

# MUTCD Figure Revisions in the 2009 MUTCD

This list describes the substantive revisions to the 2003 MUTCD figures that are incorporated into the 2009 edition. Please note that in addition to the revisions that are included in this list, all cross references to the text, tables, and other figures have been revised as appropriate; all Metric units and Metric sign images have been removed from the figures; and other minor grammatical, editorial, or style revisions have been made that do not appear in this list of changes.

## **Part 1. General**

### **Figure 1A-1**

- The phrase “Example of” has been deleted from the title.

### **Figure 1A-2**

- The phrase “Example of” has been deleted from the title.
- The text has been revised in the rectangular-shaped box in the center of the figure immediately below the diamond-shaped “Interim Approval?” box.

## **Chapter 2A. General**

**Figure 2A-1** is a new figure

**Figure 2A-2** (formerly Figure 2A-1)

- The word “Typical” has been deleted from the title.
- The scales of the signs and heights and lateral offsets have been improved such that they are proportional to each other.
- The various drawings have been assigned letter designations and Drawing G has been added.
- “Rural district” has been revised to “rural area” in four places.
- In Drawings A, D, and E, the lateral offsets have been revised from 6’ to 12’.
- In Drawing B, the shoulder width is specified.
- In Drawing C, an asterisk note has been added, and “business or residence district” has been revised to “business, commercial, or residential area.”
- In Drawing F, the height is now shown from the top of the island rather than from the roadway.
- In Drawing H, the shoulder width is no longer specified, the height is now shown from the roadway rather than the shoulder, and the legend on the sign is now shown in upper-case and lower-case letters.

**Figure 2A-3** (formerly Figure 2A-2)

- The various drawings have been assigned letter designations.
- In Drawing B, the missing dimension for the lateral offset to the STOP sign has been added.

**Figure 2A-4** is a new figure

## **Chapter 2B. Regulatory Signs, Barricades, and Gates**

### **Figure 2B-1**

- The speed limit, fines higher, and photo enforced signs have been deleted from the title, as all of these signs have been relocated to Figure 2B-3. The phrase “and Plaques” has been added to the title.
- The R1-3 plaque has been deleted and the designation of the R1-4 plaque has been revised to R1-3P.
- A “P” has been added to the designation of the R1-2aP plaque.
- The R1-10P plaque has been added.

**Figure 2B-2**

- The R1-5b, R1-5c, R1-9, and R1-9a signs have been added.

**Figure 2B-3**

- The phrase “Turn Prohibition” has been replaced by “Photo Enforcement” in the title, as all of the turn prohibition signs have been relocated to Figure 2B-4. The phrase “and Plaques” has been added to the title.
- The R2-1 and R10-18 signs and the R2-2P, R2-3P, R2-6P, and R10-19aP plaques have been relocated from Figure 2B-1.
- The R2-5P, R2-5aP, R2-5bP, R2-5cP, R2-6aP, R2-6bP, and R10-19P plaques have been added.
- A “P” has been added to the designations of the R2-2P, R2-3P, R2-4P, and R2-6P plaques.
- The shape of the R2-6P plaque has been revised, and a symbol has been added to the R10-18 sign.
- The designation of the R10-19 plaque has been revised to R10-19aP.

**Figure 2B-4**

- The word “Intersection” has been replaced by the phrase “Movement Prohibition and” in the title. The phrase “and Plaques” has been added to the title.
- The R3-1, R3-2, R3-3, R3-4, and R3-18 signs have been relocated from Figure 2B-3.
- A “P” has been added to the designations of the R2-5bP through R2-5gP plaques, and the phrase “Supplemental Plaque” has been deleted in six places.
- The R3-20L, R3-20R, R3-27, and R3-33 signs have been added.

**Figure 2B-5** is a new figure

**Figure 2B-6** (formerly Figure 2B-5)

- The phrase “and Plaques” has been added to the title.
- The R3-9cP and R3-9dP plaques have been added.
- The designation of the R3-9d sign has been revised to R3-9e.
- The horizontal line on the R3-9e sign has been deleted.
- The legend “Colorado Blvd” is now shown in upper-case and lower-case letters without a period at the end in two places.
- The Metric units legend on the R3-9h sign is now shown as an English units legend.

**Figure 2B-7** (formerly Figure 2B-6)

- The legend “Northern Ave” is now shown in upper-case and lower-case letters on the sign at the top left-hand corner of the figure.
- The designation of the R3-9d sign has been revised to R3-9e in two places.
- The horizontal line on the R3-9e sign has been deleted in two places.

[Figure 2B-7 in the 2003 MUTCD has been relocated to become Figure 2G-1]

**Figures 2B-8 and 2B-9** are new figures

**Figure 2B-10** (formerly Figure 2B-8)

- The phrase “Truck Lane” has been replaced by “Slow Traffic” in the title.
- The R4-6 sign has been deleted.
- The R4-7c, R4-8a, R4-8b, R4-8c, R4-12, R4-13, R4-14, R4-16, R4-17, and R4-18 signs have been added.

**Figure 2B-11** (formerly Figure 2B-9)

- The phrase “Traffic Prohibition” has been replaced by “Selective Exclusion” in the title.
- The legends on the R5-4, R5-5, R5-7, R5-8, R5-10a, R5-10b, and R5-10c signs have been revised.
- The R5-11, R9-3, R9-13, and R9-14 signs have been added.

**Figure 2B-12** (formerly Figure 2B-10)

- The word “Example” has been replaced by “Locations” in the title.
- Left-turn pavement marking arrows have been added in the left-turn lanes.

**Figure 2B-13** (formerly Figure 2B-11)

- The R6-6 and R6-7 signs have been added.

**Figure 2B-14** (formerly Figure 2B-12)

- The phrase “Examples of” has been deleted from the title.
- All of the STOP signs and stop lines have been deleted.
- The bottom half of the drawing on Sheet 1 has been deleted.
- On Sheet 2, the drawing showing the mounting height and lateral offset and the bottom drawing have been deleted.
- On the middle drawing on Sheet 2, the south leg has been extended so that the Two-Way Traffic warning signs could be shown further from the intersection. The ONE WAY signs on the southeast corner have been added. Two END ONE WAY signs have been added. The LEFT LANE MUST TURN LEFT sign has been added.

**Figure 2B-15** (formerly Figure 2B-13)

- The phrase “Examples of” has been deleted from the title. The word “Medians” has been replaced by the phrase “Median Widths” in the title. The word “Greater” has been replaced by “Wider” in the title.
- Left-turn pavement marking arrows have been added in the left-turn lanes.
- The dimension showing the width of the median has been added.
- Optional one-way signs have been added in two places within the median.
- The single asterisk has been replaced by a double asterisk next to the Divided Highway Crossing signs that are under two of the STOP signs, and a double asterisk note has been added in the legend.
- The note regarding YIELD signs has been added at the bottom of the figure.

**Figure 2B-16** (formerly Figure 2B-14)

- The phrase “Examples of” has been deleted from the title. The phrase “Medians Less” has been replaced by “Median Widths Narrower” in the title.
- Left-turn pavement marking arrows have been added in the left-turn lanes.
- The Divided Highway Crossing signs under the STOP signs have been deleted in three places.
- The median opening has been widened and the median width has been narrowed to make the intersection geometrics look more realistic.
- The single asterisk has been replaced by a double asterisk next to the two Keep Right signs, and a double asterisk note has been added in the legend.
- The note referencing Figure 2B-15 has been added at the bottom of the figure and the note regarding optional signs has been deleted.

**Figure 2B-17** (formerly Figure 2B-15)

- The phrase “Examples of” has been deleted from the title. The phrase “Medians Less” has been replaced by “Median Widths Narrower” in the title.
- The asterisks next to the left-turn pavement marking arrows have been deleted in the left-turn lanes.
- The dimension showing the width of the median has been added.
- The Divided Highway Crossing signs under the STOP signs have been deleted in three places.
- The median opening has been widened and the median width has been narrowed to make the intersection geometrics look more realistic.

- The single asterisk note has been revised in the legend.
- The single asterisk has been replaced by a double asterisk next to the two Keep Right signs, and a double asterisk note has been added in the legend.
- The note referencing Figure 2B-15 has been added at the bottom of the figure and the note regarding optional signs has been deleted.

**Figure 2B-18** (formerly Figure 2E-39)

- The word “Examples” has been replaced by the phrase “Example of Application” in the title.
- An asterisk has been added next to all of the ONE WAY signs, two of the DO NOT ENTER signs, and one of the WRONG WAY signs. The asterisk next to the lane use arrow at the downstream end of the ramp has been deleted.
- The option of using a STOP sign instead of a YIELD sign for the channelized right-turn lane has been added. The note regarding the use of a stop line if a STOP sign is installed has also been added.

**Figure 2B-19** (formerly Figure 2E-40)

- The word “Examples” has been replaced by the phrase “Example of Application” in the title.
- The geometry of the ramp at the point where it intersects the mainline lanes has been revised and a dotted line has been added that extends the right-hand edge line of the mainline lanes across the downstream end of the ramp.
- An asterisk has been added next to the No Left Turn sign, and an asterisk note has been added to the legend.

**Figures 2B-20 through 2B-23** are new figures

**Figure 2B-24** (formerly Figure 2B-16)

- The title has been revised.
- The designations of the R7-2 and R7-2a signs have been switched.
- The color of the time limits and the border on the R7-2 sign has been changed from black to red.
- The designation of the R7-8a plaque has been revised to R7-8P. The R7-8b plaque has been relocated to Figure 2I-1.
- The R7-20, R7-21, R7-21a, R7-22, R7-23, and R7-23a signs have been added.
- The vertically-stacked R7-200 sign has been given an R7-200a designation.
- The designation of the R7-201a plaque has been revised to R7-201P, and an alternative R7-201P plaque with a red legend has been added.
- The designation of the R7-201 plaque has been revised to R7-201aP.
- A “P” has been added to the designation of the R7-202P plaque.

**Figure 2B-25** (formerly Figure 2B-17)

- The title has been revised.
- The designations of the R8-3 and R8-3a signs have been switched.
- The R8-3bP, R8-3eP, R8-3fP, R8-3gP, and R8-3hP plaques have been added.
- A “P” has been added to the designation of the R8-3c and R8-3d plaques, and the phrase “Supplemental Plaque” has been deleted in two places.

**Figure 2B-26** (formerly Figure 2B-18)

- The phrase “and Plaques” has been added to the title.
- The designations of the R9-3 and R9-3a signs and the R9-4 and R9-4a signs have been switched.
- The design of the R10-1 sign has been revised.
- The designation of the R10-2a sign has been changed to R10-2.

- The design of the R10-3 sign has been revised and its designation has been changed to R10-4.
- The design of the R10-3a sign has been revised and its designation has been changed to R10-4a.
- The legends “PUSH BUTTON” and “TO CROSS” have been reversed at the bottom of the R10-3b, R10-3c, R10-3d, and R10-3e signs.
- The design of the R10-4 sign has been revised and its designation has been changed to R10-3.
- The design of the R10-4a sign has been revised and its designation has been changed to R10-3a.
- The R10-4b sign has been deleted, as the new R10-3 sign takes its place.
- The R10-3f, R10-3g, R10-3h, R10-3i, and R10-25 signs and the R10-32P plaque have been added.

