

2007 NOTICE OF PROPOSED AMENDMENTS
for the
MANUAL ON UNIFORM TRAFFIC CONTROL
DEVICES

LIST OF PROPOSED REVISIONS
TO MUTCD FIGURES

DECEMBER 2007

MUTCD Figure Revisions in the 2007 NPA

Note: All cross references to the text, tables, and other figures have been revised as appropriate. Other minor editorial revisions have also been made that do not appear in this list.

Part 1 – General

Figure 1A-1

- The phrase “Example of” has been deleted from the title. This figure is not an example of several processes, it is the process.

Figure 1A-2

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

Chapter 2A – General

Figure 2A-1

- This is a new figure.

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

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

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

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

Chapter 2B – Regulatory Signs

Figure 2B-1

- The phrase “and Plaques” has been added to the title.
- The R1-3 plaque has been deleted and the designation of the R1-4 plaque has been revised to R1-3P.
- The R1-10P, R2-5P, R2-5aP, R2-5bP, R2-5cP, R2-6aP, R2-6bP, and R10-19P plaques have been added.
- A “P” has been added to the designations of the R1-2a, R2-2, R2-3, and R2-6 plaques.
- The Metric versions of the three Speed Limit signs and plaques have been given a Metric designation ending with an “(M)” suffix.

- The designs of the R2-3P(M) and R2-6P plaques have been slightly revised, and design of the R10-18 sign has been significantly revised.
- The designation of the R10-19 plaque has been revised to R10-19aP.

Figure 2B-2

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

Figure 2B-3

- The title has been revised to say “Movement Prohibition” rather than “Turn Prohibition” because of the addition of the R3-27 sign. The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designation of the R2-4 plaque.
- The Metric versions of the two Speed Limit signs and plaques have been given a Metric designation ending with an “(M)” suffix.
- The R3-27 sign has been added.

Figure 2B-4

- The word “Intersection” has been deleted from the title because of the addition of the R3-33 sign. The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designations of the R3-5b through R3-5g plaques, and the phrase “Supplemental Plaque” has been deleted in six places.
- The R3-20L, R3-20R, and R3-33 signs have been added.

Figure 2B-5

- This is a new figure.

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

- The legend “Colorado Blvd” is now shown in upper-case and lower-case letters without a period at the end in two places.
- The Metric units legend on the R3-9h sign is now shown as an English units legend.

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

- The legend “Northern Ave” is now shown in upper-case and lower-case letters on the sign at the top left-hand corner of the figure.

Figure 2B-8 (formerly Figure 2B-7)

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

Figures 2B-9 to 2B-12

- These are new figures.

Figure 2B-13 (formerly Figure 2B-8)

- The phrase “Truck Lane” has been revised to “Slow Traffic” in the title.
- The designation of the R4-1 sign has been revised to R4-1a.
- The R4-1P plaque and the R4-1, R4-7c, R4-8a, R4-8b, R4-8c, R4-12, R4-13, R4-14, R4-15, R4-16, R4-17, and R4-18 signs have been added.

- The R4-6 signs (English units version and Metric units version) have been deleted.

Figure 2B-14 (formerly Figure 2B-9)

- The title has been revised.
- The legends on the R5-4, R5-5, R5-7, R5-8, R5-10a, R5-10b, and R5-10c signs have been revised.
- The R5-13 and R5-14 signs have been added.

Figure 2B-15 (formerly Figure 2B-10)

- Left-turn pavement marking arrows have been added in the left-turn lanes.

Figure 2B-16 (formerly Figure 2B-11)

- No revisions have been made to this figure.

Figure 2B-17 (formerly Figure 2B-12)

- The phrase “Examples of” has been deleted from the title, as these are the locations that are specified in the text of the MUTCD.
- On Sheet 1, the drawings are now shown as two separate intersections.
- On Sheet 2, the drawing showing the mounting height and lateral offset has been deleted.
- On the middle drawing on Sheet 2, one-way signs have been added on the southeast corner.
- On the bottom drawing on Sheet 2, the erroneous southbound direction of travel arrows are now shown correctly as northbound arrows.
- On the bottom drawing on Sheet 2, an optional one-way sign has been added on the northwest corner.

Figure 2B-18 (formerly Figure 2B-13)

- The phrase “Examples of” has been deleted from the title, as these are the locations that are specified in the text of the MUTCD. The word “Greater” has been revised to “Wider.”
- The note regarding YIELD signs has been added at the bottom of the figure. The double asterisk note has been added in the legend.
- Left-turn pavement marking arrows have been added in the left-turn lanes.
- The dimension showing the width of the median has been added.
- The single asterisk has been deleted from the one-way signs on the far right-hand sides of the intersections (at the top right and bottom left corners of the drawing). The single asterisk has also been deleted from the divided highway signs that are under two of the STOP signs.
- Optional one-way signs have been added in two places within the median.

Figure 2B-19 (formerly Figure 2B-14)

- The phrase “Examples of” has been deleted from the title, as these are the locations that are specified in the text of the MUTCD.
- The single asterisk has been deleted from all of the one-way signs. The single asterisk has also been deleted from the divided highway signs that are under the STOP signs.
- The note regarding optional signs has been deleted at the bottom of the figure. The double asterisk note has been added in the legend.
- Left-turn pavement marking arrows have been added in the left-turn lanes.
- The median opening has been widened to make it look more realistic.

