

OMUTCD 2012 Edition – Changes List
Comparing the 2012 OMUTCD and the 2005 Edition (Revision 2)

General Overall Items

Item	Description of Change
1	Added text throughout the Manual referring to “private roads open to public travel.” The ORC has been revised to have the OMUTCD apply to “streets, highways, bikeways, and private roads open to public travel throughout the State.”
2	Removed metric dimensions and added a conversion table as Appendix A2.
3	Added paragraph numbering for use in cross referencing.
4	Revised the title of the SDM to the Sign Designs and Marking Manual, or SDMM.
5	Revised certain terms throughout the text, for example, “police officer” has been revised to “law enforcement officer,” “motor vehicle” has generally been revised to “motorized vehicle,” and “motor vehicle traffic” has been revised to “vehicular traffic.”
6	In the various Sign Size tables, revised “Sign Code” to “Code Designation.” Also, identified all plaques with a “P” at the end of the code designation.
7	Italicized all Guidance text.
8	Replaced individual Tables of Content with an overall Table of Contents in the front of the Manual.
9	Added information specific to Toll Roads.
10	Rearranged some Chapters and Sections, especially in Part, Signs and Part 4, Signals.
11	Deleted Part 10 incorporating most of the information into new Part 8, Traffic Control for Railroad and Light Rail Transit Grade Crossings.
12	Made various format and spelling changes and corrections.

Preface/Introduction

1	In the Introduction, updated Tables I-1 and I-2 for revision detail information.
2	In the Introduction, added Table I-3 with the compliance dates set by the Federal Highway Administration (FHWA). FHWA is currently reviewing a proposal to change many of the compliance dates shown in Table I-3. The latest information we have is that they expect to issue a final ruling on this subject this summer.

Part 1. General

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
1	1A.08	Authority for Placement of Traffic Control Devices – Added general comments about highway design features that are not considered to be traffic control devices, but may have a significant impact on traffic operations and safety (e.g., curbs, median barriers, guardrails, speed humps or tables, and textured pavement). Also added a Standard about signs and other devices that are placed within the highway right-of-way that do not have any traffic control purpose, i.e., they “shall not be located where they will interfere with, or detract from, traffic control devices.”
2	1A.10	Interpretations, Experimentations, Changes, and Interim Approvals – Updated the contact information, provided additional clarification about the documentation needed for an interim approval request.
3	1A.12	Color Code – Assigned the color purple to lanes restricted to use only by vehicles with registered electronic toll collection (ETC) accounts
4	1A.13	Definitions of Headings, Words, and Phrases in this Manual (Definitions of Words and Phrases in This Manual) – Added numerous definitions, including Standard, Guidance, Option, Support, Alley, Altered Speed Zone, Average Annual Daily Traffic (AADT), Average Daily Traffic (ADT), Dropped Lane, Emergency Vehicle Hybrid Beacon, Neutral Area, Pictograph, Safe-Positioned, Symbol, Theoretical Gore and Worker.
5	1A.14	Meanings of Acronyms and Abbreviations in this Manual (Abbreviations Used on Traffic Control Devices) – Added a new Section on this topic.
6	1A.15	Abbreviations Used on Traffic Control Devices – Relocated text here from 1A.14. Added a Standard about abbreviations for PCMSs and Guidance about use of punctuation.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
7	Table 1A-1	Acceptable Abbreviations – Deleted the following words: Cannot, Diesel Fuel, Do Not, Eastbound, Emergency, Entrance (Enter), Highway-Rail Grade Crossing Pavement Marking, It Is, Left, Maintenance, Normal, Northbound, Parking, Right, Service, Shoulder, Slippery, Southbound, Speed, Tires With Lugs, Traffic, Travelers, Two-Wheeled Vehicles, Vehicle(s), Warning, Westbound, and Will Not. Revised the abbreviations for the following words: Center, Crossing (other than highway-rail), Hospital, Hour(s), and Lane. Added the following words: AM Radio, Bridge, International, Interstate, Maximum, Minimum, Mount, Mountain, National, Saint, Thruway, and Turnpike; and the row for “State, county or other non-US or non-Interstate numbered route.” Also added the phrase “(as part of a place name)” after the word “Center,” and an asterisk note for the table.
8	Table 1A-2	Abbreviations That Shall be Used Only on Portable Changeable Message Signs (Abbreviations That Are Acceptable Only with a Prompt Word) – Added a column and deleted the following words: Township and Turnpike. Revised the abbreviations of the following words: Bridge, Exit, and Interstate; added the following words: Cannot, Center, Crossing, Do Not, Eastbound, Emergency, Entrance (Enter), Highway-Rail Grade Crossing, It Is, Lane, Left, Maintenance, Normal, Northbound, Parking, Right (two rows), Service, Shoulder, Slippery, Southbound, Speed, Tires With Lugs, Traffic, Travelers, Two-Wheeled Vehicles, Vehicle(s), Warning, Westbound, and Will Not; added a row for “State, county or other non-US or non-Interstate numbered route”; and revised the notes.
9	Table 1A-3	Unacceptable Abbreviations – Added a new Table that notes abbreviations that are not allowed, the intended word for the unacceptable abbreviations and the common misinterpretation.
Part 2, Signs		
General Comment	Chapters have been added and renamed. There has been extensive relocation / rearrangement of text from existing Part 2 Chapters.	
Chapter 2A, General		
Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
1	2A.06	Design of Signs – Added Standard text on standardization of the designs of signs, prohibition on using symbols except those shown in the “Standard Highway Signs and Markings Manual,” prohibitions on displaying web or E-mail addresses, and limitations on the use of pictographs.
2	2A.07	Retroreflectivity and Illumination (Changeable Message Signs) – Relocated text here from 2A.08. Added Standard text limiting the use of LEDs in sign backgrounds, and Option text about the use of LEDs with STOP and YIELD signs.
3	2A.08	Maintaining Minimum Retroreflectivity (Retroreflectivity and Illumination) – Relocated text here from 2A.09.
4	2A.09	Shapes (Maintaining Minimum Retroreflectivity) – Relocated text here from 2A.10.
5	2A.10	Sign Colors (Shapes) – Relocated text here from 2A.11. Added Option text about use of fluorescent red, yellow, green or orange on signs.
6	2A.11	Dimensions (Sign Colors) – Relocated text here from 2A.12. Added: Standard text limiting use of minimum sizes from Tables; Option text to reduce minimums in alleys under certain conditions; and Guidance text on the use of the Freeway and Expressway and Oversized size columns in the tables, and the size of supplemental plaques to match the associated sign sizes.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
7	2A.12	<u>Symbols (Dimensions)</u> – Relocated text here from 2A.13. Added Standard text limiting symbol use to the category assigned, and prohibiting the use of recreational and cultural interest symbols outside of designated areas.
8	2A.13	<u>Word Messages (Symbols)</u> – Relocated text here from 2A.14. Added: text indicating that sign legibility distance is now 1 inch per 30 feet of viewing distance; Standard text on fractions and how they are shown; and Standard text requiring that street and highway names shall be initial uppercase and the rest lower case letters.
9	2A.14	<u>Sign Borders (Word Messages)</u> – Relocated text here from 2A.15.
10	2A.15	<u>Enhanced Conspicuity for Standard Signs (Sign Borders)</u> – Added: an Option for a variety of methods to enhance sign conspicuity, including the use of LEDs in the sign face; and a Standard prohibiting the use of strobe lights to enhance sign conspicuity.
11	2A.16	<u>Standardization of Location</u> – Added: Support text on signing in advance of intersections; and new Guidance text that indicates that Community Wayfinding Signs have lower priority for placement than other guide signs.
12	Fig. 2A-1	<u>Examples of Enhanced Conspicuity for Signs (Examples of Heights and Lateral Locations of Signs for Typical Installations)</u> – Added figure.
13	Fig. 2A-2	<u>Examples of Heights and Lateral Locations of Sign Installations (Examples of Locations for Some Typical Signs at Intersections)</u> – Relocated information here from Figure 2A-1. Improved proportions in the drawings; assigned letter designations to the existing drawings and added Drawing G; and revised “rural district” to “rural area” in four places. Revised the lateral offsets in Drawings A, D, and E, from 6 to 12 feet; specified the shoulder width in Drawing B; and in Drawing C, added a note and revised “business or residence district” to “business, commercial, or residential area.” Revised Drawing F, to show the height from the top of the island rather than from the roadway; and revised Drawing H, by deleting the shoulder width, dimensioning the height from the roadway rather than the shoulder, and revising the sign legend to upper/lower-case.
14	Fig. 2A-3	<u>Examples of Locations for Some Typical Signs at Intersections</u> – Relocated information here from previous Figure 2A-2. Assigned letter designations to each drawing; in Drawing B, added missing dimension for the lateral offset to the STOP sign.
15	Fig. 2A-4	<u>Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach</u> – Added figure.
16	2A.18	<u>Mounting Height</u> – Added Support about sign height as a function of crash performance, referring to AASHTO’s “Roadside Design Guide.” Revised Support text on mounting height to a Standard and expanded it.
17	2A.19	<u>Lateral Offset</u> – Added text about Object Markers being in Chapter 2C, and new Guidance that sign supports should not protrude into the usable width of sidewalks or other pedestrian facility.
18	2A.23	<u>Median Opening Treatments for Divided Highways with Wide Medians</u> – Revised existing Standard to Guidance and deleted Support text.
Chapter 2B, Regulatory Signs, Barricades and Gates		
1	2B.01	<u>Application of Regulatory Signs</u> – Added Support text on assistance to jurisdictions that do not have experienced traffic engineers on staff.
2	2B.02	<u>Design of Regulatory Signs</u> – Revised Standard text clarifying the requirements for design of regulatory signs; and added an Option use of word legend regulatory signs other than those shown.
3	2B.03	<u>Size of Regulatory Signs</u> – Added: Standard text about sizes of regulatory signs facing traffic on multi-lane roads; text requiring 36-inch STOP signs on multi-lane approaches and side roads with speeds of 45 mph or higher approaching a multi-lane road; and Guidance on sizes of regulatory signs facing traffic on exit and entrance ramps.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
4	Table 2B-1	<u>Regulatory Sign and Plaque Sizes (Regulatory Sign Sizes)</u> – Added “or Plaque” to the name of the first column; labeled all the plaques in this column as such; and revised the title of the second column to “Sign Designation.” Split the “Conventional Road” column into two, one for single-lane roads and one for multi-lane roads. Deleted the R1-3 plaque; revised the R1-4 plaque to R1-3P; and relocated the R3-10 through R3-15 sign series to Table 2G-1. Relocated the R7-8b plaque to Table 2I-1 and revised its designation to D9-6P. Deleted the R4-6, R7-9, R7-9a, R8-8, R8-9, R8-10, R9-5, R9-6, R9-7, R9-8, R9-9, R9-10, R9-11, R9-11a, R10-22, R12-5, R15-1 and R15-8 signs; and added the R1-9, R2-10, R2-11, R3-20, the R3-23 series, the R3-24 series, the R3-25 series, the R3-26 series, the R3-33, R4-7c, R4-8a, R4-8b, R4-8c, R4-9, R4-10, R4-12, R4-13, R4-14, R4-17, R4-18, R5-11, R6-4, R6-4a, R6-4b, R6-6, R6-7, R7-20, R7-21, R7-21a, R7-22, R7-23, R7-23a, R7-203, R9-13, R9-14, R10-11c, R10-11d, R10-12Hc, R10-14, R10-14a, R10-14b, R10-23, R10-25, R10-28 through R10-30, R16-4 through R16-11 signs, as well as the R2-5P, R2-5aP, R2-5bP, R2-5cP, R2-6aP, R2-6bP, R3-5bP, R3-5cP, R3-5dP, R3-5eP, R3-5fP, R3-5gP, R3-5hP, R3-9cP, R3-9dP, R6-5P, R8-3bP, R8-3cP, R8-3dP, R8-3eP, R8-3fP, R8-3gP, R8-3hP, R10-19P, R10-31P and R10-32P plaques. Revised “Turn Prohibition” signs to “Movement Prohibition” signs, “R3-5 Series” to “R3-5, 5a,” and revised “R3-9d” to “R3-9e.” The values in the new “Single Lane” column are the ones formerly in the “Conventional Road” column for the related sign. Added multi-lane road values.
5	2B.04	<u>Right-of-Way at Intersections (STOP Sign (R1-1))</u> – Added text on Right-of-Way rules at intersections with ORC references, using engineering judgment to determine appropriate intersection control, application of intersection control on minor street approaches, and prohibiting (with limited exceptions) the application of STOP or YIELD signs at traffic signal controlled intersections.
6	2B.05	<u>STOP Sign (R1-1) and ALL WAY Plaque (R1-3P) (STOP Sign Applications)</u> – Relocated text here from 2B.04. Revised text to require use of the ALL WAY plaque if all intersection approaches are controlled by STOP signs, and prohibiting the use of 2-WAY, 3-WAY etc. plaque. Added text describing other plaques that may also be used at intersections.
7	Fig. 2B-1	<u>STOP and YIELD Signs and Plaques (STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs)</u> – Revised the title, relocated the Speed Limit, Fines Higher, and Photo Enforced signs to Figure 2B-3, deleted the R1-3 plaque and revised “R1-4” to “R1-3P.” Added “P” to the designation of the R1-2a plaque.
8	2B.06	<u>STOP Sign Application (STOP Sign Placement)</u> – Relocated text here from 2B.05. Added text about when STOP signs should be used on minor street approaches.
9	2B.09	<u>YIELD Sign Applications</u> – Added text about where YIELD signs may be installed, and the use of YIELD signs at Roundabouts.
10	2B.10	<u>STOP Sign or YIELD Sign Placement (YIELD Sign Placement)</u> – Relocated text here from 2B.06 and 2B.10. Added new text requiring STOP or YIELD Ahead signs if visibility of the STOP or YIELD is limited, and limiting additional items on the face, back or support of STOP and YIELD signs; added an Option for the use of the TO ONCOMING TRAFFIC plaque in one-lane situations; added Guidance text on the placement of STOP or YIELD signs when certain pavement markings or splitter islands are present; added text prohibiting more than one STOP or YIELD sign on one support facing the same direction; and added an Option for the use of a NO MERGE AREA plaque in conjunction with a YIELD sign at certain right-turn locations.
11	2B.11	<u>Yield Here to Pedestrian Signs (R1-5 Series)</u> – Revised text to allow display of “STATE LAW” in conjunction with the R1-5; added text on the use and placement of Yield lines and Yield Here to Pedestrian Signs; and added text to prohibit mounting this sign on the same post as a W11-2 sign.

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12	2B.12	<u>In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-9)</u> (In-Street Pedestrian Crossing Sign (R1-6)) – Revised text on the required placement of in-street and overhead mounted signs, design of the sign, and mounting height.
13	Fig. 2B-2	<u>Unsignalized Pedestrian Crosswalk Signs</u> – Added new overhead R1-9 sign.
14	2B.13	<u>Speed Limit Sign (R2-1)</u> (Speed Limit Signs (R2-1, R2-H2b, R2-H2c)) – Relocated some text here from 2B.18. Added a requirement for the engineering study to include an analysis of the free flowing speed; Support text on the establishment of maximum speed limits; an Option for installation of area- wide limits at jurisdictional boundaries; and a recommendation for the use of the Reduced Speed Limit Ahead signs when the reduction is more than 10mph.
15	Fig. 2B-3	<u>Speed Limit and Photo Enforcement Signs and Plaques</u> (Speed Limit and Turn Prohibition Signs) – Relocated various signs and plaques here from Figure 2B-1, and added other signs and plaques. Revised the shape of the R2-6P and added a symbol to the R10-18 sign.
16	2B.14	<u>Truck Speed Limit Plaque and Signs (R2-2P, R2H2a)</u> (Truck Speed Limit Signs (R2-2, R2-H2)) – Revised Ohio Option to Guidance and revised sign code designations.
17	2B.17	<u>Higher Fines Signs and Plaques (R2-6P, R2-10, and R2-11)</u> (FINES HIGHER Plaque (R2-6)) – Added text requiring use of higher fines signs and plaques, including a requirement to post the end of the higher fines zone; and added an Option for use of alternate legends.
18	2B.18	<u>Movement Prohibition Signs (R3-1 through R3-4, R3-18 and R3-27)</u> (Location of Speed Limit Signs) – Moved previous text to 2B.13. Relocated some text here from 2B.19. Added: Guidance text on the placement of signs; Standard text prohibiting the signs in advance of roundabouts; and Support text on what to use for roundabouts.
19	Fig. 2B-4	<u>Movement Prohibition and Lane Control Signs and Plaques</u> (Intersection Lane Control Signs) – Relocated various signs here from Figure 2B-3. Also added the R3-20L, R3-20R, R3-27 and R3-33 signs.
20	2B.19	<u>Intersection Lane Control Signs (R3-5 through R3-8)</u> (Turn Prohibitions Signs) – Relocated text here from 2B.20. Added Guidance text on the application of overhead signs, and Option text allowing either standard or fish-hook arrow at roundabouts.
21	2B.20	<u>Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7 and R3-20)</u> (Intersection Lane Control Signs (R3-5 through R3-8)) – Relocated text here from 2B.21. Revised Standard text on placing sign(s), added Guidance on the uses of supplemental plaques in certain situations, and added an Option for the placement of the Begin Right/Left Turn Lane signs.
22	Fig. 2B-5	<u>Intersection Lane Control Sign Arrow Options for Roundabouts</u> (Center and Reversible Lane Control Signs) – Added new information.
23	2B.21	<u>Optional Movement Lane Control Sign (R3-6)</u> (Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7)) – Relocated text here from 2B.22. Added Standard text requiring overhead signs with 3 or more through lanes, and Guidance text for supplemental plaques on ground-mounted signs with 2 or fewer through lanes.
24	2B.22	<u>Advance Intersection Lane Control Signs (R3-8 Series)</u> (Optional Movement Lane Control Sign (R3-6)) – Relocated text here from 2B.23. Added new Option text about repeating signs closer to the intersection, and revised Standard text requiring advance signs to be ground-mounted where there are 3 or more approach lanes.
25	2B.23	<u>RIGHT (LEFT) LANE MUST EXIT Sign (R3-33)</u> (Advance Intersection Lane Control Signs (R3-8 Series)) – Added Option text for use as a supplement to an overhead EXIT ONLY sign, and as a warning sign in advance of a lane drop at interchanges.
26	2B.25	<u>BEGIN and END Plaques (R3-9cP, R3-9dP)</u> (Reversible Lane Control Signs (R3-9d, R3-9f through R3-9i)) – Added an Option for use of the plaque as a supplement to a regulatory sign, and Standard text that requires that if used they shall be installed above a regulatory sign.

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27	Fig. 2B-6	Center and Reversible Lane Control Signs and Plaques (Location of Reversible Two-Way Left-Turn Signs) – Added R3-9cP and R3-9dP. Revised “R3-9d” to “R3-9e.” Deleted the horizontal line on the R3-9e sign. Revised the legend “Colorado Blvd” to use upper/lower-case letters without periods.
28	2B.26	Reversible Lane Control Signs (R3-9e-R3-9i) (Preferential Only Lane Signs (R3-10 through R3-15)) – Relocated text here from 2B.25.
29	Fig. 2B-7	Location of Reversible Two-Way Left-Turn Signs (Example of Preferential Only Lane Signs) – Relocated information here from Figure 2B-6. Revised the legend “Northern Ave” to use upper/ lower-case letters on the sign in the top left-hand. Revised “R3-9d” to “R3-9e” in two places. Deleted the horizontal line on the R3-9e sign in two places.
30	2B.27	Jughandle Signs R3-23, R3-24, R3-25 and R3-26 Series (Preferential Only Lanes for High-Occupancy Vehicles (HOV)) – Relocated previous text to Part 2G. Added Support text describing a Jughandle turn and Standard text describing mandatory signing on multiple lane roads and required advance signing for Jughandle turns.
31	Fig. 2B-8	Jughandle Regulatory Signs (Passing, Keep right and Truck Lane Signs) – Added the R3-23, R3-23a, R3-24, R3-24a, R3-24b, R3-25, R3-25a, R3-25b, R3-26, R3-26a signs.
32	Fig. 2B-9	Examples of Applications of Jughandle Regulatory and Guide Signing (Traffic Prohibition Signs) – Added information on Jughandle signing.
33	2B.28	DO NOT PASS Sign (R4-1) (Preferential Only Lane Sign Application and Placement) – Relocated text here from 2B.29.
34	Fig. 2B-10	Passing, Keep Right and Slow Traffic Signs (Example of Wrong-Way Signing for a Divided Highway with a Median Width of 9m (30ft) or Greater) – Relocated information here from Figure 2B-8. Deleted the R4-6 sign and added the R4-7c, R4-8a, R4-8b, R4-8c, R4-12, R4-13, R4-14, R4-16, R4-17, and R4-18 signs.
35	2B.29	PASS WITH CARE Sign (R4-2) (DO NOT PASS (R4-1)) – Relocated text from 2B.30.
36	2B.30	SLOWER TRAFFIC KEEP RIGHT Sign (R4-3) (PASS WITH CARE Sign (R4-2)) – Relocated text here from 2B.31.
37	2B.31	TRUCKS USE RIGHT LANE Sign (R4-5) (SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)) – Relocated text here from 2B.32; added Option for use on multi-lanes.
38	2B.32	Keep Right and Keep Left Signs (R4-7, R4-8) (Slow Moving Traffic Lane Signs (R4-5, R4-6)) – Relocated text here from 2B.33 and 2B.33.1. Added an Option to use a narrow sign in certain circumstances and Guidance limiting the use of that sign to those circumstances.
39	2B.33	STAY IN LANE Sign (R4-9) (Keep Right and Keep Left Signs (R4-7, R4-8)) – Added information Option to use sign on multi-lane roads and Guidance to use double solid white lane lines in conjunction with these signs.
40	2B.34	RUNAWAY VEHICLES ONLY Sign (R4-10) (DO NOT ENTER Sign (R5-1)) – Added Guidance for signs near truck escape ramps.
41	2B.35	Slow Vehicle Turn Out Signs (R4-12, R4-13 and R4-14) (WRONG WAY Sign (R5-1a)) – Added Option, Support and Standard text on the use of these signs.
42	2B.36	DO NOT DRIVE ON SHOULDER Sign (R4-17) and DO NOT PASS ON SHOULDER sign (R4-18) (Selective Exclusion Signs) – Added an Option on the possible application of these signs.
43	2B.37	DO NOT ENTER Sign (R5-1) (ONE WAY Signs (R6-1, R6-2)) – Relocated text here from 2B.34. Added Option text for lower mounting height when used on a ramp facing wrong way drivers.
44	Fig. 2B-11	Selective Exclusion Signs (ONE WAY and Divided Highway Crossing Signs) – Relocated information here from Figure 2B-9. Revised legends for the R5-4, R5-5, R5-7, R5-8, R5-10a, R5-10b and R5-10c. Added R5-11, R9-3, R9-13 and R9-14 signs.
45	Fig. 2B-12	Locations of Wrong-Way Signing for Divided Highways with Median Widths of 30 Feet or Wider (Examples of Locations of ONE WAY Signs) – Relocated information here from Figure 2B-10. Added left-turn pavement marking arrows

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46	2B.38	WRONG WAY Signs R5-1a (Divided Highway Crossing Signs (R6-3, R6-3a)) – Relocated text here from 2B.35. Added Standard on when signs shall be used, and Support about a lower mounting height when used on a ramp facing wrong way drivers.
47	2B.39	Selective Exclusion Signs (Parking, Standing and Stopping Signs (R7 and R8 Series)) – Relocated text here from 2B.36. Revised to note additional exclusions for pedestrians, skaters, equestrians, and provide additional Guidance on the application of these signs.
48	2B.40	ONE WAY Signs (R6-1, R6-2) (Design of Parking, Standing, and Stopping Signs) – Relocated text here from 2B.37. Revised Standard regarding use and placement on medians of greater or less than 30 feet width, use at intersections, use at “T” intersections, Option for use at roundabout central islands, and Guidance for the placement of signs in roundabouts.
49	Fig. 2B-13	ONE WAY and Divided Highway Crossings Signs (Examples of ONE WAY Signing for Divided Highways with Medians of 9m (30ft) or Greater) – Relocated information here from Figure 2B-11. Added BEGIN/END ONE WAY (R6-6, R6-7) signs.
50	Fig. 2B-14	Locations of ONE WAY Signs (Examples of ONE WAY Signing for Divided Highways with Medians Less than 9m (30 ft.)) – Relocated information here from Figure 2B-12. Deleted STOP signs and stop lines. Deleted bottom half of the drawing on Sheets 1 and 2, deleted drawing showing the mounting height and lateral offset, and the bottom drawing. In middle drawing on Sheet 2, extended south leg to show Two-Way Traffic signs further from the intersection. Added ONE WAY signs on the southeast corner, two END ONE WAY signs, and a LEFT LANE MUST TURN LEFT sign.
51	Fig. 2B-15	ONE WAY Signing for Divided Highways with Median Widths of 30 Feet or Wider (Examples of ONE WAY Signing for Divided Highways with Medians Less than 9m (30ft) and Separated Left-Turn Lanes) – Relocated information here from Figure 2B-13. Added left-turn pavement marking arrows and a width dimension for the median. Added Optional one-way signs in two places within the median. Replaced the single asterisks next to the Divided Highway Crossing signs that are under two of the STOP signs with double asterisks, and added a double asterisk note. Added note regarding YIELD signs.
52	Fig. 2B-16	ONE WAY Signing for Divided Highways with Median Widths Narrower than 30 Feet (No Parking Signs (R7 Series)) – Relocated information here from Figure 2B-14. Added left-turn pavement marking arrows; deleted Divided Highway Crossing signs under the STOP signs; and widened the median opening, while narrowing the median width, to make the intersection geometrics look more realistic. Replaced single asterisk with a double asterisk next to the Keep Right signs, and added a double asterisk note. Added a note referencing Figure 2B-15; deleted the note regarding optional signs.
53	Fig. 2B-17	ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet and Separated Left-turn Lanes (No Parking Signs (R8 Series)) – Relocated information here from Figure 2B-15. Deleted asterisks next to the left-turn pavement marking arrows in the left-turn lanes. Added the dimension showing width of the median. Deleted Divided Highway Crossing signs under the STOP signs in three places. Widened the median opening and narrowed the median width to make the intersection geometrics look more realistic. Revised the single asterisk note in the legend. Replaced the single asterisk by a double asterisk next to the two Keep Right signs, and added a double asterisk note in the legend. Added the note referencing Figure 2B-15 at the bottom of the figure and deleted the note regarding optional signs.
54	2B.41	Wrong Way Traffic Control at Interchange Ramps (Placement of Parking, Stopping and Standing Signs) – Relocated text here from 2E-50. Added Option to allow installation of Wrong Way and Do Not Enters at lower mounting height facing wrong way traffic on freeway and expressway ramps.

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55	Fig. 2B-18	Example of Application of Regulatory Signing and Pavement markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Pedestrian Signs) – Relocated information here from Figure 2E-39. Added an asterisk next to all the ONE WAY signs, two of the DO NOT ENTER signs, and one of the WRONG WAY signs. Deleted the asterisk next to the lane use arrow at the downstream end of the ramp. Added Option for using a STOP sign instead of a YIELD sign for the channelized right-turn lane. Also added a note about use of a stop line if a STOP sign is installed.
56	Fig. 2B-19	Example of Application of Regulatory Signing and Pavement Markings at an Entrance Ramp Terminal Where the Design Does Not clearly Indicate the Direction of Flow (Traffic Signal Signs) – Relocated information here from Figure 2E-40. Revised geometry of the ramp at the point where it intersects mainline lanes, and added a dotted line that extends the right-hand edge line of the mainline lanes across the downstream end of the ramp. Added an asterisk next to the No Left Turn sign; added a related note.
57	2B.42	Divided Highway Crossing Signs (R6-3, R6-3a) (Emergency Restriction Signs) – Relocated text here from 2B.38. Revised first Option to a Standard requiring use of the sign in most cases with median width of 30 ft. or more. Also added Option for low-volume, low-speed locations at unsignalized approaches, use of supplemental left-side installation, and use on signalized approaches.
58	2B.43	Roundabout Directional Arrow Signs (R6-4, R6-4a and R6-4b) (WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)) – Added Guidance on use of these signs and a Standard about design and placement.
59	2B.44	Roundabout Circulation Plaque (R6-5P) (Pedestrian Crossing Signs (R9-2, R9-3)) – Added Guidance on placing the plaque under YIELD signs when there is no room in the central island, and an Option to place an additional sign under a YIELD sign when the sign is placed on the central island.
60	2B.45	Examples of Roundabout Signing (Traffic Signal Signs (R10-1 through R10-21)) – Added Support referencing Figures 2B-21 – 2B-23 illustrating examples of regulatory and warning signs for roundabouts and Section 2D.38 and Chapter 3C regarding pavement markings at roundabouts.
61	Fig. 2B-21	Example of Regulatory and Warning Signs for a Mini-Roundabout (Truck Signs) – Added figure showing regulatory and optional warning signs on an approach.
62	Fig. 2B-22	Example of Regulatory and Warning Signs for a One-Lane Roundabout (Seat Belt Symbol) – Added figure showing regulatory and optional warning signs on an approach.
63	Fig. 2B-23	Example of Regulatory and Warning Signs for a Two-Lane Roundabout with Consecutive Double Lefts – Added figure showing regulatory and optional warning signs on an approach.
64	2B.46	Parking, Standing and Stopping Signs (R7 and R8 Series) (Photo Enforced Signs (R10-18, R10-19)) – Relocated text here from 2B.39. Twenty additional examples are shown in the list of legends.
65	Fig. 2B-24	Parking, and Standing Signs and Plaques (R7 Series) – Relocated information here from Figure 2B-16. Reversed the design of the R7-2 and R7-2a. Changed “R7-8a” to “R7-8P,” deleted the R7-8b, and added the R7-20. Changed “R7-201” to “R7-201aP,” in either red or black, the “R7-202” to “R7-202P,” and “R7-200” to “R7-200a.” Added the R7-21, R7-21a, R7-22, R7-23 and R7-23a.
66	2B.47	Design of Parking, Standing, and Stopping Signs (KEEP OFF MEDIAN Sign (R11-1)) – Relocated text here from 2B.40. Revised to include additional designs, colors and supplemental messages. Revised Guidance on VAN ACCESSIBLE signs to a Standard, and added text on use of pay parking signs in absence of individual meters.
67	Fig. 2B-25	Parking and Stopping Signs and Plaques (R8 Series) – Relocated information here from Figure 2B-17. Reversed designs of R8-3 and R8-3a; added “P” to supplemental plaques R8-3b, R8-3c, R8-3d; and added the R8-3eP, R8-3fP, R8-3gP and R8-3hP.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
68	2B.48	Placement of Parking, Stopping and Standing Signs (ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)) – Relocated text from 2B.41.
69	2B.49	Emergency Restriction Series (R8-4, R8-7, R8-8) (Weight Limit Signs (R12-1 through R12-5)) – Relocated text here from 2B.42.
70	2B.50	WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4 and R9-4a) (Weigh Station Signs (R13 Series)) – Relocated text here from 2B.43.
71	2B.51	Pedestrian Crossing Signs (R9-2, R9-3) (TRUCK ROUTE Sign (R14-1)) – Relocated text here from 2B.44.
72	Fig. 2B-26	Pedestrian Signs and Plaques – Relocated information here from Figure 2B-18. Reversed the design of R9-3 and R9-3a, and the R9-4 and R9-4a. Revised “R9-3b” to “R9-3bP.” Revised designs for R10-1, R10-3, R10-3a, R10-3c, R10-3e, R10-4 and R10-4a, and added the R10-25 and R10-32P.
73	2B.52	Traffic Signal Pedestrian and Bicycle Actuation Signs (R10-1 through R10-4, and R10-24 Through R10-26) (Hazardous Material Signs (R14-2, R14-3)) – Relocated some text here from 2B.45. Added Guidance on design of symbols on the pushbutton signs.
74	2B.53	Traffic Signal Signs (R10-5 through R10-30) (National Network Signing) – Relocated some text here from 2B.45. Added Guidance on use of signs for left turns, new signs for use with Pedestrian Hybrid Signals, and Emergency-Vehicle Hybrid Beacons. Added a Standard requiring use of the LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-H12c) sign and an Option for a U-TURN YIELD TO RIGHT TURN (R10-6) sign.
75	2B.54	No Turn on Red Signs (R10-11 Series, R10-17a and R10-30) (Other Regulatory Signs) – Relocated some text here from 2B.45. Revised Option for a symbolic sign to a Standard and added an Option for use of blank-out signs, lane restrictions on turns on red signs, permitted turns on a red arrow, and to indicate a yield condition to U-turns.
76	Fig. 2B-27	Traffic Signal Signs and Plaques – Relocated information here from Figure 2B-19. Added new signs R10-11c, R10-11d, R10-H12c, R10-14, R10-14a, R10-17a, R10-23, R10-27, R10-30 and R10-31P. Revised “R10-10a” to “R10-20aP,” revised the design of R10-15, and deleted R10-21.
77	2B.55	Photo Enforced Signs and Plaques (R10-18, R10-19, R10-19aP) – Relocated text here from 2B.46.
78	2B.56	Ramp Metering Signs (R10-28 and R10-29) – Added Section on use of the signs.
79	Fig. 2B-28	Ramp Metering Signs – Added figure showing the R10-28 and R10-29.
80	2B.57	KEEP OFF MEDIAN Sign (R11-1) – Relocated text here from 2B.47.
81	2B.58	ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4) – Relocated text here from 2B.48. Added Option to use name of an intersecting street instead of the distance in miles.
82	2B.59	Weight Limit Signs (R12-1 through R12-5) – Relocated text here from 2B.49.
86	Fig. 2B-29	Road Closed and Weight Limit Signs – Relocated information here from Figure 2B-20. Replaced the R12-5 Bridge Weight Limit sign with the R12-H5.
87	2B.60	Weigh Station Signs (R-13 Series) – Relocated text here from 2B-50.
88	2B.61	TRUCK ROUTE Sign (R14-1) – Relocated text here from 2B.51.
89	2B.62	Hazardous Material Signs (R14-2, R14-3) – Relocated text here from 2B.52.
90	Fig. 2B-30	Truck Signs – Relocated information here from Figure 2B-21. Deleted the M4-4 sign.
91	2B.63	National Network Signs – Relocated text here from 2B-53.
92	2B.64	Headlight Use Signs (R16-5 through R16-11) – Added Section.
93	Fig. 2B-31	Headlight Use Signs – Added figure.
94	2B-65	FENDER BENDER Sign (R-16-H4) – Added Section.
95	2B.66	Seat Belt Symbol – Relocated text here from 2B.54. Revised to show R16-H1 sign and to clarify that the symbol is the national standard.
96	Fig. 2B-32	Other Regulatory Signs and Symbols – Relocated information here from Figure 2B-22. Added new R16-4 sign and the R16-H1, and deleted the stand alone symbol.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
97	2B.67	Barricades – Relocated text here from 3F.01.
98	2B-68	Gates – Added Section on permanent gate installations. This includes: Support about typical application of these gates; a Standard requiring retroreflectorization; Option text eliminating retroreflectorization on side away from traffic on one way ramps; 45 degree angle of the stripes; a Standard on the design and placement of gates; Guidance on operation of swing gates and pedestrian applications; an Option allowing use of red lights; and Standard text on operation of red lights and design of rolling gates.
Chapter 2C. Warning Signs and Object Markers		
1	2C.01	Function of Warning Signs – Support includes “Private roads open to public travel.”
2	2C.02	Application of Warning Signs – Added Option on use of changeable message signs to convey a warning and use of Warning Beacons to supplement warning signs. Added Support on assistance to agencies without traffic engineering experience on staff.
3	2C.03	Design of Warning Signs – Added an Option for signs larger than oversize signs in Table 2C-2 to be either diamond, rectangular or square, an Option for pedestrian, bicycle and playground signs to be yellow or fluorescent yellow-green, and a Standard requiring school related signs to have a fluorescent yellow-green background color.
4	2C.04	Size of Warning Signs – Deleted Guidance and Option text. Added Standard requiring 36-inch or larger signs for speeds greater than 35 mph on multi-lane conventional roads, an Option for use of left-side supplemental signs, and Guidance on ramp signs.
5	Table 2C-1	Categories of Warning Signs and Plaques (Categories of Warning Signs) – Added “and Plaques” to the title of the figure and to the title of the fourth column. Revised the last column to “Sign Designations.” Revised “Supplemental Plaques” to “Other Supplemental Plaques.” Added “Weather” group to the “Roadway Related” category. Added a “New” group to the “Traffic Related” category, and added “Location” and “New” groups to the “Other Supplemental Plaques” category. Deleted the “Change in Speed” group in the “Traffic Related” category, and the “Speed” and “Hill-Related” groups in the “Other Supplemental Plaques” category (relocated these signs and plaques to the “Roadway Related” category). Deleted “Traffic Circle” group in the “Other Supplemental Plaques” category (this plaque has been relocated to the “Traffic Related” category). Revised the names of the signs and plaques in the fourth column and their designations in the last column in accordance with revisions in Chapter 2C.
6	Table 2C-2	Warning Signs and Plaque Sizes (Warning Sign Sizes) – Replaced previous table with one listing each sign individually (or in small related groupings) instead of in only a few broad classifications. Added the information in the first three columns. Added “and Plaque” to the title. Split “Conventional Road” column into two columns, one for single-lane roads and one for multi-lane roads. Added the values in the “Multi-Lane” column. Deleted the W10 series signs and the W13-5 sign. Increased Conventional Road size for the W1-13, W8-4, W8-6, W8-7, W8-8, W8-9, W8-12, W8-13, W9-1 and W9-2 signs, and decreased Conventional Road size for the W3-1, W3-2, W3-3, W12-1 and W12-2a signs. Increased Expressway size for the W8-4 sign and decreased Expressway size for the W1-10 and W12-1 signs. Added Expressway size for the W1-6 sign, and deleted Expressway size for the W12-2a, W17-1, W25-1 and W25-2 signs. Decreased Freeway size for W1-1, W1-2, W1-3, W1-4, W1-5, W7-1, W7-1a, W13-2 and W13-3 signs, and added Freeway size for the W1-6 sign. Deleted Freeway size for the W2-1, W2-2, W2-3, W2-4, W2-5, W2-6, W4-5, W4-6, W7-6, W8-3, W8-7, W11 series, W12-1, W12-2a, W14-1, W14-2, W15-1, W17-1, W25-1 and W25-2 signs. Increased Minimum size for the W9-1 and W9-2 signs, and deleted Minimum size for the W1 series, W3-5, W3-5a, W4-5, W4-6, W6-1, W6-2, W6-3, W7-6, W8-12, W11-9, W12-1, W13-2, W13-3, W25-1 and W25-2 signs. Added Oversized size for the W1-1, W1-1a, W1-2, W1-2a, W1-3, W1-4, W1-5, W1-8, W1-11, W1-13, W1-15, W2 series, W7-1, W7-1a, W7-6, W8-1, W8-2, W8-4, W8-5, W8-6, W8-7, W8-8, W8-9, W8-13, W9-1, W9-2, W11 series, W14-1, W14-2, W15-1 and W17-1 signs. Deleted Oversized size for the W25-1 and W25-2 signs. Added asterisks and an asterisk note.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
7	Table 2C-4	Guidelines for Advance Placement of Warning Signs – Relocated the superscript 4 next to the headings for the 10 through 70 columns instead of next to the Condition B heading. Increased distances in Condition A for speeds in the 30 through 55 mph range. Increased distance in the 10 column for the speed of 65 mph. Increased distances in the 20 column for the speeds of 50 and 60 mph. Increased distances in the 30 column for the speeds of 50, 55, 60, 70 and 75 mph. Increased distances in the 40 column for the speeds of 55, 60, 70 and 75 mph. Increased distances in the 50 column for the speeds of 65, 70 and 75 mph. Added 100 ft. distances in the 0 column for speeds in the 20 to 35 mph range, in the 10 column for 40 mph, in the 20 column for 40 and 45 mph, in the 30 column for 45 mph, in the 40 column for 50 mph, in the 50 column for 60 mph, and in the 60 column for 65 mph. Added a third sentence to Footnote 1. Revised sign legibility distance of 175 feet to 180 feet in Footnotes 1, 2 and 3. Revised “PIEV time” to “PRT” in Footnotes 2, 3, and 4. Revised references to “2001 AASHTO” policy to “2005 AASHTO” policy in Footnotes 2 and 3. Deleted “to provide an adequate advance warning for the driver” from Footnote 5, and added two sentences. Added Footnote 6 to the 100-foot distances in the table and in the footnotes.
8	2C.05	Placement of Warning Signs – Replaced the Support on PIEV time with a discussion of Perception-Response-Time (PRT).
9	2C.06	Horizontal Alignment Warning Signs (Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15)) – Added Support on use of warning signs in conjunction with other traffic control devices, and a Standard requiring their use in accordance with Table 2C-5 on freeways, expressways, and other roadways with ADT in excess of 1000.
10	Fig. 2C-1	Horizontal Alignment Signs and Plaques (Horizontal Alignment Signs) – Added “and Plaques” to the title. Relocated the W13-1P plaque and the W13-2 and W13-3 signs here from Figure 2C-5. Added “P” to the W13-1 plaque designation. Added the W1-10a, W1-10b, W1-10c, W1-10d, W13-6 and W13-7 signs.
11	2C.07	Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15) (Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a)) – Relocated some text here from 2C.06. Added Standard on when advance curve or turn signs are required, Guidance for signing when there are two changes in the roadway alignment, an Option for use of winding road and supplemental distance plaques, and Guidance on when the One-Direction large arrow and/or chevrons should be used.
12	Table 2C-5	Horizontal Alignment Sign Selection (Horizontal Alignment Sign Usage) – Replaced the former table with a completely new table that relates sign usage to the difference between speed limit and advisory speed. Revised notes at the bottom of the table.
13	Fig. 2C-2	Example of Warning Signs for a Turn (Vertical Grade Signs) – Added figure.
14	2C.08	Advisory Speed Plaque (W13-1P) (Combination Horizontal Alignment sign (W1-10)) – Relocated some text here from 2C.46. Revised Standard text requiring use with only warning signs, prohibiting use of advisory plaque as a standalone sign, and prohibiting use of sign when advisory speed is higher than the posted or statutory limit; Support on use of devices such as a ball-bank indicator to determine recommended advisory speed; and Guidance on using free-flow conditions to make the determination and periodic rechecking of advisory speeds.
15	2C.09	Chevron Alignment Sign (W1-8) (One Direction Large Arrow Sign (W1-6)) – Relocated text here from 2C.10. Revised: Standard on the use of the sign to advise of changes in horizontal alignments; Standard requiring 4 ft. mounting height; Guidance that spacing should be in accordance with Table 2C-6; and Standard prohibiting their use on the far side of T intersections and against using them to mark obstructions.
16	Table 2C-6	Typical Spacing of Chevron Alignment Signs on Horizontal Curves – Added table.