**Figure 2B-27** (formerly Figure 2B-19)

- The phrase “and Plaques” has been added to the title.
- The R10-11c, R10-11d, R10-14, R10-14a, R10-23, R10-27, and R10-30 signs and the R10-31P plaque have been added.
- The design of the R10-15 sign has been revised and the design of the R10-17a sign has been slightly revised.
- The designs of the R10-20aP plaques have been revised, and a “P” has been added to the designation.

**Figure 2B-28** is a new figure

**Figure 2B-29** (formerly Figure 2B-20)

- The design of the R12-4 sign has been slightly revised.

**Figure 2B-30** (formerly Figure 2B-21)

- The design of the R13-1 sign has been revised, and the asterisk and asterisk note have been added.
- The M4-4 sign has been deleted, as it is more appropriately shown in Chapter 2D.

**Figure 2B-31** is a new figure

**Figure 2B-32** (formerly Figure 2B-22)

- The title has been revised.
- The R16-4 sign has been added.
- The phrase “Seat Belt Symbol” has been added.

## **Chapter 2C. Warning Signs and Object Markers**

**Figure 2C-1**

- The phrase “and Plaques” has been added to the title.
- The W13-1P plaque and the W13-2 and W13-3 signs have been relocated from Figure 2C-5.
- A “P” has been added to the designation of the W13-1 plaque.
- The W1-10a, W1-10b, W1-10c, W1-10d, W13-6, and W13-7 signs have been added.

**Figure 2C-2** is a new figure

**Figure 2C-3** (formerly Figure 2C-7)

- The example signing shown in this figure has been significantly revised.
- The lane line adjacent to the deceleration lane has been revised.
- The notes have been added.

**Figure 2C-4** (formerly Figure 2C-2)

- The phrase “and Plaques” has been added to the title.
- The W7-1a sign has been deleted.
- The designation of the W7-1b sign has been changed to W7-1a.
- A “P” has been added to the designations of the W7-2, W7-2b, W7-3, W7-3a, W7-3b, W7-4d, W7-4e, and W7-4f plaques.
- The design of the W7-4b sign has been revised.

**Figure 2C-5** (formerly Figure 2C-3)

- The W6-1a, W6-1b, and W6-2a signs have been deleted.
- The W19-1, W19-2, W19-3, W19-4, and W19-5 signs have been added.
- The designation of the W12-2p sign has been changed to W12-2a.
- The width of the W12-2a sign has been slightly reduced.

**Figure 2C-6** (formerly Figure 2C-4)

- The phrases “and Weather” and “and Plaques” have been added to the title.
- The asterisk note about optional word message signs has been deleted.
- The thin red line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs has been deleted.
- The car symbol on the W8-5 sign has been revised, and the driver is now shown wearing a seat belt.
- The W8-9a sign has been deleted.
- The legend on the W8-12 sign has been revised.
- The W3-6, W3-7, W3-8, W8-11, W8-14, W8-15, W8-16, W8-17, W8-18, W8-19, W8-21, W8-22, W8-23, W8-25, and W23-2 signs and the W8-5P, W8-5aP, W8-5bP, W8-5cP, W8-15P, and W8-17P plaques have been added.

**Figure 2C-7** (formerly Figure 2C-5)

- The title has been revised.
- The W13-1 plaque and the W13-2 and W13-3 signs have been relocated to Figure 2C-1.
- The W13-5 sign has been deleted.

**Figure 2C-8** (formerly Figure 2C-6)

- The phrase “and Plaques” has been added to the title.
- The W9-7 sign and the W4-5P plaque have been added.
- The W16-9p plaque has been deleted, as it is shown more appropriately in Figure 2C-12.

**Figure 2C-9** (formerly Figure 2C-8)

- The designations of the W16-12p and W4-4p plaques have been changed to W16-12P and W4-4P.
- The W2-7L, W2-7R, and W2-8 signs and the W4-4aP, W4-4bP, and W16-17P plaques have been added.

**Figure 2C-10** (formerly Figure 2C-9)

- The word “Warning” and the phrase “and Plaques” have been added to the title.
- The designation of the W11-12p plaque has been changed to W11-12P.
- The W11-15 and W11-15a signs and the W11-15P plaque have been added.
- The asterisks and the asterisk note have been added.

**Figure 2C-11** (formerly Figure 2C-10)

- The phrase “Nonvehicular Traffic” has been replaced by “Non-Vehicular Warning” in the title.
- The W11-16 through W11-22 signs have been added.
- The asterisks and the asterisk note have been added.

**Figure 2C-12** (formerly Figure 2C-11)

- All of these plaques are now shown with an upper-case P suffix.
- The legends on the W16-8P and W16-8aP plaques have been changed to upper-case and lower-case letters.
- The W16-11 plaque has been relocated to Figure 2G-4.
- The W16-10P, W16-15P, and W16-18P plaques have been added.
- The designation of the W16-10 plaque has been changed to W16-10aP.
- The note regarding background color has been added at the bottom of the figure.

**Figure 2C-13** (formerly Figure 3C-1)

- The phrase “and End-of-Roadway Markers” has been deleted from the title.
- The titles of the four types of object markers have been revised.
- The designations of the Type 3 object markers have been revised.

**Chapter 2D. Guide Signs – Conventional Roads**

**Figure 2D-1**

- The colors for the destinations have been changed to colors that are not used for the backgrounds of other types of signs, and a white outline has been added around each colored square.
- The designs for the two signs in Drawing B have been revised and have been consolidated into one sign. The directional arrows have been deleted.

**Figure 2D-2**

- Five different types of directional arrows are shown instead of one type of up arrow.
- The note has been added at the bottom of the figure.

**Figure 2D-3**

- The sign image illustrating the M1-5 sign has been changed from a design that is specific to Alabama to a design that is the default generic sign.

**Figure 2D-4**

- The design of the M4-7a sign has been revised.
- The M4-14 sign has been added.

**Figure 2D-5**

- The phrase “Advance Turn and” has been added to the title.
- The M5-3, M5-4, M5-5, M5-6, and M6-2a signs have been added.

**Figure 2D-6**

- On Sheets 1 and 3, the destination legends have been changed to upper-case and lower-case letters.
- On Sheets 1, 2, and 3, horizontal lines have been added to the two destination signs on each sheet.
- On Sheets 1, 2, and 3, the first note at the bottom of the sheet has been deleted and a new first sentence has been added to the second note.
- On Sheets 1, 2, and 3, dimensions have been added that make it clear that the spacing between successive signs is to be at least 200 feet.
- On the drawing in the bottom left-hand corner of Sheet 3, a dimension has been added to show that the destination sign is to be placed at least 200 feet in advance of the intersection.
- On the drawing in the bottom right-hand corner of Sheet 3, the Intersection warning sign and the supplemental street name plaque have been deleted, and two Street Name signs have been added at the intersection.
- Sheet 4 has been added.

**Figure 2D-7**

- Horizontal lines have been added to the D1-2, D1-3, D1-2a, and D1-3a signs.
- The D15-1 signs have been added.
- The note at the bottom of the figure has been deleted.

**Figures 2D-8 and 2D-9** are new figures

**Figure 2D-10** (formerly Figure 2D-8)

- The legend on the D3-1 sign has been changed to upper-case and lower-case letters.
- The D3-1a sign has been added.
- The D3-2 sign for the “NEXT ROUNDABOUT” has been added.
- A horizontal line has been added to the D3-2 sign for Scott Blvd/Lincoln Ave.
- The carpool symbol has been centered horizontally on the D4-2 sign, and the ampersand has been replaced by a hyphen.

[Figure 2D-9 in the 2003 MUTCD has been incorporated into Figure 2I-5]

**Figure 2D-11** (formerly Figure 2E-34)

- The word “Interchange” has been added to the title.
- The white-on-blue M5-1L auxiliary sign in the sign assembly near the top of the figure has been changed to an M6-1L auxiliary sign. This sign assembly is now shown on the far left-hand corner of the intersection with the northbound ramp and is marked as optional.
- The design of the sign on the near right-hand corner of the intersection with the northbound ramp has been revised.
- The white-on-blue M5-1L auxiliary sign in the sign assembly near the right-hand side of the figure has been changed to an M6-3 auxiliary sign. The horizontal lines have been deleted on the guide sign just to the left of this assembly.

**Figure 2D-12** (formerly Figure 2E-35)

- An optional supplemental location has been added for the sign assembly near the top of the figure. The asterisk and the asterisk note have also been added.

**Figure 2D-13** (formerly Figure 2E-36)

- The Interstate route designation, the directions (including the north arrow), and the names of the destinations have been revised.
- A new sign assembly has been added at the far left-hand corner of the intersection with the westbound ramp near the top of the figure. The design of the sign on the near right-hand corner of this intersection has been revised.
- A new overhead sign has been added as an alternative to the post-mounted sign that is located between the intersection with the eastbound ramp and the bridge over the Interstate.
- The designs of the signs on the near right-hand corner of the intersection with the eastbound ramp have been revised.
- The designs of the two signs that are located upstream from the intersection with the eastbound ramp have been revised. The legends LEFT LANE and RIGHT LANE have been replaced by KEEP LEFT and KEEP RIGHT. A new alternative single sign (instead of two separate signs) has been added.

**Figure 2D-14** (formerly Figure 2E-37)

- The Interstate route designation and the names of the destinations have been revised.
- The designations for the D13-3 signs have been added and alternative D13-3a signs and sign assemblies have been added. The orientations shown for these signs have been rotated 45 degrees clockwise.
- The design of the sign on the right-hand side of the intersection with the northbound ramp near the top of the figure has been revised.

- The designs of the signs on the right-hand side of the roadway just upstream from the intersection with the southbound ramp have been revised.
- A new single sign (instead of two separate signs) has been added as an alternative to the two signs that are located further upstream from the intersection with the southbound ramp.

**Figure 2D-15** (formerly Figure 2E-38)

- The Interstate route designation and the names of the destinations have been revised.
- The two signs located in the exit ramp gores have been added.
- The design of the sign between the Interstate and the northbound ramp has been revised. The note next to this sign has also been revised.
- The designs of the overhead signs at the southbound ramp have been revised.
- A new single sign (instead of two separate signs) has been added as an alternative to the two signs that are located further upstream from the southbound ramp.

**Figure 2D-16** is a new figure

**Figure 2D-17** (formerly Figure 2D-10)

- The design of the R13-1 sign has been revised.
- Two asterisks and an asterisk note have been added.
- A second D8-3 sign has been added 800 feet downstream from the D8-2 sign.
- The 1-mile and the 4,000-foot dimensions are measured from the physical gore rather than from the location of the D8-3 sign. The 500-foot dimension for the location of the D8-2 sign has been deleted.

[Figure 2D-11 in the 2003 MUTCD has been relocated to become Figure 2I-1]

**Figures 2D-18 through 2D-20** are new figures

**Figure 2D-21** (formerly Figure 2D-12)

- The title has been revised.
- The green I series signs have been relocated to Figure 2H-1. The D9-14 sign has been relocated to Figure 2I-1. The blue D12 series signs have been relocated to Figure 2I-8.
- The “1/4 MILE” fraction in the legend on the D13-2 sign has been revised to “¼ MILE.”
- The D17-1, D17-2, and D17-7 signs and the asterisk note have been added.