Figure 2B-20 (formerly Figure 2B-15)

- The phrase “Examples of” has been deleted from the title, as these are the locations that are specified in the text of the MUTCD.
- The single asterisk has been deleted from all of the one-way signs. The single asterisk has also been deleted from the divided highway signs that are under the STOP signs.
- The note regarding optional signs has been deleted at the bottom of the figure. The note referring to Figure 2B-18 has been added at the bottom of the figure. The double asterisk note has been added in the legend.

- The asterisks next to the left-turn pavement marking arrows have been deleted in the left-turn lanes.
- The median has been narrowed so that the left-turn lanes now line up with each other. The median opening has been widened to make it look more realistic.
- The dimension showing the width of the median has been added.

Figure 2B-21 (formerly Figure 2E-39)

- The word “Examples” has been revised to the phrase “Example of Application” in the title.

Figure 2B-22 (formerly Figure 2E-40)

- The word “Examples” has been revised to the phrase “Example of Application” in the title.
- The geometry of the ramp at the point where it intersects the mainline lanes has been revised and a dotted line has been added that extends the right-hand edge line of the mainline lanes across the downstream end of the ramp.

Figures 2B-23 to 2B-26

- These are new figures.

Figure 2B-27 (formerly Figure 2B-16)

- The title has been revised.
- The figure has been revised from one sheet to two sheets.
- The R7-20, R7-21, R7-21a, R7-22, R7-22a, R7-23, and R7-23a signs have been added.
- A “P” has been added to the designation of the R7-8a, R7-8b, R7-201, R7-201a, and R7-202 plaques.
- The color of the time limits and the border on the R7-2a sign has been changed from black to red.
- The vertically-stacked R7-200 sign has been given an R7-200a designation.
- An alternative R7-201aP plaque with a red legend has been added.

Figure 2B-28 (formerly Figure 2B-17)

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

Figure 2B-29 (formerly Figure 2B-18)

- The phrase “and Plaques” has been added to the title.
- The figure has been revised from one sheet to two sheets.
- The designations of the R9-3 and R9-3a signs and the R9-4 and R9-4a signs have been reversed.
- The design of the R10-1 sign has been revised.
- The designation of the R10-2a sign has been changed to R10-2.
- The design of the R10-3 sign has been revised and its designation has been changed to R10-4.
- The design of the R10-3a sign has been revised and its designation has been changed to R10-4a.
- The legends “PUSH BUTTON” and “TO CROSS” have been reversed at the bottom of the R10-3b, R10-3c, R10-3d, and R10-3e signs.
- The design of the R10-4 sign has been revised and its designation has been changed to R10-3.
- The design of the R10-4a sign has been revised and its designation has been changed to R10-3a.
- The R10-4b sign has been deleted, as the new R10-3 sign takes its place.
- The R10-3f, R10-3g, R10-3h, R10-3i, and R10-25 signs and the R10-32P plaque have been added.

Figure 2B-30 (formerly Figure 2B-19)

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

Figure 2B-31

- This is a new figure.

Figure 2B-32 (formerly Figure 2B-20)

- The phrase “and Plaques” has been added to the title.
- The designation of the R12-6a plaque has been changed to W16-14P in five places and the separate image of the plaque at the bottom of the figure has been deleted.
- The Metric version of the R12-1 sign has been given a Metric designation ending with an “(M)” suffix.
- The design of the R12-4 sign has been slightly revised.

Figure 2B-33 (formerly Figure 2B-21)

- The design of the R13-1 sign has been revised.
- The M4-4 sign has been deleted, as it also appears more appropriately in Chapter 2D.

Figure 2B-34

- This is a new figure.

Figure 2B-35 (formerly Figure 2B-22)

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

Chapter 2C – Warning Signs

Figure 2C-1

- The phrase “and Plaques” has been added to the title.
- The W13-1P plaque and the W13-2 and W13-3 signs have been relocated from Figure 2C-5 of the 2003 MUTCD.
- A “P” has been added to the designation of the W13-1 plaque.
- The W1-10a, W1-10b, W1-10c, W1-10d, W13-6, and W13-7 signs have been added.
- The Metric versions of the W1-1a, W1-2a, W13-2, and W13-3 signs and the W13-1P plaque have been given a Metric designation ending with an “(M)” suffix.

Figure 2C-2

- This is a new figure.

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

- The example signing has been significantly revised.
- The Metric sign examples have been deleted.
- The lane line adjacent to the deceleration lane has been revised.

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

- The phrase “and Plaques” has been added to the title.
- The W7-1a sign has been deleted.
- The designation of the W7-1b sign has been changed to W7-1a.
- A “P” has been added to the designations of the W7-2, W7-3, W7-3a, and W7-3b plaques.
- The W7-3a and W7-3b Metric plaque images have been deleted.
- The W7-4, W7-4b, W7-4c, W7-4d, W7-4e, and W7-4f signs and plaques have been deleted, as they are now shown as blue signs in Chapter 2F.

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

- The W6-1a, W6-1b, and W6-2a signs have been deleted.
- The W19-1, W19-2, W19-3, W19-4, and W19-5 signs have been added.
- The design of the Metric version of the W12-2 sign has been slightly revised.
- The designation of the W12-2p sign has been changed to W12-2a.
- The width of the W12-2a sign has been slightly reduced.
- The Metric versions of the W12-2 and W12-2a signs have been given a Metric designation ending with an “(M)” suffix.

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

- The phrases “and Weather” and “and Plaques” have been added to the title.
- The asterisk note about optional word message signs has been deleted.
- The thin red line along the outside edges of the stop and yield sign symbols on the W3-1 and W3-2 signs has been deleted.
- The designation of the W8-9a sign has been changed to W8-17a.
- The W3-6, W3-7, W3-8, W8-14, W8-15, W8-16, W8-17, W8-18, W8-19, W8-21, W8-22, W8-23, and W23-2 signs and the W8-11P, W8-14P, W8-15P, and W8-17P plaques have been added.

