The Manual on Uniform Traffic Control Devices (MUTCD) is approved by the Federal Highway Administrator as the National Standard in accordance with Title 23 U.S. Code, Sections 109(d), 114(a), 217, 315, and 402(a), 23 CFR 655, and 49 CFR 1.48(b)(8), 1.48(b)(33), and 1.48(c)(2).

Addresses for Publications Referenced in the MUTCD

American Automobile Association (AAA)
1000 AAA Drive
Heathrow, FL 32746
www.aaa.com
800-222-4357

American Association of State Highway and Transportation Officials (AASHTO) 444
North Capitol Street, NW, Suite 249
Washington, DC 20001
www.transportation.org
202-624-5800

American National Standards Institute (ANSI)
1819 L Street, NW, 6th Floor
Washington, DC 20036
www.ansi.org
202-293-8020

American Railway Engineering and Maintenance-of-Way Association (AREMA) 10003
Derekwood Lane, Suite 210
Lanham, MD 20706
www.arema.org
301-459-3200

Federal Highway Administration Report Center
Facsimile number: 814-239-2156
report.center@fhwa.dot.gov
Illuminating Engineering Society (IES) 120
Wall Street, Floor 17
New York, NY 10005
www.iesna.org
212-248-5000

Institute of Makers of Explosives
1120 19th Street, NW, Suite 310
Washington, DC 20036-3605
www.ime.org
202-429-9280

Institute of Transportation Engineers (ITE) 1099
14th Street, NW, Suite 300 West Washington,
DC 20005-3438
www.ite.org
202-289-0222

International Organization for Standardization
1, ch. de la Voie-Creuse
Case Postale 56
CH-1211
Geneva 20, Switzerland
www.iso.ch
011-41-22-749-0111

International Safety Equipment Association (ISEA) 1901
North Moore Street, Suite 808
Arlington, VA 22209
www.safetyequipment.org
703-525-1695

National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) 107
South West Street, Suite 110
Alexandria, VA 22314
www.ncutlo.org
800-807-5290

National Electrical Manufacturers Association (NEMA) 1300
North 17th Street, Suite 1752
Rosslyn, VA 22209
www.nema.org
703-841-3200

Occupational Safety and Health Administration (OSHA) U.S.
Department of Labor
200 Constitution Avenue, NW
Washington, DC 20210
www.osha.gov
800-321-6742

Transportation Research Board (TRB) The
National Academies
500 Fifth Street, NW
Washington, DC 20001
www.nas.edu/trb
202-334-3072

U.S. Architectural and Transportation Barriers Compliance Board (The U.S. Access Board) 1331 F
Street, NW, Suite 1000
Washington, DC 20004-1111
www.access-board.gov
202-272-0080

Acknowledgments

The Federal Highway Administration gratefully acknowledges the valuable assistance that it received from the National Committee on Uniform Traffic Control Devices and its more than 250 voluntary members in the development of this Manual.

INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
TABLE OF CONTENTS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