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17	2C.10	Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a) (Chevron Alignment sign (W1-8)) – Relocated some text here from 2C.07. Revised Standard to Option for use as a supplement with advance Horizontal Alignment warning signs and Advisory Speed Plaques, Standard prohibiting standalone use, prohibiting their use as a substitute for a Horizontal Alignment Sign and Advisory Speed Plate, and requiring their use at the beginning of the turn or curve, and Guidance that the advisory speed should be based on the advisory speed for the horizontal curve using recommended engineering practices.
18	2C.11	Combination Horizontal Alignment/Intersection Signs (W1-10 Series) (Truck Rollover Warning Sign (W1-13)) – Relocated text here from 2C.08. Added Standard requiring the combination Horizontal Alignment/Intersection sign to be in accordance with the appropriate Turn or Curve sign information shown in Table 2C-5.
19	2C.12	One-Direction Large Arrow sign (W1-6) (Hill Signs (W7-1, W7-1a, W7-1b)) – Relocated text here from 2C.09. Revised Option text that the W1-6 may be used as a supplement or alternative to chevron alignment signs, Turn or Reverse Turn signs and at the stem of a T intersection. Added a Standard requiring installation in accordance with Table 2C-5 and a prohibition against use in the center island of a roundabout.
20	2C.13	Truck Rollover Warning Signs (W1-13) (Truck Escape Ramp signs (W7-4 Series)) – Relocated text here from 2C.11. Revised Option to determine need for a sign based on an engineering study and Support text with methodology to conduct the study.
21	2C.14	Advisory Exit and Ramp Speed Signs (W13-2 and W13-3) (HILL BLOCKS VIEW Sign (W7-6)) – Relocated text here from 2C.36. Revised Standard requiring use of Table 2C-5; Guidance that the advisory speed should be determined based on an engineering study; Guidance on determination of the advisory speed if there is also a Truck Rollover sign; Support referencing Table 2C-4 for advanced placement distances; and Option for additional horizontal alignment warning signs with advisory speed plaques if needed as a reminder.
22	2C.15	Combination Horizontal Alignment/Advisory Exit and Ramp Speed Signs (W13-6 and W13-7) (ROAD NARROWS Sign (W5-1)) – Added Option text on the use of the combination signs on ramps with severe horizontal curvature.
23	Fig. 2C-3	Example of Advisory Speed Signing for an Exit Ramp (Miscellaneous Warning Signs) – Relocated information here from Figure 2C.7. Revised the example signing significantly. Revised the lane line adjacent to the deceleration lane. Added notes.
24	2C.16	Hill Signs (W7-1, W7-1a) (NARROW BRIDGE Sign (W5-2)) – Relocated text here from 2C.12. Revised Option on use of USE LOW GEAR (W7-2P) or TRUCKS USE LOWER GEAR (W7-2bP) plaque below the Hill sign.
25	2C.17	Truck Escape Ramp Signs (W7-4 Series) (ONE LANE BRIDGE Sign (W5-3)) – Relocated text here from 2C.13.
26	2C.18	HILL BLOCKS VIEW Sign (W7-6) (Divided Highway (Road) Sign (W6-1)) – Relocated text here from 2C.14.
27	Fig. 2C-4	Vertical Grade Signs and Plaques (Roadway Condition and Advance Traffic Control Signs) – Relocated information here from Figure 2C-2. Deleted the W7-1a. Revised “W7-1b” to “W7-1a.” Added “P” to the designations for the W7-2, W7-2b, W7-3, W7-3a, W7-3b, W7-4d, W7-4e and W7-4f plaques. Revised the W7-4b sign.
28	2C.19	ROAD NARROWS Sign (W5-1) (Divided Highway (Road) Ends Sign (W6-2)) – Relocated text here from 2C.15. Revised Guidance to clarify that intent of the use is for vehicles traveling in opposite directions, and added Option for omitting the sign on low-volume local streets that have speed limits of 30 mph or less.
29	2C.20	NARROW BRIDGE Sign (W5-2) (Double Arrow Sign (W12-1)) – Relocated text here from 2C.16.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
30	Fig. 2C-5	Miscellaneous Warning Signs (Advisory Speed and Speed Reduction Signs) – Relocated information here from Figure 2C-3. Deleted the W6-1a, W6-1b and W6-2a signs. Added the W19-1, W19-2, W19-3, W19-4 and W19-5 signs. Revised W12-2p sign to W12-2a. Reduced the width of the W12-2a sign slightly.
31	2C.21	ONE LANE BRIDGE Sign (W5-3) (DEAD END/NO OUTLET signs (W14-1, W14-1a, W14-2, W14-2a)) – Relocated text here from 2C.17.
32	2C.22	Divided Highway Sign (W6-1) (Low Clearance Signs (W12-2 and W12-2p)) – Relocated text here from 2C.18. Added Standard prohibiting use of this sign instead of a Keep Right (R4-7 series) sign on the approach end of a median island. Deleted Option for use of a word message sign as a substitute.
33	2C.23	Divided Highway Ends Sign (W6-2) (BUMP and DIP signs (W8-1, W8-2)) – Text from Section 2C.19 relocated here. Revised the Option allowing use of the sign to give warning of the transition to a two-lane, two-way section to Guidance. Eliminated the Option to use a word message sign as a substitute.
34	2C.24	Freeway or Expressway Ends Signs (W-19 Series) (SPEED HUMP Sign (W17-1)) – Added Option for use of the sign in advance of the freeway or expressway ending; and Guidance that if the reason the freeway ends is that the next portion is not yet constructed, an ALL TRAFFIC MUST EXIT (W19-5) should be used in addition to the Freeway Ends signs in advance of the downstream end of the freeway.
35	2C.25	Double Arrow Sign (W12-1) (PAVEMENT ENDS Sign (W8-3)) – Relocated text here from 2C.20.
36	2C.26	DEAD END/NO OUTLET Signs (W14-1, W14-1a, W14-2, W14-2a) (Shoulder Signs (W8-4, W8-9, W8-9a)) – Relocated text here from 2C.21. Added Standard requiring signs to be horizontal rectangles with an arrow pointing to the right or left.
37	2C.27	Low Clearance Signs (W12-2 and W12-2a) (Slippery When Wet Sign (W8-5)) – Relocated text here from 2C.22.
38	2C.28	BUMP and DIP Signs (W8-1, W8-2) (BRIDGE ICES BEFORE ROAD Sign (W8-13)) – Relocated text here from 2C.23.
39	2C.29	SPEED HUMP Sign (W17-1) (Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)) – Relocated text here from 2C.24.
40	Fig. 2C-6	Roadway and Weather Conditions and Advance Traffic Control Signs and Plaques (Merging and Passing Signs) – Relocated information here from Figure 2C-4. Deleted asterisk note about optional word message signs. Deleted thin red line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs. Revised symbol on the W8-5 sign. Deleted W8-9a sign. Revised legend on W8-12 sign. Added 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.
41	2C.30	PAVEMENT ENDS Sign (W8-3) (Speed Reduction Signs (W3-5, W3-5a)) – Relocated text here from 2C.25.
42	2C.31	Shoulder Signs (W8-4, W8-9, W8-17, W8-23 and W8-25) (Merge Signs (W4-1, W4-5)) – Relocated text here from 2C.26. Added text on use of a SHOULDER DROP OFF supplemental plaque, the NO SHOULDER sign and the SHOULDER ENDS sign.
43	2C.32	Surface Condition Signs (W8-5, W8-7, W8-11, W8-13 and W8-14) (Added Lane Signs (W4-3, W46)) – Combined and expanded text from 2C.27 and 2C.28, and added Option text on the use of LOOSE GRAVEL, ROUGH ROAD, UNEVEN LANE and FALLEN ROCKS signs.
44	2C.33	Warning Signs and Plaques for Motorcyclists (W8-15, W8-15P and W8-16) (Lane Ends Signs (W4-2, W9-1, W9-2)) – Added Support on use of the signs in conjunction with adverse surface conditions such as loose gravel, and an Option for when the roadway surface is other than smooth pavement such as metal bridge deck.

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45	2C.34	NO CENTER LINE and NO EDGE LINE Sign (W8-12 and W8-H12a) (Two-Way Traffic Sign (W6-3)) – Added new Section allowing for the of these signs in the absence of center and/or edge lines.
46	2C.35	Weather Condition Signs (W8-18, W8-19, W8-21 and W8-22) (NO PASSING ZONE Sign (W14-3)) – Added Option on use of ROAD MAY FLOOD signs and Depth Gauge Signs; a Standard that “If used, the Depth Gauge sign shall be in addition to the ROAD MAY FLOOD sign and shall indicate the depth of the water at the deepest point on the roadway”; and added an Option on use of Gusty Winds Area signs, Fog Area Signs and supplemental distance plaques.
47	2C.36	Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4 (Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)) – Relocated text here from 2C.29. Revised Option to eliminate the option to use word message signs, and added Support regarding use of the NO MERGE AREA supplemental plaque with a Yield Ahead sign.
48	2C.37	Advance Ramp Control Signal Signs (W3-7 and W3-8) (Intersection Warning Signs (W2-1 through W2-6)) – Added Option permitting their use to warn of ramp metering ahead, Guidance for use of the W3-8 if ramp metering is intermittent, and a Standard requiring supplemental warning beacons with RAMP METERED WHEN FLASHING signs.
49	2C.38	Reduced Speed Limit Ahead Signs (W3-5, W3-5a) (Two Direction Large Arrow Sign (W1-7)) – Relocated text here from 2C.30. Added Guidance indicating they should be used when the speed limit is being reduced by more than 10 mph.
50	Fig. 2C-7	Reduced Speed Limit Ahead Signs (Example of Advisory Speed Signing for an Exit Ramp) – Relocated information here from Figure 2C-5. Relocated the W13-1 plaque and the W13-2 and W13-3 signs to Figure 2C-1. Deleted the W13-5 sign.
51	2C.39	DRAW BRIDGE Sign (W3-6) (Traffic Signal Signs (W25-1, W25-2)) – Added Standard requiring use in advance of movable bridge signals and gates except in certain urban conditions.
52	2C.40	Merge Signs (W4-1, W4-5) (Vehicular Traffic Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14)) – Relocated text here from 2C.31. Added an Option for the use of a NO MERGE AREA supplemental plaque.
53	Fig. 2C-8	Merging and Passing Signs and Plaques (Intersection Warning Signs) – Relocated information here from Figure 2C-6. Added W4-5P and W9-7, and deleted W19-9P. Added W9-7 sign and W4-5P plaque, and relocated W16-9P to Fig. 2C-12.
54	2C.41	Added Lane Signs (W4-3, W4-6) (Nonvehicular Traffic Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9)) – Relocated text here from 2C.32.
55	2C.42	Lane Ends Signs (W4-2, W9-1, W9-2) (Playground Sign (W15-1)) – Relocated text here from 2C.33. Added Guidance recommending their use next to Lane-Reduction Pavement Arrows, and a Standard requiring use of regulatory signs in dropped lane situations and prohibiting the use of warning signs in dropped lane situations.
56	2C.43	RIGHT (LEFT) LANE EXIT ONLY AHEAD Sign (W9-7) (Use of Supplemental Plaques) – Added an Option to use this approaching grade-separated interchanges, with a Standard requiring sign to be horizontal rectangle, Guidance about location, and Support on use of regulatory signs that can also be used for lane drops at grade-separated interchanges.
57	2C.44	Two-Way Traffic Signs (W6-3) (Design of Supplemental Plaques) – Relocated text here from 2C.34.
58	2C.45	NO PASSING ZONE Sign (W14-3) (Distance Plaques (W16-2 Series, W16-3 Series, W16-4, W7-3a)) – Relocated text here from 2C.35.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
59	2C.46	Intersection Warning Signs (W2-1 through W2-8) (Advisory Speed Plaque (W13-1)) – Relocated text here from 2C.37. Added Guidance for use of Circular Intersection sign on roundabout approaches posted 40 mph or higher, and Option for the use of educational plaques such as ROUNDABOUT or TRAFFIC CIRCLE. Added Guidance on use of the Double Side Road warning sign and text limiting the number of side roads to two on the same side and to three the total number that should be displayed.
60	Fig. 2C-9	Intersection Warning Signs and Plaques (Vehicular Traffic Signs) – Relocated information here from Figure 2C-8. Revised “W16-12p” and “W4-4p” plaques to “W16-12P” and “W4-4P.” Added the W2-7L, W2-7R, W2-8, W4-4aP, W4-4bP and W16-17P.
61	2C.47	Two-Direction Large Arrow Sign (W1-7) (Supplemental Arrow Plaques (W16-5p, W16-6p, W16-7p)) – Relocated text here from 2C.38. Added a Standard prohibiting their use in the center island of a roundabout.
62	2C.48	Traffic Signal Signs (W25-1, W25-2) (Hill-Related Plaques (W7-2 Series, W7-3 Series)) – Relocated text here from 2C.39. Revised Standard requiring signs W25-1 and W25-2, if used, to be placed near left-most signal head and requiring them to be rectangular.
63	2C.49	Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15 and W11-15a) (Advance Street Name Plaques (W16-8, W16-8a)) – Relocated text here from 2C.40. Revised Option to include use of the combined Bicycle/Pedestrian crossing sign, that it may be supplemented with a TRAIL CROSSING supplemental plaque, and the signs may be fluorescent yellow. Added Guidance that advanced signs should be supplemented with a distance plaque, a Standard requiring diagonal downward pointing arrow on ground mounted signs, and an Option providing for the use of supplemental beacons.
64	Fig. 2C-10	Vehicular Traffic Warning Signs and Plaques (Nonvehicular Traffic Signs) – Relocated information here from Figure 2C-9. Revised “W11-12p” to “W11-12P.” Added W11-15, W11-15a and W11-15P. Added asterisks and asterisk note.
65	2C.50	Non-Vehicular Warning Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9 and W11-16 through W11-22) (CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p)) – Relocated text here from 2C.41. Revised the Option on distance plaques to Guidance. Revised the Standard requiring use of diagonal downward pointing arrow with ground-mounted signs, the Option providing for an overhead or post-mounted Pedestrian Crossing Sign in conjunction with the Yield Here to Pedestrians, and an Option for use of a supplemental warning beacon.
66	Fig. 2C-11	Non-Vehicular Warning Signs (Supplemental Warning Plaques) – Relocated information here from Figure 2C-10. Added W11-16 through W11-22. Added asterisks and asterisk note.
67	2C.51	Playground Sign (W15-1) (SHARE THE ROAD Plaque (W16-1)) – Relocated text here from 2C.42.
68	2C.52	NEW TRAFFIC PATTERN AHEAD Sign (W23-2) (High Occupancy Vehicle (HOV) Plaque (W16-11)) – Added Option to use on the approach to an intersection, or along a section of roadway to provide warning of a change in traffic patterns, including signal phasing, and Guidance that sign should be used only until the original pattern is restored or, if the change is permanent, no more than 6 months.
69	2C.53	Use of Supplemental Warning Plaques (PHOTO ENFORCED Plaque (W16-10)) – Relocated text here from 2C.43. Revised Standard text requiring them to be mounted below the sign they supplement.
70	Fig. 2C-12	Supplemental Warning Plaques – Relocated information here from Figure 2C-11. Revised plaques to be shown with an upper-case P suffix. Revised legends on W16-8P and W16-8aP plaques to upper-case and lower-case letters. Relocated W16-11 plaque to Figure 2G-4. Added the W16-10P, W16-15P and W16-18P plaques. Revised code for the W16-10 plaque to W16-10aP. Added a note about background color.

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71	2C.54	Design of Supplemental Warning Plaques – Relocated text here from 2C.44. Revised Standard requiring the color of supplemental warning plaques used with warning signs to match the color of the warning sign, and the color of warning plaques used to supplement regulatory signs to be black on yellow.
72	2C.55	Distance Plaques (W16-2 Series, W16-3 Series, W16-4P W7-3aP) – Relocated text here from 2C.45.
73	2C.56	Supplemental Arrow Plaques (W16-5P, W16-6P) – Relocated text herefrom 2C.47.
74	2C.57	Hill-Related Plaques (W7-2 Series, W7-3 Series) – Relocated text here from 2C.48.
75	2C.58	Advance Street Name Plaque (W16-8P, W16-8aP) – Relocated text here from 2C.49. Added Standard requiring use of initial upper-case letters followed by lower-case letters, and requirements for arrows when two street names appear on the same sign. Added Guidance about the order of multiple names on one sign.
76	2C.59	CROSS TRAFFIC DOES NOT STOP Plaque (W4-4P) – Relocated text here from 2C.50. Added Guidance on use of alternate supplemental messages such as TRAFFIC FROM THE RIGHT(LEFT)DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP.
77	2C.60	SHARE THE ROAD Plaque (W16-1P) – Relocated text here from 2C.51. Added Standard prohibiting use of the sign as a standalone sign and requiring the background color to match the background color of the warning sign with which it is displayed.
78	2C.61	Photo Enforced Plaque (W16-10P) – Relocated text here from 2C.53.
79	2C.62	NEW Plaque (W16-15P) – Added Option for use of the plaque above regulatory signs when a new regulation goes into effect, above warning signs to warn of a new condition, and a Standard prohibiting display of it as a standalone sign and limiting the length of time displayed to 6 months.
80	2C.63	Object Marker Design and Placement Height – Relocated text here from 3C.01. Added a Standard defining a Type 4 Object Marker as an 18-inch diamond with 9 red retroreflective devices or a flat red, retroreflective panel instead of the previous designation as an End-of-Road Marker. Added Guidance that markers should not be placed and become an obstacle for pedestrians, and that markers placed more than 8 feet off the shoulder or curb should be at least 4 feet above the ground, to the bottom of the marker.
81	2C.64	Object Markers for Obstruction Within the Roadway – Relocated text here from 3C.02. Added Option providing for installation of Type 1 or Type 3 Object Markers at or near the approach end of a median island.
82	Fig. 2C.13	Object Markers – Relocated information here from Figure 3C-1. Revised titles of markers. Revised codes for Type 3 markers and eliminated the Ohio (H) designs.
83	2C.65	Object Markers for Obstructions Adjacent to the Roadway – Relocated text here from 3C.03. Added Standard requiring Type 3 Object Markers attached to guardrail ends or other roadside appurtenances to be applied directly, without substrate and the sheeting to have black and yellow diagonal stripes pointing downward at 45 degrees to the side that traffic is supposed to pass, and a Standard prohibiting use of Type 1 and Type 4 markers to mark obstructions adjacent to the roadway.
84	2C.66	Object Markers for Ends of Roadways – Relocated text here from 3C.04. Revised Standard: if an Object Marker is used to mark the end of a roadway, it shall be Type 4.
85		Moved previous Section 2C.52 “High Occupancy Vehicle Plaque (W16-11)” to Chapter 2B, Regulatory Signs.
Chapter 2D. Guide Signs – Conventional Roads		
1	2D.03	Color, Retroreflection, and Illumination – Revised Support text on color coded signs with a reference to 2D.50 for provisions regarding “Community Wayfinding Signs.”
2	Fig. 2D-1	Examples of Color-Coded Destination Guide Signs – Revised the colors for the destinations to colors that are not used for the backgrounds of other types of signs, and added a white outline around each colored square. Revised the designs for the two signs in Drawing B and consolidated them into one sign. Deleted the directional arrows.

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3	2D.04	<u>Size of Signs</u> – Added Standard text requiring standardized design sign sizes to be per Table 2D-1 unless otherwise provided in Section 2A.11, and Option text allowing for larger sizes than specified in the table.
4	2D.05	<u>Lettering Style</u> – Revised Standard text requiring the loop height of lower case to be $\frac{3}{4}$ the height of the initial upper case letter, that modification to the unique letter forms of each Standard Alphabet series is not permitted, and that changes in the length of a word shall only be accomplished by the methods described in 2D.04.
5	Table 2D-1	<u>Conventional Road Guide Sign Sizes</u> – Added table.
6	2D.06	<u>Size of Lettering</u> – Revised Standard text including requirement on low-volume roads and urban streets, with speeds of 25 mph or less, the principal legend shall be in letters at least 4 inches for all upper-case letters, or a combination of 4 inches in height for upper-case letters and 3 inches in height for lower-case letters.
7	2D.07	<u>Amount of Legend</u> – Revised Guidance text including recommendation to include a distance message or action information on guide signs. Deleted the Option for symbols, action information etc.
8	2D.08	<u>Arrows</u> – Revised Standard text, including “Arrow per lane” requirement and that all down arrows shall point vertically downward toward the center of the lane and only 1 arrow pointing to a lane from the same sign or sign structure. Added Standard prohibiting curved stem arrows except on approaches to circular intersections, Guidance on the application of the four arrow types, A, B, C and D, and Guidance on the orientation and size of the arrows in various applications.
9	Fig. 2D-2	<u>Arrows for Use on Guide Signs</u> – Revised to show Directional Arrows and the Down Arrow. For Directional Arrows, shown are the Type A, Type A Extended, Type B, Type C and Type D. Previously the figure showed only Up and Down Arrow.
10	2D.09	<u>Numbered Highway System</u> – Added Support about signing of unnumbered routes.
11	2D.10	<u>Route Signs and Auxiliary Signs</u> – Added Support about signing “Auto Tour” Routes.
12	2D.11	<u>Design of Route Signs</u> – Added Guidance design of guide sign route shields.
13	2D.12	<u>Design of Route Sign Auxiliaries</u> – Revised Guidance for when a route sign and it’s auxiliary sign are combined to form a single guide sign, noted that the background color should be green, and that in such cases the auxiliary text shall be white placed directly on the green background, and that auxiliary signs shall not be mounted directly to a guide sign or other types of signs.
14	2D.13	<u>Junction Auxiliary Sign</u> – Revised Standard text requiring the cardinal direction to be included if that is the only route direction accessible.
15	Fig. 2D-4	<u>Route Sign Auxiliaries</u> – Revised the M4-7a sign and added the M4-14 BEGIN sign.
16	2D.21	<u>TO Auxiliary Sign (M4-5)</u> – Revised Standard, requiring that if used the TO auxiliary sign shall be mounted directly above a route sign or if used, a cardinal direction sign.
17	2D.23	<u>BEGIN Auxiliary Sign (M4-14) (TEMPORARY Auxiliary Signs (M4-7, M4-7a))</u> – Added a Standard requiring that, if used, the “BEGIN” sign shall be installed above the first confirming assembly for the route that is beginning, and that if a cardinal direction sign is used, the BEGIN sign shall be mounted above the cardinal direction sign, and Guidance that if the BEGIN sign is used in the first confirming assembly, a cardinal direction should also be used.
18	2D.24	<u>Temporary Auxiliary Signs (M4-7, M4-7a) (Temporary Detour and Auxiliary Signs)</u> – Relocated text here from 2D.23.
19	2D.25	<u>Temporary Detour Auxiliary Signs (Advance Turn Arrow Auxiliary Signs (M5-1, M5-2))</u> – Relocated text here from 2D.24.

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20	2D.26	<u>Advanced Turn Arrow Auxiliary Signs (M5-1, M5-2 and M5-3) (Directional Arrow Auxiliary Signs (M6 Series))</u> – Relocated text here from 2D.25. Added Standard that, if used, the M5-3 shall only be used on the approach to a circular intersection to depict a movement along the circulatory roadway, around the central island and to the left, and Guidance that if the M5-3 is used, the same arrow design should be used on other signs and markings for a particular destination or movement.
21	Fig. 2D-5	<u>Advanced Turn and Directional Arrow Auxiliary Signs (Directional Arrow Auxiliary Signs)</u> – Added the M5-3, M5-4, M5-5, M5-6 and M6-2a signs.
22	2D.27	<u>Lane Designation Auxiliary Signs (M5-4, M5-5 and M5-6) (Route Sign Assemblies)</u> – Added a Standard, if used, the auxiliary signs shall be used only where the designated lane is a mandatory movement lane, shall be located adjacent to the full-width portion of the mandatory movement lane, and shall not be installed adjacent to a through lane in advance of a lane that is being added or along a taper for an added lane, and an Option that it may be installed under the route sign in an Advance Turn Assembly.
23	2D.28	<u>Directional Arrow Auxiliary Signs (M6 Series) (Junction Assembly)</u> – Relocated text here from 2D.26. Added a Standard prohibiting use of the sign in advance of a circular intersection, it shall not be used on the approach to or the near side of an intersection, and an Option allowing the use of the downward pointing arrow on the far corner of an intersection to indicate the immediate entry point to a freeway or expressway.
24	2D.29	<u>Route Sign Assemblies (Advance Route Turn Assembly)</u> – Relocated text here from 2D.27. Revised Option providing for diagrammatic signs in advance of roundabouts.
25	2D.30	<u>Junction Assembly (Directional Assembly)</u> – Relocated text here from 2D.28. Revised a portion of the Standard text on the placement of the junction signs in both rural and urban areas to Guidance, “numbered routes” is now U. S. and State Routes, and an Option allows for use on other numbered routes.
26	Fig. 2D-6	<u>Illustration of Directional Assemblies and Other route Signs (for One Direction of Travel Only)</u> – Revised distances between signs and intersections to match the text. On Sheets 1 and 3, revised destination legends to upper-case and lower-case letters. On Sheets 1, 2 and 3, added horizontal lines to the two destination signs on each sheet. On Sheets 1, 2 and 3, deleted first note at bottom of the sheet and added a new first sentence to the second note. On Sheets 1, 2 and 3, added dimensions 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, added a dimension 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, deleted the Intersection warning sign and the supplemental street name plaque, and added two Street Name signs at the intersection. Added Sheet 4.
27	2D.31	<u>Advance Route Turn Assembly (Confirming or Reassuring Assemblies)</u> – Relocated text here from 2D.29. Added Option providing for use of Lane Designation Auxiliary signs in Advance Route Turn Assemblies. Added Guidance for rural areas and the minimum 200 ft. spacing between an Advance Route Turn Assembly and either a Destination sign or a Junction assembly.
28	2D.32	<u>Directional Assembly (Trailblazer Assembly)</u> – Relocated text here from 2D.30. Revised Standard, eliminating requirement to use an END Directional Assembly at the end of a route, and adding a requirement that, where intersected route is designated only in one direction, requires an assembly with a cardinal direction and single-headed arrow.
29	2D.33	<u>Combination Lane-Use/Destination Overhead Guide Sign (D15-1) (Destination and Distance Signs)</u> – Added an Option and Support on applications of the D15-1 sign, and a Standard that it can only be used over exclusive movement lanes, shall have a green background with white border and shall be located over approximate center of the lane.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
30	2D.34	<u>Confirming or Reassurance Assemblies (Destination Signs)</u> – Relocated text here from 2D.31. Added Standard text that if the confirming or reassurance assembly is for an alternate route, the appropriate auxiliary sign for an alternate route shall be included.
31	2D.35	<u>Trailblazer Assemblies (Location of Destination Signs)</u> – Relocated text here from 2D.32. Revised Standard text to include numbered or named highways, Auto Tour Routes and eliminate special road facilities. Also, Standard requires use of Alternate auxiliary sign in the assembly when used for an alternate route.
32	2D.36	<u>Destination and Distance Sign (Distance Signs (D2 Series))</u> – Relocated text here from 2D.33. Revised Guidance, if Route Shields are included on a Destination sign, the height of the route shield should be twice the height of the upper-case letters, but not less than 18 inches, and any cardinal direction should be in upper-case letters.
33	2D.37	<u>Destination Signs (D1 Series) (Location of Distance Signs)</u> – Relocated text here from 2D.34. Added Support that provides for separator lines to be used on the signs and an additional Option about placement of the up arrow on left side mounted signs.
34	Fig. 2D-7	<u>Destination and Distance Signs (Examples of Destination and Distance Signs)</u> – Added the D15-1 signs and deleted the note at the bottom of the figure.
35	2D.38	<u>Destination Signs at Circular Intersections (Street Name Sign (D3-1))</u> – Added Standard requiring all signs to conform to 2D.37. Added an Option for the design of Destination Signs including the use of the curved stem arrow, Guidance on the use of curved stem arrows on other signs if used on guide signs, and a Standard prohibiting depiction of the number of lanes within or on approaches or exits at circular intersections.
36	2D.39	<u>Destination Signs at Jughandles (Advance Street Name Signs (D3-2))</u> – Added Standard requiring signs to conform to 2D.37 and an Option for use of diagrammatic signs in certain situations.
37	Fig. 2D-8	<u>Destination Signs for Roundabouts (Examples of Street Name and Parking Signs)</u> – Added figure depicting guide signs at roundabouts.
38	2D.40	<u>Location of Destination Signs (Parking Area Sign (D4-1))</u> – Relocated text here from 2D.35. Added Guidance for rural areas, minimum distance between the Destination sign and an Advance Route Turn Assembly or a Junction assembly should be 200 ft.
39	Fig. 2D-9	<u>Examples of Guide Signs for Roundabouts (Examples of Rest Area and Scenic Overlook Signs)</u> – Added figure depicting guide signs at roundabouts.
40	2D.41	<u>Distance Signs (D2 Series) (PARK & RIDE Sign (D4-2))</u> – Relocated text here from 2D.36. Added Standard requiring distance numerals to be to the right of the destination.
41	2D.42	<u>Location of Distance Signs (Rest Area Signs (D5 Series))</u> – Relocated text here from 2D.37.
42	2D.43	<u>Street Name Signs (D3-1 or D3-1s) (Scenic Area Signs (D6 Series))</u> – Relocated text here from 2D.38. Added Option for including a route shield on the street name sign for numbered routes, and a Standard that requires lettering to be a combination of lower-case letters with initial upper-case letters. Revised Guidance states that post-mounted signs should have upper-case letters of 6 inches with lower-case letters at 4.5 inches; for multi-lane roads with speeds in excess of 40 mph, the leading upper-case letter should be 8 inches and the lower-case letters 6 inches. Added Option that for local roads, with speeds 25 mph or less, the lettering on post-mounted Street Name signs may be 4-inch upper-case and 3-inch lower-case. Revised Guidance for overhead signs states that lettering should have initial upper-case letters at least 12 inches and lower-case letters at least 9 inches in height. Added Option allowing pictographs to be included on Street Name Signs. Added Standard requiring signs to be retroreflective or illuminated, and an Option that allows borders to be omitted. Added an Option allowing colors other than green, and a Standard limiting those options to blue, white or brown and prohibiting alternate colors from being used on Advance Street Name signs.