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

- The phrase “Advisory Speed and” has been deleted from the title.
- The Metric example of the W3-5a sign has been deleted.
- The W13-1, W13-2, and W13-3 signs have been relocated to Figure 2C-1. The W13-5 sign has been deleted.

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

- The phrase “and Plaques” has been added to the title.
- The W4-7, W6-5, W6-6, and W9-7 signs and the W4-5P plaque have been added.
- The W16-9p plaque has been deleted, as it also appears more appropriately in Figure 2C-14.

Figure 2C-9

- This is a new figure.

Figure 2C-10 (formerly Figure 2C-8)

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

Figure 2C-11 (formerly Figure 2C-9)

- The phrase “and Plaques” has been added to the title.
- The color of the W11-1 sign has been changed from yellow to FYG.
- The designation of the W11-12p plaque has been changed to W11-12P.
- The W11-15 sign and the optional W11-15P plaque have been added.

Figure 2C-12 (formerly Figure 2C-10)

- The color of the W11-2, W11-9, and W15-1 signs has been changed from yellow to FYG.
- The W11-16, W11-17, W11-18, W11-19, W11-20, W11-21, and W11-22 signs have been added.

Figure 2C-13

- This is a new figure.

Figure 2C-14 (formerly Figure 2C-11)

- All of these plaques are now shown with an upper-case P suffix.
- The color of the W16-1P plaque has been changed from yellow to FYG.

- The legends on the W16-8P and W16-8aP plaques have been changed to upper-case and lower-case letters.
- The design of the W16-11P plaque has been slightly revised.
- The W16-10P, W16-14P, and W16-15P plaques have been added. The W16-14P plaque was called the R12-6 plaque in Figure 2B-20 of the 2003 MUTCD.
- The designation of the W16-10 plaque has been changed to W16-10aP.

Chapter 2D – Guide Signs for Conventional Roads

Figure 2D-1

- The colors for the destinations have been changed to colors that are not used for the backgrounds of other types of signs.
- The designs for the two signs in Drawing B have been revised.

Figure 2D-2

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

Figure 2D-3

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

Figure 2D-4

- The design of the M4-7a sign has been slightly revised.
- The M4-14 and M4-15 signs have been added.

Figure 2D-5

- This is a new figure.

Figure 2D-6 (formerly Figure 2D-5)

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

Figure 2D-7 (formerly Figure 2D-6)

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

Figure 2D-8 (formerly Figure 2D-7)

- The D15-1 signs have been added.
- The note at the bottom of the figure has been deleted.

Figure 2D-9

- This is a new figure.

Figure 2D-10

- This is a new figure.

Figure 2D-11 (formerly Figure 2D-8)

- The legend on the D3-1 sign has been changed to upper-case and lower-case letters.

- The D3-2 sign for the “NEXT ROUNDABOUT” has been added. The D3-1a and D4-1a signs have also been added.

[Figure 2D-9 in the 2003 MUTCD has been replaced by Figure 2F-5, but only the D5-1 and D5-2 sign images have been retained in Figure 2F-5 – most of the other signs are now covered by the new note at the bottom of Figure 2F-5]

Figure 2D-12 (formerly Figure 2E-34)

- The word “Interchange” has been added to the title.
- The white-on-blue M5-1L auxiliary sign in the sign assembly at the intersection near the top of the figure has been changed to an M6-1L auxiliary sign. The white-on-blue M5-1L auxiliary sign in the sign assembly at the intersection near the middle of the figure has been changed to an M6-3 auxiliary sign.

Figure 2D-13 (formerly Figure 2E-35)

- Except for the figure number, no revisions have been made to this figure.

Figure 2D-14 (formerly Figure 2E-36)

- A new optional single sign (instead of two separate signs) indicating that northbound I-57 traffic should use the left lane and southbound I-57 traffic should use the right lane has been added.

Figure 2D-15 (formerly Figure 2E-37)

- The D13-3a sign and designation has been added, and the designation for the D13-3 sign has been added.

Figure 2D-16 (formerly Figure 2E-38)

- The “1/4 MILE” fraction in the legend has been revised to “¼ MILE.”

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

- The design of the R13-1 sign has been revised.
- An asterisk note has been added.

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

Figure 2D-18

- This is a new figure.

Figure 2D-19

- This is a new figure.

Figure 2D-20 (formerly Figure 2D-12)

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

[Figure 2D-13 in the 2003 MUTCD has been relocated to become Figures 2I-1 and 2I-2]

Figure 2D-21 (formerly Figure 2D-14)

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

Chapter 2E – Guide Signs for Freeways and Expressways

Figure 2E-1

- No revisions have been made to this figure.

Figure 2E-2

- No revisions have been made to this figure.

Figure 2E-3

- The former figure has been completely replaced by a new figure and title.

Figure 2E-4 (formerly Figure 2E-7)

- The title has been revised.
- The exit ramp is now labeled as a ramp to SR 24 instead of as SR 24 and the SR 24 confirming route sign assembly has been deleted. The mainline lanes at the bottom of the figure are now labeled as I-47 instead of I-47 and SR 24.
- The pavement markings and roadway geometrics have been revised.
- The guide signs with down arrows and the guide signs with the former style of diagrammatic signs have been replaced with guide signs featuring upward-pointing arrows.