CHAPTER 2C. WARNING SIGNS AND OBJECT MARKERS

CHAPTER 2D. GUIDE SIGNS CONVENTIONAL ROADS

CHAPTER 2E. GUIDE SIGNS FREEWAYS AND EXPRESSWAYS

CHAPTER 2F. TOLL ROAD SIGNS

CHAPTER 2G. PREFERENTIAL AND MANAGED LANE SIGNS

CHAPTER 2H. GENERAL INFORMATION SIGNS

CHAPTER 2I. GENERAL SERVICE SIGNS

CHAPTER 2J. SPECIFIC SERVICE SIGNS

CHAPTER 2K. TOURIST-ORIENTED DIRECTIONAL SIGNS

CHAPTER 2L. CHANGEABLE MESSAGE SIGNS

CHAPTER 2M. RECREATIONAL AND CULTURAL INTEREST AREA SIGNS

CHAPTER 2N. EMERGENCY MANAGEMENT SIGNING

PART 3. MARKINGS

CHAPTER 3A. GENERAL

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

CHAPTER 3C. ROUNDABOUT MARKINGS

PART 4 HIGHWAY TRAFFIC SIGNALS

CHAPTER 4A GENERAL

CHAPTER 4B TRAFFIC CONTROL SIGNALS GENERAL

CHAPTER 4C TRAFFIC CONTROL SIGNAL NEEDS STUDIES

CHAPTER 4D TRAFFIC CONTROL SIGNAL FEATURES

PART 6 TEMPORARY TRAFFIC CONTROL

CHAPTER 6A GENERAL

CHAPTER 6B FUNDAMENTAL PRINCIPLES

CHAPTER 6C TEMPORARY TRAFFIC CONTROL ELEMENTS

CHAPTER 6D PEDESTRIAN AND WORKER SAFETY

CHAPTER 6E FLAGGER CONTROL

CHAPTER 6F TEMPORARY TRAFFIC CONTROL ZONE DEVICES

CHAPTER 6G TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

CHAPTER 7C MARKINGS

CHAPTER 7D CROSSING SUPERVISION

PART 8 TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 8A GENERAL

CHAPTER 8B SIGNS AND MARKINGS

CHAPTER 8C FLASHING-LIGHT SIGNALS, GATES, AND TRAFFIC CONTROL SIGNALS

CHAPTER 8D PATHWAY GRADE CROSSINGS

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9A GENERAL

CHAPTER 9B SIGNS

CHAPTER 9C MARKINGS

CHAPTER 9D SIGNALS

FIGURES

Page

TABLES

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INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
INTRODUCTION

Introduction and General Provisions

This Edition of the Indiana Manual on Uniform Traffic Control Devises (IMUTCD), has been established and the contents contained herein shall be used by state and local officials in determining the necessity for any traffic control device in their respective jurisdictions. It also applies to private roadways and parking areas open to the public where the use of traffic control devices are needed.

The principal purpose of this IMUTCD is to give the size, shape, color, etc. of the signs, markings, and devices, which may be used under varying circumstances.

One of the primary purposes of this Manual is to promote uniformity in the type of devices used throughout the State. The devices suggested and their applications are to be used in conjunction with field investigation and engineering judgment; however, these devices are not a substitute for the exercise of reasonable care on the part of the highway user. This Manual shall not be construed as an instrument to mandate the use of any of the control devices or procedures at a particular location.

Legal Authority

It is the intent, in the adoption of the IMUCTD, to meet the various requirements of the statutes of the State of Indiana. In particular, the following statutes are considered to be enabling legislation which allows for the promulgation of the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways: Indiana Code 4-22-2, 9-21-2, 9-21-3, and 9-21-4, and specifically in sections:

IC 9-21-2-1
Sec. 1. "The Indiana department of transportation shall adopt rules under IC 4-22-2 to create the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways."

IC 9-21-2-2
Sec. 2. "The Indiana Manual on Uniform Traffic Control Devices for Streets and Highways must substantially conform with the Manual on Uniform Traffic Control Devices for Streets and Highways, 1961 Edition, and the Manual for Signing and Pavement Marking for the National System for Interstate and Defense Highways, 1962 Edition, and all other manuals and revisions to the manuals that have the approval of the Federal Highway Administrator."

IC 9-21-2-3
Sec. 3. "All manuals (including revisions to the manuals) described in section 2 of this chapter may be considered to become a part of the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways if the following conditions exist:

(1) The Indiana Department of Transportation concurs in the revisions.
(2) The Indiana Department of Transportation adopts the manuals (including revisions) by order of the commissioner of the Indiana department of transportation

IC 9-21-2-4
Sec. 4. "The Indiana Department of Transportation may add control devices to the state manual in those areas where the federal standards are silent."

IC 9-21-4-1
Sec. 1. "A governmental agency in Indiana that is responsible for the signing, marking, and erection of traffic control devices on streets and highways within Indiana shall follow the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways."

Revisions

Revisions to the IMUTCD will be accomplished as specified in Indiana Code 9-21-2-3. Generally any change to the IMUTCD need not be implemented immediately unless specifically so stated in the newly adopted IMUTCD. The policies and practices of the governmental agencies involved will determine the reasonableness in time in making any changes or additions as required by regulations in the use of traffic control devices as set forth in the IMUTCD.

Not all of the traffic control devices that appear in later revisions to the National MUTCD will appear in the IMUTCD; however, local jurisdictions, at their own discretion, may utilize portions of the revised National MUTCD providing such use is in substantial conformance to the National MUTCD and does not conflict with Indiana State law.

Reasonable time periods for changing existing installations to conform to the IMUTCD should normally be updated at the end of normal service life or as published, by the Federal Highway Administration, for the "Phase-in Compliance Periods".