[Figure 2D-13 in the 2003 MUTCD has been relocated to become Figures 2H-2 and 2H-3]

**Figure 2D-22** (formerly Figure 2D-14)

- Errors in the manner that the center line was shown on the symbols have been fixed.

**Chapter 2E. Guide Signs – Freeways and Expressways**

Note: Most of the guide signs illustrated in the Chapter 2E figures have been redesigned to have a more accurate appearance.

**Figure 2E-1**

- The designs of the two guide signs have been revised.
- The “Theoretical Gore” label has been deleted.

**Figure 2E-2**

- The designs of the two guide signs have been revised.

[Figure 2E-3 in the 2003 MUTCD has been deleted]

**Figures 2E-3 through 2E-7** are new figures

**Figure 2E-8** (formerly Figure 2E-7)

- The title has been revised.

- The exit ramp is now labeled as a ramp to SR 24 instead of as SR 24, and the SR 24 confirming route sign assembly has been deleted. The mainline lanes at the bottom of the figure are now labeled as I-47 instead of I-47 and SR 24.
- The pavement markings and roadway geometrics have been revised.
- The designs of the overhead signs at the theoretical gore and the Exit Gore sign have been revised.

**Figure 2E-9** (formerly Figure 2E-6)

- The title has been revised.
- The exit ramp is now labeled as a ramp to U.S. 40 instead of as U.S. 40 and the U.S. 40 confirming route sign assembly has been replaced with a trailblazer route sign assembly. The mainline lanes at the bottom of the figure are now labeled as I-12 instead of I-12 and U.S. 40.
- The pavement markings and roadway geometrics have been revised.
- The designs of all of the overhead guide signs and the Exit Gore sign have been revised.
- The signing now shows an exit ramp that leads to eastbound U.S. 40 instead of westbound U.S. 40.

**Figure 2E-10** (formerly Figure 2E-5)

- The title has been revised.
- The pavement markings and roadway geometrics have been revised.
- The designs of the overhead signs at the theoretical gore have been revised.
- The guide signs that are two miles in advance of the exit are mounted over the lanes rather than post-mounted on the right-hand side.
- The signing now shows an exit ramp for northbound I-79 instead of southbound I-79.

**Figures 2E-11 and 2E-12** are new figures

**Figure 2E-13** (formerly Figure 2E-9)

- The phrase “and LEFT Sign” has been added to the title.
- The E11-1 sign panel has been redesigned.
- The E11-1a sign panel has been deleted.
- The two E11-1b sign panels have been separately designated as E11-1a and E11-1b.
- The E11-1d, E11-1e, E11-1f, and E11-2 sign panels have been added.

**Figure 2E-14** (formerly Figure 2E-4)

- The title has been revised.
- The lane line between the two center lanes has been revised, and edge lines have been added.
- Confirming route sign assemblies for I-270 and I-495 have been added.
- The guide signs with down arrows and the diagrammatic guide signs have been replaced with guide signs featuring upward-pointing arrows at the theoretical gore and down arrows in advance of the exit. The left exit plaques now show the word LEFT in black letters on a yellow background.
- The guide signs that are two miles in advance of the exit are mounted over the lanes rather than post-mounted on the right-hand side.
- Dimensions showing 1-mile and ½-mile separations between the overhead signs have been added.

**Figure 2E-15** (formerly Figure 2E-8)

- The title has been revised.
- The lane line between the left-hand lane and the center lane has been revised.

- The Exit Direction sign has been redesigned. The diagrammatic guide signs have been replaced with guide signs featuring a down arrow in advance of the exit. The left exit plaques now show the word LEFT in black letters on a yellow background.
- Dimensions showing ½-mile separations between the overhead signs have been added.
- The exit ramp is now labeled as a ramp to US 56 instead of as US 56, and the US 56 confirming route sign assembly has been deleted. The mainline lanes at the bottom of the figure are now labeled as I-61 instead of I-61 and US 56.
- The asterisk note at the bottom of the figure has been deleted.

**Figure 2E-16** (formerly Figure 2E-10)

- The title has been revised.
- The lane line between the right-hand lane and the center lane has been revised.
- The Exit Direction sign has been redesigned.
- The West US 40 confirming route sign assembly has been added.
- Dimensions showing ½-mile separations between the overhead signs have been added.
- The exit ramp is now labeled as a ramp to SR 7 instead of as SR 7. The mainline lanes at the bottom of the figure are now labeled as US 40 instead of US 40 and SR 7.

**Figure 2E-17** (formerly Figure 2E-11)

- The M1-3 sign has been added.
- The Eisenhower Interstate System signs have been relocated to a new Figure 2E-18.
- The U.S. route sign for guide sign use has been given an M1-4 designation.
- The word “OR” has been added in two places.

**Figure 2E-18**

- This new figure includes the Eisenhower Interstate System signs that have been relocated from Figure 2E-11 in the 2003 MUTCD. These signs have been designated as M1-10 and M1-10a signs.

**Figure 2E-19** (formerly Figure 2E-12)

- Format revisions have been made that make the figure easier to understand. Interstate shields are white on black, all interchange numbers are in circles, and all reference location numbers are shown. The legend has been appropriately adjusted.
- The word “CIRCUMFERENTIAL” has been added next to the I-473 shield between reference locations 3 and 4.

**Figure 2E-20** (formerly Figure 2E-13)

- Format revisions have been made that make the figure easier to understand. Interstate shields are white on black, spaces have been added between exit numbers and suffix letters, leader lines have been added to associate exit numbers with exit ramps, and all reference location numbers are shown. The legend has been appropriately adjusted.
- An asterisk note has been added at the bottom of the figure.

**Figure 2E-21** (formerly Figure 2E-14)

- Format revisions have been made that make the figure easier to understand. Interstate shields are white on black, all interchange numbers are in circles, leader lines have been added to associate exit numbers with exit ramps, and all reference location numbers are shown. The legend has been appropriately adjusted.
- Exit 74 has been added on I-36.

**Figure 2E-22** (formerly Figure 2E-15)

- The title has been expanded.
- The E1-1, E1-1a, E1-2, and E1-2a designations have been deleted.
- A “P” has been added to the designation of the E1-5 plaque, and the phrase “Exit Number Plaque” has been deleted.

- The E1-5aP and E1-5bP plaques have been added.
- The “1/2” fraction in the legend on the Lincoln Avenue sign has been revised to “½.”

**Figure 2E-23** (formerly Figure 2E-16)

- The title has been revised.
- The E2-1 and E2-1A designations have been deleted.

**Figure 2E-24** (formerly Figure 2E-17)

- The rounded corners where the horizontal line in the center of the sign intersects with the border have been deleted.

**Figure 2E-25** (formerly Figures 2E-18 and 2E-19)

- The title has been revised, and the two signs are now designated as Drawings A and B.
- The carpool symbol has been centered horizontally on the sign in Drawing A, and the ampersand has been replaced by a hyphen.
- The exit number has been incorporated into a redesigned sign in Drawing B.

**Figure 2E-26** (formerly Figure 2E-20)

- The title has been revised, and three additional example signs have been added.

**Figure 2E-27** is a new figure

**Figure 2E-28** (formerly Figure 2E-21)

- The E5-2 designation has been changed to E5-1bP, and a “P” has been added to the designation of the E13-1P plaque.
- The width of the border on the E13-1P plaque has been decreased.

**Figure 2E-29** (formerly Figure 2E-22)

- The shape of the U.S. route shield has been fixed.

**Figure 2E-30** (formerly Figure 2E-23)

- The title has been revised.
- The locations of the reference location sign symbols have been adjusted to line up with the RLS labels, and a legend has been added.
- The Park Street interchange and the Park St Exit Direction sign have been deleted.
- Instead of three Interchange Sequence signs, only one Interchange Sequence sign is now shown and the distances have been appropriately updated.
- The Brandon Rd sign has been deleted.
- The “1/2 MILE” fractions on the three advanced signs have been revised to “½ MILE.”
- The designs of the Exit Direction signs have been revised.

**Figures 2E-31 and 2E-32** (formerly Figures 2E-24 and 2E-25)

- The sign designs have been revised to provide more space between the legends and the borders.

**Figure 2E-33** (formerly Figure 2E-26)

- No significant revisions have been made to this figure.

**Figure 2E-34** (formerly Figure 2E-27)

- The title has been revised.
- This figure has been expanded to two separate drawings so that more detail could be added, including pavement markings, confirming route sign assemblies, and exit gore signs.
- The reference location numbers have been deleted.
- The guide signs have been revised to the new signing philosophy that includes a down arrow per lane on the advance signs and a diagonal upward arrow for the exit lane(s) at the theoretical gore.

**Figure 2E-35** (formerly Figure 2E-28)

- The bridge-mounted sign has been relocated so that it is over the approach lanes instead of over the median.
- The “1/4” fraction has been revised to “¼.”
- The option of using an “EXIT 102” exit number plaque on the two advance exit signs has been deleted.
- The designs of the Exit Direction signs and the Exit Gore signs have been revised.
- Reference location numbers have been added.

**Figure 2E-36** (formerly Figure 2E-29)

- The option of using an “EXIT 102” exit number plaque on the two Advance Exit signs and on the Exit Direction sign has been deleted. The exit gore sign has been revised to have an “EXITS 102 A-B” legend instead of “EXIT 102.”
- The designs of the Exit Direction signs and the Exit Gore signs have been revised.
- The EAST I-52 route sign between RLS 102 and 103 has been deleted.

**Figure 2E-37** (formerly Figure 2E-30)

- The guide signs facing traffic on the exit ramps upstream from the SR 24 intersections have been revised. The SR 24 directional route sign assemblies at the downstream end of both of the exit ramps have been added.

**Figure 2E-38** (formerly Figure 2E-31)

- The title has been revised.
- Signing has been added for the southbound exit ramp.
- The design of the Exit Direction sign has been revised.
- The “1/2” fraction has been revised to “½.”

**Figure 2E-39** (formerly Figure 2E-32)

- The title has been revised.
- The reference location numbers have been revised.
- The “1/2” fraction has been revised to “½.”
- The guide signs facing traffic on the exit ramp have been added.
- The designs of the Exit Direction sign and the Exit Gore sign have been revised.

**Figure 2E-34** (formerly Figure 2E-33)

- The title has been revised.
- The “1/2” fraction has been revised to “½.”
- The designs of the Exit Direction sign and the Exit Gore sign have been revised.
- The Laurel Ave sign facing traffic on the exit ramp has been added.