Figure 2E-5 (formerly Figure 2E-6)

- The title has been revised.
- The exit ramp is now labeled as a ramp to U.S. 40 instead of as U.S. 40 and the U.S. 40 confirming route sign assembly has been replaced with a trailblazer route sign assembly. The mainline lanes at the bottom of the figure are now labeled as I-12 instead of I-12 and U.S. 40.
- The pavement markings and roadway geometrics have been revised.
- The guide signs with down arrows and the guide signs with the former style of diagrammatic signs have been replaced with guide signs featuring upward-pointing arrows.
- The signing now shows an exit ramp that leads to eastbound U.S. 40 instead of westbound U.S. 40.

Figure 2E-6 (formerly Figure 2E-5)

- The title has been revised.
- The mainline lanes at the bottom of the figure are now labeled as I-50 and I-79 instead of just I-50.
- The pavement markings and roadway geometrics have been revised.
- The guide signs with down arrows and the guide signs with the former style of diagrammatic signs have been replaced with guide signs featuring upward-pointing arrows.
- The guide signs that are two miles in advance of the exit are mounted over the lanes rather than post-mounted on the right-hand side.
- The signing now shows an exit ramp for northbound I-79 instead of southbound I-79.

Figure 2E-7 (formerly Figure 2E-9)

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

Figure 2E-8 (formerly Figure 2E-4)

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

Figure 2E-9 (formerly Figure 2E-8)

- The title has been revised.
- The lane line between the left and center lanes has been revised.
- The exit direction sign has been redesigned. The guide signs with the former style of diagrammatic signs have been replaced with guide signs featuring a down arrow in advance of the exit. The left exit plaques now show the word LEFT in black letters on a yellow background.
- The asterisk note at the bottom of the figure has been deleted.

Figure 2E-10

- The title has been revised.
- The lane line between the center and right lanes has been revised.
- Confirming route sign assemblies for U.S. 40 and SR 7 have been added.
- The exit direction sign has been redesigned.

Figure 2E-11

- The M1-3 sign has been added.
- The designations for the M1-10 and M1-10a signs have been added. The U.S. route sign for guide sign use has been given an M1-4 designation.
- The word “OR” has been added in three places.

Figure 2E-12

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

Figure 2E-13

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

Figure 2E-14

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

Figure 2E-15

- The E1-1, E1-1a, E1-2, and E1-2a designations have been deleted.
- A “P” has been added to the designation of the E1-5 plaque, and the phrase “Exit Number Plaque” has been deleted.
- The E1-5aP and E1-5bP plaques have been added.
- The “1/2” fraction in the legend on the Lincoln Avenue sign has been revised to “½.”

Figure 2E-16

- The E2-1A designation has been changed to E2-1a.

Figures 2E-17 to 2E-19

- No revisions have been made to these figures.

Figure 2E-20

- The exit direction sign has been redesigned.

Figure 2E-21

- This is a new figure.

Figure 2E-22 (formerly Figure 2E-21)

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

Figure 2E-23 (formerly Figure 2E-22)

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

Figure 2E-24 (formerly Figure 2E-23)

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

Figure 2E-25 (formerly Figure 2E-24)

- The “3/4” and “1/2” fractions have been revised to “¾” and “½.”

Figure 2E-26 (formerly Figure 2E-25)

- The “1/2” and “1/4” fractions have been revised to “½” and “¼.”

Figure 2E-27 (formerly Figure 2E-26)

- Except for the figure number, no revisions have been made to this figure.

Figure 2E-28 (formerly Figure 2E-27)

- This figure has been expanded to two separate drawings so that more detail could be added, including pavement markings, confirming route sign assemblies, and exit gore signs. The reference location numbers have been deleted.
- The guide signs have been revised to the new signing philosophy that includes a down arrow per lane on the advance signs and a diagonal upward arrow for the exit lane(s) at the theoretical gore. The pull-through signs have been widened so that the down arrows appear to be 12 feet apart.

Figure 2E-29 (formerly Figure 2E-28)

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

Figure 2E-30 (formerly Figure 2E-29)

- The option of using an “EXIT 102” exit number plaque on the two advance exit signs and on the exit direction sign has been deleted. The exit gore sign has been revised to have an “EXITS 102 A-B” legend instead of “EXIT 102.”

Figure 2E-31 (formerly Figure 2E-30)

- The exit gore sign for the northbound exit ramp is now shown separately from the exit gore sign for the southbound exit ramp.
- The SR 24 directional route sign assemblies at the downstream end of both of the exit ramps have been added.

Figure 2E-32 (formerly Figure 2E-31)

- The “1/2” fraction has been revised to “½.”

Figure 2E-33 (formerly Figure 2E-32)

- The reference location sign numbers have been revised.
- The “1/2” fraction has been revised to “½.”

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

- The “1/2” fraction has been revised to “½.”

[Figure 2E-34 in the 2003 MUTCD has been relocated to become Figure 2D-12]

[Figure 2E-35 in the 2003 MUTCD has been relocated to become Figure 2D-13]

[Figure 2E-36 in the 2003 MUTCD has been relocated to become Figure 2D-14]

[Figure 2E-37 in the 2003 MUTCD has been relocated to become Figure 2D-15]

[Figure 2E-38 in the 2003 MUTCD has been relocated to become Figure 2D-16]

[Figure 2E-39 in the 2003 MUTCD has been relocated to become Figure 2B-21]

[Figure 2E-40 in the 2003 MUTCD has been relocated to become Figure 2B-22]

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

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

[Figure 2E-44 in the 2003 MUTCD has been relocated to become Figures 2F-5 and 2F-6]

[Figure 2E-45 in the 2003 MUTCD has been relocated to become Figures 2I-3]

Figure 2E-35 (formerly Figure 2E-46)

- The title has been revised.
- The pavement markings in the area where vehicles enter the HOV lane have been revised.
- The exit gore sign has been revised.
- The HOV lane entrance sign and the advance HOV lane entrance signs have been revised and black-on-yellow LEFT plaques have been added above them.
- The top portion of the HOV exits sign has been revised.
- Existing Note 3 and the double asterisk note have been deleted.
- The R3-14a sign has been relocated to the theoretical gore.