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43	Fig. 2D-10	<u>Street Name and Parking Signs (Example of Weigh Station Signing)</u> – Relocated information here from Figure 2D-8. Revised legend on the D3-1 to upper-case and lower-case letters. Added D3-1a sign and the D3-2 sign for the NEXT ROUNDABOUT. Added horizontal line to the D3-2 for Scott Blvd/Lincoln Ave. Centered the carpool symbol horizontally on the D4-2 sign, and replaced the ampersand with a hyphen.
44	Table 2D-2	<u>Recommended Minimum Letter Heights on Street Name Signs</u> – Added table based on speed, roadway type and mounting type (overhead or ground mount).
45	2D.44	<u>Advanced Street Name Signs (D3-2) (Weigh Station Signing (D8 Series))</u> – Relocated text here from 2D.39. Revised Standard providing for NEXT ROUNDABOUT as optional message and that Pictographs are not allowed on Advanced Street Name signs. Added Guidance on the order of names on an Advanced Street Name sign.
46	2D.45	<u>Signing for Conventional Roads on Approaches to Interchanges (General Service Signs (D9 Series))</u> – Relocated text here from 2E.49. Added Standard requiring use of Guide Signs on multi-lane conventional road approaches to an interchange. Added Support providing for the use of post-mounted Advanced Entrance Direction Diagrammatic Guide Signs and a Standard limiting what can be displayed on post-mounted Advance Entrance Direction Diagrammatic Guide Signs.
47	Fig. 2D.11	<u>Example of Interchange Crossroad Signing for a One-Lane Approach (General Service Signs)</u> – Relocated information here from Figure 2E-34. Added “Interchange” to the title. Revised white-on-blue M5-1L auxiliary sign in the sign assembly near the top of the figure to an M6-1L auxiliary sign. Relocated this sign assembly to the far left-hand corner of the intersection with the northbound ramp and marked it optional. Revised design of the sign on the near right-hand corner of the intersection with the northbound ramp. Revised the white-on-blue M5-1L auxiliary sign in the sign assembly near the right-hand side of the figure to an M6-3 auxiliary sign. Deleted the horizontal lines on the guide sign just to the left of this assembly.
48	Fig. 2D-12	<u>Example of Minor Interchange Crossroad Signing (General Information Signs)</u> – Relocated information here from Figure 2E.35. Added optional supplemental location for the sign assembly near the top of the figure. Added an asterisk and related note.
49	Fig. 2D.13	<u>Examples of Multi-Lane Crossroad Signing for a Diamond Interchange (Reference Locations Signs)</u> – Relocated information here from Figure 2E-36. Revised Interstate route designation, the directions (including the north arrow), and the destinations. Added sign assembly at the far left-hand corner of the intersection with the westbound ramp near the top of the figure. Revised sign on the near right-hand corner of this intersection. Added an overhead sign as an alternative to the post-mounted sign that is located between the intersection with the eastbound ramp and the bridge over the Interstate. Revised signs on the near right-hand corner of the intersection with the eastbound ramp. Revised two signs located upstream from the intersection with the eastbound ramp. Replaced legends LEFT LANE and RIGHT LANE with KEEP LEFT and KEEP RIGHT. Added alternative single sign (instead of two separate signs).
50	Fig. 2D.14	<u>Examples of Multi-Lane Crossroad Signing for a Partial Cloverleaf Interchange (Examples of the Use of the National Scenic Byways Sign)</u> – Relocated information here from from Figure 2E.37. Revised Interstate Route designation and the destination names. Added the codes for the D13-3 signs and added alternative D13-3a signs and sign assemblies. Rotated orientation of these signs 45 degrees clockwise. Revised sign on the right-hand side of the intersection with the northbound ramp, near the top of the figure. Revised signs on the right-hand side of the roadway just upstream from the intersection with the southbound ramp. Added new single sign (instead of two separate signs) as an alternative to the two signs located further upstream from the intersection with the southbound ramp.

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51	Fig. 2D-15	<u>Examples of Multi-Lane Crossroad Signing for a Cloverleaf Interchange</u> – Relocated information here from Figure 2E.38. Revised the Interstate Route designation and the destinations. Added two signs located in the exit ramp gores. Revised the sign between the Interstate and the northbound ramp, and revised the note next to this sign. Revised overhead signs at the southbound ramp. Added new single sign (instead of two separate signs) as an alternative to the two signs located further upstream from the southbound ramp.
52	Fig. 2D-16	<u>Example of Crossroad Signing for an Entrance Ramp with a Nearby Frontage Road</u> – Added figure.
53	2D.46	<u>Freeway Entrance Signs (D13-3 and D13-3a) (Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Locations Signs (D10-1a through D10-3a))</u> – Relocated some here from 2E.50, item E. Added Option providing for use of EXPRESSWAY, PARKWAY or the name of an unnumbered highway instead of FREEWAY on the sign, use of a Directional assembly at the far corners of an intersection, and Support on use of regulatory signs to deter wrong-way movements.
54	2D.47	<u>Parking Area Guide Sign (D4-1) (Traffic Signal Speed Sign (I1-1))</u> – Relocated text here from 2D.40.
55	2D.48	<u>PARK-RIDE Sign (D4-2) (General Information Signs (I Series))</u> – Relocated text here from 2D.41.
56	2D.49	<u>Weigh Station Signing (D8 Series) (Signing of Named Highways)</u> – Relocated text here from 2D.44.
57	Fig. 2D-17	<u>Example of Weigh Station Signing</u> – Relocated information here from Figure 2D-10. Revised the sign placement dimensions to reference the physical gore, rather than from the location of the D8-3 sign. Revised the D8-2 to the D8-H2, and revised and relocated the related placement dimension.
58	2D.50	<u>Community Wayfinding Signs (Trail Signs)</u> – Added new signs, with Option text on the application of them, a Standard limiting their use to conventional roads, and prohibiting their use to provide direction to primary destinations, highway routes or streets and eliminating them when space is limited. Added Guidance on establishment by a local jurisdiction, use of smaller signs for pedestrian applications, Support text on color coding of signs, an Option for the use of pictographs, a Standard describing the design and placement of these signs, prohibitions on certain colors, prohibitions on the display of internet, E-mail or domain names. Added a Standard on the design of pictographs, Option text on the use of Enhancement Markers, and Standard and Guidance text on the design of Enhancement Markers.
59	Fig. 2D-18	<u>Examples of Community Wayfinding Guide Sign</u> – Added figure.
60	Fig. 2D-19	<u>Example of a Community Wayfinding Guide Sign System Showing Direction From a Freeway or Expressway</u> – Added figure.
61	Fig. 2D-20	<u>Examples of a Color-Coded Community Wayfinding Guide Sign System</u> – Added.
62	2D.51	<u>Truck, Passing or Climbing Lane Signs (D17-1 and D17-2) (Crossover Signs)</u> – Added Guidance on application of these signs when a climbing lane has been provided, and Option text on alternate legends.
63	2D.52	<u>Slow Vehicle Turn-Out Sign (D17-7) (National Scenic Byways Signs (D6-4, D6-4a))</u> – Added Guidance on application of these signs when a turn out area has been provided.
64	2D.53	<u>Signing of Named Highways (Ohio Byway Signs (M8-H3, M8-H3p))</u> – Relocated text here from 2D.49.
65	2D.54	<u>Crossover Signs (D13-1 and D13-2)</u> – Relocated text here from 2D.51.
66	Fig. 2D-21	<u>Crossover, Truck Lane and Slow Vehicle Signs</u> – Relocated information here from Figure 2D-12. Revised “1/4 MILE” in the legend on the D13-2 sign to “¼ MILE.” Added the D17-1, D17-2 and D17-7 signs and the asterisk note.
67	2D.55	<u>National Scenic Byways Signs (D6-4, D6-4a)</u> – Relocated text here from 2D-52.
68	2D.56	<u>Ohio Byway Signs (M8-H3, M8-H4p)</u> – Relocated text here from 2D.53.

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69	Fig. 2D-22	Examples of Use of the National Scenic Byways Sign – Relocated information here from Figure 2D.14. Fixed errors in the way the center line was shown on the symbols.
Chapter 2E. Guide Signs – Freeways and Expressways		
1	2E.03	Guide Sign Classification (General) – Relocated text here from 2E.24. Revised section references in the Support text.
2	2E.04	General (Color of Guide Signs) – Relocated text here from 2E.03. Revised Support to include arrows as desired design characteristics.
3	2E.05	Color of Guide Signs (Retroreflection or Illumination) – Relocated text from 2E.04.
4	2E.06	Retroreflection or Illumination (Characteristics of Urban Signing) – Relocated text here from 2E.05.
5	2E.07	Characteristics of Urban Signing (Characteristics of Rural Signing) – Relocated text here from 2E.06.
6	2E.08	Characteristics of Rural Signing (Memorial Highway Signing (E8-H5, M1-10)) – Relocated text here from 2E.07. Revised Support to include overhead arrow per lane as an operating condition that usually makes special treatments desirable.
7	2E.09	Signing of Named Highways (Amount of Legend on Guide Signs) – Relocated text here from 2E.08. Added Support references to Section 2D.53 and Section 2M.10.
8	2E.10	Amount of Legend on Guide Signs (Number of Signs at an Overhead Installation and Sign Spreading) – Relocated text here from 2E.09. Added Guidance limiting number of destinations or street names replaces the first paragraph of Ohio text. Deleted first and second Option paragraphs, leaving the sentence “Where insufficient space exists, destination names may be included on a Supplemental Guide Sign.”
9	Fig. 2E-1	Example of Guide Sign Spreading – Revised designs of the two guide signs. Deleted the “Theoretical Gore” label.
10	Fig. 2E-2	Pull-Through Signs – Revised the two guide signs slightly. Removed the code numbers since these are designable signs and we don’t plan to use specific code numbers.
11	2E-11	Number of Signs at an Overhead Installation and Sign Spreading (Pull Through Signs (E6-2, E6-2a)) – Relocated text here from 2E.10. Added Guidance to allow for the Advance Guide sign to be placed on a separate support structure in lieu of on an overcrossing structure.
12	2E.12	Pull Through Signs (E6-2, E6-2a) (Designation of Destinations) – Relocated text here from 2E.11. Added Support text on use of overhead arrow per lane or diagrammatic signs at multi-lane exits where there is a reduction in the number of through lanes and a through lane becomes an interior option lane for through or exiting traffic.
13	2E.13	Designation of Destinations (Size and Style of Letters and Signs) – Relocated text here from 2E.12.
14	2E.14	Size and Style of Letters and Signs (Interline and Edge Spacing) – Relocated text here from 2E.13. Added Standard stating that sizes of freeway and expressway guide signs that have standardized designs shall be as shown in Table 2E-1, and requiring the nominal loop height of trailing lowercase letters to be ¾ the height of leading uppercase letters.
15	2E.15	Interline and Edge Spacing (Sign Borders) – Relocated text here from 2E.14 Additional Guidance Text on the spacing to top and bottom borders.
16	2E.16	Sign Borders (Abbreviations) – Relocated text here from 2E.15. New Guidance text on border width based on sign size and design and corner radii.
17	2E.17	Abbreviations (Symbols) – Relocated text here from 2E.16. Revised Guidance text that longer, readily recognized words such as street or boulevard should be abbreviated, punctuation should not be used in abbreviations and the forward slash should be used only for fractions and a hyphen should be used to separate words.
18	2E.18	Symbols (Arrow for Interchange Guide Signs) – Relocated text here from 2E.17.

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19	Table 2E-1	Freeway or Expressway Guide Sign and Plaque Sizes – Added table.
20	Table 2E-2	Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Interchange Classification – Added table.
21	Table 2E-3	Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Sign Type – Added table.
24	2E-19	Arrow for Interchange Guide Signs (Diagrammatic Signs (E4-H1)) – Relocated text here from 2E.18. Revised Standard indicating new arrow design as per Figure 2D-2, Standard requiring that except for overhead arrow per lane guide signs and Exit Direction for lane drops, directional arrows on Exit Direction signs shall be located on the side consistent with the direction of movement and pointing diagonally upward, Standard requiring down arrows to be in the center of the lane specific to a destination, prohibiting more than one arrow to point to a lane and prohibiting diagonal down arrows pointing to adjacent lanes.
25	2E.20	Signing for Option Lane at Splits and Multi-Lane Exits (Signing for Interchange Lane Drops) – Added Standard requiring that on freeways and expressways, either the Overhead Arrow-per-Lane or Diagrammatic guide sign design shall be used for all multi-lane exits at major interchanges that have an optional exit lane that also carries the through route and for all splits that include an option lane. Overhead Arrow-per-Lane or Diagrammatic guide signs shall not be used on freeways and expressways for any other types of exits or splits, including single-lane exits and splits that do not have an option lane. Added Guidance that they should be considered for multi-lane exits with an option lane at intermediate interchanges.
26	2E.21	Design of Overhead Arrow-per-Lane Guide Signs for Option Lanes – (Changeable Message Signs) – Added Standard requiring use on all new and reconstructed freeways and expressways, requirements for their location, requirements if existing Exit Direction and Pull-Through signs are being retained, prohibiting new installations of Exit Direction and Pull-through signs in conjunction with Overhead Arrow-per-Lane signs on new construction and design criteria.
27	Fig. 2E-3	Overhead Arrow-per-Lane Guide Sign for a Multi-Lane Exit with an Option Lane (Diagrammatic Sign for a Single-Lane Left Exit) – Added figure.
28	Fig. 2E-4	Overhead Arrow-per-Lane Guide Signs for a Two-lane Exit to the right with an Options Lane (Diagrammatic Signs for Split with Dedicated Lanes) – Added figure.
29	Fig. 2E-5	Overhead Arrow-per-Lane Guide Signs for a Two-Lane Exit to the Right with an Option Lane (Through Lanes Curve to the Left) (Diagrammatic Signs for Split with Optional Lanes) – Added figure.
30	Fig. 2E-6	Overhead Arrow-per-Lane Guide Sign for a Split with an Option Lane (Diagrammatic Signs for Two-Lane Exit with Optional Lane) – Added figure.
31	2E.22	Design of Freeway and Expressway Diagrammatic Guide Signs for Option Lanes (Overhead Sign Installations) – Relocated text here from 2E.19. Revised Standard with additional design criteria, revised Guidance on design, and revised Standard severely limiting their use at cloverleaf interchanges.
32	Fig. 2E-7	Diagrammatic Guide Signs for a Multi-Lane Exit with an Option Lane (Diagrammatic Signs for Two-Lane Exit with Optional Lane) – Added figure.
33	Fig. 2E-8	Diagrammatic Guide Signs for a Two-Lane Exit to the Right with an Option Lane (EXIT ONLY on Left with Diagrammatic Sign for Left lane Dropped at an Interchange) – Relocated information here from Figure 2E-7. Labeled the exit ramp as a ramp to SR 24 instead of as SR 24, and deleted the SR 24 confirming route sign assembly. Labeled the mainline lanes at the bottom of the figure as I-47 instead of I-47 and SR 24. Revised the pavement markings and roadway geometrics. Revised the designs of the overhead signs at the theoretical gore and the Exit Gore sign.

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34	Fig. 2E-9	<u>Diagrammatic Guide Signs for a Two-Lane Exit to the Right with an Option Lane (Through Lanes Curve to the Left) (EXIT ONLY Panels)</u> – Relocated information here from Figure 2E-6. Labeled the exit ramp as a ramp to U.S. 40 instead of as U.S. 40 and replaced the U.S. 40 confirming route sign assembly with a trailblazer route sign assembly. Labeled the mainline lanes at the bottom of the figure as I-12 instead of I-12 and U.S. 40. Revised the pavement markings and roadway geometrics. Revised the designs of all of the overhead guide signs and the Exit Gore sign. Revised the signing to show an exit ramp that leads to eastbound U.S. 40 instead of westbound U.S. 40.
35	Fig. 2E-10	<u>Diagrammatic Guide Signs for a Split with an Option Lane (EXIT ONLY Panels for Right Lane Dropped at an Interchange)</u> – Relocated information here from Figure 2E-5. Revised pavement markings and roadway geometrics. Revised the designs of the overhead signs at the theoretical gore. Revised the guide signs that are two miles in advance of the exit to be mounted over the lanes rather than post-mounted on the right-hand side. Revised the signing to show an exit ramp for northbound I-79 instead of southbound I-79.
36	2E.23	<u>Signing for Intermediate and Minor Interchange Multi-Lane Exits with an Option Lane (Lateral Offset)</u> – Added Guidance that “Signing for an intermediate or minor interchange that has a multi-lane exit with an option lane that also carries the through route should use the same principles as those for a conventional exit,” and Guidance indicating the presence of an option lane should be conveyed by the use of post-mounted R3-8 signs.
37	2E.24	<u>Signing for Interchange Lane Drops (Guide Sign Classification)</u> – Relocated text here from 2E-20. Revised Standard that this section applies only to lane drops at exits that do not have an optional exit lane, deleted previous Guidance paragraph, added a Standard that the EXIT ONLY (down arrow) sign panel shall be used on all signing of lane drops on all overhead advanced guide signs except when Overhead Arrow-per-Lane and Diagrammatic guide signs are installed, and Guidance that “Where the dropped lane is an auxiliary lane between successive entrance and exit ramps of two separate interchanges and the distance between the two ramps is less than 1 mile, the first Advance Guide sign downstream from the entrance ramp should contain the distance message,” and Standard text for retrofitting existing signs.
38	Fig. 2E-11	<u>Example of Signing for a Two-Lane Intermediate or Minor Interchange Exit with an Option Lane and a Dropped Lane (Interstate and U.S. Route Signs)</u> – Added fig.
39	Fig. 2E-12	<u>Example of Signing for a Two-Lane Intermediate or Minor Interchange Exit with Option and Auxiliary Lanes (Example of Interchange Numbering for Mainline and Circumferential Routes)</u> – Added figure.
40	Fig. 2E-13	<u>EXIT ONLY and LEFT Sign Panels (Example of Interchange Numbering for Mainline, Loop, and Spur Routes)</u> – Relocated information here from Figure 2E-9. Revised the design of the E11-1. Deleted the E11-1a. Relabeled the two E11-1b sign panels as E11-1a and E11-1b. Added the E11-1d, E11-1e, E11-1f and E11-2 sign panels.
41	2E.25	<u>Overhead Sign Installations (Route Signs and Trailblazer Assemblies)</u> – Relocated text here from 2E.22.
42	Fig. 2E-14	<u>Guide Signs for a Split with Dedicated Lanes (Example of Interchange Numbering If Routes Overlap)</u> – Relocated information here from Figure 2E-4. Revised the lane line between the two center lanes, and added edge lines. Added confirming route sign assemblies for I-270 and I-495. Replaced the guide signs with down arrows and the diagrammatic guide signs with guide signs featuring upward-pointing arrows at the theoretical gore and down arrows in advance of the exit. Revised the left exit plaques to show the word LEFT in black letters on a yellow background. Mounted the guide signs that are two miles in advance of the exit over the lanes rather than post-mounted on the right-hand side. Added dimensions showing 1-mile and ½-mile separations between the overhead signs.

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43	Fig. 2E-15	Guide Signs for a Single-Lane Exit to the Left with a Dropped Lane (Examples of Interchange Advance Guide Signs) – Relocated information from Figure 2E-8. Revised the lane line between the left-hand lane and the center lane. Redesigned the Exit Direction sign. Replaced diagrammatic guide signs with guide signs featuring a down arrow in advance of the exit. Revised left exit plaques to show LEFT in black letters on a yellow background. Added dimensions showing ½-mile separations between the overhead signs. Labeled the exit ramp as a ramp to US 56, instead of as US 56, and deleted the US 56 confirming route sign assembly. Labeled the mainline lanes at the bottom figure I-61 instead of I-61 and US 56. Deleted the asterisk note at the bottom.
44	Fig. 2E-16	Guide Signs for a Single-Lane Exit to the Right with a Dropped Lane (Next Exit Supplemental Advance Guide Signs) – Relocated information from Figure 2E-10. Revised the lane line between the right-hand lane and the center lane. Redesigned the Exit Direction sign. Added the West US 40 confirming route sign assembly. Added dimensions showing ½-mile separations between the overhead signs. Labeled the exit ramp as a ramp to SR 7, instead of as SR 7. Relabeled the mainline lanes at the bottom of the figure as US 40, instead of US 40 and SR 7.
45	2E.26	Lateral Offset (Signs for Intersection at Grade) – Relocated text here from 2E.23.
46	2E.27	Route Signs and Trailblazer Assemblies (Interchange Guide Signs) – Relocated text here from 2E.25.
47	Fig. 2E-17	Interstate, Off-Interstate, and U. S. Route Signs (Supplemental Guide Signs for Multi-Exit Interchanges) – Relocated information from Figure 2E-11. Added the M1-3. Moved the Eisenhower Interstate System sign to Figure 2E-18. Redesignated the U.S. Route sign for guide sign use as M1-4. Added “OR” in two places.
48	2E.28	Eisenhower Interstate System Signs (M1-10) (Interchange Exit Numbering (E1-H5)) – Added Section with Option and Guidance text about this sign and a Standard prohibiting use other than as a standalone sign.
49	Fig. 2E-18	Eisenhower Interstate System Sign (Supplemental Guide Sign for a Park and Ride Facility (Route without Exit Numbering)) – Relocated information here from Fig. 2E-11.
50	2E.29	Signs for Intersections at Grade (Interchange Classification) – Relocated text here from 2E.26.
51	2E.30	Interchange Guide Signs (Advance Guide Signs (E1-H1)) – Relocated text here from 2E.27.
52	2E.31	Interchange Exit Numbering (Next Exit Supplemental Sign (E2-H1, E2-H1a)) – Relocated text here from 2E.28. Revised the Standard, requiring that interchange Exit Numbering use the reference location sign exit numbering method and not the sequential method, all freeways require exit numbering, and exit number plaques are required to be 30 inches in height. Revised the Guidance for left exits to a Standard.
53	Fig. 2E-19	Example of Interchange Numbering for Mainline and Circumferential Routes (Supplemental Guide sign for a Park and Ride Facility (Route with Exit Numbering)) – Relocated information here from Figure 2E-12. Reformatted the figure to be easier to understand. Adjusted the legend accordingly. Added “CIRCUMFERENTIAL” next to the I-473 shield.
54	Fig. 2E-20	Example of Interchange Numbering for Mainline, Loop and Spur Routes (Interchange Exit Direction Sign) – Relocated information here from Figure 2E-13. Reformatted the figure to be easier to understand. Adjusted the legend accordingly. Added an asterisk note at the bottom.
55	Fig. 2E-21	Example of Interchange Numbering for Overlapping Routes (Exit Gore Signs) – Relocated information here from Figure 2E-14. Reformatted the figure to be easier to understand. Adjusted the legend accordingly. Added Exit 74 on I-36.
56	2E.32	Interchange Classification (Other Supplemental Guide Signs (D4-H2a, D4-H2b, E3-H1)) – Relocated text here from 2E.29. Added Support indicating the three classification types, Major, Intermediate and Minor.

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57	2E.33	Advance Guide Signs (Exit Direction Signs (E1-H3)) – Relocated text here from 2E.30. Added a Standard requiring left Exit Plaques to be mounted on the top left edge of the sign, overhead arrow per lane or diagrammatic advance guide signs for multi-lane exits and splits with option lanes that also carry the through lane, and the distance message on advanced guide signs, if used.
58	Fig. 2E-22	Examples of Interchange Advance Guide Signs, Exit Number Plaques, and Left Plaques (Post Interchange Distance Signs) – Relocated information here from Figure 2E-15. Deleted the E1-1, E1-1a, E1-2, and E1-2a designations. Added “P” to the designation for the E1-5 plaque, and deleted “Exit Number Plaque.” Added the E1-5aP and E1-5bP plaques. Revised the “1/2” fraction on the Lincoln Avenue sign to ½.”
59	Fig. 2E-23	Next Exit Plaques (Signing of Closely Spaced Interchanges Using Interchange Sequence Signs) – Relocated information here from Figure 2E-16. Relocated the two signs side by side.
60	2E.34	Next Exit Plaques (Exit Gore Signs (E5-H1, E5-H1a, E5-H1b, E5-H1c)) – Relocated text here from 2E.31.
61	2E.35	Other Supplemental Guide Signs (D4-H2a, D4-H2b, E3-H1) (Post Interchange Signs) – Relocated text here from 2E.32. Added Option allowing pictographs depicting certain governmental agencies and a Standard on the design and placement of the pictograph.
62	Fig. 2E-24	Supplemental Guide Sign for a Multi-Exit Interchange (Interchange Sequence Sign) – Relocated information from Figure 2E-17. Deleted the rounded corners where the horizontal line in the center of the sign intersects with the border.
63	Fig. 2E-25	Supplemental Guide Sign for a Park-Ride Facility (Community Interchanges Identification Sign) – Relocated information from Figures 2E-18. Designated the two signs as Drawings A and B. Centered the carpool symbol horizontally on the sign in Drawing A, and replaced the ampersand with a hyphen. Redesigned the sign in Drawing B to include the exit number.
64	2E.36	Exit Direction Signs (Distance Signs (E7-H1)) – Relocated text here from 2E.33 relocated here. Revised Standard requiring the use of overhead arrow per lane guide sign instead of the Exit Direction Sign in certain situations and the design and application of overhead Exit Direction Signs.
65	Fig. 2E-26	Examples of Interchange Exit Direction Signs (NEXT EXITS Signs) – Relocated information here from Figure 2E-20. Added three additional example signs.
66	Fig. 2E-27	Interchange Exit Direction Sign with an Advisory Speed Panel (Example of Freeway-to-Freeway Interchange Guide Signs) – Added figure.
67	2E.37	Exit Gore Signs (E5-1 Series) (Interchange Sequence signs (E7-H2)) – Relocated text here from 2E.34. Added Standard text that if suffix letters are used for exit numbering, they shall be used on the Gore signs, an Option allowing use of Type 1 Object Markers on supports, and a Standard requiring use of a Gore sign when replacing assemblies.
68	Fig. 2E-28	Exit Gore Signs (Examples of Guide Signs for Full Cloverleaf Interchanges) – Relocated information from Figure 2E-21. Revised “E5-2” to “E5-1bP,” and added “P” to the code for the E13-1P plaque. Decreased the border width on the E13-1P plaque.
69	2E.38	Post Interchange Signs (Community Interchange Identification Signs (E7-H3)) – Relocated text here from 2E.35.
70	2E.39	Post-Interchange Distance Signs (NEXT EXITS Sign (E7-H4)) – Relocated text here from 2E.36.
71	Fig. 2E-29	Post Interchange Distance Sign (Examples of Guide Signs for Full Cloverleaf Interchange With Collector-Distributor Roadways) – Relocated information from Figure 2E-22.
72	2E.40	Interchange Sequence Signs (Signing by Type of Interchange) – Relocated text here from 2E.37. Revised Standard requiring LEFT panels when exit direction is to the left.

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73	Fig. 2E-30	Example of Using an Interchange Sequence Sign for Closely-Spaced Interchanges – (Examples of Partial Cloverleaf Interchange Guide Signs) Relocated information from Figure 2E-23 “Signing of Closely Spaced Interchanges Using Interchange Sequence Signs.” 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.
74	Fig. 2E-31	Interchange Sequence Signs – (Examples of Diamond Interchange Guide Signs) Relocated information from Figure 2E-24. The sign designs have been revised to provide more space between the legends and the borders.
75	2E.41	Community Interchanges Identification Signs (Freeway-to-Freeway Interchange) – Relocated text here from 2E.38.
76	Fig. 2E-32	Community Interchanges Identification Signs (Examples of Diamond Interchange Guide Signs in an Urban Area) – Relocated information here from Figure 2E-25. Revised the sign designs to provide more space between the legends and the borders.
77	2E.42	NEXT XXX EXITS Sign (Cloverleaf Interchange) – Relocated text here from 2E.39.
78	Fig. 2E-33	NEXT EXITS Sign (Examples of Minor Interchange Guide Signs) – Relocated information from Figure 2E-26.
79	2E.43	Signing by Type of Interchange (Cloverleaf Interchange with Collector-Distributor Roadways) – Relocated text here from 2E.40.
80	2E.44	Freeway-to-Freeway Interchange (Partial Cloverleaf Interchange) – Relocated text here from 2E.41. Revised Standard requiring Left Exit Number plaques to be added to the top left of the guide signs and requiring overhead Diagrammatic or Arrow-per-Lane signs in option lane situations.
81	Fig. 2E-34	Examples of Guide Signs for a Freeway-to-Freeway Interchange (Examples of Crossroad Signing for One-Lane Approach) – Relocated information here from Figure 2E-27. Expanded the figure to two separate drawings so that more detail could be added, including pavement markings, confirming route sign assemblies, and exit gore signs. Deleted the reference location numbers. Revised the guide signs 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.
82	2E.45	Cloverleaf Interchange (Diamond Interchange) – Relocated text here from 2E.42.
83	Fig. 2E-35	Examples of Guide Signs for a Full Cloverleaf Interchange (Example of Minor Interchange Crossroad Signing) – Relocated information here from Figure 2E-28. Relocated the bridge-mounted sign over the approach lanes instead of over the median. Revised the “1/4” fraction “¼.” Deleted the option of using an “EXIT 102” exit number plaque on the two advance exit signs. Revised the designs of the Exit Direction and Exit Gore signs. Added reference location numbers.
84	2E.46	Cloverleaf Interchange with Collector-Distributor Roadways (Diamond Interchange in Urban Area) – Relocated text here from 2E.43.
85	2E.47	Partial Cloverleaf Interchange (Closely Spaced Interchanges) – Relocated text here from 2E.44.
86	Fig. 2E-36	Examples of Guide Signs for a Full Cloverleaf Interchange with Collector-Distributor Roadways (Examples of Multi-Lane Crossroad Signing for Diamond Interchange) – Relocated information from Figure 2E-29. Deleted the option of using an “EXIT 102” exit number plaque on the two Advance Exit signs and on the Exit Direction sign. Revised the exit gore sign to “EXITS 102 A-B” instead of “EXIT 102.” Revised the designs of the Exit Direction and Exit Gore signs. Deleted the EAST I-52 route sign between 102 and 103.