[Figure 2E-34 in the 2003 MUTCD has been relocated to become Figure 2D-11]

[Figure 2E-35 in the 2003 MUTCD has been relocated to become Figure 2D-12]

[Figure 2E-36 in the 2003 MUTCD has been relocated to become Figure 2D-13]

[Figure 2E-37 in the 2003 MUTCD has been relocated to become Figure 2D-14]

[Figure 2E-38 in the 2003 MUTCD has been relocated to become Figure 2D-15]

[Figure 2E-39 in the 2003 MUTCD has been relocated to become Figure 2B-18]

[Figure 2E-40 in the 2003 MUTCD has been relocated to become Figure 2B-19]

[Figures 2E-41 and 2E-42 in the 2003 MUTCD have been relocated to become Figure 2I-3]

[Figure 2E-43 in the 2003 MUTCD has been relocated to become Figure 2I-2]

[Figure 2E-44 in the 2003 MUTCD has been relocated to become Figures 2I-5 and 2I-7]

[Figure 2E-45 in the 2003 MUTCD has been relocated to become Figure 2H-4]

[Figure 2E-46 in the 2003 MUTCD has been relocated to become Figure 2G-8]

[Figure 2E-47 in the 2003 MUTCD has been relocated to become Figure 2G-10]

[Figure 2E-48 in the 2003 MUTCD has been relocated to become Figure 2G-2]

[Figure 2E-49 in the 2003 MUTCD has been relocated to become Figure 2G-3]

[Figure 2E-50 in the 2003 MUTCD has been relocated to become Figure 2G-13]

[Figure 2E-51 in the 2003 MUTCD has been relocated to become Figure 2G-15]

[Figure 2E-52 in the 2003 MUTCD has been relocated to become Figure 2G-16]

## **Chapter 2F. Toll Road Signs**

**Figures 2F-1 through 2F-11** are new figures

## **Chapter 2G. Preferential and Managed Lane Signs**

**Figure 2G-1** (formerly Figure 2B-7)

- The title has been revised.
- “Ground-mounted” has been revised to “post-mounted” in the header near the top of Sheet 1, and the word “only” has been deleted from the headers near the tops of both sheets.
- The designation of the R3-10a sign has been revised to R3-12f. The designation of the R3-10b sign has been revised to R3-10a. The designation of the R3-14b sign has been revised to R3-14c. The designation of the R3-15a sign has been revised to R3-15b.
- The R3-11P plaque and the R3-12c, R3-12d, R3-12e, R3-12g, R3-12h, R3-14b, R3-15a, R3-15c, R3-15d, and R3-15e signs have been added. The signs at the bottom of Sheet 2 showing the incorporation of a lane-use control signal have been added.
- In the notes at the bottom of the figure, the first note has been deleted and the list of signs in the third note has been revised. A fourth note has been added at the bottom of Sheet 2.
- The designs of the R3-12, R3-12a, R3-12b, R3-14, R3-14c, and R3-15 signs have been revised.

**Figure 2G-2** (formerly Figure 2E-48)

- The title has been revised.
- The pavement markings associated with the HOV lane have been revised.
- The note about the 1/4-mile spacing of the diamond pavement markings has been deleted.
- The W4-2 sign and the black-on-yellow MERGE RIGHT plaques have been deleted.
- The guide signs have been replaced with R3-15 regulatory signs.
- The R3-10 and R3-11a signs and their spacings have been added.
- The R3-14 sign has been relocated to the downstream end of the taper at the entrance to the HOV lane.
- The designs of the R3-12b and R3-13a signs have been revised.
- The notes have been revised and the asterisk note has been added.

**Figure 2G-3** (formerly Figure 2E-49)

- The title has been revised.
- The lane line adjacent to the HOV lane has been revised from a normal broken line to a wide broken line.
- The note about the 1/4-mile spacing of the diamond pavement markings has been deleted.
- The post-mounted advance guide sign that is one mile upstream from the restriction has been replaced with an overhead R3-15a sign. The advance guide sign that is a half mile upstream from the restriction has been replaced with an R3-12e sign.
- The HOV LANE ENDS signs at the downstream end of the HOV restriction have been replaced with HOV RESTRICTION ENDS signs.
- The R3-10 and R3-11a signs and their spacings have been added.
- The design of the R3-13a sign has been revised.

- The notes have been revised and the asterisk note has been added.

**Figures 2G-4 through 2G-7** are new figures

**Figure 2G-8** (formerly Figure 2E-46)

- The title has been revised.
- The pavement markings in the area where vehicles enter the HOV lane have been revised.
- The Exit Gore sign has been replaced by an E8-1 sign.
- The HOV lane entrance sign and the advance HOV lane entrance signs have been revised and black-on-yellow LEFT plaques have been added above them.
- The top portion of the HOV exits sign has been revised.
- The R3-14a sign has been relocated to the theoretical gore.
- The notes have been revised. The double asterisk note in the 2003 MUTCD has been deleted and the new triple asterisk note has been added.

**Figure 2G-9** is a new figure

**Figure 2G-10** (formerly Figure 2E-47)

- The title has been revised.
- The pavement markings in the intermediate entry/exit area and at the downstream end of the HOV lane have been revised.
- The note about the 1/4-mile spacing of the diamond pavement markings has been deleted.
- The Exit Gore sign has been replaced by an E8-1a sign.
- The W4-2 sign and the black-on-yellow MERGE RIGHT plaques have been deleted.
- All of the guide signs have been revised or added and black-on-yellow LEFT plaques have been added above the HOV lane entrance sign and the advance HOV lane entrance signs. The R3-13a sign has also been added.
- The R3-14 sign has been relocated to the theoretical gore.
- The label regarding the 2-foot barrier or buffer area has been revised.
- The dimensions showing the positioning of the E8-2 sign have been added.
- The notes have been revised.

**Figures 2G-11 and 2G-12** are new figures

**Figure 2G-13** (formerly Figure 2E-50)

- The title has been revised.
- A north arrow has been added.
- The roadway geometrics and pavement markings for the HOV lane, HOV ramp, parking area, and local street have been added or revised. The general purpose lanes have been revised to show three lanes in each direction. The HOV lane and ramp are now shown as a reversible lane.
- The R3-14 sign at the entrance to the ramp from the parking area now includes a lane-use control indication.
- The HOV EXITS sign has been redesigned.
- The design of the R3-13a sign has been revised.
- The three guide signs leading drivers from the local street to the HOV lane have been redesigned and a fourth guide sign has been added. The two trailblazer assemblies leading drivers to the eastbound I-86 general purpose lanes have also been added.
- The notes have been revised.

**Figure 2G-14** is a new figure

**Figure 2G-15** (formerly Figure 2E-51)

- The title has been revised.
- The roadway geometrics and pavement markings have been substantially revised.

- The R3-14 sign has been deleted. The guide signs have all been redesigned. LEFT plaques have been added above four of the guide signs.
- The Exit Gore sign has been replaced by an E8-4 sign.
- The notes have been revised.

**Figure 2G-16** (formerly Figure 2E-52)

- The title has been revised.
- Labels have been added that describe the functions of the various lanes and ramps.
- The pavement markings have been revised in the area where the ramp to I-10 diverges from the I-45 NB HOV lane.
- The guide signs have all been redesigned. LEFT plaques have been added above three of the guide signs.
- The notes and the asterisk notes have been revised.

**Figures 2G-17 through 2G-29** are new figures

**Chapter 2H. General Information Signs**

**Figure 2H-1** (formerly part of Figure 2D-12)

- The title has been revised.
- The size of the I1-1 sign has been increased.
- The I-9 sign has been added.
- The I-12 sign has been relocated from Figure 10C-3.
- The M5 and M6 series auxiliary signs have been added.
- The example directional assembly has been added.

**Figure 2H-2** (formerly part of Figure 2D-13)

- No significant revisions have been made to this figure.

**Figure 2H-3** (formerly part of Figure 2D-13)

- Except for the new title, no significant revisions have been made to this figure.

**Figure 2H-4** (formerly Figure 2E-45)

- No significant revisions have been made to this figure.

**Figure 2H-5** is a new figure

**Chapter 2I. General Service Signs**

**Figure 2I-1** (formerly Figure 2D-11)

- The phrase “and Plaques” has been added to the title.
- The D9-11c, D9-21, and D9-22 signs and the D9-11bP D9-13dP, plaques have been added. The D9-14 sign has been relocated from Figure 2D-12.
- The D9-6P plaque has been relocated from Figure 2B-16, where it was formerly called an R7-8b plaque.
- A “P” has been added to the designations of the D9-13aP, D9-13bP, D9-13cP, and D9-20aP plaques.
- The designs of the D9-4, D9-10, D9-14, and D9-16 signs and the D9-13bP and D9-13cP plaques have been revised.
- The description of the D9-11a sign has been revised.
- The M5 and M6 series auxiliary signs have been added.
- The example directional assembly has been added.

**Figure 2I-2** (formerly Figure 2E-43)

- The word “Sign” has been replaced by “Plaque” in the title.
- A “P” has been added to the designation of the D9-17P plaque.

**Figure 2I-3** (formerly Figures 2E-41 and 2E-42)

- The title has been revised because two existing figures have been combined.
- The designation of the D9-18e sign in the former Figure 2E-41 has been changed to D9-18c and the NEXT EXIT action message has been replaced by a SECOND RIGHT message.
- The designation of the D9-18 sign in the former Figure 2E-41 has been changed to D9-18b and a NEXT RIGHT action message has been added within the bottom of the sign.
- The E2-2 plaque below the D9-18 sign in the former Figure 2E-41 has been deleted.
- The E2-3 plaque below the D9-18 sign in the former Figure 2E-42 has been deleted.
- The E1-5P designations for the exit number plaques have been added.
- Two new example signs showing the exit number within the bottom of the sign have been added.

**Figure 2I-4** is a new figure

**Figure 2I-5** (formerly part of Figure 2E-44)

- The title is new.
- The D5-1a, D5-2, D5-3, and D5-4 signs in Figure 2E-44 of the 2003 MUTCD have been deleted.
- The designation of the D5-1b sign has been revised to D5-1a. The designation of the D5-2a sign has been revised to D5-2.
- The D5-2a, D5-5, and D5-6 signs have been added.
- The note has been added.

**Figure 2I-6** is a new figure

**Figure 2I-7** (formerly part of Figure 2E-44)

- The title is new.
- The D5-7a, D5-9, D5-9a, and D5-10 signs have been deleted.
- The design of the D5-11 sign has been revised.
- A note has been added at the bottom of the figure.

**Figure 2I-8** (formerly part of Figure 2D-12)

- The title is new.
- The legend AM has been added in two places on the D12-1 sign.
- The design of the D12-2 sign has been revised.
- The word DIAL has been replaced by the word CALL on the D12-4 sign.
- The design of the D12-5 sign has been revised, and a new D12-5a sign has been added.
- The asterisk and the asterisk note have been added.

## **Chapter 2J. Specific Service Signs**

**Figure 2J-1** (formerly Figure 2F-1)

- The EXIT 211 legend has been relocated from the bottom to the top of the alternative example sign for a single-exit interchange with two services.
- The example signs for a single-exit interchange with three services have been added.
- The apostrophe has been deleted from the logo panel, which is now called a logo sign panel.
- A vertical line has been added between the gas and food categories on the intersection sign examples. The associated note now says “arrows or distance” instead of “arrows and distance.”
- The ramp sign has been replaced by three new examples of ramp signs.

**Figure 2J-2** (formerly Figure 2F-2)

- The designs of the advance guide signs (green signs) have been revised.
- The design of the ramp sign has been revised.

- A ramp sign has been added to the loop drawing in the upper right-hand corner of the figure.

**Figures 2J-3 to 2J-5** are new figures

## **Chapter 2K. Tourist-Oriented Directional Signs**

**Figure 2K-1** (formerly Figure 2G-1)

- The dimensions and the note have been deleted, as this information will be included in the Standard Highway Signs book.