Standard:

01 **Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel (see definition in Section 1A.13) by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction.**

02 **The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel (see definition in Section 1A.13) in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.**

03 **In accordance with 23 CFR 655.603(a), for the purposes of applicability of the MUTCD:**

- **A. Toll roads under the jurisdiction of public agencies or authorities or public-private partnerships shall be considered to be public highways;**
- **B. Private roads open to public travel shall be as defined in Section 1A.13; and**
- **C. Parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned shall not be considered to be "open to public travel" for purposes of MUTCD applicability.**

04 **Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any items owned by FHWA.**

Support:

05 Pictographs, as defined in Section 1A.13, are embedded in traffic control devices but the pictographs themselves are not considered traffic control devices for the purposes of Paragraph 4.

06 The need for uniform standards was recognized long ago. The American Association of State Highway Officials (AASHO), now known as the American Association of State Highway and Transportation Officials (AASHTO), published a manual for rural highways in 1927, and the National Conference on Street and Highway Safety (NCSHS) published a manual for urban streets in 1930. In the early years, the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of AASHO and NCSHS developed and published the original edition of this Manual on Uniform Traffic Control Devices (MUTCD) in 1935. That committee, now called the National Committee on Uniform Traffic Control Devices (NCUTCD), though changed from time to time in name, organization, and personnel, has been in continuous existence and has contributed to periodic revisions of this Manual. The FHWA has administered the MUTCD since the 1971 edition. The FHWA and its predecessor organizations have participated in the development and publishing of the previous editions. There were nine previous editions of the MUTCD, and several of those editions were revised one or more times. Table I-1 traces the evolution of the MUTCD, including the two manuals developed by AASHO and NCSHS.

Standard:

07 **The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.**

Support:

08 The "Uniform Vehicle Code (UVC)" is one of the publications referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States.

Guidance:

09 *The States should adopt Section 15-116 of the UVC, which states that, No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104."*

Table I-1. Evolution of the MUTCD

Year	Name	Month / Year Revised
1927	Manual and Specifications for the Manufacture, Display, and Erection of U.S. Standard Road Markers and Signs (for rural roads)	4/29, 12/31
1930	Manual on Street Traffic Signs, Signals, and Markings (for urban streets)	No revisions
1935	Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)	2/39
1942	Manual on Uniform Traffic Control Devices for Streets and Highways — War Emergency Edition	No revisions
1948	Manual on Uniform Traffic Control Devices for Streets and Highways	9/54
1961	Manual on Uniform Traffic Control Devices for Streets and Highways	No revisions
1971	Manual on Uniform Traffic Control Devices for Streets and Highways	11/71, 4/72, 3/73, 10/73, 6/74, 6/75,
1978	Manual on Uniform Traffic Control Devices for Streets and Highways	12/79, 12/83, 9/84, 3/86
1988	Manual on Uniform Traffic Control Devices for Streets and Highways	1/90, 3/92, 9/93, 11/94, 12/96, 6/98,
2000	Manual on Uniform Traffic Control Devices for Streets and Highways — Millennium Edition	7/02
2003	Manual on Uniform Traffic Control Devices for Streets and Highways	11/04, 12/07
2009	Manual on Uniform Traffic Control Devices for Streets and Highways	

Support:

10 The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets, highways, bikeways, and private roads open to public travel (see definition in Section 1A.13).

11 Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures and tables, including the notes contained therein, supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or note contained therein.

Standard:

12 **When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be as defined in Paragraph 1 of Section 1A.13.**

Support:

13 Throughout this Manual all dimensions and distances are provided in English units. Appendix A2 contains tables for converting each of the English unit numerical values that are used in this Manual to the equivalent Metric (International System of Units) values.

Standard:

14 **All minimum and maximum values noted in a Standard shall be construed as referring to the English System of Units.**

Guidance:

15 *If Metric units are to be used in laying out distances or determining sizes of devices, such units should be specified on plan drawings and made known to those responsible for designing, installing, or maintaining traffic control devices.*

16 *Except when a specific numeral is required or recommended by the text of a Section of this Manual, numerals displayed on the images of devices in the figures that specify quantities such as times, distances, speed limits, and weights should be regarded as examples only. When installing any of these devices, the numerals should be appropriately altered to fit the specific situation.*

Support:

17 The following information will be useful when reference is being made to a specific portion of text in this Manual.

18 There are nine Parts in this Manual and each Part is comprised of one or more Chapters. Each Chapter is comprised of one or more Sections. Parts are given a numerical identification, such as Part 2 – Signs. Chapters are identified by the Part number and a letter, such as Chapter 2B – Regulatory Signs, Barricades, and Gates. Sections are identified by the Chapter number and letter followed by a decimal point and a number, such as Section 2B.03 – Size of Regulatory Signs.