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87	Fig. 2E-37	Examples of Guide Signs for a Partial Cloverleaf Interchange (Examples of Multi-Lane Crossroad Signing for Partial Cloverleaf Interchange) – Relocated information from Figure 2E-30. Revised the guide signs facing traffic on the exit ramps upstream from the SR 24 intersections. Added the SR 24 directional route sign assemblies at the downstream end of both of the exit ramps.
88	2E.48	Diamond Interchange (Minor Interchange) – Relocated text here from 2E.45. Revised Standard text, requiring Exit Number plaque on routes with numbered exits and “Exit” panel as part of distance on Advance Guide signs on unnumbered interchanges.
89	Fig. 2E-38	Examples of Guide Signs for a Diamond Interchange (Examples of Multi-Lane Crossroad Signing for Cloverleaf Interchange) – Relocated information from Figure 2E-31. Added signing for the southbound exit ramp. Revised the design of the Exit Direction sign. Revised the “1/2” to “½.”
90	2E.49	Diamond Interchange in Urban Area (Signing of Approaches and Connecting Roadways) – Relocated text here from 2E.46.
91	Fig. 2E-39	Examples of Guide Signs for a Diamond Interchange in an Urban Area (Examples of Regulatory Signing and Pavement Markings at Exit Ramp Termination to Deter Wrong-Way Entry) – Relocated information here from Figure 2E-32. Revised the reference location numbers. Revised the “1/2” to “½.” Added the guide signs facing traffic on the exit ramp. Revised the designs of the Exit Direction and Exit Gore signs.
92	2E.50	Closely Space Interchanges (Wrong-Way Traffic Control at Interchange Ramps) – Relocated text here from 2E.47. Revised the first Option to a Support statement on sign spreading, and added a Standard that “Advance Guide signs for closely-spaced interchanges shall show information for only one interchange.”
93	2E.51	Minor Interchanges (General Services Signs) – Relocated text here from 2E.48. Added a Standard requiring at least one advance Guide Sign and an Exit Gore Sign, and Guidance recommending use of an Exit Direction sign.
94	Fig. 2E-40	Examples of Guide signs for a Minor Interchange (Examples of Regulatory Signing and Pavement Markings at Entrance Ramp Terminal Where Design Does Not Clearly Indicate the Direction of Flow) – Relocated information here from Figure 2E-33. Revised the “1/2” to “½.” Revised the designs of the Exit Direction and Exit Gore signs. Added the Laurel Ave sign facing traffic on the exit ramp.
95	2E.52	Signing on Conventional Road Approaches and Connecting Roadways (Rest and Scenic Area Signs (D5 Series, D6 Series)) – Moved text and replaced with Support reference to Section 2D.45.
96	2E.53	Wrong-Way Traffic Control at Interchange Ramps (Tourist Information and Welcome Center Signs) – Moved text and replaced here with Support reference to Sections 2B.41 and 2D.46. Most text and Figures relocated to Chapter 2B.
97	2E.54	Weigh Station Signs (Reference Location Signs and Enhanced Reference Location Signs (D10-4, D10-5, D10-H5a)) – Relocated text here from 2E.58 with reference to 2D.49 instead of 2D.44.
98		Relocated Sections 2E-51, General Service Signs, 2E.52, Rest and Scenic Area Signs, 2E.53, Tourist Information and Welcome Center Signs, 2E.54, Reference Location Signs and Enhanced Reference Locations Signs, 2E.55 Miscellaneous Guide Signs, 2E.57, Carpool and Ridesharing Signing, 2E.59, Preferential Only Lane Signs, and Figures 2E-46, Example of Signing for the Entrance to Barrier Separated HOV Lanes, 2E-47, Example of Signing for the Intermediate Entry to and Exit From Barrier-or-Buffer Separated HOV Lanes, 2E-48, Example of Signing for the Entrance to and Exit from an Added HOV Lane, 2E-49, Example of Signing for the Entrance to and Exit from a General Purpose Lane that Becomes an HOV Lane, 2E-50, Example of Signing for a Direct Access Ramp to an HOV Lane from a Park & Ride Facility, 2E-51, Example of Signing for a Direct Access Ramp to an HOV Lane from a Local Street, and 2E-52, Example of Signing for a Direct Access Ramp Between HOV Lanes on Separate Freeways to other Chapters in Part 2.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
Chapter 2F. Toll Road Signs (Specific Service Signs)		
1		Previous Chapter 2F, Specific Service Signs, is now Chapter 2J.
2	2F.01	Scope (Eligibility) – Added Support text describing nature of toll roads, that guide signs are as required in Chapter 2D & 2E, and that the scope of this Section is for roads or sections where all lanes are tolled. Added a standard requiring the provisions of other Chapters in Part 2 to apply on toll roads except as otherwise provided in this Chapter.
3	2F.02	Sizes of Toll road Signs (Application) – Added a Standard on the design of toll road signs, and an Option to use larger signs.
4	Table 2F-1	Toll Road Sign and Plaque Minimum Sizes – Added table.
5	2F.03	Use of Purple Backgrounds and Underlay Panels with ETC (Electronic Toll Collection) Account Pictographs (Logos and Logo Panels) – Added a Standard requiring use of the color purple, pictographs and the design of pictographs, as well as Support language referring to Figure 2F-1 for examples of ETC account pictographs, and 2F.04 for provisions regarding the size.
6	2F.04	Size of ETC Pictographs (Numbers and Size of Logos and Sign) – Added a Standard pertaining to the size and prominence of a pictograph, as well as Guidance for the size, shape and conspicuity of pictographs.
7	2F.05	Regulatory Signs for Toll Plazas (Size of Lettering) – Added Support language describing toll road operations and toll collections, Guidance for placement and use of lane-specific Regulatory signs including on guide signs, Guidance on the use of Speed Limit signs approaching toll booths, a Standard prohibiting placement of a STOP Sign at an ETC-Only lane that is designed for tolls to be collected while vehicles continue moving, and Guidance for use and placement of the R3-38 sign.
8	Fig. 2F-1	Examples of ETC Account Pictographs and Use of Purple Backgrounds and Underlay Panels (Examples of Specific Service Signs) – Added new signs.
9	2F.06	Pay Toll Advance Warning Sign (W9-6) (Signs at Interchanges) – Added a Standard for design of the W9-6, with Guidance and an Option for placement.
10	Fig. 2F-2	Roll Plaza Regulatory Signs and Plaques (Example of Specific Service sign Locations) – Added a figure showing the R3-28, R3-29P and R3-30P.
11	2F.07	Pay Toll Advance Warning Plaque (W9-6P) (Single-Exit Interchanges) – Added a Standard for design of the W9-6P, and an Option for placement.
12	Fig. 2F-3	Toll Plaza Warning Signs and Plaques – Added a figure that includes the W9-6, W9-6a, W9-6P, W9-6aP and W16-16P.
13	2F.08	Stop Ahead Pay Toll Warning Signs (W9-6a) (Double-Exit Interchanges) – Added a Standard for design of the sign, Guidance for placement, and an Option placement when space is limited.
14	2F.09	Stop Ahead Pay Toll Warning Plaque (W9-6aP) (Signs at Intersections) – Added a Standard on design of the sign and an Option language for placement of the sign.
15	2F.10	LAST EXIT BEFORE TOLL Warning Plaque (W16-16P) (Signing Policy) – Added a Standard on design of the sign, and Guidance for placement.
16	2F.11	TOLL Auxiliary Sign (M4-15) – Added a Standard for design and placement of sign.
17	Fig. 2F-4	ETC Account-Only Auxiliary Signs for Use in Route Sign Assemblies – Added a figure that includes an M4-20 and M4-16 Assembly, and an Example of a Route Sign Assembly with the M4-15, M3-2, M1-4, M4-20 and M5-1.
18	2F.12	Electronic Toll Collection (ETC) Account-Only Auxiliary Signs (M4-16 and M4-20) – Added a Standard on design and placement of the sign and an Option for use of the NO CASH (M4-16) auxiliary sign.
19	2F.13	Toll Facility and Toll Plaza Guide Signs – General – Added a Standard on design, use and placement of these guide signs, with Guidance, Option and Support language to clarify applications.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
20	Fig. 2F-5	Examples of Guide Signs for Entrances to Toll Highways or Ramps – Added figure.
21	Fig. 2F-6	Examples of Guide Signs for the Entrance to a Toll Highway on which Tolls are Collected Electronically Only – Added figure with alternative legends for guide signs.
22	Fig. 2F-7	Examples of Guide Signs for Alternative Toll and Non-Toll Ramp Connections to a Non-Toll Highway – Added figure.
23	Fig. 2F-8	Examples of Conventional Toll Plaza Advance Signs – Added figure.
24	Fig. 2F-9	Example of Toll Plaza Canopy Signs – Added figure.
25	2F.14	Advance Signs for Conventional Toll Plazas – Added Guidance describing application, design and placement of advance signs.
26	2F.15	Advance Signs for Toll Plazas on Diverging Alignments from Open-Road ETC Account-Only Lanes – Added Guidance for design and placement of advance signs, and Standard requirements for the use and design of any down arrows, if applicable.
27	Fig. 2F-10	Examples of Mainline Toll Plaza Approach and Canopy Signing – Added figure.
28	Fig. 2F-11	Examples of Guide Signs for a Mainline Toll Plaza on a Diverging Alignment from Open-Road ETC lanes – Added figure.
29	2F.16	Toll Plaza Canopy Signs – Added a Standard requiring a sign complying with 2F.13 to be placed above the center of each non Open-Road ETC lane, Option language for when flashing yellow beacons may be used, Standard text with requirements for any flashing yellow beacon used over an ETC Account-Only lane, and required use of lane-use control signals at multi-lane toll plazas.
30	2F.17	Guide Signs for Entrances to ETC Account-Only Facilities – Added Standard requiring Guide Signs on the facility and all entrance ramps to comply with Chapter 2E where vehicles are required to have a registered ETC account to use an ETC Account-Only facility.
31	2F.18	ETC Program Information Signs – Added Standard prohibiting certain messages and requiring this information to be displayed only in rest areas, and Guidance limiting phone numbers displayed to 4 characters and only installing them in certain locations.
Chapter 2G. Preferential and Managed Lane Signs (Tourist-Oriented Directional Signs)		
1		Previous Chapter 2G, Tourist-Oriented Directional Signs is now Chapter 2K.
2	2G.01	Scope (Purpose and Application) – Relocated Support here from 2B.26 and 2B.27. Added Support text on types and operation of Preferential and Managed Lanes.
3	2G.02	Sizes of Preferential and Managed Lane Signs (Design) – Added Standard text referring to Table 2G-1 and the Sign Design and Markings Manual for sign sizes and Support and Option text referring to Section 2A.11 regarding larger signs.
4	2G.03	Regulatory Signs for Preferential Lanes – General (Style and Size of Lettering) – Relocated some text here from 2B.26 and 2B.27. Added Support for various types of Preferential Lane designations and appropriate signs, new text on the design of regulatory signs including changeable message signs, a Standard on placement of median signs, and Standard text on use of the diamond symbol.
5	Table 2G-1	Managed and Preferential Lanes Sign and Plaque Minimum Sizes – Added a new table. Relocated the R3-10 through R3-15 series signs from Table 2B-1 to this table. Added the R3-15a, R3-15d and R3-15e signs and the R3-11P plaque. Increased the size of the R3-14c sign. Added an Expressway size for the R3-11 series. Deleted the 48 x 96 Freeway size for the R3-12 series. Deleted the 144 x 96 Freeway size for the R3-13 series. Deleted the 144 x 124 and 144 x 90 Freeway sizes for the R3-14 series. Added an Oversized size for the R3-10 through R3-15 series signs.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
6	Fig. 2G-1	<u>Preferential Lane Regulatory Signs and Plaques (Examples of Tourist Oriented Directional Signs)</u> – Relocated information here from Figure 2B-7. Revised “Ground-mounted” to “Post-mounted” in the header near the top of Sheet 1, and deleted the word “only” from the headers near the tops of both sheets. Revised “R3-10a” to “R3-12f,” “R3-10b” to “R3-10a,” “R3-14b” to “R3-14c,” and “R3-15a” to “R3-15b.” Added 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. Added the signs at the bottom of Sheet 2 showing the incorporation of a lane-use control signal. In the notes at the bottom, deleted the first note and revised the list of signs in the third note. Added a fourth note at the bottom of Sheet 2. Revised the designs of the R3-12, R3-12a, R3-12b, R3-14 and R3-15 signs and added the R3-14c.
7	2G.04	<u>Preferential Lane Vehicle Occupancy Definition Regulatory Signs (R3-10 Series and R3-13 Series) (Arrangement and Size of Lettering)</u> – Relocated some text from 2B.26, 2B.27 and 2B.28. Added Guidance on the format of R3-13a, new Standard language for placement of signs, and Guidance for spacing of signs.
8	2G.05	<u>Preferential Lane Periods of Operation Regulatory Signs (R3-11 Series and R3-14 Series) (Advance Signs)</u> – Relocated text here from 2B.26, 2B.28. Added a Standard for signing based on hours of operation, a Standard on the placement of the Motorcycle plaque, and Standard and Guidance language for sign mounting.
9	Fig. 2G-2	<u>Examples of Signing for an Added Continuous-Access Contiguous or Buffer-Separated HOV Lane (Examples of Intersection Approach Signs and Advance Signs for Tourist-Oriented Directional Signs)</u> – Relocated information here from Figure 2E-48. Revised the pavement markings associated with the HOV lane. Deleted the note about the 1/4-mile spacing of the diamond pavement markings. Deleted the W4-2 sign and the black-on-yellow MERGE RIGHT plaques. Replaced the guide signs with R3-15 regulatory signs. Added the R3-10 and R3-11a signs. Relocated the R3-14 sign to the downstream end of the taper at the entrance to the HOV lane. Revised the designs of the R3-12b and R3-13a signs. Revised the notes and added the asterisk.
10	Fig. 2G-3	<u>Example of Signing for a General-Purpose Lane that Becomes a Continuous-Access Contiguous or Buffer-Separated HOV Lane</u> – Relocated information here from Figure 2E-49. Revised the lane line adjacent to the HOV lane from a normal broken line to a wide broken line. Deleted the note about the 1/4-mile spacing of the diamond pavement markings. Replaced the post-mounted advance guide sign that is one mile upstream from the restriction with an overhead R3-15a sign. Replaced the advance guide sign that is a half mile upstream from the restriction with an R3-12e sign. Replaced the HOV LANE ENDS signs at the downstream end of the HOV restriction with HOV RESTRICTION ENDS signs. Added the R3-10 and R3-11a signs. Revised the design of the R3-13a sign. Revised the notes and added the asterisk.
11	2G.06	<u>Preferential lane Advance Regulatory Signs (R3-12, R3-12e, R3-12f, R3-15, R3-15a, and R3-15d) (Sign Locations)</u> – Relocated some text here from 2B.26. Added Guidance for when signs are used and mounting requirements.
12	2G.07	<u>Preferential Lane Ends Regulatory Signs (R3-12a, R3-12b, R3-12c, R3-12d, R3-12g, R3-12h, R3-15b, R3-15c and R3-153) (State Policy)</u> – Relocated some text here from 2B.28. Added a Standard text for post-mounted signs, an Option for type of preferential lane, and an Option for use of overhead sign in addition to post mounted.
13	2G.08	<u>Warning Signs on Median Barriers for Preferential Lanes</u> – Added Option for vertical rectangle warning signs, a Standard for symbol on the signs and design of the signs, and Guidance and Option language for placement.
14	Fig. 2G-4	<u>Examples of Warning Signs and Plaques Applicable Only to Preferential Lanes</u> – Added figure.
15	2G.09	<u>High Occupancy Vehicle (HOV) Plaque (W16-11P)</u> – Relocated text here from 2C.52.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
16	2G.10	<u>Preferential Lane Guide Signs – General</u> – Relocated text here from 2E.59. Added Guidance that signs are not ordinarily used on conventional roads, Guidance on placing signs, Guidance that use of signs and markings should be based on an engineering study, Standard text for signing on different preferential lane types and design and placement of signs, Standard text on the use of guide signs with regulatory signs, and a Standard requiring use of the white diamond symbol.
17	Fig. 2G-5	<u>Example of an Overhead Advance Guide Sign for a Preferential Lane Entrance</u> – Added Figure.
17	Fig. 2G-6	<u>Examples of Overhead or Post-Mounted Preferential lane Entrance Direction Signs</u> – Added Figure.
18	Fig. 2G-7	<u>Entrance Gore Signs for Barrier-Separated Preferential Lanes</u> – Added figure.
20	2G.11	<u>Guide Signs for Initial Entry Points to Preferential Lanes</u> – Relocated some text here from 2E.59. Revised text with Standard language for placement and design of Advance Guide Signs, placement and design of signs, and Option for additional signs.
21	2G.12	<u>Guide Signs for Intermediate Entry Points to Preferential Lanes</u> – Relocated text here from 2E.59. Added Standard and Guidance text.
22	Fig. 2E-8	<u>Examples of Signing for an Entrance to Access-Restricted HOV Lanes</u> – Relocated information here from Figure 2E-46. Revised pavement markings in the area where vehicles enter the HOV lane. Replaced the Exit Gore sign with an E8-1 sign. Revised the HOV lane entrance sign and the advance HOV lane entrance signs and added black-on-yellow LEFT plaques above them. Revised the top portion of the HOV exits sign. Relocated the R3-14a sign to the theoretical gore. Revised the notes. Added triple asterisk note.
23	2G.13	<u>Guide Signs for Egress from Preferential Lanes to General-Purpose Lanes</u> – Relocated some text here from 2E.59. Added Standard, Guidance and Support text for design and placement of Egress Guide Signs.
24	Fig. 2G-9	<u>Example of Signing for an Intermediate Entry to a Barrier-or Buffer-Separated HOV Lane</u> – Added figure.
25	Fig. 2G-10	<u>Example of Signing for the Intermediate Entry to, Egress from, and End of Access-Restricted HOV Lanes</u> – Relocated information here from Figure 2E-47. Revised the pavement markings in the intermediate entry/exit area and at the downstream end of the HOV lane. Deleted the note about the 1/4-mile spacing of the diamond pavement markings. Replaced the Exit Gore sign with an E8-1a sign. Deleted the W4-2 sign and the black-on-yellow MERGE RIGHT plaques. Revised or added all of the guide signs and added black-on-yellow LEFT plaques above the HOV lane entrance sign and the advance HOV lane entrance signs. Added the R3-13a sign, and relocated the R3-14 sign to the theoretical gore. Revised the label regarding the 2-foot barrier or buffer area. Added dimensions showing the positioning of the E8-2. Revised the notes.
26	Fig. 2G-11	<u>Examples of Barrier-Mounted Guide Signs for an Intermediate Egress from Preferential Lanes</u> – Added figure.
27	2G.14	<u>Guide Signs for Direct Entrances to Preferential Lanes from Another Highway</u> – Relocated text here from 2E.59. Added a Standard for placement along adjacent surface streets with access to the Preferential Lane(s).
28	2G.15	<u>Guide Signs for Direct Exits from Preferential Lanes to Another Highway</u> – Relocated text here from 2E.59. Added Standard and Guidance text for design and placement of Guide Signs.
29	Fig. 2G-12	<u>Examples of Signs for an Intermediate Egress from a Barrier- or Buffer-Separated HOV Lane</u> – Added figure.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
30	Fig. 2G-13	<u>Examples of Signing for a Direct Entrance Ramp to an HOV Lane from a Park-and-Ride Facility and a Local Street</u> – Relocated information here from Figure 2E-50. Added north arrow. Added or revised the roadway geometrics and pavement markings for the HOV lane, HOV ramp, parking area, and local street. Revised the general purpose lanes to show three lanes in each direction. Revised the HOV lane and ramp to a reversible lane. Revised the R3-14 sign at the entrance to the ramp from the parking area to include a lane-use control indication. Redesigned the HOV EXITS sign, and revised the design of the R3-13a. Redesigned the three guide signs leading drivers from the local street to the HOV lane and added a fourth guide sign. Added two trailblazer assemblies leading drivers to the eastbound I-86 general purpose lanes. Revised the notes.
31	Fig. 2G-14	<u>Exit Gore Sign for a Direct Exit from a Preferential Lane</u> – Added figure.
32	2G.16	<u>Signs for Price Managed Lanes – General</u> – Added Support language for operation of price managed lanes, and a Standard for application and design of signs.
33	Fig. 2G-15	<u>Example of Guide Signs for Direct HOV Lane Entrance and Exit Ramps</u> – Relocated information here from Figure 2E-51. Revised roadway geometrics and pavement markings. Deleted the R3-14 sign. Redesigned the guide signs. Added LEFT plaques above four of the guide signs. Replaced the Exit Gore sign with an E8-4 sign. Revised the notes.
34	Fig. 2G-16	<u>Example of Guide Signs for a Direct Access Ramp between HOV Lanes on Separate Freeways</u> – Relocated information here from Figure 2E-52. Added labels that describe the functions of the various lanes and ramps. Revised pavement markings in the area where the ramp to I-10 diverges from the I-45 NB HOV lane. Redesigned guide signs. Added LEFT plaques above three of the guide signs. Revised the notes and the asterisk notes.
35	2G-17	<u>Regulatory Signs for Priced Managed Lanes</u> – Added Standard for design of signs, when changeable message signs are required, and when certain signs are to be used.
36	2G.18	<u>Guide Signs for Price Managed Lanes</u> – Added a Standard and Guidance for when signs are used, design and placement of signs, and use of changeable message signs.
37	Fig. 2G-17	<u>Regulatory Signs for Managed Lanes</u> – Added figure.
38	Fig. 2G-18	<u>Examples of Guide Signs for Entrances to Price Managed Lanes</u> – Added figure.
39	Fig. 2G-19	<u>Example of an Exit Destination Sign for a Managed Lane</u> – Added Figure.
40	Fig. 2G-20	<u>Example of a Comparative Travel Time Information Sign for Preferential or Managed Lanes</u> – Added figure.
41	Fig. 2G-21	<u>Example of Signing for the Entrance to an Access Restricted Priced Managed Lane</u> – Added figure.
42	Fig. 2G-22	<u>Example of Signing for the Entrance to an Access-Restricted Priced Managed Lane Where a General-Purpose Lane Becomes the Managed Lane</u> – Added figure.
43	Fig. 2G-23	<u>Example of Signing for an Intermediate Entry to a Barrier- or Buffer-Separated Priced Managed</u> – Added figure.
44	Fig. 2G-24	<u>Example of Signing for the Intermediate Entry to, Egress from, and End of Access-Restricted Priced Managed Lanes</u> – Added figure.
45	Fig. 2G-25	<u>Examples of Guide Signs for an Intermediate Egress from a Barrier- or Buffer-Separated Managed Lane</u> – Added figure.
46	Fig. 2G-26	<u>Examples of Guide Signs for Direct Managed Lane Entrance and Exit Ramps</u> – Added figure.
47	Fig. 2G-27	<u>Examples of Guide Signs for a Direct Access Ramp between Managed Lanes on Separate Freeways</u> – Added figure.
48	Fig. 2G-28	<u>Examples of Guide Signs for a Direct Entrance Ramp to a Priced Managed Lane and Trailblazing to a Nearby Entrance to the General-Purpose – Lanes</u> – Added figure.
49	Fig. 2G-29	<u>Examples of Guide Signs for Separate Entrance Ramps to General-Purpose and Priced Managed Lanes from the Same Crossroad</u> – Added figure.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
Chapter 2H. General Information Signs (Recreational and Cultural Interest Area Signs)		
1		Previous Chapter 2H, “Recreational and Cultural Interest Area Signs” is now Chapter 2M.
2	2H.01	Sizes of General Information Signs (Scope) – Added a Standard requiring signs to conform to Table 2H-1, Support text with information regarding the applicability of the columns in Table 2H-1, and an Option to use larger signs than specified.
3	2H.02	General Information Signs (I Series) (Application of Recreational and Cultural Interest Area Signs) – Relocated text here from 2D.48. Added text on use of a General Information Directional Assembly and use of pictographs on political jurisdiction signs as well as new Standard language for the design of pictographs.
4	Table 2H-1	General Information Sign Sizes (Category Chart for Symbols) – Added Table.
5	Fig. 2H-1	General Information and Miscellaneous Information Signs (Examples of Use of Educational Plaques, Prohibitory Slashes, and Arrows) – Relocated information here from Figure 2D-12. Increased the size of the I1-1 sign. Added the I-9 sign. Relocated the I-12 sign here from Figure 10C-3. Added the M5 and M6 series auxiliary signs and the example directional assembly. Relocated the D9-14 to Figure 2I-1, the D12-1, D12-2, D12-3, D12-4 and D12-5 to Figure 2I-5, and the D13-1 and D13-2 to Figure 2D-21.
6	2H.03	Traffic Signal Speed Sign (I1-1) (Regulatory and Warning Signs) – Relocated text here from 2D.47. Revised Option to include changeable message sign for time of day coordination speed revisions.
7	2H.04	Miscellaneous Information Signs (General Design Requirements for Recreational and Cultural Interest Area Symbol Signs) – Relocated text here from 2E.55.
8	2H.05	Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Locations Signs (D10-1a through D10-3a) (Symbol Sign Sizes) – Relocated text here from 2D.46. Added Standard text that except for when Enhanced Reference markers are installed, Reference Locations signs shall be installed on all expressways with reference location continuity and all freeways, and a Standard requiring signs on EB and SB multi-lane divided highways to be directly the NB and WB signs.
9	Fig. 2H-2	Reference Location Signs (Examples of General Directional Guide Signs for Conventional Roads) – Relocated some information here from Figure 2D-13.
10	Fig. 2H-3	Intermediate Reference Locations Signs (Height and Lateral Position of Signs Located Within Recreational and Cultural Interest Areas) – Relocated some information here from Figure 2D-13.
11	2H.06	Enhanced Reference Locations Signs (D10-4, D10-5) (Use of Educational Plaques) – Relocated text here from 2E.54. Deleted Ohio text on installing on expressways and omitting on discontinuous routes. Added Standard that signs shall be white on blue, Support and Option text that now includes ramp signs, and Support text for enhanced signs to meet the placement provisions of 2H.05.
12	Fig. 2H-4	Enhanced Reference Location Signs (Examples of Symbol Signing Layout) – Relocated information here from Figure 2E-45. Added ramp sign.
13	2H.07	Auto Tour Route Signs (Use of Prohibitive Slash) – Relocated text here from 2D.50. Added Support describing signed auto tour routes and a Standard prohibiting their use on Freeways or Expressways unless for continuity purposes and then only as an independent trailblazer assembly.
14	2H.08	Acknowledgement Signs (Placement of Recreational and Cultural Interest Area Signs) – Added Option text describing possible uses, Guidance for implementing an agency policy, Guidance language for agencies to create a policy for use of the signs, a Standard for allowable placement of signs, Guidance for minimum spacing and a Standard with design requirements.
15	Fig. 2H-5	Acknowledgement Signs (Recreational and Cultural Interest Area Symbol Signs) – Added Figure.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
Chapter 2I. General Services Signs (Emergency Management Signing)		
1		Previous Chapter 2I, Emergency Management Signing, is now Chapter 2N.
2	2I.01	Sizes of General Service Signs (Emergency Management) – Added Standard requiring sizes of the signs to be as shown in Table 2I-1, Support regarding the applicability of the various columns in Table 2I-1, and Option text for use of larger signs.
3	Table 2I-1	General Service Sign and Plaque Sizes (Emergency Management Sign Sizes) – Added.
4	2I.02	General Service Signs for Conventional Roads (Design of Emergency Management Signs) – Relocated text here from 2D.45. Revised text with Option for a General Services Directional Assembly, Guidance on the use of the D-9 and D-9P, and revised the Guidance on the use of the Emergency Medical Services symbol sign from agencies developing a policy to using the policy in the TEM.
5	Fig. 2I-1	General Service Signs and Plaques (Emergency Management Signs) – Information from Figure 2D-11. Added the D9-6p, D9-11bP, D9-11c, D9-14, D9-21, D9-22, M5-1, M5-2, M6-1, M6-2, and M6-3. Revised the code for the D9-13a, D9-13b and D9-13c to include a “P.” Revised the word legend D9-16 to the new D9-16P.
6	Fig. 2I-2	Example of Next Services Plaque – Information from Figure 2E-43. Revised “D9-17” to “D9-17P.”
7	2I.03	General Service Signs for Freeways and Expressways (EVACUATION ROUTE Sign EM-1) – Relocated text here from 2E.51. Revised to include Option for location of Exit number within or on an Exit Number Plaque, and use of plaques.
8	Fig. 2I-3	Examples of General Service Signs with and without Exit Numbering – Information from Figures 2E-41 and 2E-42. Revised the D9-18e to D9-18c, and replace the NEXT EXIT message with SECOND RIGHT. Revised the D9-18 to D9-18b, and added a NEXT RIGHT message within the bottom of the sign. Deleted the E2-2 plaque that was below the D9-18 sign, and the E2-3 plaque that was the D9-18. Added the E1-5P designation for the exit number plaques. Added two examples showing the exit number within the bottom of the sign.
9	2I.04	Interstate Oasis Signing (AREA CLOSED Sign EM-2) – Added Section with Support language describing an “Interstate Oasis” as a facility near an Interstate that provides products and services to the public 24 hours a day, and Ohio text noting that at the present time we do not have any in Ohio.
10	Fig. 2I-4	Examples of Interstate Oasis Signs and Plaques – Added.
11	2I.05	Rest Area and Other Roadside Area Signs (TRAFFIC CONTROL POINT Sign EM-3) – Relocated text here from 2D.42 and 2E.52. Revised text including Standard for design of Rest Area signs, Guidance for using sign message other than Rest Area if no rest rooms are available, signs to be used on conventional roads, signs to be used on freeways and expressways, a Standard requiring use of gore signs, an Option for advanced signs, Option text for use of appropriate symbol signs and Option text for the use of TDD signing and or Wi-Fi signing. Deleted Ohio text for use of specific signs.
12	Fig. 2I-5	Rest Area and Other Roadside Signs – Information from Figures 2D-9 and 2E-44. Deleted the D5-1a, D5-2, D5-3 and D5-4 signs that were in Figure 2E-44. Revised the D5-1b sign to D5-1a. Revised the D5-2a sign to D5-2. Added the D5-2a, D5-5 and D5-6 signs, and added a note.
13	2I.06	Brake Check Area Signs (D5-13 and D5-14) (MAINTAIN TOP SAFE SPEED Sign EM-4) – Added Guidance for use of signs when brake check areas are provided.
14	2I.07	Chain-UP Area signs (D5-15 and D5-16) (ROAD (AREA) USE PERMIT REQUIRED FOR THRU TRAFFIC Sign EM-5) – Added Guidance for use of sign when chain installation areas are provided.
15	Fig. 2I-6	Brake Check Area and Chain-Up Area Signs – Added.
16	2I.08	Tourist Information and Welcome Center Signs (Emergency Aid Center Signs (EM-6 Series)) – Relocated text here from 2E.53.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
17	Fig. 2I-7	Examples of Tourist Information and Welcome Center Signs – Information from Figure 2E-44. Revised D5-11 from “Ohio Welcome Center” to “Tourist Info Center.” Deleted the D5-7a, D5-9, D5-9a and D5-10 signs. Revised D5-11 sign. Added a note.
18	2I.09	Radio Information Signing (Shelter Directional Signs) – Relocated text here from 2E.56. Added an Option for cellular emergency calls.
19	Fig. 2I-8	Radio, Telephone, and Carpool Information Signs – Some of the information is from Figure 2D-12. Added “AM” in two places on the D12-1 sign. Revised design of the D12-2 sign. Replace “DIAL” with “CALL” on the D12-4 sign. Revised design of the D12-5 and added a D12-5a sign. Added the asterisk and asterisk note.
20	2I-10	TRAVEL INFO CALL 511 Signs (D12-5 and D12-5a) – Relocated some text here from 3D.45 and 2E.56.
21	2I-11	Carpool and Ridesharing Signing – Relocated text here from 2E.57.
Chapter 2J. Specific Service Signs [from previous Chapter 2F]		
1	2J.01	State Policy (Eligibility) – Relocated some text here from 2F.01 and 2F.10. Added Support to include reference to Ohio Administrative Code Section 5501-2-6, a Standard to include attractions beyond the four services of gas, food, lodging and camping, and Guidance to limit use of signs to locations where space permits.
2	2J.02	Application – Relocated some text here from 2F.02. Added a Standard to allow three different types of services on one sign, limited to two logos for each service, and Guidance for when two signs display the same service.
3	2J.03	Logos and Logo Sign Panels – Relocated some text here from 2F.03. Added Support, Guidance, Standard and Option text pertaining to supplemental messages on logo sign panels and the design of the panels.
4	Fig. 2J-1	Examples of Specific Service Signs – Information from Figure 2F-1. Added an alternative example sign for a single-exit interchange with two services. Added the example signs for a single-exit interchange with three services. Deleted the apostrophe from the logo panel, and renamed it a logo sign panel. Added two examples of signing for a double exit interchange; added three new examples of ramp signs.
5	Fig. 2J-2	Examples of Specific Service Sign Locations – Information from Figure 2F-2. Revised to show 100 ft. spacing for ramp signs. Revised design of the advance guide signs (green signs), and the ramp sign. Added a ramp sign to the loop ramp drawing.
6	Fig. 2J-3	Examples of Supplemental Messages on Logo Sign Panels – Added figure.
7	Fig. 2J-4	Examples of RV Access Supplemental Messages on Logo Sign Panels – Added.
8	2J.04	Number and Size of Signs and Logo Sign Panels – Relocated some text here from 2F.04. Added Standard text addressing more than six of the same type business at a particular interchange in certain circumstances.
9	Table 2J-1	Minimum Letter and Numeral Sizes for Specific Service Signs According to Sign Type – Added table.
10	2J.05	Size of Lettering – Relocated some text here from 2F.05. Revised Standard text for letters and numerals to meet minimum size requirements of Table 2J-1.
11	2J.06	Signs at Interchanges – Relocated some text here from 2F.06. Revised Guidance on ramp spacing to 100 feet, from gore, from each sign and from the ramp terminal. Deleted the Option to install left-side ramp signs.
12	2J.07	Single Exit Interchanges – Relocated some text here from 2F.07. Revised Guidance text on including distances on ramp signs to a Standard.
13	2J.08	Double Exit Interchange – Relocated some text here from 2F.08. Added Guidance for locations where a service type is displayed on two Specific Service Signs, one per exit.
14	2J.09	Specific Service Trailblazer Signs – Added Section with Standard, Guidance, Support and Option for use of trailblazer signs in advance of intersections beyond the ramp if businesses are not visible from the crossroad.
15	2J.10	Signs at Intersections – Relocated some text here from 2F.09. Added Standard allowing “Trailblazer” signs at intersections.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
16	Fig. 2J-5	Examples of Specific Service Trailblazer Signs – Added figure.
Chapter 2K. Tourist Oriented Directional Signs [from previous Chapter 2G]		
1	2K.01	State Policy (Purpose and Application) – Relocated some text here from 2G.01 and 2G.07. Added Standard prohibiting use on a conventional road directing to a freeway ramp and Support referring to 2K.07 and ODOT’s TODS Policy.
2	2K.02	Application (Design) – Relocated some text here from 2G.02 and rearranged.
3	2K.03	Style and Size of Lettering – Relocated some text here from 2G.03.
4	2K.04	Arrangement and Size of Signs – Relocated some text here from 2G.04.
5	Fig. 2K-1	Examples of Tourist Oriented Directional Signs – Information from Figure 2G-01. Added “Advance Signs” and deleted the note at the bottom.
6	Fig. 2K-2	Examples of Intersection Approach Signs and Advance Signs for Tourist-Oriented Directional Signs – Information from Figure 2G-2. Renamed the signs located 200 feet and 400 feet upstream “intersection approach signs” rather than “intersection signs.” Revised the fraction on the signs that are in the advance locations, from “1/2” to “½.”
7	2K.05	Advance Signs – Relocated some text here from 2G.05. Added Guidance for use of the optional TOURIST ACTIVITIES message: when used on an advance sign, the action message should be combined on a single panel with TOURIST ACTIVITIES on top and the action message at the bottom.
8	2K.06	Sign Location – Relocated some text here from 2G.06.
Chapter 2L. Changeable Message Signs [new Chapter]		
1	2L.01	Description of Changeable Message Signs – Relocated some text here from 2A.07 and 2E.21; added Support defining operation of these signs and that the guidelines apply to both portable and permanent installations, stating this Chapter pertains only to electronic signs, a Standard stating that only necessary traffic information is allowed and prohibiting advertising messages, and Guidance describing blank-out signs for part-time use and design of certain signs.
2	2L.02	Applications of Changeable Message Signs – Relocated some text from 2A.07; added Support describing possible applications, Guidance for use of signs at multiple locations, and Support on Changeable Message Signs displaying the speed at which approaching drivers are traveling.
3	2L.03	Legibility and Visibility of Changeable Message Signs – Added Section with Support text about legibility and visibility distance, and Guidance for legibility distance requirements in day or night and how to handle adverse weather visibility limitations.
4	2L.04	Design Characteristics of Changeable Message Signs – Some text relocated from 2A.07 and 2E.21, but most is new, with a Standard prohibiting advertising, animation, rapid flashing, dissolving, exploding, scrolling or other dynamic elements, Guidance on design and operation, a Standard requiring certain color, and automatic brightness adjustments, and Guidance and Support language to enhance these requirements.
5	2L.05	Message Length and Units of Information – Relocated some text here from 2A.07 and 2E.21, but most text is new, with a Standard limiting the message size and Guidance, Support and Option text on how messages are developed and displayed.
6	Table 2L-1	Example of Units of Information – Added.
7	2L.06	Installation of Permanent Changeable Message Signs – Relocated text here from 2A.07. Added Guidance for locating permanent signs.
Chapter 2M. Recreational and Cultural Interest Area Signs [from previous Chapter 2H]		
1	2M.01	Scope – Relocated text here from 2H.01.
2	2M.02	Application of Recreational and Cultural Interest Area Signs – Relocated text here from 2H.02. Added Support text with reference to use of symbols on other types of signs and reference to Part 2 of the TEM for the “Traffic Generator Signing Policy.”