Figure 2E-36

- This is a new figure.

Figure 2E-37

- This is a new figure.

Figure 2E-38 (formerly Figure 2E-47)

- The pavement markings in the intermediate entry/exit area and at the downstream end of the HOV lane have been revised.
- The note about the 1/4-mile spacing of the diamond pavement markings has been deleted.
- The W4-2 sign and the black-on-yellow MERGE RIGHT plaques have been deleted.
- All of the guide signs have been revised or added and black-on-yellow LEFT plaques have been added above the HOV lane entrance sign and the advance HOV lane entrance signs. The R3-13a sign has also been added.
- The R3-14 sign has been relocated to the theoretical gore.
- The dimensions showing the positioning of the E8-2 sign have been added.
- Existing Note 3 has been deleted and new Notes 4 and 5 have been added.

Figure 2E-39 (formerly Figure 2E-48)

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

- Existing Notes 3 and 4 have been deleted and new Notes 6 and 7 and the asterisk note have been added.

Figure 2E-40 (formerly Figure 2E-49)

- The title has been revised.
- The lane line adjacent to the HOV lane has been revised from a normal broken line to a wide broken line.
- The post-mounted advance guide sign that is one mile upstream from the restriction has been replaced with an overhead R3-15a sign. The advance guide sign that is a half mile upstream from the restriction has been replaced with an R3-12e sign.
- The HOV LANE ENDS signs at the downstream end of the HOV restriction have been replaced with HOV RESTRICTION ENDS signs.
- The R3-10 and R3-11a signs and their spacings have been added.
- Existing Note 3 has been deleted and new Note 7 and the asterisk note have been added.

Figure 2E-41 (formerly Figure 2E-50)

- The title has been revised.
- The roadway geometrics and pavement markings for the HOV lane and the ramp, parking area, and local street have been added or revised. The general purpose lanes have been revised to show three lanes in each direction. The HOV lane and ramp are now shown as a reversible lane.
- The R3-14 sign at the entrance to the ramp from the parking area now includes a lane-use control indication.
- The HOV EXITS sign has been redesigned.
- The three guide signs leading drivers from the local street to the HOV lane have been redesigned and a fourth guide sign has been added. The two trailblazer assemblies leading drivers to the eastbound I-86 general purpose lanes have also been added.
- Existing Notes 3, 4, 6, and 8 have been deleted and new Notes 3, 8, and 9 have been added.

Figure 2E-42 (formerly Figure 2E-51)

- The title has been revised.
- The roadway geometrics and pavement markings have been substantially revised.
- The R3-14 sign has been deleted. The guide signs have all been redesigned. LEFT plaques have been added above four of the guide signs.

Figure 2E-43 (formerly Figure 2E-52)

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

Figure 2E-44 to 2E-54

- These are new figures.

Chapter 2F – General Service Signs

Figure 2F-1 (formerly Figure 2D-11)

- The phrase “and Plaques” has been added to the title.
- The D5-12, D9-13d, D9-21, and D9-22 signs have been added. The D9-14 sign has been relocated from Figure 2D-12.
- A “P” has been added to the designations of the D9-20a plaque.
- The designs of the D9-10 and D9-16 signs have been revised. The designs of the D9-4, D9-13b, and D9-13c signs have been slightly revised.

Figure 2F-2 (formerly Figure 2E-43)

- The design of the D9-17 sign has been revised.

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

- The title has been revised because two existing figures have been combined.
- The legend on the D9-18e sign from the former Figure 2E-41 has been revised from NEXT EXIT to NEXT RIGHT. The SECOND RIGHT legend on the E2-2 plaque in the former Figure 2E-41 has been incorporated into the D9-18 sign and the D9-18 designation has been deleted.
- The E2-3 plaques in the former Figure 2E-42 have been deleted.
- The E1-5P designations for the exit number plaques have been added.

Figure 2F-4

- This is a new figure.

Figure 2F-5 (formerly part of Figure 2E-44)

- The title is new.
- The D5-1a, D5-2a, D5-3, and D5-4 signs have been deleted.
- The D5-5 and D5-6 signs have been added.
- A note has been added at the bottom of the figure.

Figure 2F-6 (formerly part of Figure 2E-44)

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

Figure 2F-7 (formerly part of Figure 2D-12)

- The title is new.
- The legend AM has been added in two places on the D12-1 sign. The word DIAL has been replaced by the word CALL on the D12-4 sign. The designs of the D12-2 and D12-5 signs have been slightly revised.

Figure 2F-8

- This is a new figure. The D17 series of truck escape ramp signs were formerly shown as black-on-yellow in Figure 2C-2.

Chapter 2G – Specific Service Signs

Figure 2G-1 (formerly Figure 2F-1)

- The EXIT 211 legend has been relocated from the bottom to the top of the alternative example sign for a single-exit interchange with two services.
- The fractions have been deleted from the example of the ramp sign.
- The example signs for a single-exit interchange with three services have been added.

Figure 2G-2 (formerly Figure 2F-2)

- The Metric equivalent for the 800-foot sign spacing has been changed from 240 m to 245 m.
- The “1/2” fractions have been revised to “½.”