**Figure 2K-2** (formerly Figure 2G-2)

- The signs that are located 200 feet and 400 feet upstream from the intersection are now called intersection approach signs rather than intersection signs.
- On the signs that are located in the advance sign locations, the Metric example legend has been replaced by a RIGHT ½ MILE legend and the fraction on the LEFT 1/2 MILE legend has been revised to “½.” The horizontal lines between the TOURIST ACTIVITIES legends and the action legends have been deleted.

## **Chapter 2M. Recreational and Cultural Interest Area Signs**

**Figure 2M-1** (formerly Figure 2H-1)

- The title has been revised.
- The arrangements and titles of the various drawings have been revised.
- The symbols on the signs have been updated.
- The prohibited activities signs have been completely redesigned. The asterisk and asterisk note have been added.

**Figure 2M-2** (formerly Figure 2H-2)

- The title has been revised.
- The designations of Drawings A and B have been added.
- The legends for the destinations are now shown in upper-case and lower-case letters.
- The symbols on the signs have been updated.
- The Wildlife Viewing Area sign has been added.
- The space has been added between the “V” and the “A” on the VA National Cemetery sign.
- The drawing for the Eldorado National Forest sign has been added at the bottom right-hand corner of the figure.

**Figure 2M-3** (formerly Figure 2H-3)

- The word “Arrangement” has been added to the title.
- The scales of the signs and heights and lateral offsets have been improved such that they are proportional to each other.
- The four drawings have been assigned letter designations.
- “Business or residence district” has been revised to “business, commercial, or residential area” in two places.
- “Rural district” has been revised to “rural area” in two places.
- In Drawing B, a breakaway support symbol has been added to the sign support.
- In Drawing C, the curb-and-gutter has been revised to a paved shoulder, “(without curb)” has been added to the title of the drawing, and the lateral offset has been revised from 2’ to 6’.
- In Drawing D, the paved shoulder has been revised to an edge of traveled way and the lateral offset has been revised from 6’ to 12’. The arrangement of the symbol signs and auxiliary arrow signs has been revised. A single sign with four symbols and three arrows has been added as an alternative manner of providing this information.
- The symbols on the signs have been updated.

**Figure 2M-4** (formerly Figure 2H-4)

- The phrase “and Destination Guide” has been added to the title.
- The arrangement of symbol signs and auxiliary arrow signs in the upper right-hand corner of the figure has been replaced by a single sign with three symbols and an arrow.
- The legends for the destinations are now shown in upper-case and lower-case letters.
- The symbols on the signs have been updated.

**Figures 2M-5 to 2M-10** (formerly Figure 2H-5)

- The symbols on the signs and the sign designations have been completely revised to a new set of updated symbols. The different categories of signs are now shown on separate figures.

**Chapter 2N. Emergency Management Signing**

**Figure 2N-1** (formerly Figure 2I-1)

- The EM-1a sign has been added.

**Part 3. Markings**

**Figure 3B-1**

- Edge lines have been added to Drawing A, and the note referring to Section 3B.07 for edge line warrants has been deleted.
- The no-passing zones in Drawing B have been lengthened and a break line has been added.

**Figure 3B-2**

- Edge lines have been added to both drawings, and the note referring to Section 3B.07 for edge line warrants has been deleted.
- Optional diagonal markings and optional dotted lines have been added to Drawing B.
- The asterisk note has been revised.

**Figure 3B-3**

- Except for rotating the roadways from vertical to horizontal, no significant revisions have been made to this figure.

**Figure 3B-4** (formerly Figure 3B-5)

- Edge lines have been added to Drawing B.

**Figure 3B-5** (formerly Figure 3B-4)

- The phrase “Application of” has been added to the title.
- Edge lines, optional diagonal markings, lane reduction arrows, and Notes 2 and 3 have been added. A break line has been added near the bottom of the drawing.
- The “ $\frac{3}{4}$  d” dimension and the note defining “d” have been deleted.
- The cross reference to Figure 3B-12 next to “L” near the bottom of the drawing has been replaced by a cross reference to Note 3.

**Figure 3B-6**

- Edge lines have been added.
- The roadway has been rotated from vertical to horizontal.

**Figure 3B-7**

- The left-turn arrows in the center lane are no longer shown as optional.
- The asterisk note has been revised.
- The note regarding single-direction arrows has been added.

**Figure 3B-8**

- The phrase “Dotted Line and” has been added to the title.
- Drawing C in the 2003 MUTCD has been relocated to become Drawing E in Figure 3B-10, and a new Drawing C has been added.

- Labels have been added for the physical gores in Drawings A and B.
- The location of the theoretical gore in Drawing A has been revised. The phrase “theoretical gore point” has been replaced by “theoretical gore.”
- The design of the longitudinal pavement marking line between the deceleration lane and the adjacent mainline lane in Drawing A has been revised.
- All of the labels for Drawings A and B have been revised.

**Figure 3B-9**

- The phrase “Dotted Line and” has been added to the title.
- A new Drawing B has been added, and Drawing B in the 2003 MUTCD has become Drawing C.
- The broken lane line downstream from the theoretical gore in Drawing A has been revised to a dotted lane line that extends all the way to the downstream end of the acceleration lane and taper. The dotted lane line has been relabeled in two places.
- The dimensions “A” and “0.5 A MIN.” have been added to Drawing A to show the point where the dotted lane line becomes optional. The meaning of Dimension “A” has been added to the legend.
- The solid lane line downstream of the theoretical gore in Drawing A has been relabeled.
- Optional chevron markings have been added in the neutral area of the gore in Drawing A.
- The theoretical and physical gores in Drawings A and C have been labeled. The color of the channelizing lines has been added to the labels in Drawings A and C.
- In Drawing C, a wide channelizing line and an optional dotted extension of the right-hand edge line of the mainline lanes has been added. The broken lane line on the left-hand side of the entrance ramp downstream from the channelizing line has been deleted. The neutral area has been labeled.
- The dimensions “B” and “0.5 B MIN.” have been added to Drawing C to show the point where the wide channelizing lines become an optional dotted edge line extension. The meaning of Dimension “B” has been added to the legend.

**Figure 3B-10**

- The title has been revised.
- The drawing shown in the 2003 MUTCD has been labeled as Drawing A and given a title.
- Optional chevron markings have been added in the neutral area of the gore in Drawing A.
- The detailed drawing of the lane-drop marking has been deleted.
- The theoretical and physical gores and the channelizing lines have been labeled.
- The two labels shown on the right-hand side of the roadway in the 2003 MUTCD have been revised.
- Drawings B, C, and D have been added.
- Drawing C in Figure 3B-8 in the 2003 MUTCD has been relocated to become Drawing E.
- The location of the theoretical gore for the exit ramp in Drawing E has been revised. The phrase “theoretical gore point” has been replaced by “theoretical gore.”
- The option to use diagonal markings in the neutral area of the exit ramp gore in Drawing E has been deleted and the label has been revised.
- The broken lane line adjacent to the auxiliary lane in Drawing E has been replaced a wide dotted lane line and has been relabeled.
- The solid lane lines at the upstream and downstream ends of the wide dotted lane line in Drawing E have been relabeled.
- The physical gores, the theoretical gore and the neutral area for the entrance ramp, and the white channelizing lines have been labeled in Drawing E.

**Figures 3B-11 and 3B-12** are new figures

**Figure 3B-13** (formerly Figure 3B-11)

- The word “Line” has been added to the title.
- Edge lines have been added to all four drawings.
- The notes in Drawings A, B, and C have been revised. A note has been added to Drawing D.
- The title and geometrics of Drawing B have been revised. Optional dotted lines have been added in two places, and the double asterisks have been deleted from the drawing and the legend. Where two types of pavement marking arrows are shown side-by-side in adjacent lanes, it is the upstream ends of the arrows that are lined up with each other.
- Optional dotted lines have been added in two places in Drawing C and three places in Drawing D, and the asterisks have been deleted from the drawing and the legend. The dotted line markings are now shown extending beyond the crosswalks in the departure lanes.
- A staggered stop line is shown for the left-hand leg of Drawing D. A through-left lane-use pavement marking arrow has been added in the right-hand lane of the bottom leg of Drawing D and a white lane line extension has been added in the intersection.

**Figure 3B-14** (formerly Figure 3B-12)

- The title has been revised.
- The roadways have been rotated from horizontal to vertical.
- Drawing b in the 2003 MUTCD has been deleted, and Drawing c has become Drawing B.
- The titles of Drawings A and B have been revised.
- In both drawings, lane reduction arrows have been added in the lane that is ending.
- Note 1 has been added.

**Figure 3B-15** (formerly Figure 3B-13)

- The phrase “Applications of” has been added to the title.
- Edge lines have been added to all three drawings.
- In both directions on Drawing A, passing zones are now shown downstream from the obstruction.
- The title of Drawing C has been revised.
- In Drawing C, the double asterisks have been replaced by single asterisks and the asterisk note has been revised.

**Figure 3B-16** (formerly Figure 3B-14)

- The phrase “Examples of” has been replaced by “Recommended” in the title.

**Figure 3B-17** (formerly Figure 3B-15)

- Edge lines have been added to both drawings.
- The sign on the left-hand side of the roadway in Drawing B has been reversed.
- The note about Stop Here for Pedestrians signs has been added.

**Figure 3B-18** is a new figure

**Figure 3B-19** (formerly Figure 3B-16)

- No significant revisions have been made to this figure.

**Figure 3B-20** (formerly Figure 3B-17)

- No significant revisions have been made to this figure.

**Figure 3B-21** (formerly Figure 3B-18)

- References to the UVC have been added in six places near the corners of the intersections.
- In the left-hand and center drawings, the lengths of the last parking spaces near the tops of the drawings have been revised from “20 ft MIN.” to “20 ft typical for end space.”

- In the right-hand drawing, the crosswalks have been deleted and a sidewalk has been added near the top of the drawing to illustrate an unmarked crosswalk.
- In the right-hand drawing, the length of the parking space has been revised from “20 ft MIN.” to “20 ft typical.”

**Figure 3B-22** (formerly Figure 3B-19)

- The phrase “with Blue Background and White Border Options” has been deleted from the title. A note has been added at the bottom of the figure.

**Figure 3B-23** (formerly Figure 3B-20)

- No significant revisions have been made to this figure.

**Figure 3B-24** (formerly Figure 3B-21)

- Optional narrow lane-use arrow designs have been added to Drawings A, B, and C.
- In Drawing E, the orientation of the raised pavement markers have been rotated such that all of them are perpendicular to the direction of traffic.
- In Drawing F, the leader line for the length of the arrow has been extended to clearly indicate the bottom tip of the lane-reduction arrow.

**Figure 3B-25** is a new figure

**Figure 3B-26** (formerly Figure 3B-25)

- No significant revisions have been made to this figure.

**Figure 3B-27** (formerly Figure 3B-22)

- The word “Symbol” has been replaced by the phrase “Arrow Pavement” in the title.
- Three of the four legs have been extended to illustrate additional pavement markings.
- Optional dotted extension lines have been added in two places, and optional diagonal crosshatch lines have also been added. Where two types of pavement marking arrows are shown side-by-side in adjacent lanes, it is the upstream ends of the arrows that are lined up with each other.
- The single asterisks have been deleted from the left-turn arrows on the top leg.
- The triple asterisks have been relocated from the left-turn arrows on the bottom leg to the right-turn arrows and a new ONLY word marking on the left-hand leg.
- The double asterisk and triple asterisk notes have been revised.