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
3	2M.03	Regulatory and Warning Signs – Relocated text here from 2H.03.
4	2M.04	General Design Requirements for Recreational and Cultural Interest Area Symbol Guide Signs – Relocated text here from 2H.04.
5	Table 2M-1	Category Chart for Recreational and Cultural Interest Area Symbols – Updated information from Table 2H-1, with lists the new names and designations for these signs. Added the word “only” to the asterisk note.
6	2M.05	Symbol Sign Sizes – Relocated text here from 2H.05.
7	2M.06	Use of Educational Plaques – Relocated text here from 2H.06.
8	2M.07	Use of Prohibitive Circle and Diagonal Slash for Non-Road Applications – Relocated text here from 2H.07. Added a Standard describing use of a symbol sign with slash to prohibit non-road vehicles in certain circumstances.
9	2M.08	Placement of Recreational and Cultural Interest Area Symbol Signs – Relocated text here from 2H.08. Added Option text for the design of Destination Guide signs.
10	Fig. 2M-1	Examples of Use of Arrows, Educational Plaques, and Prohibitive Slashes – Information from Figure 2H.01. Revised the arrangements and titles of the various drawings. Upadte the symbols. Redesigned the prohibited activities signs. Added the asterisk and asterisk note.
11	2M.09	Destination Guide Signs – Relocated text here from 2H.09.
12	Fig. 2M-2	Example of Recreational and Cultural Interest Area Guide Signs – Information from Figure 2H-02. Added Drawing A and B designations. Revised the legends for the destinations to upper/lower-case letters. Updated the symbols. Added the Wildlife Viewing Area sign. Added space between the “V” and the “A” on the VA National Cemetery sign. Added the Eldorado National Forest sign at the bottom right-hand corner of the figure. Added the D7-H1 and D7-H1a.
13	Fig. 2M-3	Arrangement, Height, and Lateral Position of Signs Located within Recreational and Cultural Interest Areas – Information from Figure 2H-3. Improved the scale of the signs and heights and lateral offsets so that they are proportional. Assigned letter designations to the four drawings. Revised “Business or residence district” to “business, commercial, or residential area” in two places. Revised “Rural district” to “rural area” in two places. In Drawing B, added a breakaway support symbol to the sign support. In Drawing C, revised the curb-and-gutter to a paved shoulder, added “(without curb)” to the title of the drawing, and revised the lateral offset from 2’ to 6’. In Drawing D, revised the paved shoulder to an edge of traveled way, and the lateral offset from 6’ to 12’. Revised the arrangement of the symbol signs and auxiliary arrow signs. Added a single sign with four symbols and three arrows as an alternative for providing this information. Updated the symbols.
14	Fig. 2M-4	Examples of Symbol and Destination Guide Signing Layout – Information from Figure 2H-4. Replaced the arrangement of symbol signs and auxiliary arrow signs in the upper right-hand corner with a single sign with three symbols and an arrow. Revised the legends for the destinations to upper/lower-case letters. Updated the symbols.
15	Fig. 2M-5	Recreational and Cultural Interest Area Symbol Signs for General Applications – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
16	Fig. 2M-6	Recreational and Cultural Interest Area Symbol Signs for Accommodations – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
17	Fig. 2M-7	Recreational and Cultural Interest Area Symbol Signs for Services – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
18	Fig. 2M-8	Recreational and Cultural Intersect Area Symbol Signs for Land Recreations – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
19	2M.10	Memorial or Dedication Signing – Relocated text here from 2D.49 and 2E.08. Added Guidance for memorial or dedication signs to be white on brown, new Standard language limiting the shape of and text on memorial or dedication signs, and Guidance that freeways and expressways should not be signed as memorial or dedicated highways.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
20	Fig. 2M-9	Recreational and Cultural Interest Area Symbol Signs for Water Recreation – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
21	Fig. 2M-10	Recreational and Cultural Interest Area Symbol Signs for Winter Recreation – Information from Figure 2H-5. Revised the symbols on the signs and the sign codes.
Chapter 2N. Emergency Management Signing [from previous Chapter 2I]		
1	2N.01	Emergency Management Signing – Relocated text here from 2I.01.
2	2N.02	Design of Emergency Management Signs – Relocated text here from 2I.02. Added Support text about use of Table 2N-1 and Option text on use of larger signs and standard symbols for contamination.
3	2N.03	Evacuation Route Signs (EM-1 and EM-1a) – Relocated text here from 2I.03. Revised Standard on the design of the EM-1 and Option on the use of auxiliary signs.
4	Table 2N-1	Emergency Management Sign Sizes – Information from Table 2I-1. Revised name of the second column to “Sign Designation.” Revised five size columns to a single column called “Minimum Size.” In the first column of the last row, revised “Directional Shelter” to “Shelter Directional.” Added an asterisk and asterisk note.
5	Fig. 2N-1	Emergency Management Signs – Information from Figure 2I-1.
6	2N.04	AREA CLOSED Sign (EM-2) – Relocated text here from 2I.04.
7	2N.05	TRAFFIC CONTROL POINT Sign (EM-3) – Relocated text here from 2I.05.
8	2N.06	MAINTAIN TOP SAFE SPEED Sign (EM-4) – Relocated text here from 2I.06. Added Standard on use and placement of EM-4.
9	2N.07	ROAD (AREA) USE PERMIT REQUIRED SIGN FOR THRU TRAFFIC (Sign (EM-5) – Relocated text here from 2I.05.
10	2N.08	Emergency Aid Center Signs (EM-6 Series) – Relocated text here from 2I.08. Added Standard text on use and placement of EM-6 Series signs.
11	2N.09	Shelter Directional Signs (EM-7 Series) – Relocated text here from 2I.09. Added Option text on use of pink background signs in certain disasters.
Part 3, Markings		
Chapter 3A. General		
Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
1	3A.01	Functions and Limitations – Added Support language to include “Private roads open to public travel.” Relocated last paragraph to 3A.06.
2	3A.02	Standardization of Application – Rearranged text and revised Option to allow markings that are to be removed or obliterated to be temporarily masked with tape that is approximately the same color as the pavement.
3	3A.03	Maintaining Minimum Reflectivity (Materials) – Added Section reserved for future text based on a FHWA rulemaking.
4	3A.04	Materials (Colors) – Relocated text here from 3A.03. Added Support describing some allowable marking systems that consist of clumps or droplets with visible open spaces.
5	3A.05	Colors (Widths and Patterns of Longitudinal Pavement Markings) – Relocated text here from 3A.04. Added Standard for purple markings at toll plazas, Option and Support language for the use of black to supplement other markings, and an Option allowing the use of painted route shields on pavement.
6	3A.06	Functions, Widths, and Patterns of Longitudinal Pavement Markings – Relocated text here from 3A.01 and 3A.05. Added a Standard on “Functions” of lines as well as Support text on using wider lines for emphasis and dotted line patterns.
Chapter 3B. Pavement and Curb Markings		

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
1	3B.01	Yellow Center Line Pavement Markings and Warrants (Centerline Pavement Markings and Warrants) – Added a Standard prohibiting a single solid yellow center line on two-way roadways, Support text referring to ORC in reference to left turns across center line no passing markings and paved medians.
2	Fig. 3B-1	Examples of Two-Lane, Two-Way Marking Applications – Added edge lines to Drawing A, and deleted the note referring to 3B.07 for edge line warrants. Lengthened the no-passing zones in Drawing B and added break line.
3	Fig. 3B-2	Examples of Four-or-More Lane, Two-Way Marking Applications – Added edge lines to both drawings, and deleted the note referring to 3B.07 for edge line warrants. Added optional diagonal markings and dotted lines to Drawing B. Revised the asterisk note.
4	Fig. 3B-3	Examples of Three-Lane, Two-Way Marking Applications – Rotated drawing.
5	3B.02	No Passing Zone Pavement Markings and Warrants – Rearranged the text. Added Support referencing AASHTO “Green Book” and differences in values of minimum passing sight distance, Support text with references to the ORC, an Option for yellow diagonal crosshatching in the flush median area; and revised a Standard on Minimum lane transition taper length of 100 feet to Guidance.
6	Table 3B-1	Minimum Passing Sight Distances for No-Passing Zone Markings (Minimum Passing Sight Distances) – Revised title.
7	Fig. 3B-4	Method of Locating and Determining the Limits of No-Passing Zones at Curves (Example of Three-Lane, Two-Way Marking for Changing Direction of the Center Lane) – Relocated information here from Figure 3B-5. Added edge lines to Drawing B and slightly revised the passing zone markings.
8	3B.03	Other Yellow Longitudinal Pavement Markings – Revised the Option statement for use of pavement arrows in two-way left turn markings to a Guidance statement with white two-way left-turn lane-use arrows specified.
9	Fig. 3B-5	Example of Three-Lane, Two-Way Marking for Changing Direction of the Center Lane (Method of Locating and Determining the Limits of No-Passing Zones at Curves) – Relocated information here from Figure 3B-4. Added edge lines, optional diagonal markings, lane reduction arrows, and Notes 2 and 3. Added a break line near the bottom of the drawing. Deleted the “¾ d” dimension and the note defining “d.” Replaced the cross reference to Figure 3B-12 next to “L” near the bottom of the drawing with a cross reference to Note 3.
10	Fig. 3B-6	Example of Reversible Lane Marking Application – Added edge lines.
11	3B.04	White Lane Line Pavement Markings and Warrants (Lane Line Pavement Markings and Warrants) – Relocated some text here from 3B.05. Added a Standard describing dotted white lines and requirements for their use on ramps, auxiliary lanes and mandatory exits or turn lanes, Option, Guidance and Standard text for dotted lines at ramps, a Standard requiring use of wide dotted lines. Revised Lane Drop markings to Guidance and further specified, Standard and Option text on the use of wide white lines, and Guidance for revised ramp markings and lane drop markings.
12	Fig. 3B-7	Example of Two-Way Left-Turn Lane Marking Applications – The left-turn arrows in the center lane are no longer shown as optional. Revised the asterisk note and added note regarding single-direction left-turn arrows.
13	3B.05	Other White Longitudinal Pavement Markings – Revised Option and Guidance text on use of channelizing lines at ramps upgraded to Standard text, and added Standard and Option text for use of channelizing lines at ramps.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
14	Fig. 3B-8	Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Examples of Channelizing Line Applications for Exit Ramp Markings) – Relocated Drawing C to become Drawing E in Figure 3B-10, and added a new Drawing C. Added labels for the physical gores in Drawings A and B. Revised the location of theoretical gore in Drawing A. Revised “Theoretical gore point” to “Theoretical gore.” Revised the design of the longitudinal pavement marking line between the deceleration lane and the adjacent mainline lane in Drawing A. Revised labels for Drawings A and B.
15	Fig. 3B-9	Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Examples of Channelizing Line Applications for Entrance Ramp Markings) – Added Drawing B; relabeled Drawing B to C. Revised broken lane line downstream from theoretical gore in Drawing A to a dotted lane line that extends all the way to the downstream end of the acceleration lane and taper. Relabeled dotted lane line in two places. Added dimension “A” and “0.5 A MIN.” to Drawing A to show the point where the dotted lane line becomes optional. Added Dimension “A” to legend. Relabeled solid lane line downstream of theoretical gore in Drawing A. Added optional chevron markings in neutral area of gore in Drawing A. Labeled theoretical and physical gores in Drawings A and C. Added color of channelizing lines to labels in Drawings A and C. In Drawing C, added a wide channelizing line and an optional dotted extension of right-hand edge line of mainline lanes. Deleted broken lane line on left-hand side of entrance ramp downstream from channelizing line. Labeled neutral area. Added dimensions “B” and “0.5 B MIN.” to Drawing C to show point where wide channelizing lines become optional dotted edge line extension. Added Dimension “B” to legend.
16	Fig. 3B-10	Examples of Applications of Freeway and Expressway Lane-Drop Markings (Example of Lane Drop Markings at Exit Ramps) – Labeled previous drawing as Drawing A. Added optional chevron markings in neutral area of gore in Drawing A. Deleted detailed drawing of lane-drop marking. Labeled theoretical and physical gores and channelizing lines. Revised two labels shown on the right-hand side of roadway. Added Drawings B, C and D. Relocated Drawing C in Figure 3B-8 to be Drawing E. Revised location of theoretical gore for exit ramp in Drawing E. Revised “theoretical gore point” to “theoretical gore.” Deleted Option to use diagonal markings in neutral area of the exit ramp gore in Drawing E, and revised label. Replaced broken lane line adjacent to auxiliary lane in Drawing E with a wide dotted lane line and relabeled. Relabeled solid lane lines at upstream and downstream ends of wide dotted lane line in Drawing E. In Drawing E, labeled physical gores, theoretical gore and neutral area for entrance ramp, and white channelizing lines.
17	Fig. 3B-11	Examples of Applications of Conventional Road Lane-Drop Markings (Examples of Extensions Through Intersections) – Added figure.
18	Fig. 3B-12	Example of Solid Double White Lines Used to Prohibit Lane Changing (Examples of Lane Reduction Markings) – Added figure.
19	3B.07	Warrants for Use of Edge Lines – Added an Option for omitting edge line on the outside of a bike lane adjacent to the traveled way.
20	3B.08	Extensions Through Intersections or Interchanges – Revised the Guidance to a Standard that prohibits extending edge lines through intersections and major driveways.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
21	Fig. 3B-13	Examples of Line Extensions through Intersections (Examples of Markings for Obstructions in the Roadway) – Relocated text here from Figure 3B-11. Added edge lines to all four drawings, and revised the notes. Added a note to Drawing D. Revised the title and geometrics of Drawing B. Added optional dotted lines in two places, and deleted the double asterisks from the drawing and the legend. Where two types of pavement marking arrows are shown side-by-side in adjacent lanes, lined up the upstream ends of the arrows with each other. Added optional dotted lines in two places in Drawing C and three places in Drawing D, and deleted the asterisks from the drawing and the legend. Revised the dotted line markings to extend beyond the crosswalks in the departure lanes. Revised Drawing D to show a staggered stop line, and added a through-left lane-use pavement marking arrow in the right-hand lane of the bottom leg, and added a white lane line extension in the intersection.
22	3B.09	Lane-Reduction Transition Markings – Added Support for use of markings where road narrows or parking is permitted in what would otherwise be a through lane, and an Option for low-speed urban roadways with curbs or a through lane becomes a parking lane, where the edge line and/or delineators may be omitted.
23	Fig. 3B-14	Examples of Applications of Lane-Reduction Transition Markings (Example of Yield Line Layouts) – Relocated text here from Figure 3B-12. Rotated the roadways from horizontal to vertical. Replaced Drawing B with Drawing C and revised the titles of Drawings A and B. In both drawings, added lane reduction arrows. Added Note 1.
24	3B.10	Approach Markings for Obstructions – Added Support about toll plaza islands, and an Option for other markings in flush median areas. Revised the Standard on minimum taper length to Guidance.
25	Fig. 3B-15	Examples of Applications of Markings for Obstructions in the Roadway (Examples of Yield Lines at Unsignalized Midblock Crosswalks) – Relocated text here from Figure 3B-13. Added edge lines to all three drawings. In both directions on Drawing A, revised passing zones to show downstream from the obstruction. Revised the title of Drawing C. In Drawing C, replaced double asterisks with single asterisks and revised the note.
26	3B.11	Raised Pavement Markers – General (Raised Pavement Markers) – Deleted the first Standard paragraph defining a raised pavement maker. Added Option for use of red markers facing traffic proceeding in the wrong direction, use on or along curbed medians or islands, revised Option text on the use of blue markers to indicate location of hydrants to Support text; added Support text that flashing markers are considered to be In-Roadway Lights and a Standard that internally illuminated raised pavement markers are steadily illuminated.
27	3B.12	Raised Pavement Markers as Vehicle Positioning Guides with Other Longitudinal Markings – Added Option for internally illuminated raised pavement markers on. Revised the Support on spacing to a Guidance.
28	3B.13	Raised Pavement Markers Supplementing Other Markings – Added Guidance suggesting they not normally be used on right-hand edge lines, and Option text to supplement center lines on horizontal curves.
29	3B.14	Raised Pavement Markers Substituting for Pavement Markings – Added Guidance text recommending they not be used on right hand edge lines. Option text on the use of red markers for traffic proceeding in the wrong direction has been relocated to 3B.11.
30	3B.16	Stop and Yield Lines – Added Standard with prohibitions against use of stop lines at yield situations, prohibitions against use of yield lines at stop locations, Option and Support text for staggering stop and yield lines in multiple lane applications, and Guidance stating they should not be used in advance of crosswalks that cross an approach to, or departure from, a roundabout.
31	Fig. 3B-16	Recommended Yield Line Layouts (Examples of Crosswalk Markings) – Relocated information here from Figure 3B-14.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
32	Fig. 3B-17	Examples of Yield Lines at Unsignalized Midblock Crosswalks (Example of Crosswalk Markings for Exclusive Pedestrian Phase That Permits Diagonal Crossing) – Relocated text here from Figure 3B-15. Added edge lines to both drawings. Reversed the sign on the left-hand side of the roadway in Drawing B. Added the note about Stop Here for Pedestrians signs.
33	3B.17	Do Not Block Intersection Markings (Crosswalk Markings) – Added an Option for when the marking may be used, and Standard text for the design of the markings and required accompanying signs.
34	Fig. 3B-18	Do Not Block Intersection Markings (Examples of Parking Space Markings) – Added.
35	3B.18	Crosswalk Markings (Parking Space Markings) – Relocated text here from 3B.17. Added Guidance including a recommendation for an engineering study prior to installing a crosswalk at a non-signalized location, a recommendation against installing at unprotected locations without additional protective measures where speeds are in excess of 40 mph, Support text for use of pedestrian hybrid beacons and use of in roadway warning lights, and application of detectable warning surfaces at certain crosswalks. Added more Guidance information about crosswalk markings.
36	Fig. 3B-19	Examples of Crosswalk Markings (International Symbol of Accessibility Parking Space Marking with Blue Background and White Border Options) – Relocated information here from Figure 3B-16.
37	Fig. 3B-20	Examples of Crosswalk Markings for an Exclusive Pedestrian Phase that Permits Diagonal Crossing (Example of Elongated Letters for Word Pavement Markings) – Relocated information here from Figure 3B-17.
38	3B.19	Parking Space Markings (Pavement Word and Symbol Markings) – Relocated text here from 3B.18. Added Support for design of accessible parking spaces.
39	Fig. 3B-21	Examples of Parking Space Markings (Examples of Standard Arrows for Pavement Markings) – Relocated information here from Figure 3B-18. Added references to the ORC in six places near the corners of the intersections. In the left-hand and center drawings, revised the lengths of the last parking spaces near the tops of the drawings “20 ft. MIN.” to “20 ft. typical for end space.” In right-hand drawing, deleted the crosswalks and added a sidewalk near the top of the drawing to illustrate an unmarked crosswalk. In right-hand drawing, revised length of the parking space from “20 ft. MIN.” to “20 ft. typical.”
40	3B.20	Pavement Word, Symbol and Arrow Markings (Speed Measurement Markings) – Relocated text here from Section 3B.19. Reorganized text, and added Option for use of Pavement Arrows, Route Shields and Cardinal Directions, Guidance on lane-use arrow markings, Guidance for use of Only legend, and Guidance on the use of arrows on freeway lane drops. Added Lane-Use Arrow Guidance text.
41	Fig. 3B-22	International Symbol of Accessibility Parking Space Marking (Examples of Lane Use Control Word and Symbol Markings) – Relocated information here from Figure 3B-19. Added note at the bottom.
42	Fig. 3B-23	Example of Elongated Letters for Word Pavement Markings (Examples of Arrow Markings at Exit Ramp Terminals) – Relocated information here from Figure 3B-20.
43	Fig. 3B-24	Examples of Standard Arrows for Pavement Markings (Examples of Arrow Markings at Entrance Ramp Terminals) – Relocated information here from Figure 3B-21. Added optional narrow lane-use arrow designs to Drawings A, B and C. In Drawing E, rotated the orientation of the raised pavement markers such that all of them are perpendicular to the direction of traffic. In Drawing F, extended the leader line for the length of the arrow to clearly indicate the bottom tip of the lane-reduction arrow.
44	Fig. 3B-25	Examples of Elongated Route Shields for Pavement Markings (Yield Ahead Triangle Symbols) – Added figure.
45	Fig. 3B-26	Yield Ahead Triangle Symbols (Examples of Markings for Preferential Lanes) – Relocated information here from Figure 3B-25.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
46	Fig. 3B-27	Examples of Lane-Use Control Word and Arrow Pavement Markings (Examples of Markings for Roundabout Intersections with One-Lane Approaches) – Relocated information here from Figure 3B-22. Extended three of the four legs to illustrate additional pavement markings. Added optional dotted extension lines in two places, and optional diagonal crosshatch lines. Aligned the upstream ends of the arrows that are lined up with each other where two types of pavement marking arrows are shown side-by-side in adjacent lanes. Deleted single asterisks from the left-turn arrows on the top leg. Relocated the triple asterisks 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. Revised the asterisk notes.
47	3B.21	Speed Measurement Markings (Curb Markings) – Relocated text here from 3B.20.
48	3B-22	Speed Reduction Markings (Preferential Lane Word and Symbol Markings) – Added Standard and Guidance defining the markings and their application in speed reduction situations.
49	Fig. 3B-28	Example of the Application of Speed Reduction Markings (Examples of Markings for Roundabout Intersections with Two-Lane Approaches) – Added figure.
50	3B.23	Curb Markings (Preferential Lane Longitudinal Markings for Motor Vehicles) – Relocated text here from 3B.21. Added Option on the use of raised pavement markers on pavement or on top of curbs at median islands.
51	3B.24	Chevron and Diagonal Crosshatch Markings (Markings for Roundabout Intersections) – Added Standard, Option and Guidance regarding chevron and diagonal markings.
52	3B.25	Speed Hump Markings (Markings for Other Circular Intersections) – Relocated text here from 3B.26. Revised Standard for when used for a crosswalk or speed table.
53	3B.26	Advance Speed Hump Markings (Speed Hump Markings) – Relocated text here from 3B.27. Added Standard for use and application of markings.
54	Fig. 3B.29	Pavement Markings for Speed Humps Without Crosswalks (Examples of Pavement Markings for Speed Humps Without Crosswalks) – Revised title.
55	Fig. 3B-30	Pavement Markings for Speed Tables or Speed Humps with Crosswalks (Examples of Pavement Markings for Speed Tables or Speed Humps with Crosswalks) – Revised title.
56	Fig. 3B-31	Advance Warning Markings for Speed Humps (Examples of Advance Warning Markings for Speed Humps) – Revised the orientation of the detailed markings.
57		Deleted previous Figures 3B-23, 3B-24, 3B-27 and 3B-28.
Chapter 3C. Roundabout Markings		
1		Relocated existing Chapter 3C, Object Markers and End-of-Roadway Markers, to Chapter 2C.
2	3C.01	General (Object Marker Design and Placement Height) – Added Support and Guidance with general information on roundabout markings.
3	3C.02	White Lane Line Pavement Markings for Roundabouts (Markings for Objects in the Roadway) – Added Standard text on Multi-lane approaches, through lanes that become a dropped lane and use of lane lines, with Guidance on use of lane lines, and Support text on bicycle markings.
4	3C.03	Edge Line Pavement Markings for Roundabout Circulatory Roadways (Markings for Objects Adjacent to the Roadway) – Relocated some text here from 3B.24, with added Guidance on use of lane lines and a Standard prohibiting use across exit lanes.
5	3C.04	Yield Lines for Roundabouts (End-of-Roadway Markers) – Relocated some text here from 3B.24.
6	Fig. 3C-1	Examples of Markings for Approach and Circulatory Roadways at a Roundabout (Object Markers and End-of-Roadway Markers) – Added figure.
7	Fig. 3C-2	Lane-Use Arrow Pavement Marking Options for Roundabout Approaches – Added figure.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
8	Fig. 3C-3	Example of Markings for a One-Lane Roundabout – Added figure.
9	Fig. 3C-4	Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches – Added figure.
10	Fig. 3C-5	Example of Markings for a Two-Lane Roundabout with One-Lane Exits – Added.
11	Fig. 3C-6	Example of Markings for a Two-Lane Roundabout with Two-Lane Exits – Added.
12	Fig. 3C-7	Example of Markings for a Two-Lane Roundabout with a Double Left Turn – Added figure.
13	Fig. 3C-8	Example of Markings for a Two-Lane Roundabout with a Double Right Turn – Added figure.
14	Fig. 3C-9	Example of Markings for a Two-Lane Roundabout with Consecutive Double Left Turns – Added figure.
15	Fig. 3C-10	Example of Markings for a Three-Lane Roundabout with Two- and Three-Lane Approaches – Added figure.
16	Fig. 3C-11	Example of Markings for a Three-Lane Roundabout with Three-Lane Approaches – Added figure.
17	Fig. 3C-12	Example of Markings for a Three-Lane Roundabout with Two-Lane Exits – Added.
18	Fig. 3C-13	Example of Markings for Two Linked Roundabouts – Added figure.
19	Fig. 3C-14	Example of Markings for a Diamond Interchange with Two Circular-Shaped Roundabout Ramp Terminals – Added figure.
20	3C.05	Crosswalk Markings at Roundabouts – Added a Standard prohibiting marking crosswalks to center islands, and Guidance text that crosswalk markings should be 20 ft from the edge of roundabouts.
21	3C.06	Word, Symbol, and Arrow Pavement Markings for Roundabouts – Added Option for use of arrows and YIELD AHEAD word message, use of fish hook arrows and Guidance text on use of lane-use arrows.
22	3C.07	Markings for Other Circular Intersections – Relocated text here from 3B.
Chapter 3D. Preferential Lane Word and Symbol Markings		
1		Relocated existing Chapter 3D, Delineators, to Chapter 3F.
2	3D.01	Preferential Lane Word and Symbol Markings (Delineators) – Relocated text here from 3B.22. Revised the Standard to include use and termination of use of markings, requirements when lanes are adjacent to general purpose lanes, added an Option to eliminate at Toll plazas, and Guidance language for additional locations to be marked and placement of markings at all strategic locations.
3	3D.02	Preferential Lane Longitudinal Markings for Motor Vehicles (Delineator Design) – Relocated text here from 3B.23. Revised to include a Standard with additional applications for use, requirements and specific treatments in various applications, wide lines, broken lines, use of the double white line, and use of double yellow broken lines. Added a Standard requiring word and or symbol markings and signing, Standard text on the requirements for marking counter-flow lanes, and Option text on the use of additional and optional devices to supplement the markings.
4	Table 3D-1	Standard Edge Line and Lane Line Markings for Preferential Lanes (Approximate Spacing for Delineators on Horizontal Curves) – Relocated information here from Table 3B-2. In the left-hand column, revised “Physically Separated” to “Barrier-Separated.” In the left-hand column, revised “Concurrent Flow” to “Contiguous.” Revised the manner in which the types of lines are described. Added two rows regarding Buffer-Separated preferential lanes. Slightly revised the notes at the bottom of the table.
5	Fig. 3D-1	Markings for Barrier-Separated Preferential Lanes (Examples of Delineator Placement) – Relocated information here from Figure 3B-26.
6	Fig. 3D-2	Markings for Buffer-Separated Preferential Lanes – Relocated information here from Figure 3B-26.
7	Fig. 3D-3	Markings for Contiguous Preferential Lanes – Relocated information here from Figure 3B-26.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
8	Fig. 3D-4	Markings for Counter-Flow Preferential Lanes on Divided Highways – Added figure.
Chapter 3E. Markings for Toll Plazas		
1		Relocated existing Chapter 3E, Colored Pavements to Chapter 3G.
2	3E.01	Markings for Toll Plazas (Colored Pavements - General) – Added Standard with requirements for markings on ETC and/or ORT lanes, the use of purple lines to supplement white lane lines, Guidance about when to use channelizing devices, a Standard on purple markings and requirements to mark toll booths as obstacles, and an Option to eliminate longitudinal markings in some situations.
Chapter 3F. Delineators		
1	3F.01	Delineators (Barricades) – Relocated text here from 3D.01.
2	3F.02	Delineator Design (Channelizing Devices) – Relocated text here from 3D.02. Added Support text which includes naming convention for multiple delineators on same post.
3	3F.03	Delineator Application – Relocated text here from 3D.03. Added a Standard requiring left edge delineators to be white, and Guidance for delineator use whenever guardrail or other barrier is in use.
4	Figure 3F-1	Examples of Delineator Placement – Relocated information here from Figure 3D-1. Added a north arrow. Added delineators facing northbound traffic on the outside (left-hand side) of the roadway. Added bridge rail or obstruction and a Type 3 object marker on the outside (left-hand side) of the roadway. Added note about color of delineators.
5	Table 3F-1	Approximate Spacing for Delineators on Horizontal Curve – Relocated information here from Table 3D-1. Relocated the bold note at the bottom of the previous Table here to be Note 6. Reformatted the longer previous note to become Notes 1 through 5.
6	3F.04	Delineator Placement and Spacing – Relocated text here from 2D.04. Added Option text to clarify mounting height and use and spacing when used on top of guardrail or other longitudinal barrier.
Chapter 3G. Colored Pavements		
1		Relocated existing Chapter 3G, Islands, to Chapter 3I.
2	3G.01	Colored Pavement (Islands - General) – Relocated text here from 3E.01. Added Support clarifying that non-retroreflectorized colored pavement is not a traffic control device, a Standard that only white and yellow retroreflective pavements may be considered traffic control devices, and Guidance colored pavements should not degrade the contrast between the lines of a crosswalk.
Chapter 3H. Channelizing Devices Used for Emphasis of Pavement Marking Patterns		
1	3H.01	Channelizing Devices – Relocated text here from 3F.02. Revised Option to include additional applications, use along the centerline, and added Standard text describing applications and retroreflectivity requirements.
Chapter 3I. Islands		
1	3I.01	General – Relocated text here from 3G.
2	3I.02	Approach End Treatment – Relocated text here from 3G.02. Revised Guidance to Support text on bars or buttons projecting 1 – 3 inches above the pavement. Added Guidance to specify color and Standard text about not creating an unexpected obstacle.
3	3I.03	Island Marking Application – Relocated text here from 3G.03. Revised Standard text including channelizing devices as possible treatment, and Guidance text on eliminating markings on approaches to certain obstructions.
4	3I.04	Island Marking Colors – Relocated text here from 3G.04.
5	3I.05	Island Delineation – Relocated text here from 3G.05 and 3G.06. Added Option text on use of raised pavement markers in addition to or in lieu of painted curb on islands.
6	3I.06	Pedestrian Islands and Medians – Added Support text on the application of pedestrian islands and a reference to requirements when used.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
Section 3J. Rumble Strip Markings		
1	3J.01	Longitudinal Rumble Strip Markings – Added Support on use and application of rumble strips, with Standard text prohibiting the use of an edge line in addition to an edge line rumble stripe.
2	3J.02	Transverse Rumble Strip Markings – Added Support describing use and application, Standard text on color requirements and Guidance language for placement away from areas where they may be confused for other transverse markings.
3	Fig. 3J-1	Examples of Longitudinal Rumble Strip Markings – Added figure.
Part 4. Traffic Signals –		
	General	Added Chapters and made extensive rearrangement of text from existing Part 4.
Section 4A. General		
1	4A.01	Types – Revised text including Hybrid Beacons, toll plazas and flashing beacons.
2	4A.02	Definitions – Moved definitions to 1A.13.
Chapter 4B. Traffic Control Signals – General		
1	4B.01	General – Deleted Standard text defining terms.
2	4B.02	Basis of Installation or Removal of Traffic Control Signals – Added Option related to removal of temporary traffic control signals.
3	4B.04	Alternatives to Traffic Control Signals – Added Option for addition of pedestrian islands, installing Pedestrian Hybrid Beacons or In-Roadway Warning Lights.
4	4B.05	Adequate Roadway Capacity – Added Guidance about methods of increasing capacity without adding pavement that should be considered.
Chapter 4C. Traffic Control Signal Needs Studies (no changes)		
Chapter 4D. Traffic Control Signal Features		
1	4D.01	General – Added Support text on the design and operation of signals, a Standard on when traffic signals are not in regular operation, Support text on seasonal shutdown, and Guidance on coordination of adjacent signals.
2	4D.03	Provisions for Pedestrians – Added Support text referring to “Pedestrian Hybrid Beacons” and Guidance on alternatives for prohibiting pedestrian crossing at a location.
3	4D.04	Meaning of Vehicular Signal Indications – Updated per recent revision of ORC 4511.13 and the 2009 MUTCD.
4	4D.05	Application of Steady Signal Indications – Relocated some text here from 4D.08, 4D.09 and 4D.15. Added Standard text for: Red arrow, use of Yellow arrow, U-Turn arrows and multiple displays facing same direction. Added Option for U-turns and use of green arrows, and Standard text on supplemental signal faces and prohibited displays.
5	4D.06	Signal Indications – Design, Illumination, Color and Shape (Application of Steady Signal Indications for Left Turns) – Relocated some text here from 4D.16 and 4D.18. Revised text to include a Standard prohibiting letters or numbers, strobes or flashing lights in or adjacent to signal indications, and Standard text permitting green and yellow arrows to be displayed from the same signal face.
6	Fig. 4D-1	Examples of U-Turn Signal Face (Maximum Mounting Height of Signal Faces Located Between 40 feet and 53 feet from the Stop Line) – Added figure.
7	4D.07	Size of Vehicular Signal Indications (Application of Steady Signal Indications for Right Turns) – Relocated text here from 4D.15. Added Standard requiring 12-inch faces in most cases and new Option text for 8 inch.
8	4D.08	Positions of Signal Indications Within a Signal Face – General (Prohibited Steady Signal Indications) – Relocated some text here from 4D.16. Added Standard on placement and display of signal faces, U-turn signal faces, and an Option allowing for side-by-side red indications.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
9	4D.09	Positions of Signal Indications Within a Vertical Signal Face (Unexpected Conflicts During Green or Yellow Intervals) – Relocated some text here from 4D.16. Added a Standard for arrangement of signal faces, with specifics on where arrows, either steady or flashing, can be located.
10	Fig. 4D-2	Arrangements of Signal Sections in Signal Faces That Do Not Control Turning Movements (Horizontal Location of Signal Faces) – Relocated information here from Figure 4D-3, using color graphics to illustrate the signal face arrangements. Added three signal faces that contain a straight-through green arrow. Added category titles.
11	4D.10	Positions of Signal Indications Within a Horizontal Signal Face (Yellow Change and Red Clearance Intervals) – Relocated some text here from 4D.16. Added Standard for arrangement of signal faces with specifics on where arrows, either steady or flashing, can be located.
12	Fig. 4D-3	Recommended Vehicular Signal Faces for Approaches with Posted, Statutory, or 85th Percentile Speed of 45 mph or Higher (Typical Arrangements of Signal Lenses in Signal Faces) – Added figure.
13	4D.11	Number of Signal Faces on an Approach (Application of Flashing Signal Indications) – Relocated some text here from 4D.15. Added Standard text on when two signal faces are required, an Option for use of steady green signal indications with no conflicting movement, Support text for use of far-side signal head locations, Guidance on locations with speeds in excess of 45 mph, Guidance on the use of supplemental indications, and Guidance that all signal heads should have backplates when speeds exceed 45 mph.
14	4D.12	Visibility, Aiming, and Shielding of Signal Faces (Flashing Operation of Traffic Control Signals) – Relocated some text here from 4D.15, 4D.17 and 4D.18. Added Guidance on use of backplates and retroreflective stripes around backplates for speeds in excess of 45 mph.
15	Table 4D-1	Recommended Minimum Number of Primary Signal Faces for Through Traffic on Approaches with Posted, Statutory, or 85 Percentile Speed of 45 mph or Higher – (Minimum Sight Distance) – Added Table.
16	Table 4D-2	Minimum Sight Distance for Signal Visibility – Relocated information here from Table 4D-1. Added “for Signal Visibility” to the title, and added a note at the bottom.
17	4D.13	Lateral Positioning of Signal Faces (Preemption and Priority Control of Traffic Control Signals) – Relocated some text here from 4D.15 and some repeated from 4D.10. Revised Standard text to include requirements for positioning exclusive turn signals over turn lanes, U-Turn signals and supplemental signal faces.
18	Fig. 4D-4	Lateral and Longitudinal Location of Primary Signal Faces – Relocated information here from Figure 4D-2. Revised the lead-in sentence and the meanings of the cross-hatching patterns near the top of the figure. Deleted the 150-foot dimension and the double cross-hatched area. Revised the double asterisk note. Deleted the triple asterisk note, and changed the four asterisk note to a triple asterisk. Added a dotted line in the taper area of the left-turn lane. Added the notes at the bottom of the figure.
19	4D.14	Longitudinal Positioning of Signal Faces (Coordination of Traffic Control Signals) – Relocated some text here from 4D.15. Revised Standard text for primary signal head location provisions, and added Support text for lateral positioning of signal heads for speeds in excess of 45 mph.
20	4D.15	Mounting Height of Signal Faces (Size, Number, and Location of Signal Faces by Approach) – Relocated some text here from 4D.15 and 4D.17.
21	4D.16	Lateral Offset (Clearance) of Signal Faces (Number and Arrangement of Signal Sections in Vehicular Traffic Control Signal Faces) – Relocated text here from 4D.17.
22	Fig. 4D-5	Maximum Mounting Height of Signal Faces Located Between 40 Feet and 53 Feet from Stop Line – Relocated information here from Figure 4D-1.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
23	4D.17	Signal Indications for Left-Turn Movements – General – (Visibility, Shielding, and Positioning of Signal Faces) Some Relocated text here from 4D.06 relocated here. New Standard text that the provisions also apply to U-turn signals, opposing and pedestrian indications during left turn movements, and Support text on shared signal faces and separate signal faces.
24	4D.18	Signal Indications for Permissive Only Mode Left-Turn Movements (Design, Illumination, and Color of Signal Sections) – Relocated some text here from 4D.06. Added Standard text with requirements for shared signal faces, separate signal faces, and requirements for signal faces that include a flashing yellow arrow, Guidance on employing a public information campaign prior to implementing a flashing yellow arrow at a particular location, and a Standard text the R10-H12c for every installation of a flashing yellow arrow for a period of five years.
25	Fig. 4D-6	Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns – Added figure.
26	Fig. 4D-7	Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns – Added figure.
27	4D.19	Signal Indications for Protected Only Mode Left-Turn Movements (Lateral Placement of Signal Supports and Cabinets) – Added Standard text with requirements for shared signal faces, requirements for separate signal faces, arrow indications and an Option for use of a green thru arrow.
28	Fig. 4D-8	Typical Position and Arrangements of Separate Signal Faces with Red Arrow for Protected Only Mode Left Turns – Added figure.
29	Fig. 4D-9	Typical Positions and Arrangements of Shared Signal Faces for Protected Only Mode Left Turns – Added figure.
30	Fig. 4D-10	Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns – Added figure.
31	4D.20	Signal Indications for Protected/Permissive Mode Left-Turn Movements (Temporary Traffic Control Signals) – Relocated some text here from 4D.06. Added Standard text with requirements for indications in a shared signal face, separate signal face, allowable use of dual indication for green and flashing yellow arrows, and requirements to use THE LEFT TURN YIELD ON FLASHING YELLOW ARROW sign for five years after a new installation.
32	Fig. 4D-11	Typical Position and Arrangements of Shared Signal Faces for Protected/Permissive Mode Left Turns – Added figure.
33	Fig. 4D-12	Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns – Added figure.
34	4D.21	Signal Indications for Right-Turn Movements – General (Traffic Signal Signs, Auxiliary) – Relocated text here from 4D.07. Added Standard on permissive movements with requirements for when there are conflicting U-Turns to the right, protected right turn requirements for opposing turning movements and U-turn signal indications, Pedestrian Signal Head indications, an Option on use of signing, including Changeable Message Signs, and Support for use of shared or separate signal faces for controlling right- turn movements.
35	4D.22	Signal Indications for Permissive Only Mode Right-Turn Movements – Added Standard text with requirements for shared signal faces, separate signal faces, use of the flashing yellow arrow and steady red arrow.
36	Fig. 4D-13	Typical Positions and Arrangements of Shared Signal Faces for Permissive Only Mode Right Turns – Added figure.
38	Fig. 4D-14	Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Right Turns – Added figure.