19 Each Section is comprised of one or more paragraphs. The paragraphs are indented and are identified by a number. Paragraphs are counted from the beginning of each Section without regard to the intervening text headings (Standard, Guidance, Option, or Support). Some paragraphs have lettered or numbered items. As an example of how to cite this Manual, the phrase "Not less than 40 feet beyond the stop line" that appears in Section 4D.14 of this Manual would be referenced in writing as "Section 4D.14, P1, A.1," and would be verbally referenced as "Item A.1 of Paragraph 1 of Section 4D.14."

Standard:

20 **In accordance with 23 CFR 655.603(b) (3), States or other Federal agencies that have their own MUTCDs or Supplements shall revise these MUTCDs or Supplements to be in substantial conformance with changes to the National MUTCD within 2 years of the effective date of the Final Rule for the changes. Substantial conformance of such State or other Federal agency MUTCDs or Supplements shall be as defined in 23 CFR 655.603(b)(1).**

21 **After the effective date of a new edition of the MUTCD or a revision thereto, or after the adoption thereof by the State, whichever occurs later, new or reconstructed devices installed shall be in compliance with the new edition or revision.**

22 **In cases involving Federal-aid projects for new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the most recent edition of the National MUTCD before that highway is opened or re-opened to the public for unrestricted travel [23 CFR 655.603(d)(2) and (d)(3)].**

23 **Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current edition of the National MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the Highway Safety Program, 23 U.S.C. §402(a). The FHWA has the authority to establish other target compliance dates for implementation of particular changes to the MUTCD [23 CFR 655.603(d)(1)]. These target compliance dates established by the FHWA shall be as shown in Table I-2.**

24 **Except as provided in Paragraph 24, when a non-compliant traffic control device is being replaced or refurbished because it is damaged, missing, or no longer serviceable for any reason, it shall be replaced with a compliant device.**

Option:

25 A damaged, missing, or otherwise non-serviceable device that is non-compliant may be replaced in kind if engineering judgment indicates that:

A. One compliant device in the midst of a series of adjacent non-compliant devices would be confusing to road users; and/or
B. The schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MUTCD.

Table I-2. Target Compliance Dates Established by the FHWA

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels (see paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD*
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher	January 17, 2013 (date established in 2000 MUTCD)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirement in the 2009 MUTCD for the number and locations of ONE WAY signs	December 31, 2019
2C.06 thru 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1 -5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see paragraphs 3 and 6)	5 years from this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see paragraph 4)	5 years from this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03””	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02**	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Sign and Supports	Retroreflective strip on Crossbuck sign and support (See Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

** MUTCD requirements is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the 2011 Indiana MUTCD and that do not appear in this revised table have been eliminated.

Table I-3. Revision Summary (Sheet 1 of 3)