[Figures 3B-23 and 3B-24 in the 2003 MUTCD have been deleted as they are duplicates of Figures 2B-18 and 2B-19]

[Figure 3B-26 in the 2003 MUTCD has been replaced by the new Chapter 3D figures]

[Figures 3B-27 and 3B-28 in the 2003 MUTCD have been replaced by the new Chapter 3C figures]

**Figure 3B-28** is a new figure

**Figure 3B-29**

- The phrase “Examples of” has been deleted from the title.

**Figure 3B-30**

- The phrase “Examples of” has been deleted from the title.

**Figure 3B-31**

- The phrase “Examples of” has been deleted from the title.
- The orientation of the detailed markings has been revised.

[Figure 3C-1 in the 2003 MUTCD has been relocated to become Figure 2C-13]

**Figures 3C-1 to 3C-14**

- These are new figures that replace former Figures 3B-27 and 3B-28.

**Figures 3D-1 through 3D-3**

- These are new figures that replace former Figure 3B-26.

**Figure 3F-1** (formerly Figure 3D-1)

- A north arrow has been added.
- Delineators facing northbound traffic have been added on the outside (left-hand side) of the roadway. A bridge rail or obstruction and a Type 3 object marker have also been added on the outside (left-hand side) of the roadway.
- The note about the color of the delineators has been added.

**Figure 3J-1** is a new figure

**Part 4. Highway Traffic Signals**

**Figures 4C-1 through 4C-4**

- No significant revisions have been made to these figures.

**Figures 4C-5 through 4C-10** are new figures

**Figure 4D-1** is a new figure

**Figure 4D-2** (formerly Figure 4D-3)

- The title has been revised, as this figure no longer shows the typical signal faces that control turning movements. (Typical arrangements of signal faces that control turning movements are now shown in new Figures 4D-6 to 4D-19.)
- Color graphics are now being used to illustrate the signal face arrangements for signal faces a, b, e, f, and u in Figure 4D-3 of the 2003 MUTCD. The three signal faces that contain a straight-through green arrow have been added. The three category titles have been added.

**Figure 4D-3** is a new figure

**Figure 4D-4** (formerly Figure 4D-2)

- The title has been revised.
- The lead-in sentence and the meanings of the cross hatching patterns have been revised near the top of the figure.
- The 150-foot dimension and the double cross-hatched area have been deleted.
- The double asterisk note has been revised. The triple asterisk note has been deleted, and the four asterisk note has been changed to a triple asterisk note.
- A dotted line has been added in the taper area of the left-turn lane.
- The notes at the bottom of the figure have been added.

**Figure 4D-5** (formerly Figure 4D-1)

- No significant revisions have been made to this figure.

**Figures 4D-6 through 4D-20** are new figures

**Figure 4E-1**

- Pedestrian signal faces now show all indications simultaneously, similar to the manner that vehicular signal faces are shown in the figures in Chapter 4D.
- Drawing A showing three types of pedestrian signal indications with countdown displays has been added.
- A one section pedestrian signal face with both indications superimposed on each other has been added in Drawing B, as has the title for Drawing B.

**Figure 4E-2** is a new figure

**Figure 4E-3** (formerly Figure 4E-2)

- The title has been revised.
- The graphics for the two curb-cut ramps drawing have been revised. A cross hatched area has been added to show the range of recommended locations. The notes have been

added. The arrow symbols showing the downward slope have been added. The pushbutton symbols and the dimension showing the 10-foot minimum separation between the pushbuttons have been deleted. The dimension showing the maximum set-back from the edge of the pavement has been revised from 10 feet to 6 feet, and a minimum set-back from the edge of the pavement of 1.5 feet has been added.

- The one curb-cut ramp drawing and the label for the two curb-cut ramps drawing have been deleted.

**Figure 4E-4**

- This is a new figure.

**Figures 4F-1 through 4F-3** are new figures

**Figure 4G-1** is a new figure

**Figure 4M-1** (formerly Figure 4J-1)

- No significant revisions have been made to this figure.

**Part 5. Traffic Control Devices for Low-Volume Roads**

**Figure 5B-1**

- The R11-4 sign has been added.

**Figure 5B-2**

- The phrase “and Plaques” has been added to the title.
- The designations of the R8-3 and R8-3a signs have been switched. The design of the R8-3a word message sign has been revised to match the sign in Figure 2B-25.
- A “P” has been added to the designation of the R8-3cP and R8-3dP plaques, and the phrase “Supplemental Plaque” has been deleted in two places.

**Figure 5C-1**

- The phrase “and Plaques and Object Markers” has been added to the title.
- The W2-2, W2-3, and W2-6 signs have been added.
- A “P” has been added to the designation of the W13-1P plaque, and the phrase “Advisory Speed Plaque” has been deleted.
- The object markers have been added.

**Figure 5C-2**

- The phrase “and Plaques” has been added to the title.
- Four asterisks and an asterisk note have been added.
- The thin red line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs has been deleted.
- The W11-5a, W11-6, W11-7, W11-14, W11-15, W11-15a, W11-16 through W11-22, W14-1a, W14-2a, and W14-3 signs and the W16-7P plaque have been added.
- A “P” has been added to the designations of the W7-3P, W7-3aP, and W16-2P plaques. The designation of the W16-9p plaque has been revised to W16-9P.

**Figure 5F-1**

- The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designation of the R15-2 plaque.
- The R1-1, R1-2, W10-8, W10-11, and W10-12 signs have been added.

**Figure 5G-1**

- The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designation of the W13-1P plaque, and the phrase “Advisory Speed Plaque” has been deleted.

- A “P” has been added to the designation of the W16-2P plaque, and the phrase “Supplemental Plaque” has been deleted.
- The designation of the W20-7a sign has been revised to W20-7. The designation of the W21-1a sign has been revised to W21-1.
- The W8-8, W8-18, W20-3, W20-4, and W21-7 signs have been added.

## **Part 6. Temporary Traffic Control**

### **Figure 6C-1**

- The shoulder taper has been shortened.
- The legend has been expanded.

### **Figure 6C-2**

- The legend has been expanded.

### **Figure 6C-3**

- The legend has been added.

### **Figures 6E-1 and 6E-2** are new figures

### **Figure 6E-3** (formerly Figure 6E-1)

- R1-1 and W20-8 designations have been added next to the faces of the STOP/SLOW paddle.
- The design of the R1-1 face of the STOP/SLOW paddle has been revised.

### **Figure 6F-1**

- The scales of the signs and heights and lateral offsets have been improved such that they are proportional to each other.
- The various drawings have been assigned letter designations.
- “Rural district” has been revised to “rural area” in two places.
- In the title of Drawing B, the word “plate” has been replaced by “plaque.”
- “Urban district” has been revised to “business, commercial, or residential area” in two places.
- In Drawing D, the curb has been deleted and the lateral offset has been revised from “2 ft” to “6 to 12 ft.” The parenthetical phrase “without curb” has been added to the title of Drawing D.

### **Figure 6F-2**

- No significant revisions have been made to this figure.

### **Figure 6F-3**

- The phrase “and Plaques” has been added to the title.
- The designs of the R1-2aP and R2-6P plaques and the R9-11 and R12-5 signs have been revised.
- The R1-7, R1-8, R2-10, R2-11, R2-12, R3-27, and R4-7c signs and the G20-5aP, R2-6aP, and R2-6bP plaques have been added.
- A “P” has been added to the designations of the R1-2aP and R2-6P plaques.
- The designation of the R8-3a sign has been revised to R8-3.
- The BRIDGE OUT sign has been assigned an R11-3b designation.

### **Figure 6F-4**

- The phrase “and Plaques” has been added to the title.
- The W4-5, W4-6, W8-14, W8-15, W8-17, W8-18, W8-23, W8-24, W8-25, W21-4, W21-8, and W23-2 signs and the W4-5P, W7-3aP, W8-15P, W8-17P, and W24-1cP plaques have been added.
- The W4-7, W8-9a, and W9-3a signs have been deleted.

- The thin black line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs has been deleted.
- A “P” has been added to the designations of the W13-1P, W13-4P, and W16-2P plaques.
- The designation of the W20-7a sign has been revised to W20-7. The designation of the W21-1a sign has been revised to W21-1.
- The asterisks and the asterisk notes at the bottom of Sheet 3 have been added.
- The designs of the W8-5, W8-12, W20-5, and W20-5a signs have been revised.

**Figure 6F-5**

- No significant revisions have been made to this figure.

**Figure 6F-6**

- The word “Board” has been added to the title.
- The word “panel” has been replaced by “arrow board.”
- The term “Move/Merge” has been changed to “Merge” in four places.
- The Alternating Diamond Caution mode has been added and the Caution mode is now called the Flashing Caution mode in two places.

**Figure 6F-7**

- The widths of the white stripes and of the orange stripes on the vertical panel have been changed from “4 inches” to “4 or 6 inches.”
- A maximum height of 36 inches has been added for the shorter striped cone.
- The Type I, II, and III barricades are now called Type 1, 2, and 3.
- The 36-inch dimension to the top of the direction indicator barricade is now labeled as a minimum.
- The notes at the bottom of each sheet regarding the channelization of pedestrians have been deleted.

**Figures 6H-1 through 6H-4**

- No significant revisions have been made to these figures.

**Figure 6H-5**

- The crash cushion cross reference to Section 6F.82 has been deleted.

**Figure 6H-6**

- No significant revisions have been made to this figure.

**Figure 6H-7**

- The background color of the diagonal striped signs associated with the crash cushions have been changed from yellow to orange.
- The ROAD CLOSED regulatory sign has been deleted.

**Figure 6H-8**

- A break line has been added to the top leg of the intersection because the closure is supposed to be a substantial distance from the intersection.

**Figure 6H-9**

- A north arrow has been added.
- An END DETOUR auxiliary sign has been added above the WEST Route 4 confirming route sign assembly at the top right-hand corner of the figure.
- TO auxiliary signs have been added above the two DETOUR WEST Route 4 signs for southbound Route 17 as it enters from the right-hand side of the drawing, and the positions of the EAST and WEST Route 4 signs have been reversed in both assemblies.
- The design of the M6-3 (up arrow) auxiliary sign has been fixed in six places.
- The Type III barricade is now labeled a Type 3 barricade.
- The note on the left-hand side of the figure has been added.

**Figure 6H-10**

- The “100-foot maximum” upstream taper prior to the curve has been changed to a taper of “50 to 100 feet.”
- The note regarding the buffer space has been deleted, as it is a duplicate of Note 4 on the notes page for this figure.

**Figure 6H-11**

- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet.”

**Figure 6H-12**

- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet.”
- The maximum distances of the signal faces from the stop lines have been changed from 150 to 180 feet.
- The lengths of the temporary stop lines have been reduced so that they stop short of the center lines.

**Figure 6H-13**

- No significant revisions have been made to this figure.

**Figure 6H-14**

- The two drawings have been assigned letter designations.
- The DO NOT PASS sign has been deleted from Drawing A.
- In Drawing A, a NO PASSING ZONE sign has been added.
- In Drawing A, the maximum distance of the signal faces from the stop line has been changed from 150 to 180 feet, and the dimension line now extends all the way to the signal faces rather than just to the nearest side of the haul road.
- In Drawing B, an optional END ROAD WORK sign has been added.