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39	Fig. 4D-15	<u>Reserved for Future Use</u> – In the 2009 MUTCD (national manual published by FHWA) this is a new figure illustrating arrangements for flashing red arrow signal faces. The flashing red arrow has not been adopted in the OMUTCD for general use; therefore, this figure has not been incorporated into the OMUTCD.
40	4D.23	<u>Signal Indications for Protected Only Mode Right-Turn Movements</u> – Relocated some text here from 4D.07. Added Standard text allowing a shared signal face only in certain cases, Option text for use of a thru green arrow, and Standard text with requirements when a separate right-turn signal face is used.
41	Fig. 4D-16	<u>Typical Positions and Arrangements of Shared Signal Faces for Protected Only Mode Right Turns</u> – Added figure.
42	Fig. 4D-17	<u>Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Right Turns</u> – Added figure.
43	4D.24	<u>Signal Indications for Protected/Permissive Mode Right Turn Movements</u> – Added Standard requirements for shared signal faces, separate signal faces, requirements in a separate signal face with a flashing yellow arrow, requirements for use of steady red arrow, and use of a dual indication face for green and flashing yellow arrows.
44	Fig. 4D-18	<u>Typical Positions and Arrangements of Shared Signal Faces for Protected/Permissive Mode Right Turns</u> – Added figure.
45	Fig. 4D-19	<u>Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Right Turns</u> – Added figure.
46	4D.25	<u>Signal Indications for Approaches With Shared Left-Turn/Right-Turn Lanes and No Through Movement</u> – Added Standard text for required signal faces with shared left and right turn lanes, exclusive lanes and shared and exclusive lanes on an approach, Support text including approaches with one or more exclusive turn lanes, and an Option for changes in lane use by time of day.
47	4D.26	<u>Yellow Change and Red Clearance Intervals</u> – Relocated text here from 4D.10. Added Standard requirements for the sequence following flashing yellow arrows, Guidance on the use of a red clearance interval, Support text for calculation of clearance intervals, an Option for extending red clearance interval based on detection, and a Standard prohibiting of use of “Pre-Yellow Warnings” except for warning beacons mounted on advance warning signs.
48	Fig. 4D-20	<u>Signal Indications for Approaches with a Shared Left-Turn/Right-Turn Lane and No Through Movement</u> – Added figures.
49	4D.27	<u>Preemption and Priority Control of Traffic Control Signals</u> – Relocated text here from 4D.13. Revised to include Guidance on the use of back-up power supply on signals with railroad preemption or coordinated with flashing-light systems, prioritizing response based on class of vehicle, and an Option for use of preemption indications and light rail transit signal indications.
50	4D.28	<u>Flashing Operations of Traffic Control Signals – General</u> – Relocated some text here from 4D.11 and 4D.12. Added Option allowing flashing operations in off-peak hours, and Support for the operation of pedestrian signal heads and accessible pedestrian signal detector pushbutton locator tones during flashing operations.
51	4D.29	<u>Flashing Operation – Transition Into Flashing Mode</u> – Relocated text here from 4D.12. Added Standard on sequencing of indications that include arrow indications.
52	4D.30	<u>Flashing Operation – Signal Indications During Flashing Mode</u> – Relocated some text here from 4D.11 and 4D.12. Added Standard prohibiting green indications except steady green arrow in certain circumstances, only one signal indication per face may flash, and when red and yellow arrows may be flashed.
53	4D.31	<u>Flashing Operation – Transition Out of Flashing Mode</u> – Relocated text here from 4D.12. Added Standard text on program change out of flashing mode prohibiting termination of flashing yellow with steady red without first displaying steady yellow, except for certain special midblock signals.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
54	4D.32	Temporary and Portable Traffic Control Signal – Relocated text here from 4D.20.
55	4D.33	Lateral Offset of Signal Supports and Cabinets – Relocated text here from 4D.19.
56	4D.34	Use of Signs at Signalized Locations – Relocated some text here from 4D.01 and 4D.21. Added Support on types of signs typically used at traffic signals, use of overhead signs, and Guidance on the use of Regulatory, Warning and Guide signs.
57	4D.35	Use of Pavement Markings at Signalized Locations – Relocated text here from 4D.01.
Chapter 4E. Pedestrian Control Features		
1	4E.01	Pedestrian Signal Heads – Added Support on use of Pedestrian Hybrid Beacons and In-Roadway Warning Lights.
2	4E.02	Meaning of Pedestrian Signal Head Indications – Added a Standard with revised meaning of pedestrian signal head indications.
3	4E.03	Application of Pedestrian Signal Heads – Added Support on use at other locations based on engineering judgment.
4	4E.04	Size, Design, and Illumination of Pedestrian Signal Head Indications – Added Standard describing requirements for one and two-section pedestrian signal heads and an Option for dimming indications during nighttime use.
5	Fig. 4E.1	Typical Pedestrian Signal Indications – Revised the pedestrian signal faces to show all indications simultaneously, similar to the manner that vehicular signal faces are shown in the figures in Chapter 4D. Added Drawing A showing three types of pedestrian signal indications with countdown displays. Added a one-section pedestrian signal face with both indications superimposed on each other in Drawing B.
6	4E.06	Pedestrian Intervals and Signal Phases (Accessible Pedestrian Signals) – Relocated text here from 4D.10. Revised with Standard text including opposing signal indication requirements, requirements for the use of a buffer interval, Guidance on of 3.5 fps to calculate walking clearance time, with Option text when to use 4 fps where an extended pushbutton press function has been installed, Guidance on calculation of walk and clearance intervals using 3 fps walking speed, Standard with required signing for two stage crossings, Option to use leading pedestrian intervals and Support on extensions of the green interval in certain circumstances.
7	4E.07	Countdown Pedestrian Signals – Revised Standard, including requirement for countdown signals when pedestrian change interval is more than 7 seconds, Option allowing use on shorter intervals, and Standard with requirements for countdown to be used only in conjunction with the flashing “Upraised Hand.”
8	Fig. 4E-2	Pedestrian Intervals (Recommended Pushbutton Locations for Accessible Pedestrian Signals) – Added figure.
9	4E.08	Pedestrian Detectors – Added Option to use pushbuttons or passive detectors, Support information about passive pedestrian detectors, Guidance on design and placement of pushbutton detectors, Standard text with a requirement when using a pilot light at an accessible pedestrian signal location and requirements for use of an extended crossing time sign R10-32P.
10	Fig. 4E-3	Pushbutton Locations Area – Relocated information here from Figure 4E-2. Revised graphics for the two curb-cut ramps. Added a crosshatched area to show the range of recommended locations. Added notes. Added arrow symbols showing the downward slope. Deleted pushbutton symbols and the dimension showing the 10-foot minimum separation between the pushbuttons. Revised the dimension showing the maximum set-back from the edge-of-pavement from 10 feet to 6 feet, and added a minimum set-back from the edge-of-pavement of 1.5 feet.
11	Fig. 4E-4	Typical Pushbutton Locations – Added figure.
12	4E.09	Accessible Pedestrian Signals and Detectors – General (Accessible Pedestrian Signal Detectors) – Relocated some text here from 4E.06. Added Support for methods to assist in locating pedestrian pushbutton detectors and Option for the use of Braille.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
13	4E.10	Accessible Pedestrian Signals and Detectors – Location (Pedestrian Intervals and Signal Phases) – Relocated some text here from 4E.09. Added Support and Guidance for placement of accessible pedestrian signals and a Standard with requirements for when two accessible pushbuttons for different crossings are positioned within 10 feet of each other.
14	4E.11	Accessible Pedestrian Signals and Detectors – Walk Indications –Relocated some text here from 4E.06 and 4E.09. Added Support with information on vibrotactile indications, a Standard with requirements for both audible and vibrotactile walk indications, Guidance text for “Rest in walk” applications, a Standard on required applications based on separation distance, an Option on the use of alert tones, Support text on Speech walk messages, a Standard on requirements for speech walk messages and requirements to revert to pushbutton locator tone at end of audible walk indication.
15	4E.12	Accessible Pedestrian Signals and Detectors – Tactile Arrows and Locator Tones – Relocated some text here from 4E.09. Added Standard text with requirements for tactile arrows and termination of locator tones during flashing operation.
16	4E.13	Accessible Pedestrian Signals and Detectors – Extended Pushbutton Press Features – Added Standard, Guidance, Option and Support text on applications and use of extended pushbutton press for additional features, for audible beaconing and speech pushbutton information.
Chapter 4F. Pedestrian Hybrid Beacons		
1		Relocated existing Chapter 4F, Traffic Control Signals for Emergency Vehicle Access, to Chapter 4G.
2	4F.01	Application of Pedestrian Hybrid Beacons (Application of Emergency-Vehicle Traffic Control Signals) – Relocated text here from 4M.01.
3	4F.02	Design of Pedestrian Hybrid Beacons (Design of Emergency-Vehicle Traffic Control Signals) – Relocated text here from 4M.02.
4	4F.03	Operation of Pedestrian Hybrid Beacons (Operation of Emergency-Vehicle Traffic Control Signals) – Relocated text here from 4M.03.
5	Fig. 4F-1	Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways – Relocated from Figure 4M-1.
6	Fig. 4F-2	Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways – Relocated from Figure 4M-2.
7	Fig. 4F-3	Sequence for a Pedestrian Hybrid Beacon – Relocated from Figure 4M-3.
Chapter 4G. Traffic Control Signals and Hybrid Beacons for Emergency-Vehicle Access		
1		Relocated existing Chapter 4G, Traffic Control Signals for One-Lane, Two-Way Facilities, to Chapter 4H.
2	4G.01	Application of Emergency-Vehicle Traffic Control Signals and Hybrid Beacons (Application of Traffic Control Signals for One-Lane, Two-Way Facilities) – Relocated text here from 4F.01. Added text for optional use of Hybrid Beacon.
3	4G.02	Design of Emergency-Vehicle Traffic Control Signals (Design of Traffic Control Signals for One-Lane, Two-Way Facilities) – Relocated text here from 4F.02.
4	4G.03	Operation of Emergency-Vehicle Traffic Control Signals (Operation of Traffic Control Signals for One-Lane, Two-Way Facilities) – Relocated text here from 4F.03.
5	4G.04	Emergency-Vehicle Hybrid Beacons – Added Standard, Guidance and Option text on the application, design and operation of Emergency-Vehicle Hybrid Beacons.
6	Fig. 4G-1	Sequence for an Emergency-Vehicle Hybrid Beacon – Added figure.
Chapter 4H. Traffic Control Signals for One-Lane, Two-Way Facilities		
1	4H.01	Application of Traffic Control Signals for One-Lane, Two-Way Facilities (Application of Freeway Entrance Ramp Control Signals) – Relocated text here from 4G.01.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
2	4H.02	Design of Traffic Control Signals for One-Lane, Two-Way Facilities (Design of Freeway Entrance Ramp Control Signals) – Relocated text here from 4G.02.
3	4H.03	Operation of Traffic Control Signals for One-Lane, Two-Way Facilities – Relocated text here from 4G.03.
Chapter 4I. Traffic Control Signals for Freeway Entrance Ramps		
1		Relocated existing Chapter 4I, Traffic Control for Movable Bridges, to Chapter 4J.
2	4I.01	Application of Freeway Entrance Ramp Control Signals (Application of Traffic Control for Movable Bridges) – Relocated text here from 4H.01. Added Support text on the use of FHWA’s “Ramp Management and Control Handbook” for the application and design of ramp metering.
3	4I.02	Design of Freeway Entrance Ramp Control Signals (Design and Location of Movable Bridge Signals and Gates) – Relocated text here from 4H.02. Added Standard for placement of signal faces and appropriate signing, Guidance on use of side-mounted signal faces with separately-controlled lanes, Option on application and mounting of signal faces, and Guidance on use of signs accompanying ramp control signals.
4	4I.03	Operation of Freeway Entrance Ramp Control Signals (Operation of Movable Bridge Signals and Gates) – Added Guidance on operation and application of ramp control signals, and Standard on required sign and beacon when operation is by time of day.
Chapter 4J. Traffic Control For Movable Bridges		
1		Relocated existing Chapter 4J, Lane-Use Control Signals, to Chapter 4M.
2	4J.01	Application of Traffic Control for Movable Bridges (Application of Lane-Use Control Signals) – Relocated text here from 4I.01.
3	4J.02	Design and Location of Movable Bridge Signals and Gates (Meaning of Lane-Use Control Signal Indications) – Relocated text here from 4I.02. Added a requirement for 12-inch signal indications for Movable Bridge Signals and a requirement for Stop Lines at Movable Bridge Signals.
4	4J.03	Operation of Movable Bridge Signals and Gates (Design of Lane-Use Control Signals) – Relocated text here from 4I.03. Added Guidance on preemption of adjacent interconnected signals.
Chapter 4K. Highway Traffic Signals At Toll Plazas		
1		Relocated existing Chapter 4K, Flashing Beacons, to Chapter 4L.
2	4K.01	Traffic Signals at Toll Plazas (General Design and Operation of Flashing Beacons) – Added Standard prohibiting devices that closely resemble traffic control signals to be used at toll plazas to indicate open/closed status of toll lanes.
3	4K.02	Lane-Use Control Signals at or Near Toll Plazas (Intersection Control Beacon) – Added Standard design and application of lane-use control signals at toll plazas with new Option text on their placement and application of an Open-Road ETC lane.
4	4K.03	Warning Beacons at Toll Plazas (Warning Beacon) – Added Standard text requiring warning beacons to comply with Chapter 4L, Guidance text on their installation, and Option text on placement.
Chapter 4L. Flashing Beacons		
1		Relocated existing Chapter 4L, In-Roadway Lights, to Chapter 4N.
2	4L.01	General Design and Operation of Flashing Beacons (Application of In-Roadway Lights) – Relocated text here from 4K.01.
3	4L.02	Intersection Control Beacon (In-Roadway Warning Lights at Crosswalks) – Relocated text here from 4K.02. Added Standard text for horizontal configuration to flash simultaneously and vertical to flash alternately.
4	4L.03	Warning Beacon – Relocated text here from 4K.03. Added Support about use in conjunction with a Warning or Regulatory sign message WHEN FLASHING, and Option text on application of actuated beacons.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
5	4L.04	Speed Limit Sign Beacon – Relocated text here from 4K.04. Added the Option text about allows Speed Limit Beacons being allowed within the border of a School Speed Limit sign.
6	4L.05	Stop Beacon – Relocated text here from 4K.05. Added Standard limiting use of Stop Beacon to locations only with DO NOT ENTER, WRONG WAY and STOP signs, and the height above a STOP sign.
Chapter 4M. Lane-Use Control Signals		
1		Relocated existing Chapter 4M, Pedestrian Hybrid Beacons, to Chapter 4F.
2	4M.01	Application of Lane-Use Control Signals (Application of Pedestrian Hybrid Beacons) – Relocated text here from 4J.01. Added text for new optional uses.
3	4M.02	Meaning of Lane-Use Control Signal Indications (Design of Pedestrian Hybrid Beacons) – Relocated text here from 4J.02.
4	Fig. 4M-1	Left-Turn Lane-Use Control Signals (Guidelines for the Installation of Pedestrian Hybrid Beacon on Low-Speed Roadways) – Previously Figure 4J-1.
5	4M.03	Design of Lane-Use Control Signals (Operation of Pedestrian Hybrid Beacons) – Relocated text here from 4J.03. Additional Standard and Option text for height and Option text on the size and application of lane-use control signals.
6	4M.04	Operation of Lane-Use Control Signals – Relocated text here from 4J.04.
Chapter 4N. In-Roadway Lights		
1	4N.01	Application of In-Roadway Lights – Relocated text here from 4L.01. Added Standard text limiting use to that prescribed in this Chapter, requiring they be flashed and not steadily illuminated, Option text providing for lights to flash in varying intensity and duration, and Support text defining steady lights as internally illuminated raised pavement markers.
2	4N.02	In-Roadway Warning Lights at Crosswalks – Relocated text here from 4L.02. Added Option text for use at certain marked crosswalks, Standard text with requirements for when used at crosswalks and required signs for pushbutton activation.
Part 5 Traffic Control Devices for Low-Volume Roads		
Chapter 5A. General		
1	5A.01	Function – Relocated the first two Support paragraphs to later in the Section.
2	5A.02	Application – Added Support language for obtaining professional assistance.
3	5A.03	Design – Added Guidance and Option text for use of larger signs and plaques. Revised the second paragraph to clarify that the Minimum sizes shown in Table 5A-1 are only for use on low-volume roads where the 85 th percentile speed or the posted speed limit is less than 35 mph.
4	Table 5A-1	Sign and Plaque Sizes on Low-Volume Roads (Minimum Sign Sizes on Low-Volume Roads) – Revised and reorganized sign size table, adding “Minimum” and “Oversized” sizes. Added “or Plaque” to name of first column and labeled all plaques in this column as a plaque. Changed name of second column to “Sign Designation.” Deleted W7-1a. Added R11-4, W2-2, W2-3, W2-6, W8-6, W8-8, W8-18, W10-8, W10-11, W10-12, W20-3, W20-4 and W21-7 signs and the W16-7P. Added “P” to designations of the R8-3c, R8-3d, R15-2, W7-3, W7-3a, W13-1 and W16-2 plaques. Revised “W16-9p” to “W16-9P.” Reversed R8-3 and R8-3a designations. Revised “W20-7a” to “W20-7,” and revised “W21-1a” to “W21-1.” Revised names of W10-1 through W10-4 signs. Deleted Minimum size for R4-1, W3-1, W3-2, W3-4, W5-2, W5-3, W8-3, W8-7, W10-1, W10-2, W10-3, W10-4, W14-1, W14-2, W14-3, W20-1, W20-7 and W21-1 signs. Increased Typical and Oversized sizes for W1-1 through W1-5, W2-1 through W2-5, W7-1, W10-1, W11 series, W21-2, W21-3, W21-5, and W21-6 signs. Added W1-H16.
Chapter 5B. Regulatory Signs		
1	Fig. 5B-1	Regulatory Signs on Low Volume Roads – Added the R11-4 sign.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
2	Fig. 5B-2	Parking Signs and Plaques on Low-Volume Roads (Parking Signs on Low-Volume Roads) – Switched the designations of the R8-3 and R8-3a signs. Revised the design of the R8-3a word message sign to match the sign in Figure 2B-25. Added “P” to the designation of the R8-3cP and R8-3dP plaques, and deleted the phrase “Supplemental Plaque” in two places.
3	5B.03	Speed Limit Signs (R2 Series) – Deleted Ohio text on prohibition of placement of speed limit signs in school zones as it is covered elsewhere.
Chapter 5C. Warning Signs		
1	Fig. 5C-1	Horizontal Alignment and Intersection Warning Signs and Plaques and Object Markers on Low-Volume Roads (Horizontal Alignment and Intersection Warning Signs on Low-Volume Roads) – Added the W2-2, W2-3, and W2-6 signs. Added “P” to the designation of the W13-1P plaque, and deleted the phrase “Advisory Speed Plaque.” Added the object markers.
2	Fig. 5C-2	Other Warning Signs and Plaques on Low-Volume Roads (Other Warning Signs on Low-Volume Roads) – Added four asterisks and an asterisk note. Deleted the thin red line along the outside edges of the stop and yield sign symbols and W3-2 signs. Added the W11-5a, W11-6, W11-7, W11-14, W11-15, W11-15a, W11-16, W11-17, W14-1a, W14-2a and W14-3 signs and the W16-7P plaque. Added “P” to the designations of the W7-3P, W7-3aP and W16-2P plaques. Revised the code for the W16-9p plaque to W16-9P. Revised the NO TRAFFIC SIGNS sign code from W16-2 to W18-1.
3	5C.09	Vehicular Traffic Warning and Non-Vehicular Warning Signs (W11 Series and W8-6) (Vehicular Traffic and Nonvehicular Signs (W11 Series and W-6)) – Added Standard text for required use of downward diagonal arrow for non-vehicular crossing locations.
4	5C.14	Object Markers and Barricades – Relocated text here from 5E.05. Added text about barricades meeting requirements of Section 2B.67.
Chapter 5D. Guide Signs (No significant changes.)		
Chapter 5E. Markings		
1	5E.02	Centerline Markings – Added Option to install center lines whether edge lines are present or not.
2	5E.05	Other Markings (Object Markers) – Added Standard that other markings are to comply with the provisions of the OMUTCD.
Chapter 5F. Traffic Control for Highway-Rail Grade Crossings		
1	5F.02	Grade Crossing (Crossbuck) Sign and Number of Tracks Plaque (R15-1, R15-2P) (Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1, R15-2)) – New Support text with related ORC provisions referenced.
2	5F.04	STOP and YIELD signs (R1-1, R1-2) – New Standard text requiring STOP or YIELD Signs at passive crossings and in accordance with ORC 4511.61. Stop Ahead or Yield Ahead also required if criteria from Section 2C.36 are met.
3	Fig. 5F-1	Highway-Rail Grade Crossings Signs and Plaques for Low-Volume Roads (Highway-Rail Grade Crossing Signs for Low-Volume Roads) – 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.
Chapter 5G. Temporary Traffic Control Zones		
1	5G.02	Applications – Revised Option statement to utilize figures 6H-10, 6H-13 and 6H-16. New Support statement to utilize Table 6H-3 for advanced distance placement. New Option statement for speeds less than 30mph to utilize 100 advanced placement and spacing between signs.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
2	Fig. 5G-1	Temporary Traffic Control Signs and Plaques on Low-Volume Roads (Temporary Traffic Control Signs on Low-Volume Roads) – 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 the 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.
Chapter 5H. Traffic Control For School Areas		
1	5H.01	Introduction – Added new Chapter that refers to Part 7 for all school applications.
Part 6. Temporary Traffic Control		
Chapter 6A. General		
1	6A.01	General – Added Standard requiring provisions of Part 6 to be used on “Private roads open to public travel” and Support providing for the use of ITS technologies.
Chapter 6B. Fundamental Principles		
1	6B.01	Fundamental Principles of Temporary Traffic Control – Revised Guidance to include measures to encourage volume reductions for the duration of work activities.
Chapter 6C. Temporary Traffic Control Elements		
1	6C.02	Temporary Traffic Control Zones – Added Support text on special events.
2	6C.04	Advance Warning Area – Added Guidance on need to apply engineering judgment when using Table C-1, and Support on instances where spacing may need adjustment.
3	Fig. 6C-1	Component Parts of a Temporary Traffic Control Zone – Shortened the shoulder taper and expanded the legend.
4	6C.05	Transition Area – Added Option about vehicle-mounted devices for mobile operations.
5	6C.07	Termination Area – Revised the Standard describing the termination area to Support.
6	6C.08	Tapers – Rephrased the description of a shifting taper; it should be L in length, except that when speeds are less than 50 mph, it may be 1/2L. Also added a 50-foot minimum distance for one-lane, two-way tapers and downstream tapers.
7	Table 6C-3	Taper Length Criteria for Temporary Traffic Control Zones – The description of the value for a shifting taper has been rephrased, and a 50-foot minimum dimension has been added for the one-lane, two-way traffic taper and the downstream taper.
8	6C.10	One-Lane, Two-Way Traffic Control – Support text on self-regulation of spot location has been replaced with an Option statement that further clarifies when self-regulation may be used.
9	6C.11	Flagger Method of One-Lane, Two-Way Traffic Control – Added Guidance on designating a flagging coordinator and communication between flaggers.
10	Fig. 6C-3	Example of One-Lane, Two-Way Traffic Taper – Revised the downstream taper to “50 to 100 ft” and added a legend.
11	6C.13	Pilot Car Method of One-Lane, Two-Way Traffic Control – Added a requirement for a flagger to control vehicular traffic until the pilot vehicle is available.
Chapter 6D. Pedestrian and Worker Safety		
1	6D.01	Pedestrian Considerations – Relocated some text here, including some from 6D.02 and 6G.11. Added a new Standard: “If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route”; and an Option indicating that if an alternate route is not possible, another means of accommodating all pedestrians may be used.
2	6D.02	Accessibility Considerations – Relocated some text here from 6D.01, including Standard text with requirements for detectable barriers when visually disabled pedestrians use the route.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
3	6D.03	Worker Safety Considerations – Added new Standard text requiring all personnel within the right-of-Way to wear approved safety apparel including emergency services personnel.
Chapter 6E. Flagger Control		
1	6E.02	High Visibility Safety Apparel – Added new Standard text for safety apparel to meet ANSI Performance Class 2 or 3 with 3 required for nighttime operations.
2	6E.03	Hand Signaling Devices – Revised Standard text with requirement to fabricate Stop/Slow Paddles out of light, semi-rigid materials to Guidance. Added new Support statement for displaying paddle on long rigid shaft high enough for necessary visibility. Added new Option for use of a flashlight with red cone in unlighted, emergency, nighttime situations, and a new Standard on how to use a flashlight with red cone in emergency situations.
3	6E.04	Automated Flagger Assistance Devices (Flagger Procedures) – Added new Section with Standard, Guidance, Option and Support text for when and how Automated Flagger Assist Devices are used.
4	6E.05	STOP/SLOW Automated Flagger Assistance Devices (Flagger Stations) – Added new section with Standard, Guidance and Support text about the automatic STOP/SLOW device, how it is designed, requirements for active conspicuity devices and how the automatic flagging device is employed. Includes additional Standard text on the use of gates and GO ON SLOW and WAIT ON STOP signs.
5	Fig. 6E-1	Example of the Use of a STOP/SLOW Automated Flagger Assistance Device (AFAD (Use of Hand-Signaling Devices by Flaggers)) – Added new figure. Previous Figure 6E-1 is now Figure 6E-3.
6	Fig. 6E-2	Example of the Use of a Red/Yellow Lens Automated Flagger Assistance Device (AFAD) – Added new figure.
7	6E.06	Red/Yellow Lens Automated Flagger Assistance Devices – Added new Section with Standard, Guidance and Option text describing use and application of Red/Yellow Lens Flagger Assistance Devices including required gate arms.
8	6E.07	Flagger Procedures – Relocated text here from Section 6E.04. Revised Standard text to include Automated Flagger Assistance Devices and prohibitions against use of hand signals alone except by law enforcement or emergency responders at incident scenes.
9	Fig. 6E-3	Use of Hand-Signaling Devices by Flaggers – Originally Figure 6E-1.
10	6E.08	Flagger Stations – Relocated text here from Section 6E.05. Added Guidance text for flagger to identify an escape route in the event of an errant vehicle.
Chapter 6F. Temporary Traffic Control Zone Devices		
1	6F.01	Types of Devices – Deleted first Support statement; added Support text for crashworthy about application of the “Manual for Assessing Safety Hardware” (MASH) in addition to NCHRP Report 350 for all devices including private roads open to public travel. Added Standard language about application to traffic control devices on all “Private roads open to public travel.”
2	6F.02	General Characteristics of Signs – Added Standard text providing for use of minimum sizes of signs in Table 6F-1 only for speeds less than 35 mph.
3	6F.03	Sign Placement – Added: Guidance text on sign height and placement on pedestrian/bicycle facilities; Guidance text on placement of signs on Type 3 barricades; Option text for signing for mobile operations; and Support text to include “Manual for Assessing Safety Hardware” criteria for crashworthy determination.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
4	Table 6F-1	<p><u>Temporary Traffic Control Zone Sign and Plaque Sized</u> (<u>Sizes of Temporary Traffic Control Signs (5 sheets)</u>) – Added the phrase “or Plaque” to the name of the first column, and labeled all the plaques in this column as such. Revised the name of the second column to “Sign Designation”; consolidated the separate Expressway and Freeway columns into a single column; and deleted the Oversized column. Added sizes in the Freeway or Expressway column and in the Minimum column. Deleted the W4-7, W8-9a, and W9-3a signs. Added the R1-1 (on Stop/Slow Paddle), R1-7, R1-8, R2-10, R2-11, R2-12, R4-7c, R11-3b, W8-14, W8-15, W8-17, W8-18, W8-23, W8-24, W8-25, W20-7a, W20-8, W21-4, W21-8, and W23-2 signs and the R2-6aP, R2-6bP, W4-5P, W7-3aP, W8-15P, W8-17P, W24-1cP, and G20-5aP plaques. Revised the designation of the R12-5 sign to R12-H5, the W8-3a sign to W8-3 and the W20-7a sign to W20-7. Revised the designation of the W1-H11 to W1-H16. Deleted the descriptive word(s) in parentheses in the first column from the names of the R6-1, R6-2, W3-1, W3-2, W3-3, W4-2, W6-1, W6-2, W6-4, W8-5, W11-10, W21-1a, M4-8, M4-8b, M4-9a, M4-9b, and M4-9c signs. Added “P” to the designations for R1-2aP, R2-6P, W13-1P, W13-4P, and W16-2P plaques. Revised “Turn Prohibition” signs to “Movement Prohibition” signs. Revised the names of the R3-8, W3-5, W3-5a, W8-12, W9-3, W10-1, W12-1, and W21-1 signs in the first column. Increased the size for the Conventional Road size of the R6-2, R9-11, W1-1, W1-2, W1-3, W1-4, W6-3, W7-1, W8-1 through W8-9, W11-10, W12-1, W21-2, W21-5, W21-5a, and W21-6 signs. Decreased the Conventional Road size for the W1-8, and W22-1 signs and the R2-6P plaque. Revised the Conventional Road size of the R1-2aP plaque and the R3-8 sign. Deleted the alternative of using an 18” x 18” size for the W13-1P plaque from the Conventional Road column. (The 18” x 18” size is now shown in the Minimum column.) Deleted Note 3, renumbered the remaining notes and added a reference to Table 2B-1 for minimum size requirements on multi-lane conventional roads.</p>
5	Fig. 6F-1	<p><u>Height and Lateral Locations of Signs – Typical Installations</u> – Improved the scale of the signs, heights and lateral offsets such that they are proportional to each other. Assigned letter designations to the various drawings. Revised “Rural district” to “rural area” in two places. In the title of Drawing B, replaced “plate” with “plaque.” Revised “Urban district” to “business, commercial, or residential area” in two places. In Drawing D, deleted the curb and revised the lateral offset from “2 ft.” to “6 to 12 ft.” Added the “(Without Curb)” to the title of Drawing D.</p>
6	Fig. 6F-2	<p><u>Methods of Mounting Signs Other Than on Posts</u> – Deleted note about NCHRP 350 crashworthiness of devices.</p>
7	6F.04	<p><u>Sign Maintenance</u> – Revised Standard text to Guidance, and added new a Support statement on retroreflectivity of signs used in TTC Zones.</p>
8	Fig. 6F-3	<p><u>Regulatory Signs and Plaques in Temporary Traffic Control Zones</u> (<u>Regulatory Signs in Temporary Traffic Control Zones</u>) – Revised the designs of the R1-2aP and R2-6P plaques and the R9-11. Replaced the R12-5 sign with the R12-H5. Added 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. Added “P” to the designations of the R1-2aP and R2-6P plaques. Revised the designation of the R8-3a sign to R8-3, and designated the BRIDGE OUT sign R11-3b.</p>
9	6F.08	<p><u>ROAD (STREET) CLOSED Sign (R11-2)</u> – Added Standard text clarifying where road user flow is maintained.</p>
10	6F.09	<p><u>Local Traffic Only Signs (R11-3a, R11-3b, R11-4, R11-H5)</u> – Added Option for the use of the name of a street or well-known destination instead of XX MILES AHEAD.</p>
11	6F.12	<p><u>Work Zones and Higher Fines Signs and Plaques</u> (<u>PEDESTRIAN CROSSWALK Sign (R9-8)</u>) – Combined new text describing use of “Work Zone,” “Higher Fines” and “End Higher Fines” signs and plaques in conjunction with speed limit signs, with existing text from previous Section 6F.14.1.</p>