Revision #	Part	Section/ Figure/ Table	Page No.	Revision
1	Introduction	Table I-2	I-6	Target Compliance Dates Re-established by the FHWA revised Dates revised for sections 2A.08, 2A.19, 4D.26, 4E.06, and 8B.03 Dates Deleted for sections 2A.08, 2B.03, 2B.09, 2B.10, 2B.11, 2B.13, 2B .26, 2B .55, 2C.04, 2C .20, 2C.30, 2C .38, 2C.40 to 2C.42, 2C.46, 2C.49, 2C.50, 2C .61, 2C.63, 2D.43 to 2D.45, 2G.01 to 2G.07, 2G.11 to 2G.15, 2H.02 & .03, 2I.07, 2I.08, 2J.05, 2N.03, 3B.04 & 05, 3B.18, 4D.31, 4E.07, 5C.05, 7B.11, 7B.12, 7B16, 8B.19 and 8C.02 to .05, 8C.09, 9B.18 Reference for Grade Crossing (Crossbuck) Sign and Supports changed from Section 8B.03 to 8B.03 and 8B.04
1	Introduction	Table I-3	I-7 thru I-9	Added table to document revisions
1	Part 1	Section 1A.14	23	"LRT-light rail transit" added as a new item 27
1	Part 1	Table 1A-1	24	In the Row for "US Numbered Route", the "US" in the second column changed to "See Table 1A-2"
1	Part 1	Table 1A-2	25	In the Row for "State, county, or other non-US or non-Interstate numbered Route" the double asterisk in the second column is replaced with a single asterisk. And a double asterisk is added after "Number" in the fourth column
1	Part 1	Table 1A-2	25	A new Row is added between the rows for "Upper" and "Vehicle(s)" that has "US Numbered Route" in the first column, "US*" in the second column, a dash in the third column, and "Number**" in the fourth column.
1	Part 2	Section 2A.18	42	Paragraph 12, the reference to "Section 2D.31" changed to "Section 2D.12"
1	Part 2	Table 2B-1 (Sheet 2 of 4)	47	The Asterisk associated with the message to Table 9B-1 for minimum sign size for bicycle facilities shown next to signs R4-1, R4-2, R4-3, R4-7, R4-7a, R4-7b, R4-16,, and R5-6
1	Part 2	Table 2B-1 (Sheet 2 of 4)	47	The size of the Van Assessable (R7-8P) plaque changed to 12"x6" from 18"x9" in both of the Conventional Road columns.
1	Part 2	Table 2B-1 (Sheet 3of 4)	48	In the Sign or Plaque column, the name of the R9-3 sign changed from "No Pedestrian Crossing (symbol)" changed to "No Pedestrians"
1	Part 2	Table 2B-1 (Sheet 3of 4)	48	STOP HERE FOR FLASHING RED (R10-14b) sign added
1	Part 2	Figure 2B-27	96	STOP HERE ON FLASHING RED (R10-14b) sign added
1	Part 2	Table 2C-2 (Sheet 1 of 3)	105	In the Sign or Plaque column, the name of the W3-1,2,3 signs changed from "Advanced Traffic Control" to "Stop, Yield, or Signal Ahead" to be more descriptive and to be consistent with Table 9B-1
1	Part 2	Table 2C-2 (Sheet 1 of 3)	105	In the Sign or Plaque column, the name of the W4-1 sign changed from "Merge" to "Merging Traffic" to be more descriptive and to be consistent with Table 6F-1.
1	Part 2	Section 2C.65	136	Paragraph 3, the word "appurtances" changed to "appurtenances"
1	Part 2	Table 2D-1	139	In the Conventional Road column, the asterisk deleted from the sizes for the 2-lines and 3-line D3-2 signs.
1	Part 2	Table 2D-1	139	Size of the 4-line D3-2 sign changed to "Varies x 54" from "Varies x 60*".
1	Part 2	Table 2E-1 (Sheet 2 of 2)	189	The minimum sizes of the following signs are changed: D1-1 and D1-1a changed to "Varies x 24" from "Varies x 30" D1-2 and D1-2a changed to "Varies x 42" from "Varies x 54" D1-3 and D1-3a changed to "Varies x 60" from "Varies x 72" D2-1 changed to "Varies x 24" from "Varies x 30" D2-2 changed to "Varies x 36" from "Varies x 54" D2-3 changed to "Varies x 48" from "Varies x 72" 2-line D3-2 sign changed to "Varies x 36" from "Varies x42*" 3-line D3-2 sign changed to "Varies x 48" from "Varies x66*" 4-line D3-2 sign changed to "Varies x 66" from "Varies x84*"

Table I-3. Revision Summary (Sheet 2 of 3)