**Figure 6H-15**

- The 10-foot dimensions are shown to the edges of the pavement instead of to the outside edges of the shoulders, which might not be paved.

**Figure 6H-16**

- The 10-foot minimum distances between the cones and the outside edges of the paved shoulders have been added. (This figure intentionally shows a different type of dimension than Figure 6H-15 in order to illustrate the two different measurements mentioned in the label.)
- The design of the SURVEY CREW signs has been revised.

**Figure 6H-17**

- The symbol for the shadow vehicle has been revised.

**Figure 6H-18**

- The “100-foot maximum” taper has been changed to a taper of “50 to 100 feet.”

**Figure 6H-19**

- The direction of the arrow on the detour sign at the intersection at the bottom left-hand corner of the figure has been reversed.
- The MAIN STREET legend has been changed to upper-case and lower-case letters in five places.

**Figure 6H-20**

- The MAIN STREET legend has been changed to upper-case and lower-case letters in six places.
- Two No Left Turn signs and two No Right Turn signs have been added. The two signs near the left-hand side of the figure with the legends “Main St South DETOUR” and “Main St North DETOUR” have been added.

**Figures 6H-21 and 6H-22**

- No significant revisions have been made to these figures.

**Figure 6H-23**

- The design of the LEFT LANE CLOSED AHEAD sign has been revised.

**Figure 6H-24**

- The optional Keep Right sign has been changed to the new narrow Keep Right (R4-7c) sign.
- The design of the LEFT LANE CLOSED AHEAD sign has been revised.
- The THRU TRAFFIC MERGE LEFT sign has been replaced by a LANE ENDS MERGE LEFT sign.
- The label for the pavement markings within the intersection has been revised from “Optional pavement markings” to “Optional temporary markings.”

**Figure 6H-25**

- The left-turn lane on the bottom leg of the intersection has been lengthened.
- The THRU TRAFFIC MERGE RIGHT sign has been replaced by a LANE ENDS MERGE RIGHT sign.
- The LEFT LANE MUST TURN LEFT sign in the center of the roadway is located at the same longitudinal point as the LEFT LANE MUST TURN LEFT sign on the right-hand side of the roadway.

**Figure 6H-26**

- No significant revisions have been made to this figure.

**Figure 6H-27**

- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet” in three places.
- ONE LANE ROAD AHEAD signs have been added in four places.

**Figure 6H-28**

- The barricades in the roadway in the right-hand drawing have been replaced by longitudinal channelizing devices.

**Figure 6H-29**

- The cones blocking the sidewalks at the top intersection have been replaced by barricades.
- The design of the SIDEWALK CLOSED AHEAD CROSS HERE sign at the bottom intersection has been revised.

**Figures 6H-30 and 6H-31**

- No significant revisions have been made to these figures.

**Figure 6H-32**

- The designs of the LEFT LANE CLOSED XX FEET signs and the RIGHT LANE CLOSED XX FEET signs have been revised.

**Figure 6H-33**

- The two drawings have been assigned letter designations.
- The designs of the RIGHT LANE CLOSED XX MILE signs have been revised.
- The symbol for the work vehicle has been revised.

**Figure 6H-34**

- The crash cushion cross reference to Section 6F.82 has been deleted.
- The design of the RIGHT LANE CLOSED AHEAD sign has been revised.
- The shoulder taper is no longer labeled as optional.

**Figure 6H-35**

- The design of the LEFT LANE CLOSED AHEAD sign has been revised.

**Figure 6H-36**

- The three signs showing a single reverse curve arrow have been deleted.
- The STAY IN LANE signs have been deleted.
- References to Notes 7 and 8 have replaced the word “optional” in three places.
- The crash cushion cross reference to Section 6F.82 has been deleted.
- The lighting on the left-hand side of the roadway is now labeled as optional.

**Figure 6H-37**

- The design of the 2 RIGHT LANES CLOSED ½ MILE sign has been revised.
- The symbol for the work vehicle has been revised.

**Figure 6H-38**

- The RIGHT LANE CLOSED ½ MILE signs have been changed to LEFT LANE CLOSED XX MILE signs and the design of these signs has been revised.
- The 100-foot maximum dimension has been changed to a 100-foot minimum dimension.
- The shoulder taper is no longer labeled as optional.
- The symbol sign for Center Lane Closed Ahead has been replaced by a word message sign.

**Figure 6H-39**

- The designs of the RIGHT LANE CLOSED XX FT signs and the RIGHT LANE CLOSED XX MILE signs have been revised.

**Figure 6H-40**

- Pavement markings have been added for the exit ramp on the left-hand side of the drawing.

**Figure 6H-41**

- Pavement markings have been added for the entrance ramp on the left-hand side of the drawing.

**Figure 6H-42**

- The designs of the RIGHT LANE CLOSED XX MILE signs have been revised.

**Figure 6H-43**

- The work space has been shifted such that it is partially on the shoulder.

**Figure 6H-44**

- The two drawings have been assigned letter designations and have been given titles.
- The superfluous Merging Traffic sign (located immediately above the arrow panel) has been deleted from Drawing A. A missing ROAD WORK AHEAD sign has been added to the end of the leader line (below the arrow panel) in Drawing A.
- The designs of the RIGHT LANE CLOSED XX MILE signs have been revised.

**Figure 6H-45**

- The concepts associated with the area where the detoured northbound lanes return to their normal alignment, including the pavement markings and barrier wall placement, have been revised in both drawings.
- The portion of the diagonal line that crosses the center southbound lane in the area where the detoured northbound lanes first intrude into the southbound lanes has been deleted in the left-hand drawing.
- The sign showing a two-lane reverse curve to the right on the right-hand drawing has been changed to a sign showing a one-lane reverse curve to the right.
- Movable attenuators have been added in both drawings in the areas where the transfer vehicle is parked during Phase B.
- The designs of the 2 LEFT LANES CLOSED AHEAD signs and the design of the LEFT LANE CLOSED AHEAD sign have been revised.

**Figure 6H-46**

- No significant revisions have been made to this figure.

**Figure 6I-1**

- No significant revisions have been made to this figure.

**Part 7. Traffic Control for School Areas****Figure 7A-1**

- Two additional arrows pointing to the west have been added just below Deena Court near the top of the drawing.
- The phrase “or YIELD” has been added to the meaning of the red square symbol in the legend.

**Figure 7B-1**

- The colors of all of the yellow signs and plaques have been changed to FYG.
- The “School Advance Warning Assembly” is now labeled as the “School Advance Crossing Assembly.” The “School Crosswalk Warning Assembly” is now labeled as the “School Crossing Assembly.”
- The W16-5P and W16-6P plaques have been added to the School Advance Crossing Assembly.
- The “School Zone Sign” has been added.
- The designation of the W16-7p plaque has been changed to W16-7P. The designation of the W16-9p plaque has been changed to W16-9P.
- A “P” has been added to the designations of the W16-2a, W16-2, S4-1, S4-2, S4-3, S4-4, and S4-6 plaques.
- An S4-1P plaque has been added above the S4-6P plaque for the “School Speed Limit Assembly.”
- The designs of the S3-1 and S4-5 signs have been revised.
- The S3-2, S5-3, R2-10, and R2-11 signs have been added.

**Figures 7B-2 and 7B-3** are new figures

**Figure 7B-4** (formerly Figure 7B-2)

- The title has been revised.
- The color of all of the signs and plaques has been changed from yellow to FYG.
- Labels have been added for the School Advance Crossing Assembly and the School Crossing Assembly.
- The distances from the crosswalk to the advance signs (and the associated asterisk note) have been deleted.
- The S1-1 sign and the W16-6P plaque have been added on the side street approach.

**Figure 7B-5** (formerly Figure 7B-3)

- The title has been revised.
- The colors of all of the yellow signs and plaques have been changed to FYG.
- The school property lines have been deleted, and the distances from the school property lines to the sign locations (and the associated asterisk note) have been deleted.
- The END SCHOOL ZONE and Speed Limit signs are now shown together as sign assemblies on the same supports rather than as single signs that can be used alone. Alternative sign assemblies consisting of an END SCHOOL SPEED LIMIT and a Speed Limit sign have been added.
- The AHEAD plaques that were below the advance signs have been replaced by SCHOOL plaques.
- Optional School Advance Crossing Assemblies and an associated note have been added.

**Figure 7B-6** (formerly Figure 7B-4)

- The colors of the two yellow signs and two yellow plaques have been changed to FYG.
- The R1-6b and R1-6c signs have been added.
- A reduced size for the S4-3P plaque has been added to the asterisk note.
- The notes at the bottom of the figure have been added.
- A “P” has been added to the designation of the S4-3 plaque.
- The designation of the W16-7p plaque has been changed to W16-7P. The designation of the W16-9p plaque has been changed to W16-9P.

**Figure 7C-1**

- The graphic has been changed to a white pavement marking on a gray background.

**Part 8. Traffic Control for Railroad and Light Rail Transit Grade Crossings**

[Figure 8A-1 in the 2003 MUTCD has been relocated to become a part of Figure 8B-8]

**Figure 8B-1** (formerly Figure 8B-3)

- The phrase “and Plaques for Grade Crossings” has been added to the title.
- The R1-1, R1-2, R8-10a, and R10-6a signs have been added.
- The R3-1a and R3-2a signs are shown with square corners instead of rounded corners to better portray the shapes of activated blank-out signs.
- The R10-11a sign has been deleted.
- The R15-1 sign and the R15-2P plaque have been relocated from Figure 8B-1 of the 2003 MUTCD. The R15-4a, R15-4b, R15-4c, R15-5, R15-5a, R15-6, R15-6a, R15-7, and R15-7a signs have been relocated from Figure 10C-2 of the 2003 MUTCD.
- The parenthetical phrase “drilled for 90-degree mounting” has been deleted from beneath the R15-1 sign.
- A “P” has been added to the designations of the R15-2 and R15-3 plaques.

**Figure 8B-2** (formerly Figure 8B-1)

- The title has been revised.
- The R15-1 sign and the R15-2P plaque have been relocated to the new Figure 8B-1. The dimensions for the sizes of the R15-1 sign and the R15-2P plaque are now shown in the new Figure 8B-1.
- The YIELD sign and STOP sign have been added on the sign support. The dimension showing the vertical distance from the bottom of the sign to the edge of the pavement has also been added.
- The 3 TRACKS plaque has been moved closer to the Crossbuck sign such that the top of the plaque is now higher than the bottom of the Crossbuck sign.
- The option of using a red retroreflective strip on the front of the sign support has been added. The note regarding using a white strip on the back of the sign support has been added.
- The ground below the sign support is now shown as sloping upward from the edge of the roadway.
- The single asterisk note has been revised. The double asterisk note and the four notes at the bottom of the figure have been added.

**Figure 8B-3** is a new figure

[Figure 8B-2 in the 2003 MUTCD has been relocated to become a part of Figure 8B-4]

**Figure 8B-4** (formerly Figure 8B-5)

- The phrase “and Plaques for Grade Crossings” has been added to the title.
- The W10-1, W10-2, W10-3, and W10-4 signs have been relocated from Figure 8B-2 of the 2003 MUTCD.

