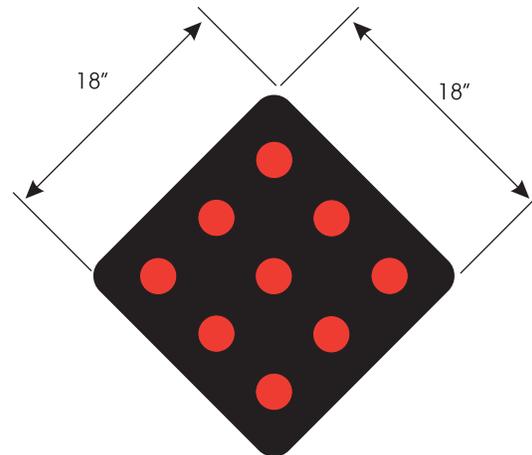
Approach View

① Evenly spaced (min. 6', max. 8') as directed by the engineer

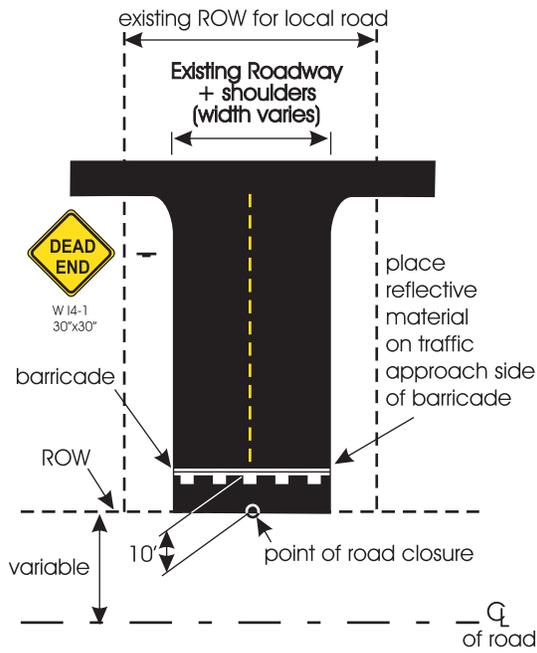
② Delineator posts, 2'- 6" min. embedment

General Notes:

This road closure layout is intended for dead-end streets in urban or other residential areas. Additional positive closure, such as a chain-link fence or guardrail, should be considered to supplement these symbols when a condition such as a natural stream or deep excavation exists. See *MUTCD* Chapter 3C for details of red reflectorized buttons on a black or red background sign.



**Permanent road closure (urban)**

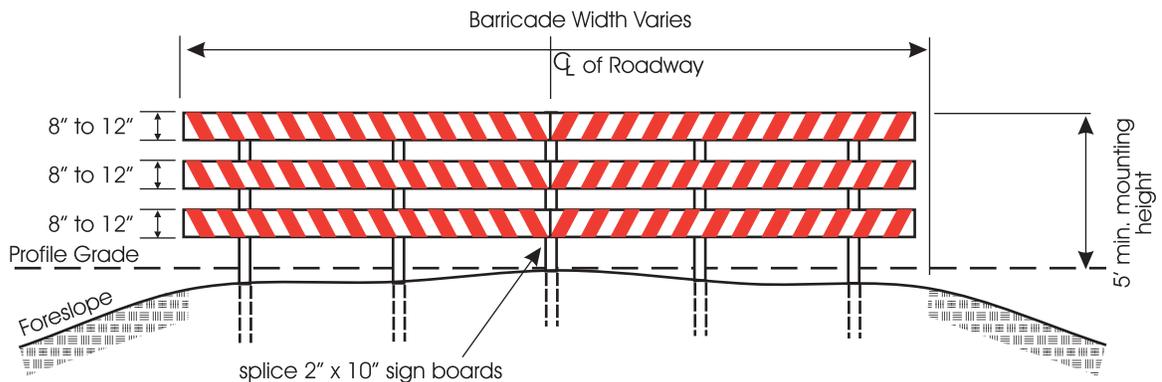


ROW = right of way

**Typical installation**

For rural situations, Section 3F.01 of the *MUTCD* describes barricades that may be used to advise of the closure. A Type III barricade with design similar to that described in Section 6F.60 of the *MUTCD* is recommended, but the colors are red and white. Retroreflective sheeting should be used, with the striping downward toward the center of the closed roadway. Barricading should extend completely across the closed road and shoulders. Refer to the following illustrations for typical layout recommendations.

In addition, existing roads may be dropped from county maintenance but not obliterated in some rural areas. Official road closure and vacation proceedings or in some cases, city annexations, may result in former roads becoming city streets, private lanes, or driveways. In some cases, gates may be placed at this point. County Maintenance Ends signs may be placed in lieu of or in supplement to these gates to note the end of the county road. Please see the article “Reduced Maintenance Level Roads” (C12) for illustrations of these signs.



Typical Approach View  
(Type III barricade)

**Permanent road closure (rural)**