Revision #	Part	Section/ Figure/ Table	Page No.	Revision
1	Part 2	Section 2F.10	244	Paragraph 1. the reference to "section 2E.30 and 2E.33" changed to "Section 2E.33 and 2E.36"
1	Part 2	Figure 2G-27	291	Note number 5 changed to 3
1	Part 2	Table 2I-1	302	The size of the D12-5 sign changed to "48 x 60" from "42 x 60" in the Conventional Road column, and "66 x 72" from "66 x 78" in the Freeway or Expressway column.
1	Part 2	Section 2I.02	304	Paragraph 19 at the end of the first line and beginning of the second the word "sign" changed to "plaque"
1	Part 2	Section 2I.02	304	Paragraph 19 the designation "D9-13a", "D9-13b", "D9-13c", and "D9-13d" changed to "D19-13aP", "D9-13bP", "D19-13cP", and "D19-13dP" respectively
1	Part 2	Figure 2I-8	312	In the note the reference to “Section 2I.08” changed to “Section 2I.10”
1	Part 2	Figure 2J-2	318	Replaced ½ Mile Advance Guide Sign with an Exit Direction Sign.
1	Part 2	Section 2J.06	320	Changed paragraph 01 so that limitations on specific service sign placement are based on Exit Direction sign location.
1	Part 2	Table 2M.1	335	The Radiator Water (RS-124) sign has been added to the “Services” portion of the table
1	Part 2	Figure 2M-7	342	Designation of the Radiator Water sign changed from RS-114 to RS-124
1	Part 3	Figure 3B-8 (Sheet 2 of 2)	363	The label for the "Theoretical gore" deleted
1	Part 3	Figure 3C-1	403	The "optional' label near the bottom of the figure that point to the edges lines along the approach roadway deleted
1	Part 3	Figure 3C-13	415	The note "Optional diagonal yellow crosshatch markings" added
1	Part 4	Table 4C-3	446	In first column "Major" street changed to "Minor" street, and in second column "Minor" street changed to "Major" street
1	Part 4	Table 4C-4	446	In first column "Major" street changed to "Minor" street, and in second column "Minor" street changed to "Major" street
1	Part 4	Table 4C-5	448	In first column "Major" street changed to "Minor" street, and in second column "Minor" street changed to "Major" street
1	Part 4	Table 4C-6	448	In first column "Major" street changed to "Minor" street, and in second column "Minor" street changed to "Major" street
1	Part 4	Section 4E.11	516	Paragraph 15, the reference to "section 4D.13" changed to "Section 4E.13"
1	Part 4	Figure 4F-3	521	In step 5 the phrase "Pedestrian Clearance Interval " changed to "Pedestrian Change Interval"
1	Part 4	Section 4F.03	521 & 522	Paragraphs 2 and 3 the phrase "pedestrian clearance interval" changed to "pedestrian change interval"
1	Part 6	Section 6E.06	581 & 583	Paragraphs 2 to 10 added back in as INFORMATION ONLY
1	Part 6	Table 6F-1 (Sheet 1 of 3)	588	Name of the sign R3-7 changed from "Mandatory Movement (text) to "Right (Left) lane Must Turn Right (Left)"
1	Part 6	Table 6F-1 (Sheet 1 of 3)	588	Name of the W1-8 sign changed from "Chevron" to "Chevron alignment"
1	Part 6	Table 6F-1 (Sheet 3 of 3)	590	G20-5aP “Work Zone” plaque deleted and XG20-5P “Worksite” plaque added

Table I-3. Revision Summary (Sheet 3 of 3)

Revision #	Part	Section/ Figure/ Table	Page No.	Revision
1	Part 6	Table 6F-1 (Sheet 3 of 3)	590	Name of the signs "XR2-6", "XR2-6a", and "XR2-6b" changed to "XW2-6", "XW2-6a", and "XW2-6b"
1	Part 6	Figure 6F-3 (Sheet 1 of 2)	594	G20-5aP “Work Zone” plaque deleted and XG20-5P “Worksite” plaque added
1	Part 6	Section 6F.12	596	Paragraph 1 changed plaque from “Work Zone” G20-5aP to “Worksite” XG20-5P. Paragraph 6 name of the signs "XR2-6", "XR2-6a", and "XR2-6b" changed to "XW2-6", "XW2-6a", and "XW2-6b"
1	Part 6	Figure 6F-4 (Sheet 3 of 3)	600	Image of W20-5 sign corrected
1	Part 7	Table 7B-1	755	Size for "Watch for School Bus" sign (S3-Y3) changed for Conventional Road from 30"x30" to 36" x 36", and for minimum from 36" x 36' to 30" x 30"
1	Part 9	Table 9B-1 (Sheet 1 of 2)	817	In the sign or Plaque column, the name of of the W1-1,2,3,4,5 changed from "Turn and Curve Warning" to "Horizontal Alignment"
1	Part 9	Table 9B-1 (Sheet 2 of 2)	818	In the sign or Plaque column, the numbers of the digits for the D10-1a, D10-2a, and D10-3a signs changed to 2, 3, and 4 respectively
1	Appendix	Table A2-4	A2-1	The “010” in the mph column changed to “10”. The conversion for 65 mph to 110 km/h deleted and a conversion for 70 mph to 115 km/h added.
2	Part 2	Table 2B-1	49	Deleted Left on Arrow Only Sign (R10-Y5a) from Table.
2	Part 2	Section 2B.53	95	Deleted Left on Arrow Only Sign (R10-Y5a). It is incompatible with the red arrow signal indication.
2	Part 4	Section 4D.32	503	The prohibition against the use of portable traffic signals is eliminated. Standards regarding proper use of portable traffic signals added.
2	Part 6	Section 6F.84	625	The requirement that temporary traffic signals not be mounted on trailers is eliminated; portable signals not allowed for mobile and short duration work.

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