- A “P” has been added to the designations of the W10-1aP, W10-9P, W10-13P, W10-14P, W10-14aP, and W10-15P plaques.
- The W10-7 sign has been relocated from Figure 10C-3 of the 2003 MUTCD, and is shown with square corners instead of rounded corners to better portray the shape of an activated blank-out sign. The design of the W10-7 sign has been revised so that the appearance of the LRT vehicle matches the vehicle on the I-12 sign.
- The W10-9 sign and the W10-5P plaque have been added.
- The W10-10 plaque has been deleted.
- The ampersands have been replaced by the word “AND” on the W10-11a and W10-11b signs.
- The word “railroad” has been deleted from the note at the bottom of the figure.

**Figure 8B-5** (formerly Figure 8B-4)

- The title has been revised.
- The I-13 sign has been deleted. The designation of the I-13a sign has been changed to I-13 and its legend has been changed.

**Figure 8B-6**

- The note regarding the use of yield lines has been added near the upper right-hand corner of the figure.
- The Stop Ahead and Yield Ahead signs have been added.
- The dimensions associated with the dynamic envelop have been deleted and a cross reference to Figure 8B-8 has been added.
- The two 25-foot dimensions associated with the pavement marking symbol have been deleted.

**Figure 8B-7**

- The phrase “Examples of Highway-Rail” has been deleted from the title.
- The two drawings have been given A and B designations and the titles of the drawings have been revised.
- Transverse lines have been added to Drawing A and additional dimensions have been added.
- In Drawing B, the 6-foot height for the RR letters has been added, and the 23-foot dimension has been revised to 24 feet so that the three dimensions add up to 60 feet.

**Figure 8B-8**

- The title has been revised.
- The drawing from Figure 8A-1 of the 2003 MUTCD has been added at the bottom of this figure.
- The dynamic envelope is no longer called the train dynamic envelope in order to also make this figure relevant to LRT grade crossings. The asterisk note has been revised to also include a reference to the light rail transit agency.
- The dynamic envelope lines are now labeled as optional.

**Figure 8B-9** (formerly Figures 10C-7, 10C-9, and 10C-10)

- This new figure includes the three drawings that were formerly shown in Figures 10C-7, 10C-9, and 10C-10 of the 2003 MUTCD. Except for the title of the figure and the designating of Drawings A and B, no significant revisions have been made to the figures from the 2003 MUTCD.

**Figure 8C-1** (formerly Figure 8D-1)

- “Highway-Rail” has been deleted from the title.
- The diagonal stripes on the gate arm have been changed to vertical stripes.

- The A, B, and C dimensions for the locations of the red lights on the gate arm have been deleted and the note has been revised.
- The note immediately to the left of the Crossbuck sign has been revised.
- One of the notes on Figure 8D-1 has been relocated to the bottom of the figure to become Note 1. Note 2 has been added.

**Figure 8C-2** (formerly Figure 8D-2)

- Symbols for entrance and exit gates have been added to the legend.
- The appearances of the roadway and of the track crossing have been revised.

**Figure 8C-3** (formerly Figure 10D-1)

- The phrase “Examples of” has been deleted from the title.

**Figure 8C-4** (formerly Figure 10D-2)

- “Light Rail Transit” has been deleted from the title.

**Figure 8C-5** (formerly Figure 10D-3)

- The title has been revised.
- The diagonal stripes on the gate arm have been changed to vertical stripes.

**Figure 8C-6** (formerly Figure 10D-4)

- The title has been revised.
- The diagonal stripes on the gate arms have been changed to vertical stripes.
- The asterisk note has been revised.
- A separate Crossbuck sign/flashing lights/gate assembly on a separate gate mechanism has been added for the pedestrian gate.
- The note regarding the provision of a separate pedestrian gate has been added.
- The sidewalk is now labeled as a “sidewalk or shared-use path.”

**Figure 8C-7** (formerly Figure 10D-5)

- The black diagonal stripes on the gate arms have been changed to red vertical stripes.
- The cars that look like white pavement markings have been deleted.
- The automatic gate in the top drawing is now labeled as a “Pedestrian/roadway gate,” and the automatic gate in the bottom drawing is now labeled as a “Roadway gate.”

**Figure 8C-8** (formerly Figure 10D-6)

- No significant revisions have been made to this figure.

**Figure 8C-9** (formerly Figure 10D-7)

- The phrase “Highway-Light Rail Transit” has been replaced by the word “Grade” in the title.

**Figure 8C-10** (formerly Figure 10D-8)

- The phrase “Light Rail Transit” has been replaced by the word “Grade” in the title.

**Figure 8D-1**

- This new figure includes the drawing that was formerly shown in the bottom right-hand corner of Figures 9B-7 of the 2003 MUTCD.
- A second track has been added. An R15-2P plaque and an R1-2 or R1-1 sign (along with asterisks and an associated asterisk note) have been added below the Crossbuck sign. An LOOK sign has been added.
- The 15-foot minimum distance has been revised to 12 feet.

**Part 9. Traffic Control for Bicycle Facilities**

**Figure 9B-1**

- The former figure has been completely replaced by a new figure. The only item not changed is the title.

**Figure 9B-2**

- The phrase “and Plaques” has been added to the title.
- The R10-3 sign has been replaced by an R10-4 sign.
- The R4-11, R4-16, R9-13, R9-14, R10-24, R10-25, R10-26, and R15-8 signs and the R15-2P plaque have been added.
- The designation of the R9-3a sign has been changed to R9-3.
- A “P” has been added to the designations of the R3-17a, R3-17b, and R9-3c plaques.
- The symbol on the R10-22 sign has been revised.

**Figure 9B-3**

- The phrase “and Plaques and Object Markers” has been added to the title.
- The W8-3, W10-12, and W11-15 signs and the W10-9P, W11-15P, W16-2P, W16-2aP, and W16-9P plaques have been added.
- The legend on the W5-4a sign has been revised.
- A “P” has been added to the designation of the W16-1 plaque.
- The designations of the W8-10p and W16-7p plaques have been changed to W8-10P and W16-7P, respectively.
- The object markers have been added.
- Asterisks and an asterisk note have been added.

**Figure 9B-4**

- The phrase “and Plaques” has been added to the title.
- The designation of the D1-1b sign has been changed to D1-1a.
- The designation of the D1-1c sign has been changed to D3-1, and the legend is now shown in upper-case and lower-case letters.
- The design of the M1-9 sign has been revised.
- The M4-11, M4-12, M4-13, and the M7 series signs have been replaced by auxiliary signs that have the same designs and designations as those in Chapter 2D.
- The D1-1, D1-1b, D1-1c, D1-2, D1-2a, D1-2b, D1-2c, D1-3, D1-3a, D1-3b, D1-3c, D10 series, D11-1a, D11-1c, D11-2, D11-3, D11-4, M1-8a, and all of the M2 to M6 series signs and the D11-1bP plaque have been added.

**Figure 9B-5**

- The D11-1 and D1-1 signs have been added facing traffic on the shared-use path that is departing the intersection.
- The designation and design of the END auxiliary sign above the D11-1 sign that faces traffic on the shared-use path that is approaching the intersection has been changed.
- The designations and designs of the auxiliary signs below the D11-1 signs that face traffic on the roadway have been changed.

**Figure 9B-6**

- The title has been revised.
- All of the signs have been revised.
- The note at the bottom left-hand corner of the figure has been deleted.

**Figure 9B-7**

- The drawing at the top of the figure has been rotated 90-degrees counter-clockwise.
- Trail crossing signs and plaques have been added as an alternative to the W11-1 signs.
- The designation of the auxiliary sign below the bike route sign has been changed from M7-5 to M6-4. The designations of the W16-2aP and W16-7P plaques have been updated.
- The note associated with the leader line that points to the center of the intersection has been revised.
- The drawing in the bottom right-hand corner has been relocated to Figure 8D-1.

**Figure 9B-8** is a new figure

**Figure 9C-1**

- A dotted line has been added in the taper area for the left-turn lane.

**Figure 9C-2**

- The drawing at the bottom of the figure has been relocated to Figure 9C-8.
- The remaining two drawings have been assigned the letter designations A and B.
- The word “width” has been added to the two labels.

**Figure 9C-3** (formerly Figure 9C-6)

- The title has been revised.
- The graphical depictions of the markings have been deleted.
- The three possible alternatives for the word, symbol, and arrow markings in the bike lane are shown separately, each with appropriate longitudinal dimensions.

**Figure 9C-4** (formerly Figure 9C-3)

- The note below the R4-4 sign has been revised.

**Figure 9C-5** (formerly Figure 9C-4)

- The note below the R4-4 sign has been revised.

**Figure 9C-6** (formerly Figure 9C-5)

- The word “width” has been added after “normal” in four places.
- The designations of the symbolic No Parking signs have been revised from R8-3a to R8-3.

**Figure 9C-7**

- The phrase “Example of” has been deleted from the title.
- The graphic has been changed to a white pavement marking on a gray background.
- A 2-inch dimension has been added for the widths of the line segments above and below the bicyclist symbol.

**Figure 9C-8**

- The title was changed from singular to plural.
- The drawing at the top of the figure was relocated from Figure 9C-2 and given a title and the designation “Drawing A.” The word “width” was added to the label pointing at the yellow line.
- The drawing at the bottom of the figure was given a title and the designation “Drawing B.” The word “width” was added to the label pointing at the yellow line. An asterisk and an asterisk note were added.

**Figure 9C-9** is a new figure

**Part 10 in the 2003 MUTCD**

[Figure 10C-1 in the 2003 MUTCD has been deleted, as it was a duplicate of Figure 8B-1 in the 2003 MUTCD]

[Figure 10C-2 in the 2003 MUTCD has been deleted and the signs that were shown in this figure are now shown in the new Figure 8B-1]

[Figure 10C-3 in the 2003 MUTCD has been deleted and the signs that were shown in this figure are now shown in the new Figure 8B-4, except the I-12 sign which is now shown in Figure 2H-1]

[Figure 10C-4 in the 2003 MUTCD has been deleted, as it was a duplicate of Figure 8B-4 in the 2003 MUTCD]

[Figure 10C-5 in the 2003 MUTCD has been deleted, as it was a duplicate of Figure 8B-6 in the 2003 MUTCD]

[Figure 10C-6 in the 2003 MUTCD has been deleted, as it was a duplicate of Figure 8B-7 in the 2003 MUTCD]

[Figures 10C-7, 10C-9, and 10C-10 in the 2003 MUTCD have been relocated to become the new Figure 8B-9]

[Figure 10C-8 in the 2003 MUTCD has been deleted, as it was a duplicate of Figure 8B-8 in the 2003 MUTCD]

[Figure 10D-1 in the 2003 MUTCD have been relocated to become the new Figure 8C-3]

[Figure 10D-2 in the 2003 MUTCD have been relocated to become the new Figure 8C-4]

[Figure 10D-3 in the 2003 MUTCD have been relocated to become the new Figure 8C-5]

[Figure 10D-4 in the 2003 MUTCD have been relocated to become the new Figure 8C-6]

[Figure 10D-5 in the 2003 MUTCD have been relocated to become the new Figure 8C-7]

[Figure 10D-6 in the 2003 MUTCD have been relocated to become the new Figure 8C-8]

[Figure 10D-7 in the 2003 MUTCD have been relocated to become the new Figure 8C-9]

[Figure 10D-8 in the 2003 MUTCD have been relocated to become the new Figure 8C-10]