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
12	6F.13	Pedestrian Crosswalk Sign (R9-8) (SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a)) – Relocated text here from Section 6F.12.
13	6F.14	SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a) (Special Regulatory Signs) – Relocated text here from 6F.13.
14	6F.15	Special Regulatory Signs (Warning Signs Function, Design and Application) – Relocated text here from Section 6F.14..
15	6F.16	Warning Sign Function, Design and Application (Position of Advance Warning Signs) – Relocated text here from Section 6F.15. Deleted “Standard” and “Option” text on specific sign sizes based on speeds.
16	6F.17	Position of Advance Warning Signs ((ROAD (STREET) WORK Sign (W20-1)) – Relocated text here from Section 6F.16. Added Guidance calling for the first sign in a multiple sign sequence to be the ROAD WORK AHEAD sign.
17	6F.18	ROAD (STREET) WORK Sign (W20-1) ((DETOUR sign (W20-2)) – Relocated text here from Section 6F.17.
18	6F.19	DETOUR Sign (W20-2) (ROAD (STREET) CLOSED Sign (W20-3)) – Relocated text here from Section 6F.18.
19	6F.20	ROAD (STREET) CLOSED Sign (W20-3) (ONE LANE ROAD Sign (W20-4)) – Relocated text from Section 6F.19.
20	6F.21	ONE LANE ROAD Sign (W20-4) (Lane(s) Closed Signs (W20-5, W20-5a)) – Relocated text here from Section 6F.20.
21	6F.22	Lane(s) Closed Signs (W20-5, W20-5a) (CENTER LANE CLOSED AHEAD Signs (W9-3, W9-3a)) – Relocated text here from Section 6F.21.
22	6F.23	CENTER LANE CLOSED AHEAD Signs (W9-3, W9-3a) (THRU TRAFFIC MERGE LEFT (RIGHT) Sign (W4-7)) – Relocated text here from Section 6F.22. Deleted Option for use of the symbol.
23	Fig. 6F-4	Warning Signs and Plaques in Temporary Traffic Control Zones (Warning Signs in Temporary Traffic Control Zones) – Added “and Plaques” to the title. Added 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; and deleted the W4-7, W8-9a and W9-3a signs. Deleted the thin black line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs. Added “P” to the designations of the W13-1P, W13-4P and W16-2P plaques. Revised the W20-7a sign to W20-7, and the W21-1a sign to W21-1. Added notes at the bottom of Sheet 3. Revised the designs of the W8-5, W8-12 and W20-5a. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
24	6F.29	EXIT ONLY Sign (E5-3) (Flagger Sign (W20-7a, W20-7)) – Added new section about optional use of the EXIT ONLY sign.
25	6F.30	NEW TRAFFIC PATTERN AHEAD Sign (W23-2) (Two-Way Traffic Sign (W6-3)) – Added new section with Option and Guidance text about this new sign.
26	6F.31	Flagger Signs (W20-7, W20-7a) (Workers Sign (W21-1, W21-1a)) – Relocated text here from Section 6F.29.
27	6F.32	Two-Way Traffic Sign (W6-3) (FRESH OIL (TAR) Sign (W21-2)) – Relocated text here from Section 6F.30.
28	6F.33	Workers Signs (W21-1, W21-1a) (ROAD MACHINERY AHEAD Sign (W21-3)) – Relocated text here from Section 6F.31.
29	6F.34	FRESH OIL (TAR) Sign (W21-2) (Motorized Traffic Signs (W8-6, W11-10)) – Relocated text here from Section 6F.32.
30	6F.35	ROAD MACHINERY AHEAD Sign (W21-3) (Shoulder Work Ahead Signs (W21-5, W21-5a, W21-5b)) – Relocated text here from Section 6F.33.
31	6F.36	Motorized Traffic Signs (W8-6, W11-10) (SURVEY CREW Sign (W21-6)) – Relocated text here from Section 6F.34.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
32	6F.37	Shoulder Work Ahead Signs (W21-5, W21-5a, W21-5b) (UTILITY WORK Sign (W21-7)) – Relocated text here from Section 6F.35.
33	6F.38	SURVEY CREW Sign (W21-6) (Signs for Blasting Areas) – Relocated text here from Section 6F.36.
34	6F.39	UTILITY WORK Sign (W21-7) (BLASTING ZONE AHEAD Sign W22-1)) – Relocated text here from Section 6F.37.
35	6F.40	Signs for Blasting Areas (TURN OFF 2-WAY RADIO AND CELL PHONE Sign (W22-2)) – Relocated text here from Section 6F.38.
36	6F.41	BLASTING ZONE AHEAD Sign W22-1) (END BLASTING ZONE Sign (W22-3)) – Relocated text here from Section 6F.39.
37	6F.42	TURN OFF 2-WAY RADIO AND CELL PHONE Sign (W22-2) (Shoulder Signs (W8-4, W8-9, W8-9a)) – Relocated text here from Section 6F.40.
38	6F.43	END BLASTING ZONE Sign (W22-3) (UNEVEN LANES Sign (W8-11)) – Relocated text here from Section 6F.41.
39	6F.44	Shoulder Signs and Plaque (W8-4, W8-9, W8-17, and W8-17) (NO CENTER LINE and NO EDGE LINE Signs (W8-H12, W8-H12a)) – Relocated text here from Section 6F.42. Added optional use of SHOULDER DROP-OFF (W8-17P) supplemental plaque.
40	6F.45	UNEVEN LANES Sign (W8-11) (Double Reverse Curve Signs (W24 Series)) – Relocated text here from Section 6F.43.
41	6F.46	STEEL PLATE AHEAD Sign (W8-24) (Other Warning Signs) – Added new Section about optional use of STEEL PLATE AHEAD sign.
42	6F.47	NO CENTER LINE and NO EDGE LINE Signs (W8-12, W8-H12a) (Special Warning Signs) – Relocated text here from Section 6F.44. NO CENTER LINE is now the national standard for the W8-12 sign; therefore, revised the W8-H12 to W8-12 and revised some text that was shown as “Ohio only” (in arial font) to regular text.
43	6F.48	Reverse Curve Signs (W1-4 Series) (Advisory Speed Plaque (W13-1)) – Added new Section on the design and application of this sign.
44	6F.49	Double Reverse Curve Signs (W24-1 Series) (Supplemental Distance Plaque) – Relocated text here from Section 6F.45, includes some revision of the Standard and Option texts.
45	6F.50	Other Warning Signs (Guide Signs) – Relocated text here from Section 6F.46.
46	6F.50.1	Construction Arrow Sign (W1-H16) – Relocated text here from Section 46.1. Revised the code designation from W1-H11 to W1-H16.
47	6F.51	Special Warning Signs (ROAD WORK NEXT XX MILES Sign (G20-1)) – Relocated text here from Section 6F.47.
48	6F.52	Advisory Speed Plaque (END ROAD WORK Sign (G20-2)) – Relocated text here from 6F.48.
49	6F.53	Supplemental Distance Plaque (Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, M4-10)) – Relocated text here from Section 6F.49.
50	6F.54	Motorcycle Plaque (W8-15P) (PILOT CAR FOLLOW ME Sign (G20-4)) – Added new Section about the options for use of this sign plaque.
51	6F.55	Guide Signs (Portable Changeable Message Signs) – Relocated text here from Section 6F.50.
52	6F.56	ROAD WORK NEXT XX MILES Sign (G20-1) (Arrow Panels) – Relocated text here from Section 6F.51.
53	6F.57	END ROAD WORK Sign (G20-2) (High Level Warning Device (Flag Trees)) – Relocated text here from Section 6F.52.
54	6F.58	PILOT CAR FOLLOW ME Sign (G20-4) (Channelizing Devices) – Relocated text here from Section 6F.54.
55	6F.59	Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, M4-10) (Cones) – Relocated text here from Section 6F.53.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
56	6F.60	Portable Changeable Message Signs (Tubular Markers) – Relocated text here from Section 6F.55. Revised existing Standard on design and application of PCMS to Support; and added new Standard text on messages and text color, length of message and display, power supply and acceptable abbreviations.
57	6F.61	Arrow Boards (Vertical Panels) – Relocated text here from Section 6F.56. Revised the term “arrow panel” to “arrow board.” Added an alternative diamond display.
58	6F.62	High Level Warning Device (Flag Trees) (Drums) – Relocated text here from Section 6F.57.
59	6F.63	Channelizing Devices (Type I, II or III Barricades) – Relocated text here from Section 6F.58. Revised text including a Standard requiring all devices to be crashworthy, accessibility, and use of sequential flashing warning lights.
60	Fig. 6F-6	Advance Warning Arrow Board Display Specifications (Advance Warning Arrow Display Specifications) – Revised “arrow panel” to “arrow board.” Revised “Move/Merge” to “Merge” in four places. Added the Alternating Diamond Caution mode, and “Caution” mode to “Flashing Caution” mode in two places.
61	Fig. 6F-7	Channelizing Devices – Revised the widths of the white and orange stripes on the vertical panel from “4 inches” to “4 or 6 inches.” Added a maximum height of 36 inches for the shorter striped cone. Revised the Type I, II, and III barricades to Type 1, 2 and 3. Labeled the 36-inch dimension to the top of the direction indicator barricade as a minimum. Deleted the note regarding the channelization of pedestrians.
62	6F.64	Cones (Direction Indicator Barricades) – Relocated text here from Section 6F.59.
63	6F.65	Tubular Markers (Temporary Traffic Barriers as Channelizing Devices) – Relocated text here from Section 6F.60. Revised design of retroreflectorization for tubular markers 42 inches or more in height.
64	6F.66	Vertical Panels (Longitudinal Channelizing Devices) – Relocated and updated text here from Section 6F.61.
65	6F.67	Drums (Other Channelizing Devices) – Relocated text here from Section 6F.62.
66	6F.68	Type 1, 2 or 3 Barricades (Detectable Edging for Pedestrians) – Relocated text here from Section 6F.63. Revised the barricade designations to Type 1, 2 and 3.
67	6F.69	Direction Indicator Barricades (Temporary Raised Islands) – Relocated text here from Section 6F.64.
68	6F.70	Temporary Traffic Barriers as Channelizing Devices (Opposing Traffic Lane Divider) – Relocated text here from Section 6F.65 with some revision, including a Standard about delineation of the taper in certain situations.
69	6F.71	Longitudinal Channelizing Devices (Pavement Markings) – Relocated text here from Section 6F.66. Revised text, including Guidance for nighttime use, and Standard and Guidance on use for pedestrian traffic control.
70	6F.72	Temporary Lane Separators (Temporary Pavement Markings) – Added new section with Standard, Option and Guidance text on application and use.
71	6F.73	Other Channelizing Devices (Raised Pavement Markings) – Relocated text here from Section 6F.67.
72	6F.74	Detectable Edging for Pedestrians (Delineators) – Relocated text here from Section 6F.68.
73	6F.75	Temporary Raised Islands (Lighting Devices) – Relocated text here from Section 6F.69.
74	6F.76	Opposing Traffic Lane Divider and Sign (W6-4) (Floodlights) – Relocated text here from Section 6F.70.
75	6F.77	Pavement Markings (Flashing Warning Beacons) – Relocated text here (with revisions) from Section 6F.71. Added new Support text for maintaining or enhancing existing pavement markings, and Guidance text on placing and removing temporary markings.

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76	6F.78	Temporary Markings (Warning Lights) – Relocated text here (with revisions) from Section 6F.72, Temporary Pavement Markings. Revised the Support about when to use, the Guidance on maximum length of time they should be in place, and the Standard on use of other devices when pavement markings are not practical.
77	6F.79	Temporary Raised Pavement Markers (Steady Burn Electric Lamps) – Relocated text here from 6F.73. Revised the Option to use in lieu of other types of markings, the Standards requiring color to match line substituted for, spacing requirements, the Option for broken lines, and the Guidance for duration of temporary raised pavement markers substituting for broken line segments.
78	6F.80	Delineators (Temporary Traffic Control Signals) – Relocated text here from Section 6F.74.
79	6F.81	Lighting Devices (Temporary Traffic Barriers) – Relocated text here from Section 6F. Deleted the Support statement about four types of lighting devices.
80	6F.82	Floodlights (Crash Cushions) – Relocated text here from Section 6F-76.
81		Deleted Section 6F.77, Flashing Warning Beacons.
82	6F.83	Warning Lights (Vehicle Arresting Systems) – Relocated text here from Section 6F.78. Added text about the use of sequential warning lights.
83	6F.84	Temporary Traffic Control Signals (Rumble Strips) – Relocated text here from Section 6F.80. Revised Standard to clarify that TTC signals that control a one-lane, two-way roadway section shall comply with Section 4H.02, and that they shall not be located within 200 ft. of a grade crossing unless preemption is used.
84	6F.85	Temporary Traffic Barriers (Screens) – Relocated text here from Section 6F.81. Added a requirement that barriers and end treatments be crashworthy, and additional text about the use of movable barriers.
85	6F.86	Crash Cushions (Future and Experimental Devices) – Relocated text here from Section 6F.82.
86	6F.87	Rumble Strips – Relocated text here from Section 6F.84 Added text about black or orange rumble strips..
87	6F.88	Screens – Relocated text here from Section 6F.85.
88		Deleted previous Sections 6F.23, 6F.79, Steady Burn Electric Lamps, 6F.83, Vehicle Arresting Systems, and 6F.86, Future and Experimental Devices.
Chapter 6G. Type of Temporary Traffic Control Zone Activities		
1	6G.01	Typical Applications – Deleted the first Support and Standard statements. Added Support and Guidance on TTC for special events.
2	6G.02	Work Duration – Added an Option for use of flag and/or channelizing devices for mobile operations.
3	6G.04	Modifications to Fulfill Special Needs – Revised Guidance language about pedestrian routes and bicycle diversions.
4	6G.11	Work Within the Traveled Way of an Urban Street (Work Within the Traveled Way of Urban Streets) – Relocated Standard on walkways to Section 6D.01. Revised Standard on relocating transit stops to address both pedestrian and vehicular access.
5	6G.12	Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway (Work Within the Traveled Way of Multi-Lane, Nonaccess Controlled Highways) – Deleted Standard on temporary traffic barriers placed adjacent to the highway and placement of channelizing devices and temporary traffic barrier. Added an Option for speeds less than 40 mph permitting use of a single continuous taper when space is limited.
6	6G.13	Work Within the Travelled Way at an Intersection – Added Guidance on temporary corrective actions and maintaining visibility.
7	6G.15	Two-Lane, Two-Way Traffic on One Roadway of a Normally Divided Highway – Added use of a temporary raised island to the Standard.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
8	6G.18	Work in the Vicinity of a Grade Crossing (Movable Barriers) – Relocated text here from 6G.19 and added Support about TTC zones in close proximity to grade crossings.
9	6G.19	Temporary Traffic control During Nighttime Hours (Work in the Vicinity of a Grade Crossing) – Relocated text here from Section 6G.20 and deleted some Guidance text on existing and temporary lighting.
10		Deleted previous Section 6G.18, Movable Barriers.
Chapter 6H. Typical Applications		
1	6H.01	Typical Applications – Deleted the initial Support and Standard statements. Added Support text to state that with the exception of the notes that are clearly identified by accompanying headings the figures are considered “Guidance” Statements.
2	Table 6H-1	Index to Typical Applications – Revised the descriptions of TA-28 and TA-33 and deleted “Highway-Rail” from the last heading and the title of TA-46.
3	Table 6H-2	Meaning of Symbols on Typical Application Diagrams – Revised “arrow panel” to “arrow board” in two places. Added symbols for a longitudinal channelizing device and a shadow vehicle. Revised “Type III” to “Type 3” barricade.
4	Table 6H-3	Meaning of Letter Codes on Typical Application Diagrams – Revised the text in parentheses at the end of the double asterisk note.
5	Table 6H-4	Formulas for Determining Taper Length – Deleted “Limit” in the first column title.
6	Fig. 6H-4	Short-Duration or Mobile Operation on a Shoulder (TA-4) – Revised note 4 to eliminate distance and speed references. Added note 8 (Standard) about to vehicle-mounted signs.
7	Fig. 6H-5	Shoulder Closure on a Freeway (TA-5) – In the figure, deleted the crash cushion cross reference to Section 6F.82, and revised the distance plaques under the RIGHT SHOULDER CLOSED signs.
8	Fig. 6H-6	Shoulder Work with Minor Encroachment (TA-6) – Added new note 11 for Vehicle Mounted signs and note 12 for shadow and work vehicles lighting requirements. Added “Work Vehicle” designation in the figure.
9	Fig. 6H-7	Road Closure with a Diversion (TA-7) – In note 3, revised “as soon as possible” to “before any new traffic patterns are open to traffic.” In the figure, revised the background color of the diagonal striped signs associated with the crash cushions from yellow to orange and deleted the ROAD CLOSED sign.
10	Fig. 6H-8	Road Closure with an Off-Site Detour (TA-8) – Added a break line to the top leg of the intersection, because the closure is supposed to be a substantial distance from the intersection.
11	Fig. 6H-9	Overlapping Routes with a Detour (TA-9) – Added “or YIELD” in note 3, and updated “Type III” to “Type 3” in note 5 (and in the figure). Added a north arrow to the figure. Revised the positions of the EAST and WEST Route 4 signs in both assemblies on the north approach. Corrected the design of the M6-3 (up arrow) auxiliary sign in six places. Added the notes on the left-hand side of the figure.
12	Fig. 6H-10	Lane Closure on a Two-Lane Road Using Flaggers (TA-10) – Revised “highway-rail grade crossing” to “grade crossing” in several places in the notes. In the figure, revised the “100-foot maximum” upstream taper to a taper of “50 to 100 feet”; also, deleted the note regarding the buffer space, since it is a duplicate of note 4 on the notes page.
13	Fig. 6H-11	Lane Closure on a Two-Lane Road with Low Traffic Volumes (TA-11) – In the figure, revised the “100-foot maximum” tapers to tapers of “50 to 100 feet.”
14	Fig. 6H-12	Lane Closure on a Two-Lane Road Using Traffic Control Signals (TA-12) – Revised the “100-foot maximum” tapers in the figure to tapers of “50 to 100 feet.” Revised the maximum distances of the signal faces from the stop lines from 150 to 180 feet, and revised the lengths of the temporary stop lines so that they stop short of the center lines.

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15	Fig. 6H-14	<u>Haul Road Crossing (TA-14)</u> – Assigned letter designations to the two drawings. Deleted the DO NOT PASS sign and the NO PASSING ZONE pennant from Drawing A. In Drawing A, a NO PASSING ZONE sign has been added. Also, revised the maximum distance of the signal faces from the stop line from 150 to 180 feet and adjusted the stop line length. In Drawing B, added an optional END ROAD WORK .
16	Fig. 6H-15	<u>Work in the Center of a Road with Low Traffic Volumes (TA-15)</u> – Replaced existing note 2 about workers’ apparel, with guidance about the shifting taper length. Revised the way the 10-foot dimensions are shown in the figure, “to the edge of the pavement or outside edge of paved shoulder.”
17	Fig. 6H-16	<u>Surveying Along the Center Line of a Road with Low Traffic Volumes (TA-16)</u> – Added a new note 1 about a minimum 10 ft width for both lanes, and renumbered the previous note 1 as note 2. Deleted previous notes 2 and 4, and renumbered the remaining notes. Revised the SURVEY CREW sign in the figure, and added the 10-foot minimum between the cones and the outside edges of the paved shoulders.
18	Fig. 6H-17	<u>Mobile Operations on a Two-Lane Road (TA-17)</u> – Revised “arrow panel” to “arrow board” in note 3, and in the figure, revised the shadow vehicle symbol.
19	Fig. 6H-18	<u>Lane Closure on a Minor Street (TA-18)</u> – Revised the “100-foot maximum” taper to a taper of “50 to 100 feet.”
20	Fig. 6H-19	<u>Detour for One Travel Direction (TA-19)</u> – Revised the MAIN STREET legend in the figure to upper-case and lower-case letters in five places.
21	Fig. 6H-20	<u>Detour for a Closed Street (TA-20)</u> – Revised the MAIN STREET legend in the figure to upper-case and lower-case letters in six places. Added two No Left Turn signs and two No Right Turns. Added two directional DETOUR signs on the left side of the figure.
22	Fig. 6H-22	<u>Right-Hand Lane Closure on the Far Side of an Intersection (TA-22)</u> – Revised the THROUGH TRAFFIC MERGE LEFT sign to LANE ENDS MERGE LEFT.
23	Fig. 6H-23	<u>Left Lane Closure on the Far Side of an Intersection (TA-23)</u> – Added text in note 4 about using the left turn lane as a turn bay. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
24	Fig. 6H-24	<u>Half Road Closure on the Far Side of an Intersection (TA-24)</u> – Added new note 3 about the shifting taper, and renumbered the remaining notes. Replaced the optional Keep Right sign with the new narrow Keep Right (R4-7c) sign. Replaced the THRU TRAFFIC MERGE LEFT sign with a LANE ENDS MERGE LEFT sign. Also, revised the label for the markings within the intersection from “Optional pavement markings” to “Optional temporary markings.” [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
25	Fig. 6H-25	<u>Multiple Lane Closures at an Intersection (TA-25)</u> –Added a new note 3 regarding th shifting taper. Revised the first sentence of existing note 3 to a new support statement. Renumbered the notes. In the figure, lengthened the left-turn slot on the bottom leg of the intersection; revised the THRU TRAFFIC MERGE RIGHT sign to a LANE ENDS MERGE RIGHT sign. Relocated the LEFT LANE MUST TURN LEFT sign in the center of the roadway to be opposite the LEFT LANE MUST TURN LEFT sign on the right-hand side of the roadway.
26	Fig. 6H-26	<u>Closure in the Center of an Intersection (TA-26)</u> – Added a new note 2 regarding th shifting taper and renumbered the remaining notes.
27	Fig. 6H-27	<u>Closure at the Side of an Intersection (TA-27)</u> – Revised the existing Option statement in note 4 to Guidance and moved it to become new note 8. In the figure, revised the “100-foot maximum” tapers to tapers of “50 to 100 feet” in three places and added ONE LANE ROAD AHEAD signs in four places.
28	Fig. 6H-28	<u>Sidewalk Detour or Diversion (TA-28) (Sidewalk Closures and Bypass Sidewalks)</u> – Revised the barricades in the roadway in the right-hand drawing to longitudinal channelizing devices.

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29	Fig. 6H-29	<u>Crosswalk Closures and Pedestrian Detours (TA-29)</u> – Added “Type D 360-degree Steady Burn” warning lights in note 8. In the figure, replaced the cones blocking the sidewalks at the top intersection with barricades, and revised the design of the SIDEWALK CLOSED AHEAD CROSS HERE sign at the bottom intersection.
30	Fig. 6H-30	<u>Interior Lane Closure on a Multi-Lane Street (TA-30)</u> – Deleted notes 4 and 5 pertaining to the proximity of grade crossings, and renumbered the last note. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
31	Fig. 6H-31	<u>Lane Closure on a Street with Uneven Directional Volumes (TA-31)</u> – Added new note 8 that requires the display on the Reverse Curve or Double Reverse Curve signs to match the number of lanes available. Also added an Option statement that allows for the use of an ALL LANES plaque instead of the sign that illustrates the number of lanes, and another note that allows the Reverse Curve/Turn sign to be rectangular when more than three lanes are being shifted. In the figure, revised the Lane Closed symbol sign to the word legend sign. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
32	Fig. 6H-32	<u>Half Road Closure on a Multi-Lane, High-Seed Highway (TA-32)</u> – Revised note 4, deleted existing notes 6, 7, 8 and 9, renumbered the remaining notes, and added a new note about the shifting taper length. In the figure the designs of the LEFT LANE CLOSED XX FEET signs and the RIGHT LANE CLOSED XX FEET signs have been revised. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
33	Fig. 6H-33	<u>Stationary Lane Closure on a Divided Highway (TA-33)</u> – Added a note requiring the use of an arrow board when a freeway lane is closed. In the figure, the two drawings have been assigned letter designations. Revised the symbol for the work vehicle, and revised the distance on the signs to “XX.” [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
34	Fig. 6H-34	<u>Lane Closure with a Temporary Traffic Barrier (TA-34)</u> – Switched notes 6 and 7. In the figure, deleted the cross reference to Section 6F.82, and removed the “optional” label for the shoulder taper. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
35	Fig. 6H-35	<u>Mobile Operations on a Multi-Lane Road (TA-35)</u> – Added three notes pertaining to vehicle mounted signs, requirements for shadow and work vehicles, and the use of arrow boards. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
36	Fig. 6H-36	<u>Lane Shift on a Freeway (TA-36)</u> – Revised existing note 14 about the shifting taper, and relocated it to become new note 2. Revised existing note 2 to a Support statement and renumbered it note 3. Added a new note 6, about not allowing barrier along the shifting taper. Added three new notes about the Reverse Curve/Turn signs. Deleted existing notes 11 and 13. In the figure, deleted the three signs showing a single reverse curve arrow. Deleted the STAY IN LANE signs. Replaced references to Notes 8 and 9 replaced the word “optional” in three places. Deleted the reference to Section 6F.82. Labeled the lighting on the left-hand side of the roadway as optional.
37	Fig. 6H-37	<u>Double Lane Closure on a Freeway (TA-37)</u> – Added new note 1 requiring the use of arrow boards when a freeway lane is closed. In the figure, revised the design of the 2 RIGHT LANES CLOSED ½ MILE sign and the symbol for the work vehicle.