Figure 2G-3 to 2G-5

- These are new figures.

Chapter 2H – Tourist-Oriented Directional Signs

Figure 2H-1 (formerly Figure 2G-1)

- The legends for the businesses are now shown in upper-case and lower-case letters, and the notes associated with the letter height dimensions have been appropriately revised.

Figure 2H-2 (formerly Figure 2G-2)

- The legends for the businesses are now shown in upper-case and lower-case letters.

- The signs that are located 200 feet and 400 feet in advance of the intersection are now called intersection approach signs rather than intersection signs.
- The Metric example legend on the signs that are located approximately a half mile in advance of the intersection has been replaced by a RIGHT ½ MILE legend and the fraction on the LEFT 1/2 MILE legend has been revised to “½.”

Chapter 2I – General Information Signs

Figure 2I-1 (formerly part of Figure 2D-13)

- The Metric sign images have been deleted.

Figure 2I-2 (formerly part of Figure 2D-13)

- The title is new and the Metric sign images have been deleted.

Figure 2I-3 (formerly Figure 2E-45)

- The Metric sign images have been deleted.

Figure 2I-4 (formerly part of Figure 2D-12)

- The title has been revised.
- The I-9 sign has been added.
- The size of the I1-1 sign has been increased and the Metric version has been given a Metric designation ending with an “(M)” suffix.

Figure 2I-5

- This is a new figure.

Chapter 2J – Recreational and Cultural Interest Area Signs

Figure 2J-1 (formerly Figure 2H-1)

- The word “Examples” has been changed to the phrase “Typical Use” in the title.
- The symbols on the signs have been updated. The prohibition signs have been completely redesigned.

Figure 2J-2 (formerly Figure 2H-2)

- The legends for the destinations are now shown in upper-case and lower-case letters.
- The symbols on the signs have been updated.
- The double asterisk note has been added.
- The Wildlife Viewing Area sign has been added.

Figure 2J-3 (formerly Figure 2H-3)

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

Figure 2J-4 (formerly Figure 2H-4)

- The legends for the destinations are now shown in upper-case and lower-case letters.
- The symbols on the signs have been updated.

Figures 2J-5 to 2J-10 (formerly Figure 2H-5)

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

Figure 2J-11

- This is a new figure.

Chapter 2K – Emergency Management Signing

Figure 2K-1 (formerly Figure 2I-1)

- The EM-1a sign has been added.
- The Metric example legend on the chemical shelter sign has been replaced by a 6 MI legend.

Chapter 2L – Object Markers, Barricades, and Gates

Figure 2L-1 (formerly Figure 3C-1)

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

Part 3 – Markings

Figure 3B-1

- Edge lines have been added to Drawing A, and the note referring to Section 3B.07 for edge line warrants has been deleted.

Figure 3B-2

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

Figure 3B-3

- No revisions have been made to this figure.

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

- Edge lines have been added to Drawing B.

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

- The phrase “Application of” has been added to the title.
- Edge lines and optional diagonal markings have been added. Lane reduction arrows and dotted lines have been added, and the bottom portion of the drawing has been extended.
- The “ $\frac{3}{4}$ d” dimension has been replaced with a cross reference to Figure 3B-13, and the note defining “d” has been deleted.

Figure 3B-6

- Edge lines have been added.
- The orientation of the roadway has been changed from vertical to horizontal.

Figure 3B-7

- The left-turn arrows in the center lane are no longer shown as optional.
- The phrase “Typical Spacing” has been deleted from the dimension.

Figure 3B-8

- The phrase “Dotted Line and” has been added to the title.
- The locations of the theoretical gore in Drawings A and C have been adjusted.
- The solid lane line upstream of the theoretical gore in Drawing A has been relabeled.
- The broken lane line upstream of the theoretical gore in Drawing A has been revised to a dotted lane line and has been relabeled in two places.

- The option to use diagonal markings in the neutral area of the gore near the top of Drawing C has been deleted.
- The broken lane line adjacent to the auxiliary lane in Drawing C has been revised to a wide dotted lane line and has been relabeled.
- The solid lane lines at the upstream and downstream ends of the wide dotted lane line in Drawing C have been relabeled.

Figure 3B-9

- The phrase “Dotted Line and” has been added to the title.
- The broken lane line downstream from the theoretical gore in Drawing A has been revised to a dotted lane line that extends all the way to the downstream end of the acceleration lane and taper. The dotted lane line has been relabeled in two places.
- The theoretical gore in Drawing A has been labeled and dimensions have been added to show the point where the dotted lane line becomes optional.
- The solid lane line downstream of the theoretical gore in Drawing A has been relabeled.
- Both the left-hand edge of the entrance ramp and the right-hand edge of the mainline lanes have been marked with wide channelizing lines from the physical gore to the point downstream where they first intersect each other. An optional dotted extension of the right-hand edge line is shown in the area where the ramp merges into the mainline lanes.

Figure 3B-10

- The title has been revised.
- Optional chevron markings have been added in the neutral area of the gore in Drawing A.
- The width of the solid lane line and the dotted lane line upstream from the theoretical gore has been revised from “8 inches” to “8 to 12 inches” on both the drawing and the inset showing the detailed dimensions. The solid lane line is now labeled as optional and the ½ mile dimension for the dotted lane line now starts at the theoretical gore instead of at the upstream end of the solid lane line.
- Drawings B, C, and D have been added.

Figure 3B-11

- This is a new figure.

Figure 3B-12 (formerly Figure 3B-11)

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

Figure 3B-13 (formerly Figure 3B-12)

- The title has been revised.
- The orientation of the roadways has been changed from horizontal to vertical.
- The former Drawing b has been deleted. The titles of the other two drawings have been revised.
- In both drawings, the lane line adjacent to the lane that is ending have been revised from a broken line to a dotted line. The dotted line extends to the downstream end of the full-width lane. Lane reduction arrows have been added in the lane that is ending.

Figure 3B-14 (formerly Figure 3B-13)

- The phrase “Applications of” has been added to the title.
- Edge lines have been added to all three drawings.
- In both directions on Drawing A, passing zones are now shown downstream from the obstruction.

Figure 3B-15 (formerly Figure 3B-14)

- The phrase “Examples of” has been changed to “Recommended” in the title.

Figure 3B-16 (formerly Figure 3B-15)

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

Figure 3B-17

- This is a new figure.

Figure 3B-18 (formerly Figure 3B-16)

- No revisions have been made to this figure.

Figure 3B-19 (formerly Figure 3B-17)

- No revisions have been made to this figure.

Figure 3B-20

- This is a new figure.

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

- References to the UVC have been added in six places.
- The crosswalks have been deleted and a sidewalk has been added to the top of the right-hand drawing to illustrate an unmarked crosswalk.

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

- No revisions have been made to this figure.

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

- No revisions have been made to this figure.

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

- In Drawing F, the leader line for the length of the arrow has been extended to clearly indicate the bottom tip of the lane-reduction arrow.

Figure 3B-25

- This is a new figure.

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

- No revisions have been made to this figure.

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

- Three of the four legs have been extended to illustrate additional pavement markings.
- Optional dotted lines have been added in two places, and optional diagonal lines have also been added. Where two types of pavement marking arrows are shown side-by-side in adjacent lanes, it is the upstream ends of the arrows that are lined up with each other.
- The single asterisks have been deleted from the left-turn arrow on the top leg.
- The triple asterisks have been relocated from the left-turn arrows on the bottom leg to the right-turn arrows on the left-hand leg.

Figure 3B-28 (formerly Figure 3B-23)

- The single asterisk has been deleted from the through-left-turn arrow on the top leg.

Figure 3B-29 (formerly Figure 3B-24)

- A dotted extension of the right-hand edge line is shown in the area where the ramp merges into the mainline lanes.

Figure 3B-30

- This is a new figure.

Figure 3B-31

- This is a new figure that supersedes Drawing a of Figure 3B-26 in the 2003 MUTCD.

Figure 3B-32

- This is a new figure.

Figure 3B-33 (formerly Figure 3B-26)

- The title has been revised.
- The orientation of the roadways has been changed from vertical to horizontal.
- Drawing a has been deleted, as it has been superseded by new Figure 3B-31. Drawings b, c, d, and e have become Drawings A, B, C, and D respectively and their titles have been revised.
- The former double asterisk note has been deleted and three new asterisk notes have been added.
- The example HOV diamond markings and the spacing note have been added in Drawing A, and the example bus only markings have been added in Drawing D.

Figure 3B-34

- This is a new figure.

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

Figure 3B-35 (formerly Figure 3B-29)

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

Figure 3B-36 (formerly Figure 3B-30)

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

Figure 3B-37 (formerly Figure 3B-31)

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

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

Figures 3C-1 to 3C-18

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

Figure 3D-1

- A north arrow has been added.
- Delineators facing northbound traffic have been added on the outside (left-hand side) of the roadway.
- The note about the color of the delineators has been added.

Figure 3G-1

- This is a new figure.

Part 4 – Highway Traffic Signals

Figures 4C-1 to 4C-4

- No revisions have been made to these figures.

Figures 4C-5 to 4C-10

- These are new figures.

Figure 4D-1

- This is a new figure.

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

- The title has been revised, as this figure no longer shows the typical signal faces that control turning movements. (Typical arrangements of signal faces that control turning movements are now shown on new Figures 4D-6 to 4D-19.)

- Color graphics are now being used to illustrate the signal face arrangements for signal faces a, b, e, f, and u in Figure 4D-3 of the 2003 MUTCD. The three signal faces that contain a straight-through green arrow have been added. The three category titles have also been added.

Figure 4D-3

- This is a new figure.

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

- The title has been revised.
- The word “lenses” has been replaced by the word “indications” in three places in the explanations of the cross hatching patterns at the upper right-hand corner of the figure.
- The note at the bottom of the figure has been added.
- A dotted line has been added in the taper area of the left-turn lane.

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

- No revisions have been made to this figure.

Figures 4D-6 to 4D-19

- These are new figures.

Figure 4E-1

- Pedestrian signal faces now show all indications simultaneously, similar to the manner that vehicular signal faces are shown in Chapter 4D.
- A one section pedestrian signal face with both indications superimposed on each other has been added.

Figure 4E-2

- The phrase “for Accessible Pedestrian Signals” has been deleted from the title.
- The graphics for the two curb-cut ramps drawing have been revised. A cross hatched area has been added to show the range of recommended locations. The single and double asterisk notes have been added.
- The one curb-cut ramp drawing has been deleted.

Figure 4E-3

- This is a new figure.

Figures 4F-1 to 4F-3

- These are new figures.

Figure 4G-1

- This is a new figure.

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

- No revisions have been made to this figure.

Part 5 – Traffic Control Devices for Low-Volume Roads

Figure 5B-1

- The phrase “and Plaques” has been added to the title.
- The R4-1 sign has been replaced by a symbolic R4-1 sign and R4-1P plaque.
- The R11-4 sign has been added.
- The Metric version of the R11-3a sign has been deleted.
- The Metric versions of the R2-1 and R12-1 signs have been given a Metric designation ending with an “(M)” suffix.
- The designation of the R12-6 plaque has been revised to W16-14P.
- The design of the R12-1(M) sign has been slightly revised.