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38	Fig. 6H-38	Interior Lane Closure on a Freeway (TA-38) – Added new notes 1 through 4 which include requirements for arrow boards, temporary barriers, and removal of existing pavement markings on long-term operations. Deleted existing note 5 and added a new note 7 about spacing of arrow boards. Moved Option note 7 to be note 11, and revised Option note 10 to a Guidance statement and renumbered it 15. In the figure, revised the 100-foot maximum dimension to a 100-foot minimum dimension. Removed “optional” from the shoulder taper label. Replace the symbol sign for Center Lane Closed Ahead with the word message sign. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
39	Fig. 6H-39	Median Crossover on a Freeway (TA-39) – Added new note 2 requiring use of an arrow boards when a freeway lane is closed. Added new note 6 about the shifting taper. In the figure, revised part of the yellow line that had been shown to a “Temporary double yellow center line.” Added a reference in the figure to the note about the shifting taper. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
40	Fig. 6H-40	Median Crossover for an Entrance Ramp (TA-40) – For increased clarity, added text in note 3. Added pavement markings for the exit ramp on the left side of the drawing.
41	Fig. 6H-41	Median Crossover for an Exit Ramp (TA-41) – Added pavement markings for the entrance ramp on the left-hand side of the drawing.
42	Fig. 6H-42	Work in the Vicinity of an Exit Ramp (TA-42) – Added new note 5 about the color of a temporary EXIT sign, and new note 7 requiring use of arrow boards when a freeway lane is closed. In the figure, deleted “Optional” from the Shoulder taper label, and deleted the EXIT OPEN AHEAD sign. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
43	Fig. 6H-43	Partial Exit Ramp Closure (TA-43) – In the figure, shifted the work space so that it is shown partially on the shoulder.
44	Fig. 6H-44	Work in the Vicinity of an Entrance Ramp (TA-44) – Revised note 3, added the use of a STOP Beacon in note 7, and added a new note 9 requiring the use of arrow boards when a freeway lane is closed. In the figure, assigned letter designations and titles to the two drawings. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
45	Fig. 6H-45	Temporary Reversible Lane Using Movable Barriers (TA-45) – Revised note 2 for clarification. Added notes 4 through 8 addressing directional peaks, use of longitudinal buffer space, equipment for shadow or work vehicles, the length of a shifting taper, and a requirement for arrow boards for freeway lane closures. In the figure, revised both drawings to address the concepts associated with the area where the detoured northbound lanes return to their normal alignment, including the pavement markings and barrier wall placement. Deleted 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 in the left-hand drawing. Added movable attenuators in both drawings in the areas where the transfer vehicle is parked during Phase B. Revised the design of the 2 LEFT LANES CLOSED AHEAD sign. [See the OMUTCD Known Errors List on-line for comments about the RIGHT/LEFT LANE CLOSED signs.]
46	Fig. 6H-46	Work in the Vicinity of a Grade-Crossing (TA-46) – Revised note 3, to include “or light rail transit agency.” Revised “highway-rail grade crossing” to “grade crossing” in the title and throughout the notes. In the figure, revised the 100 foot maximum dimension for the downstream taper to “50 to 100 ft.”
Chapter 6I. Control of traffic Through Traffic Incident Management Areas		
1	6I.01	General – Deleted the first two paragraphs. Added new Support about the National Incident Management System (NIMS) and the need to inform and guide road users, and added new Guidance for on-scene responders and emergency vehicles.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
2	6l.02	Major Traffic Incidents – Made text revisions including minor Guidance and Option text allowing light sticks, deletion of Guidance regarding on-scene responders and revised Guidance statement requiring removal of light sticks and flares.
3	6l.03	Intermediate Traffic Incidents – Made text revisions including addition of minor Guidance allowing use of light sticks, deletion of Guidance regarding on-scene responders, and revision of Guidance about removal of light sticks and flares.
4	6l.05	Use of Emergency-Vehicle Lighting – Added Guidance about turning off flood or headlights not needed to reduce glare.
Part 7, School Area Traffic Control		
Chapter 7A. General		
1	7A.01	Need for Standards – Added Support text referencing Safe Route to School programs information.
2	7A.04	Scope – Revised text, including Option on In-Roadway signs, relocated to Section 7B.03, and new Support text relocated here from 7A.05 – 7A.09.
3	Fig. 7A-1	Example of School Route Plan Map – Deena Court, near the top of the drawing, now shows the name. Added “or YIELD” to the meaning of the red square symbol.
4		Deleted Sections 7A.05 – 7A.10.
Chapter 7B. Size of School Signs		
1	7B.01	Size of School Signs – Revised Standard on when certain columns of Table 7B-1 apply.
2	Table 7B-1	School Area Sign and Plaque Sizes (Size of School Area Signs and Plaques) – Revised the name of the second column to “Sign Designation.” Split the “Conventional Road” column into two, one for single-lane roads and one for multi-lane roads. Revised the names of the S1-1, S4-5, and S4-5a signs in the first column of the table. Added the S3-2, S5-3, R1-6 series, R2-10, and R2-11 signs. Added the S4-7P, R2-6P, W16-5P, and W16-6P plaques. Added “P” to the designations of the S4-1, S4-3, S4-H5, S4-6, W16-2, and W16-2a plaques. Revised W16-7p to W16-7P in two places. Revised W16-9p to W16-9P. Increased the Conventional Road and Oversized sizes for the S3-1 sign, and added a Minimum size for the S3-1 sign. Added two notes below the table.
3	7B.03	Position of Signs – Deleted existing text, with new Support text referencing Part 2 and Option text allowing use of In-Roadway signs.
4	7B.07	Sign Color for School Warning Signs – Deleted existing Option and Guidance text, with revised Standard requiring Fluorescent Yellow Green for all School Warning Signs.
5	7B.08	School Sign (S1-1) and Plaques (School Advance Warning Assembly (S1-1 with Supplemental Plaque)) – Replaced existing text with Support on when these School signs are used.
6	Fig. 7B-1	School Area Signs – Revised color of all of the yellow signs and plaques to Fluorescent Yellow Green. Labeled the “School Advance Warning Assembly” “Advance School Crossing Assembly.” Revised the “School Crosswalk Warning Assembly” to “School Crossing Assembly.” Added the W16-5P and W16-6P plaques to the School Advance Crossing Assembly. Added the “School Zone Ahead Assembly.” Changed the W16-7p plaque to W16-7P. Changed the W16-9p plaque to W16-9P. Added “P” to the designations of the W16-2a, W16-2, S4-1, S4-3, and S4-6 plaques. Added an S4-1P plaque above the S4-6P plaque for the “School Speed Limit Assembly.” Revised the designs of the S3-1 and S4-5 signs. Added the S5-3, R2-10, and R2-11 signs. Revised the S3-H2 to S3-2.
7	7B.09	School Zone Ahead Assembly (S1-1, S4-3P, W16-2P, W16-2aP, W16-5P, W16-6P, W16-9P) (School Crosswalk Warning Assembly (S1-1 with Diagonal Arrow)) – Added Support text on ORC provisions and requirements, Standard text requiring use of sign at all designated school zones, and Option text for use of supplemental plaques.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
8	7B.10	School Speed Limit Assembly (S4-1P, S4-3P, S4-H8P, S4-6P), School Speed Limit Sign (S5-H1) and END SCHOOL SPEED LIMIT Sign (S5-3) (SCHOOL BUS STOP/TURN AHEAD Signs (S3-1, S3-H2)) – Relocated some text here from 7B.11 and 7B.13. Now require Fluorescent Yellow Green for all school related warning signs.
9	7B.11	Higher Fines Zone Signs (R2-10, R2-11) and Plaques (School Speed Limit Assembly (S4-1, S4-3, S4-H5, S4-6, S5-H3, S5-H4, S5-H5)) – Added new Standard and Option text on use of these signs and plaques.
10	Fig. 7B-2	Example of Signing for a Higher Fines School Zone (Examples of Signing for School Crosswalk Warning Assembly) – Added figure.
11	Fig. 7B-3	Examples of Signing for a School Crossing Outside of a School Zone (Examples of Signing for School Area Traffic Control with School Speed Limits) – Added figure.
12	Fig. 7B-4	Examples of Signing for a School Zone with a School Crossing (In-Street Signs in School Areas) – Information previously in Figure 7B-3. Changed the color of all of the yellow signs and plaques to FYG. Deleted the school property lines, and deleted the distances from the school property lines to the sign locations (and the associated asterisk note). Revised the signs shown.
13	Fig. 7B-5	In-Street Signs in School Areas – Information previously in Figure 7B-4. Changed the colors of the two yellow signs and two yellow plaques to FYG. Added the R1-6b, and notes at the bottom of the figure. Added “P” to the designation of the S4-3 plaque. Revised “W16-7p” to “W16-7P.”
14	7B.12	School Crossing Ahead Assembly (Reduced Speed School Zone Ahead Sign (S4-5, S4-5a)) – Relocated some text here from 7B.10.
15	7B.13	School Crossing Assembly (END SCHOOL ZONE Sign (S5-2)) – Relocated text here from 7B.09. Added Guidance text for marking crosswalks and revised Option text for in-street and overhead mounting.
16	7B.14	School Bus Stop Ahead Sign (S3-1) (Parking and Stopping Signs (R7 and R8 Series)) – Relocated text here from 7B.10.
17	7B.15	SCHOOL BUS TURN AHEAD Sign (S3-2) (STOP FOR SCHOOL BUS LOADING OR UNLOADING sign (R16-H3)) – Relocated text here from 7B.10.
18	7B.16	School Speed Limit Ahead Sign (S4-5, S4-5a) – Relocated text here from 7B.12.
19	7B.17	Parking and Stopping Signs (R7 and R8 Series) – Relocated text here from 7B.14.
20	7B.18	STOP FOR SCHOOL BUS LOADING OR UNLOADING Sign (R16-H3) – Relocated text here from 7B.15.
Chapter 7C. Markings		
1	7C.02	Crosswalk Markings (Standardization of Application) – Relocated text here from 7C.03. Added Guidance on the application of traffic control devices at non-intersection crossings and Support on placement of pavement markings in relation to crosswalks.
2	7C.03	Pavement Word, Symbol and Arrow Markings (Crosswalk Markings) – Relocated some text here from 7C.06. Added Support about other word, symbol and arrow markings.
3	Fig. 7C-1	Two-Lane Pavement Marking of “School” – Revised the graphic to a white pavement marking on a gray background.
4		Deleted Sections 7C.04, Stop and Yield Lines, and Section 7C.05, Curb Markings for Parking Regulations.
Chapter 7D. Crossing Supervision (Signals)		
1	7D.01	Types of Crossing Supervision (General) – Relocated some text here from 7E.01.
2	7D.02	Adult Crossing Guards – Relocated text here from 7E.02. Eliminated Ohio text on adult crossing guards as special law enforcement officers.
3	7D.03	Qualifications of Adult Crossing Guards – Relocated text here from 7E.03. Added Support text on responsibilities and Guidance text on minimum requirements.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
4	7D.04	<u>Uniform of Adult Crossing Guards</u> – Relocated text here from 7E.04. Replaced text with Standard requiring law enforcement personnel to comply with safety apparel requirements when acting as a crossing guard.
5	7D.05	<u>Operating Procedures for Adult Crossing Guards</u> – Relocated text here from 7E. Revised Guidance on procedures to a Standard.
6		Eliminated Sections 7E.06, Uniformed Law Enforcement Officers, 7E.07, Student Patrols, 7E.08, Choice of Student Patrols, and 7E.09, Operating Procedures for Student Patrols.
Part 8, Traffic Control for Railroad and Light Rail Transit Grade Crossings (Traffic Control for Highway-Rail Grade Crossings)		
	General	Deleted Part 10, Traffic Control for Highway Light-Rail Transit Grade Crossings, and incorporated the text into Part 8.
Chapter 8A. General		
1	8A.01	<u>Introduction</u> – Added and revised various terms pertaining to LRT (Light Rail Transit), Support text that generally Highway-Rail and Highway-LRT are treated the same unless specified otherwise in the text of Part 8 and Guidance text for determining appropriate devices through an engineering study. Relocated some text here from 10A.01.
2	8A.02	<u>Use of Standard Devices, Systems, and Practices at Highway-Rail Grade Crossings (Use of Standard Devices, Systems, and Practices)</u> – Added a Support statement with additional references.
3	8A.03	<u>Use of Standard Devices, Systems, and Practices at Highway-LRT Grade Crossings (Uniform Provisions)</u> – Relocated text here from 10A.01, 10A.02 and 10B.01. Revised to include text on use of additional regulatory signs at highway-LRT crossings.
4	8A.04	<u>Uniform Provisions (Highway-Rail Grade Crossing Eliminations)</u> – Relocated text here from 8A.03. Revised Standard text prohibiting placement of signs or signals in the center of an undivided highway unless crashworthy or on a raised island.
5	8A.05	<u>Grade Crossing Elimination (Temporary Traffic Control Zones)</u> – Relocated text here from 8A.04. Revised the Standard on removing or covering tracks when a crossing is eliminated to Guidance.
6	8A.06	<u>Illumination at Grade Crossings</u> – Relocated Support text from 8C.01. Revised to include LRT.
7	8A.07	<u>Quiet Zone Treatments at Highway-Rail Grade Crossings</u> – Added Section referencing 49 CFR Part 222 and requiring all traffic control devices in quiet zones to comply with the OMUTCD.
8	8A.08	<u>Temporary Traffic Control Zones</u> – Relocated text here from 8A.05. Added Guidance on TTC Zones in the vicinity of a grade crossing.
Chapter 8B. Signs and Markings		
1	8B.01	<u>Purpose</u> – Relocated text here from 10C.01 and added Support text on actions of road users at passive crossings.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
2	Table 8B-1	<u>Grade Crossing Sign and Plaque Minimum Sizes (Sign Sizes for Grade Crossing Signs)</u> – Added “or Plaque to the name of the first column and labeled all of the plaques in this column as being a plaque. Changed the name of the second column to “Sign Designation.” Split the “Conventional Road” column into two, one for single-lane roads and one for multi-lane roads. The values in the “Single Lane” column were formerly in the “Conventional Road” column unless otherwise specifically noted in this list of revisions. Added the values in the “Multi-Lane” column. Deleted the R10-11a, W10-10, I-13 and I-13a signs. Relocated the I-12 sign to Table 2H-1. Added the R1-1, R1-2, R8-10a, R10-6a and W10-9 signs and the W10-9P plaque. Revised the names of the R15-1, R15-6, W10-1, W10-2, W10-3, W10-4 and W10-5 signs in the first column. Added “P” to the codes for the R15-2P, R15-3P, W10-1aP, W10-9P, W10-13P, W10-14P, W10-14aP and W10-15P plaques. Increased the Conventional Road size for the W10-9P, W10-13P, W10-14P, W10-14aP and W10-15P plaques. Added the sizes shown in the Expressway, Minimum and Oversized columns. Added Notes 2 and 3.
3	8B.03	<u>Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings (Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Sign (R15-2))</u> – Relocated text here from 10C.02. Deleted Option on experimental signs (the Buckeye Crossbuck is no longer allowed).
4	Fig. 8B-1	<u>Regulatory Signs and Plaques for Grade Crossings (Highway-Rail Grade Crossing (Crossbuck) Regulatory Signs)</u> – Renumbered previous Figure 8B-3. Added the R1-1, R1-2, R8-10a, and R10-6a signs. Revised the R3-1a and R3-2a sign cuts to better portray the shapes of activated blank-out signs. Deleted the R10-11a sign. Relocated the R15-4a, R15-4b, R15-4c, R15-5, R15-5a, R15-6, R15-6a, R15-7 and R15-7a signs from previous Figure 10C-2. Deleted the parenthetical phrase “drilled for 90-degree mounting” from beneath the R15-1 sign. Added “P” to “R15-2” and “R15-3.”
5	8B.04	<u>Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings (Highway-Rail Grade Crossing Advance Warning signs (W10 Series))</u> – Some text relocated here from 8B.03. Added Standard requiring use of YIELD sign at all passive crossings, and Guidance regarding the possible use of STOP signs only where approved by the Director as per ORC 4511.61. Added Standard for additional left side Crossbuck in certain situations.
6	8B.05	<u>Use of STOP (R1-1) or (YIELD (R2-2) Signs without Crossbuck Signs at Highway-LRT Grade Crossings (EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a))</u> – Relocated text here from 10C.04.
7	8B.06	<u>Grade Crossing Advance Warning Signs (W10 Series) (Turn Restrictions During Preemption)</u> – Relocated text here from 8B.04. Revised Standard to require placement of the W10-1 sign in advance of LRT grade crossings, and to use Yield Ahead or Stop Ahead signs when required.
8	Fig. 8B-2	<u>Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support (Advance Warning Signs)</u> – Renumbered previous Figure 8B-1. Relocated the R15-1 sign and R15-2P plaque, with the dimensioning information, to the new Figure 8B-1. The YIELD and STOP sign have been added on the sign support. Added dimensioning here showing the vertical distance from the bottom of the sign to the edge of the pavement has been added. Moved the 3 TRACKS plaque closer to the Crossbuck sign so that the top of the plaque is higher than the bottom of the Crossbuck sign. Added an option for use of a red retroreflective strip on the front of the sign, and added a note regarding using a white strip on the back of the sign support. Revised the drawing to show the ground below the sign support as sloping upward from the edge of the roadway. Revised the single asterisk note, and added a double asterisk note and the four notes at the bottom.
9	Fig. 8B-3	<u>Crossbuck Assembly with a YIELD or STOP Sign on a Separate Sign Support – (Regulatory Signs)</u> – Added.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
10	Fig. 8B-4	Warning Signs and Plaques for Grade Crossings (Examples of Emergency Notification Signs) – Information from Figure 8B-5. Relocated W10-1, W10-2, W10-3, and W10-4 signs here from previous Figure 8B-2. Added “P” to codes for the W10-1aP, W10-9P, W10-13P, W10-14P, W10-14aP and W10-15P plaques. Relocated the W10-7 sign here from previous Figure 10C-3, and revised the shape to better portray the shape of an activated blank-out sign. Revised the W10-7 sign so that the appearance of the LRT vehicle matches the vehicle on the I-12 sign. Revised the shape of the W10-9 sign from rectangular to diamond. Revised the W10-9 to W-10-9P, and added the W10-5P plaque. Deleted the W10-10 plaque. Replaced the ampersands with the word “AND” on the W10-11a and W10-11b signs. Deleted the word “railroad” from the note.
11	8B.07	EXEMPT Grade Crossing Plaques (R15-3P, W10-1aP) (DO NOT STOP ON TRACKS Sign (R8-8)) – Relocated text here from 8B.05 and 10C.10. The Option text now also applies to LRT grade crossings.
12	8B.08	Turn Restrictions During Preemption (STOP (R1-1) or YIELD (R1-2) Signs at Highway-Rail Grade Crossings) – Relocated text here from 8B.06 and 10C.09.
13	8B.09	DO NOT STOP ON TRACKS Sign (R8-8) (TRACKS OUT OF SERVICE Sign (R8-9)) – Relocated text here from 8B.07. Revised text to include STOP or YIELD sign placement when circular intersections are downstream from the crossings and queues could back up beyond the tracks.
14	8B.10	TRACKS OUT OF SERVICE Sign (R8-9) (STOP HERE WHEN FLASHING Sign (R8-10)) – Relocated text here from 8B.09.
15	8B.11	STOP HERE WHEN FLASHING Signs (R8-10, 8-10a) (STOP HERE ON RED Sign (R10-6)) – Relocated text here from 8B-10, and added sign with curved shaft.
16	8B.12	STOP HERE ON RED Sign (R10-6, R10-6a) (Emergency Notification Sign (I-13 or I-13a)) – Relocated text here from 8B.11, and added sign with curved shaft.
17	8B.13	Light Rail Transit Only Lane Signs (R15-4 Series) (TRAINS MAY EXCEED 80 MPH sign (W10-8)) – Relocated text here from 10C.13.
18	8B-14	Do Not Pass Light Rail Transit Signs (R15-5, R15-5a) (NO TRAIN HORN Sign (W10-9)) – Relocated text here from 10C.14.
19	8B.15	No Motor Vehicle on Tracks Signs (R15-6, R15-6a) (NO SIGNAL Sign (W10-10 or NO GATES OR LIGHTS Sign W10-13)) – Relocated text here from 10C.12.
20	8B.16	Divided Highway with Light Rail Transit Crossing Signs (R15-7 Series) (LOOK sign (R15-8)) – Relocated text here from 10C.11.
21	8B.17	LOOK Sign (R15-8) (Low Ground Clearance Highway-Rail Grade Crossing Sign (W10-5)) – Relocated text here from 8B.16. Additional Guidance indicating they should not be installed when a STOP or YIELD Sign is installed.
22	8B.18	Emergency Notification Sign (I-13) (Storage Space Signs (W10-11, W10-11a, W10-11b)) – Relocated text here from 8B.12. Added Guidance about LRT crossings in semi-exclusive alignments, and a Standard and Guidance on design and placement of sign.
23	Fig. 8B-5	Example of an Emergency Notification Sign (Warning Signs) – Renumbered previous Figure 8B-4. Deleted the existing I-13 sign, revised the designation for the I-13a sign to I-13, and changed the legend.
24	8B.19	Light Rail Transit Approaching-Activated Blank-Out Warning Sign (W10-7) (Skewed Crossing Sign (W10-12)) – Relocated text here from 10C.17.
25	8B.20	TRAINS MAY EXCEED 80 MPH Sign (W10-7) (Pavement Markings) – Relocated text here from 8B.13.
26	8B.21	NO TRAIN HORN Sign or Plaque (W10-9, W10-9P) (Stop Lines) – Relocated text from 8B.14. Revised Standard on application and placement.
27	8B.22	NO GATES OR LIGHTS Plaque (W10-13P) (Dynamic Envelope Markings) – Relocated text here from 8B.15.
28	8B.23	Low Ground Clearance Grade Crossing Sign (W10-5) – Relocated text from 8B.17.
29	8B.24	Storage Space Signs (W10-11, W10-11a, W10-11b) – Relocated text here from 8B.18.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
30	8B.25	Skewed Crossing Sign (W10-12) – Relocated text here from 8B.19.
31	8B.26	Light Rail Transit Station Sign (I-12) – Relocated text here from 10C.20.
32	8B.27	Pavement Markings – Relocated text here from 8B.20. Added Standard indicating that markings are not required at speeds below 40 mph or in urban areas if an engineering study determines other devices provide adequate notice.
33	8B.28	Stop and Yield Lines – Relocated text here from 8B.21. Added Standard requiring Stop bars at all paved, active crossings, Option for use of Yield lines, and Guidance on design and placement of Yield lines.
34	8B.29	Dynamic Envelope Markings – Relocated text here from 8B.22 and 10C.25.
35	Fig. 8B-6	Example of Placement of Warning Signs and Pavement Markings at Highway-Rail Crossings – Revised the title and relocated the Legend. Relocated the note “On multi-lane roads, ...” Also relocated the note on top left “Stop line approximately...” and deleted the word “upstream.” Revised dimensions within the pavement to inches from ft. Deleted the word “Train” in the dynamic envelope note in the upper left. Added a note regarding the use of yield lines near the upper right-hand corner of the figure. Added the Stop Ahead and Yield Ahead signs. Deleted the dimensions associated with the dynamic envelope and added a cross reference to Figure 8B-8. Deleted the two 25-foot dimensions associated with the pavement marking symbol.
36	Fig. 8B-7	Grade Crossing Pavement Markings (Examples of Highway-Rail Grade Crossing Pavement Markings) – Switched the two drawings, designated them A and B, and revised the titles. Added transverse lines to Drawing A and additional dimensions. In Drawing B, added the 6-foot height for the RR letters, and revised the 23-foot dimension to 24 feet so that the three dimensions add up to 60 feet, and made the transverse lines narrower. Moved the note “*Width may vary according to lane width “ under Drawing A.
37	Fig. 8B-8	Example of Dynamic Envelope Pavement Markings at Grade Crossings (Typical Train Dynamic Envelope Pavement Markings) – Added the drawing from existing Figure 8A-1 at the bottom of this figure. Revised the asterisk note to include a reference to the light rail transit agency. Labeled the dynamic envelope lines as optional.
38	Fig. 8B-9	Examples of Light Rail Transit Vehicle Dynamic Envelope Markings for Mixed-Use Alignments – Combined drawings from existing Figures 10C-7, 10C-9 and 10C-10 into this new figure. Added labels designating Drawings A and B.
Chapter 8C. Flashing-Light Signals, Gates, and Traffic Control Signals (Illumination at Highway-Rail Grade Crossings)		
1	8C.01	Introduction (Illumination at Highway-Rail Grade Crossings) – Relocated text here from 8D.01, with some text from 10D.01.
2	8C.02	Flashing-Light Signals – Relocated text here from 8D.02 and 8D.03. Also added Standard and Support text on use of light sources and lenses other than incandescent.
3	8C.03	Flashing-Light Signals at Highway-LRT Grade Crossings – Relocated text here from 10D.02. Eliminated existing 8D.03 “Flashing-Light Signals, Overhead Structures.” Added text requiring audible devices at LRT crossings used by pedestrians, bicyclists and/or other non-motorized users.
4	8C.04	Automatic Gates – Relocated text here from 8D.04. Added Standard requiring stripes on gates to be vertical, not diagonal.
5	Fig. 8C-1	Composite Drawing of Active Traffic Control Devices for Grade Crossings Showing Clearances – Renumbered previous Figure 8D-1. Changed the diagonal stripes on the gate arm to vertical stripes. Deleted the A, B, and C dimensions for the locations of the red lights on the gate arm and revised the note. Revised the note immediately to the left of the Crossbuck. Relocated note from left center of Figure to the bottom of this figure to become Note 1. Added Note 2.
6	8C.05	Use of Automatic Gates at LRT Grade Crossings – Relocated text here from 10D.03.
7	8C.06	Four-Quadrant Gate System – Relocated text here from 8D.05.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
8	8C.07	Wayside Horn Systems – Added Standard, Guidance and Option text on installing wayside horns in compliance with 49 CFR Part 222.
9	Fig. 8C-2	Example of Location Plan for Flashing-Light Signals and Four-Quadrant Gates – Renumbered existing Figure 8D-2. Added symbols for entrance and exit gates to the legend. Revised the appearances of the roadway, median, directional arrows and the track crossing. Deleted the center of pavement label.
10	8C.08	Rail Traffic Detection – Relocated text here from 8D.06.
11	8C.09	Traffic Control Signals at or Near Highway-Rail Grade Crossings – Relocated text here from 8D.07. Added Support text on implementation of a backup power supply where signals are adjacent to grade crossings and coordinated, Standard text requiring coordination with the railroad company when preemption is employed, and Support text addressing application of Signal Warrant 9.
12	8C.10	Traffic Control Signals at or Near Highway-LRT Grade Crossings – Relocated text here from 10D.05. Added Standard requiring audible devices when pedestrians and other non-motorized users are present, Support addressing application of Signal Warrant 9 for a signal near a grade crossing, Standard and Guidance text for LRT crossings within signalized intersections and Guidance and Support text on preemption.
13	8C.11	Use of Traffic Control Signals for Control of LRT Vehicles at Grade Crossings – Relocated text here from 10D.07. Added Support for control of exclusive bus movements at “Queue jumper lanes” and control of exclusive bus rapid transit movements.
14	Fig. 8C-3	Light Rail Transit Signals – Renumbered existing Figure 10D-1.
15	8C.12	Grade Crossings Within or In Close Proximity to Circular Intersections – Added Standard requiring engineering study when circular intersections are within 200 ft. of a grade crossing, and Support about ways to keep grade crossings clear.
16	8C.13	Pedestrian and Bicycle Signals and Crossings at LRT Grade Crossings – Relocated text here from 10D.08.
17	Fig. 8C-4	Example of Flashing-Light Signal Assembly for Pedestrian Crossings – Renumbered existing Figure 10C-2 and revised the title.
18	Fig. 8C-5	Example of a Shared Pedestrian/Roadway Gate – Renumbered Figure 10D-3 and revised the title. Changed the diagonal stripes on the gate arm to vertical stripes.
19	Fig. 8C-6	Example of a Separate Pedestrian Gate – Renumbered Figure 10D-4 and revised the title. Changed the diagonal stripes on the gate arms to vertical stripes. Revised the asterisk note. Added a separate Crossbuck sign/flashing lights/gate assembly on a separate gate mechanism for the pedestrian gate. Added a note regarding provision of a separate pedestrian gate. Labeled the sidewalk as a “sidewalk or shared-use path.”
20	Fig. 8C-7	Examples of Placement of Pedestrian Gates – Renumbered existing Figure 10D-5. Changed black diagonal stripes on the gate arms to red vertical stripes. Deleted cars that look like white pavement markings. Labeled automatic gate in the top drawing as a “Pedestrian/roadway gate,” and the automatic gate in the bottom drawing as a “Roadway gate.”
21	Fig. 8C-8	Example of Swing Gates – Renumbered Figure 10D-6.
22	Fig. 8C-9	Example of Pedestrian Barriers at an Offset Grade Crossing – Renumbered Figure 10D-7.
23	Fig. 8C-10	Examples of Pedestrian Barrier Installation at an Offset Non-Intersection Grade Crossing – Renumbered Figure 10D-8.
Chapter 8D. Pathway Grade Crossings (Flashing Light Signals, Gates, and Traffic Control Signals)		
1	8D.01	Purpose (Introduction) – Added Support noting that traffic control for pathways and pathway approaches includes all signs, signals, marking and other warning devices, and that sidewalks are considered part of the crossing and are covered in other parts of the OMUTCD.

Item	New Section, Figure, or Table	<u>New Title (Previous Title if Different) and Description of Change</u>
2	8D.02	<u>Use of Standard Devices, Systems and Practices</u> (Flashing-Light Signals, Post-Mounted) – Added Guidance indicating that the public and regulatory agencies with statutory authority should jointly select devices to be employed at a pathway crossing.
3	8D.03	<u>Pathway Grade Crossing Signs and Markings</u> (Flashing-Light Signals, Overhead Structures) – Added Standard and Guidance on design and placement of traffic control devices.
4	8D.04	<u>Stop Lines, Edge Lines, and Detectable Warnings</u> (Automatic Gates) – Added Guidance, Option and Support text on the placement of Stop lines, and the use of edge lines and detectable warning surfaces.
5	Fig. 8D-1	<u>Example of Signing and Markings for a Pathway Grade Crossing</u> (Composite Drawing of Active Traffic Control Devices for Highway-Rail Grade Crossings Showing Clearance) – Added figure that includes the drawing shown in the bottom right-hand corner of existing Figure 9B-7. Added a second track, an R15-2P plaque and an R1-2 or R1-1 sign (along with asterisks and an associated asterisk note) below the Crossbuck sign, and a LOOK sign.
6	8D.05	<u>Passive Devices for Pathway Grade Crossings</u> (Four-Quadrant Gate System) – Added Standard requiring use of Crossbucks at Pathway crossings, an Option to omit the Crossbuck where the pathway is located within 25 feet of the traveled way, Guidance about the user’s ability to detect approaching rail traffic and use of automatic and swing gates, a Standard on the design of swing gates, and an Option for latching devices on swing gates.
7	8D.06	<u>Active Traffic Control Systems for Pathway Grade Crossings</u> (Train Detection) – Added text about application, design and placement of active control systems, an Option text to omit devices when the pathway crossing is located within 25 feet of the traveled way; Option text for installation between the tracks at multiple track locations; Standard text for mounting heights of flashing lights at multiple track crossings at stations, Option text on the use of automatic gates, and Standard and Option text on the design and installation of automatic gates.
8		Incorporated previous Section 8D.07 into Section 8C.09.
Part 9, Traffic Control for Bicycle Facilities		
Chapter 9A. General		
1	9A.02	<u>Scope</u> – Revised Standard text noting that the lack of markings does not mean bicycles are prohibited from a particular facility.
2	9A.03	<u>Definitions Relating to Bicycles</u> – Revised text to note that definitions and acronyms are in Sections 1A.13 and 1A.14.
Chapter 9B. Signs		
1	9B.01	<u>Application and Placement of Signs</u> – Revised Standard text to require minimum 2 ft. lateral clearance. Revised Guidance on overhead sign clearance to include equestrians and emergency vehicles.
2	9B.02	<u>Design of Bicycle Signs</u> – Added “Plaques” to the text. Added Standard reference to Tables 2C-2 ,2D-1, 2H-1 and 8B-1 for sizes for signs visible to both motorists and bicyclists.
3	Fig. 9B-1	<u>Sign Placement on Shared-Use Paths</u> – Revised Figure completely.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
4	Table 9B-1	Bicycle Facility Sign and Plaque Minimum Sizes (Minimum Sign Sizes for Bicycle Facilities) – Added “or Plaque” to the name of the first column and labeled all the plaques in this column “plaque.” Revised the second column from “MUTCD Code” to “Sign Designation”; and added a “Section” column. Deleted the “Minimum Sign Size” heading above the last two columns. Revised the names of the R9-3, R15-1, W5-4a, W10-1, D4-3, M1-8 and M1-9 signs, and the W8-10P plaque. Revised the R9-3a to R9-3. Replaced the R10-3 sign with the R10-4 sign. Revised the designation of the D1-1b to D1-1a. Changed the D1-1c to D3-1. Replaced the M4-11, M4-12, M4-13, and the M7 series with the M2 to M6 series auxiliary signs. Added the R4-11, R9-13, R9-14, R10-24, R10-25, R10-26, R15-8, W8-3, W10-12, W11-15, 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 through M6 series signs and the R15-2P, W10-9P, W11-15P, W16-2P, W16-2aP, W16-9P, and D11-1bP plaques. Added the Type 3 Object Markers. Changed the designations of the W8-10p and W16-7p plaques to W8-10P and W16-7P. Added a “P” to the designation of the R3-17a, R3-17b, R9-3c and W16-1 plaques. Increased the Shared-Use Path size for the W10-1 and M1-9 signs. Decreased the Shared-Use Path size for the R5-6 sign. Revised the Shared-Use Path size for the D1-1 and D1-3 signs. Increased the Roadway size for the W7-5, W8-10 and W10-1 signs. Decreased the Roadway size for the R3-17 and M1-8 signs and R3-17a and R3-17b plaques. Revised the Roadway size for the D1-1 and D1-3 signs. Deleted the Roadway size for the W5-4a sign. Added two notes at the bottom of the table.
5	Fig. 9B-2	Regulatory Signs and Plaques for Bicycle Facilities (Regulatory Signs for Bicycle Facilities) – Replaced the R10-3 sign with the R10-4 sign, and added the R4-11, R4-16, R9-13, R9-14, R10-24, R10-25, R10-26 and R15-8 signs and the R15-2P plaque. Revised the R9-3a sign to R9-3, and added “P” to the designations of the R3-17a, R3-17b, and R9-3c plaques.
6	9B.04	Bike Lane Signs and Plaques (R3-17, R3-17aP, R3-17bP) (Bicycle Lane Signs (R3-17, R3-17a, R3-17b)) – Revised title and updated the sign code designations.
7	9B.06	Bicycles MAY USE FULL LANE Sign (R4-11) (Bicycle WRONG WAY Sign and RIDE WITH TRAFFIC Plaque (R5-1b, R9-3c)) – Added Guidance, Support and Option text for use of this sign on roads where it is determined that adequate width is not available for vehicles and bicycles to operate side by side, including use of supplemental pavement markings and BEGIN and END plaques.
8	9B.07	Bicycle WRONG WAY Sign and RIDE WITH TRAFFIC Plaque (R5-1b, R9-3cP) (NO MOTOR VEHICLES Sign (R5-3)) – Relocated text here from 9B.06.
9	9B.08	NO MOTOR VEHICLES sign (R5-3) (No Bicycles) – Relocated text here from 9B.06.
10	9B.09	Selective Exclusion Signs (No Parking BIKE LANE Signs (R7-9, R7-9a)) – Relocated text here from 9B.08. Added Option providing for the use of signs, Support with typical exclusions, and a Standard requiring sign to specifically indicate the type of traffic excluded.
11	9B.10	No Parking BIKE LANE Signs (R7-9, R7-9a) (Bicycle Regulatory Signs (R9-5, R9-6, R10-3)) – Relocated text here from 9B.09.
12	9B.11	Bicycle Regulatory Signs (R9-5, R9-6, R10-4, R10-24, R10-25, R10-26) (Shared-Use Path Restrictions Sign (R9-7)) – Relocated text here from 9B.10. Added Option text for use of sign when In-Roadway Warning lights, warning lights or beacons are installed.
13	9B.12	Shared-Use Path Restrictions Sign (R9-7) (Bicycle Signal Actuation Sign (R19-22)) – Relocated text here from 9B.11. Added Guidance on the width of Shared-Use paths.
14	9B.13	Bicycle Signal Actuation Sign (R10-22) (Other Regulatory Signs) – Relocated text here from 9B.12.
15	9B.14	Other Regulatory Signs (Turn or Curve Warning Signs (W1 Series)) – Relocated text here from 9B.13.
16	9B.15	Turn or Curve Warning Signs (W1 Series) (Intersection Warning Signs (W2 Series)) – Relocated text here from 9B.14.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
17	9B.16	Intersection Warning Signs (W2 Series) (Bicycle Surface Condition Warning sign (W8-10)) – Relocated text here from 9B.15.
18	9B.17	Bicycle Surface Condition Warning Sign (W8-10) (Bicycle Warning Sign (W11-1)) – Relocated text here from 9B.16.
19	9B.18	Bicycle Warning and Combined Bicycle/Pedestrian Signs (W11-1, W11-5) (Other Bicycle Warning Signs) – Relocated text here from 9B.17. Added Option for the combined Bicycle/Pedestrian (W11-15) sign.
20	Fig. 9B-3	Warning Signs and Plaques for Bicycle Facilities (Warning Signs for Bicycle Facilities) – Added the W8-3, W10-12 and W11-15 signs, and the W10-9P, W11-15P, W16-2P, W16-2aP and W16-9P plaques. Revised the legend of the W5-4a sign. Revised the W16-1 plaque designation to W16-1P, and W8-10p and W16-7p plaques to W8-10P and W16-7P, respectively.
21	9B.19	Other Bicycle Warning Signs (Bicycle Route Guide Signs) – Text from Section 9B.18.
22	9B.20	Bicycle Guide Signs (D1-b, D1-c, D1-2b, D1-2c, D1-3b, D1-3c, D11-1, D11-1c) (Bicycle Route Signs (M1-8, M1-9)) – Relocated text here from 9B.19. Revised first Guidance to Option text, and added Option text on Alternative Bike Route Guide Signs, Destination Signs, Guidance text on the separation of Destination Guide Signs, Standard text on sign legend, and Guidance text on the orientation of arrows and on the design and application of guide signs.
23	Fig. 9B-4	Guide Signs and Plaques for Bicycle Facilities (Guide Signs for Bicycle Facilities) – Revised the designation for the D1-1b sign to D1-1a, and changed the D1-1c sign to D3-1 (the legend is now shown in upper/lower-case letters). Revised the design of the M1-9 sign and replaced the M4-11, M4-12, M4-13 and the M7 series signs with the auxiliary signs that have the same designs and designations as those in Chapter 2D. Added 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.
24	9B.21	Bicycle Route Signs (M1-8, M1-8a, M1-9) (Destination Arrow and Supplemental Plaque Signs for Bicycle Route Signs) – Relocated text here from 9B.20. Added Standard on the design of the M1-8a and Guidance on route continuity. Revised Option text on routes crossing multiple states to Guidance.
25	Fig. 9B-5	Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path – Added the D11-1 and D1-1 signs for traffic on the shared-use path that is departing the intersection. Revised the designation and design of the END auxiliary sign used above the D11-1 sign that faces traffic on the shared-use path that is approaching the intersection. Also revised the designations and designs of the auxiliary signs below the D11-1 signs that face traffic on the roadway.
26	Fig. 9B-6	Example of Bicycle Guide Signing (Example of Signing for an On-Roadway Bicycle Route) – Revised all of the signs. Deleted note.
27	Fig. 9B-7	Examples of Signing and Markings for a Shared-Use Path Crossing (Examples of Signing and Markings for Shared-Use Paths) – Rotated the drawing at the top of the figure. Added Trail Crossing signs and plaques as an alternative to the W11-1 signs. Changed the designation of the auxiliary sign below the Bike Route sign from M7-5 to M6-4. Updated the designations of the W16-2aP and W16-7P plaques. Revised the note associated with the leader line that points to the center of the intersection. Relocated the drawing in the bottom right-hand corner to Figure 8D-1.
28	9B.22	Bicycle Route Sign Auxiliary Plaques (Bicycle Parking Area Sign (D4-3)) – Relocated text here from 9B.21. Added Guidance and Option text on the use and design of auxiliary signs and plaques. Deleted Standard text on arrow signs.
29	9B.23	Bicycle Parking Area Sign (D4-3) – Relocated text here from 9B.22.
30	9B.24	Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a) – Added Support, Option, Standard, and Guidance text on the legend, application and installation of these signs.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
31	9B.25	Mode-Specific Guide Signs for Shared-Use Paths (D11-1a, D11-2, D11-3, D11-4) – Added Option and Support text on the application of mode-specific Guide signs.
32	9B.26	Object Markers – Relocated text here from 9C.03. Added Option for use of smaller markers if not intended to be seen by motorists.
33	Fig. 9B-8	Example of Mode-Specific Guide Signing on a Shared-Use Path – Added figure.
Chapter 9C. Markings		
1	9C.03	Marking Patterns and Colors on Shared-Use Paths – Relocated last 5 paragraphs to 9B.26. Deleted Ohio text on line widths.
2	9C.04	Markings for Bicycle Lanes – Revised Guidance on use of longitudinal pavement markings to define bicycle lanes to a Standard. Split the first Standard statement; revised the first sentence to a Guidance statement. Revised Guidance and Option text about the use of signs with the word and symbol markings; added Standard to specifically prohibit placing a through bicycle lane to the left of a left-turn only lane and Guidance text on stopping lane markings 100 ft. before a crosswalk.
3	9C.06	Pavement Markings for Obstructions – Added Guidance text on the use of markings to guide bicyclists around obstructions.
4	9C.07	Shared Lane Marking – Added Option text on the use of a BICYCLES MAY USE FULL LANE sign to supplement or be used instead of the shared lane marking.
5	Fig. 9C-1	Example of Intersection Pavement Markings – Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway – Added an optional dotted line in the taper area for the left-turn lane.
6	Fig. 9C-2	Example of Center Line Markings for Shared-Use Paths – Relocated drawing at the bottom of figure to Figure 9C-8, and assigned letter designations A and B to the remaining two drawings. Also added the word “width” to the two labels.
7	Fig. 9C-3	Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes (Example of Bicycle Lane Treatment at a Right Turn Only Lane) – Renumbered previous Figure 9C-6. Deleted the graphical depictions of the markings; and revised the figure to show the three possible alternatives for the word, symbol, and arrow markings in the bike lane separately, each with appropriate longitudinal dimensions.
8	Fig. 9C-4	Example of Bicycle Lane Treatment at a Right Turn Only Lane (Example of Bicycle Lane Treatment at Parking Lane into a Right Turn Only Lane) – Renumbered previous Figure 9C-3 and revised the note below the R4-4.
9	Fig. 9C-5	Example of Bicycle Lane Treatment at Parking Lane Into a Right Turn Only Lane (Example of Pavement Markings for Bicycle Lanes on a Two-Way Street) – Renumbered previous Figure 9C-4 and revised the note below the R4-4.
10	Fig. 9C-6	Example of Pavement Markings for Bicycle Lanes on a Two-Way Street (Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes) – Renumbered previous Figure 9C-5. Added the word “width” after “normal” in four places. Revised the symbolic No Parking signs from R8-3a to R8-3.
11	Fig. 9C-7	Bicycle Detector Pavement Marking (Example of Bicycle Detector Pavement Marking) – Revised the graphic to a white pavement marking on a gray background, and added a 2-inch dimension for the widths of the line segments above and below the bicyclist symbol.
12	Fig. 9C-8	Examples of Obstruction Pavement Markings – Relocated the drawing at the top of this figure from Figure 9C-2, and gave it a title and the designation “Drawing A.” Added the word “width” to the label for the yellow line. Added a title for the drawing at the bottom of the figure and gave it the designation “Drawing B.” Added “width” to the label pointing at the white line. Added an asterisk and an asterisk note for Drawing B.
Chapter 9D. Signals (no changes)		
Appendix A1, FHWA Legislative Information		
	General	Updated per the 2009 Edition of FHWA’s MUTCD.

Item	New Section, Figure, or Table	New Title (Previous Title if Different) and Description of Change
Appendix A2, Metric Conversion Information		
	General	Added a chart with this information.
Appendix B, ORC related material		
	General	Updated the information per the most current version of each ORC section at the time of publication of the manuscript. Also added some additional information. [See the OMUTCD Known Errors List on-line for recent updates.]
Appendix C, Sign Index		
	General	Updated to address new and revised signs and related information. [Also see the OMUTCD Known Errors List on-line]
Index/Notes		
	General	This space is still reserved for an index to be developed later.