Figure 5B-2

- The phrase “and Plaques” has been added to the title.

- A “P” has been added to the designation of the R8-3c and R8-3d plaques, and the phrase “Supplemental Plaque” has been deleted in two places.

Figure 5C-1

- The phrase “and Plaques” has been added to the title.
- The W2-2 and W2-3 signs have been added.
- A “P” has been added to the designation of the W13-1 plaque, and the phrase “Advisory Speed Plaque” has been deleted.
- The Metric version of the W13-1P plaque has been given a Metric designation ending with an “(M)” suffix.

Figure 5C-2

- The phrase “and Plaques” has been added to the title.
- The Metric version of the W7-3aP plaque has been deleted.
- The color of the W11-1 and W11-2 signs has been changed from yellow to FYG.
- The W11-5a, W11-6, W11-7, W11-14 through W11-22, W14-1a, W14-2a, and W14-3 signs have been added.
- A “P” has been added to the designations of the W7-3, W7-3a, and W16-2 plaques. The designation of the W16-9p plaque has been revised to W16-9P.

Figure 5F-1

- The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designation of the R15-2 plaque.
- The W11-10P and W10-16P plaques have been added.

Figure 5G-1

- The phrase “and Plaques” has been added to the title.
- A “P” has been added to the designation of the W13-1 plaque, and the phrase “Advisory Speed Plaque” has been deleted.
- The Metric version of the W13-1P plaque has been given a Metric designation ending with an “(M)” suffix.
- A “P” has been added to the designation of the W16-2 plaque, and the phrase “Supplemental Plaque” has been deleted.
- The Metric versions of the W16-2P plaque and W20-1 sign have been deleted.
- The designation of the W20-7a sign has been revised to W20-7. The designation of the W21-1a sign has been revised to W21-1.

Part 6 – Temporary Traffic Control

Figure 6C-1

- The shoulder taper has been shortened.

Figure 6C-2

- No revisions have been made to this figure.

Figure 6C-3

- A 30 m dimension has been added to the 100 ft maximum downstream taper.

Figure 6E-1

- This is a new figure.

Figure 6E-2

- This is a new figure.

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

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

Figure 6F-1

- The scales of the signs and heights and lateral offsets have been improved such that they are proportional to each other.
- The various drawings have been assigned letter designations.
- The Metric versions of three signs and one plaque have been deleted.
- “Rural district” has been revised to “rural area” in two places.
- “Urban district” has been revised to “business, commercial, or residential area in two places.
- In the title of Drawing B, the word “plate” has been replaced by “plaque.”
- In Drawing D, the curb has been deleted and the lateral offset has been revised from “2 ft” to “6 to 12 ft”.

Figure 6F-2

- No revisions have been made to this figure.

Figure 6F-3

- The phrase “and Plaques” has been added to the title.
- The designs of the R1-2aP plaque and the R9-11, R12-1(M), and R12-5 signs have been slightly revised.
- The R1-7, R1-8, R2-10, R2-11, R2-12, R3-27, R4-1, and R4-7c signs and the G20-5aP, R2-6aP, R2-6bP, and R4-1P plaques have been added.
- A “P” has been added to the designations of the R1-2a and R2-6 plaques.
- The designation of the R4-1 sign has been revised to R4-1a.
- The designations of the R12-6 plaques have been revised to W16-14P.
- The BRIDGE OUT sign has been assigned an R11-3b designation.
- The Metric versions of the R2-1 and R12-1 signs have been given Metric designations ending with an “(M)” suffix.

Figure 6F-4

- The phrase “and Plaques” has been added to the title.
- The W4-5, W4-6, W6-5, W6-6, W8-14, W8-15, W8-17, W8-20, W8-23, W8-24, W21-4, W21-8, and W23-2 signs and the W4-5P, W8-11P, W8-14P, W8-15P, and W8-17P plaques have been added.
- A “P” has been added to the designations of the W13-1, W13-4, and W16-2 plaques.
- The designation of the W8-9a sign has been revised to W8-17a.
- The Metric versions of the W12-2 sign and the W13-1P plaque have been given Metric designations ending with an “(M)” suffix.
- The design of the W12-2(M) sign has been slightly revised.
- The Metric versions of the W3-5a, W20-1, W20-2, W20-3, W20-4, W20-5, W20-5a, W21-5b, and G20-1 signs and the W16-2P plaque have been deleted.
- The designation of the W20-7a sign has been revised to W20-7. The designation of the W21-1a sign has been revised to W21-1.
- The single asterisk note at the bottom of sheet 3 and all three asterisk notes at the bottom of Sheet 4 have been added.
- The fractions in the “1/2 MILE” legends on the W20-5 and W20-5a signs have been revised to “½.”

Figure 6F-5

- No revisions have been made to this figure.

Figure 6F-6

- The term “Move/Merge” has been changed to “Merge” in four places.
- The Alternating Diamond Caution mode has been added and the Caution mode is now called the Flashing Caution mode in two places.

Figure 6F-7

- The width of the stripes on the vertical panel has been changed from “4 inches” to “4 or 6 inches.”
- The shorter cone now has a maximum height of 36 inches.
- The Type I, II, and III barricades are now called Type 1, 2, and 3.
- The 36-inch dimension to the top of the direction indicator barricade is now labeled as a minimum.

Figure 6H-1 (formerly Figure 6I-1)

- No revisions have been made to this figure.

Figure 6I-1 (formerly Figure 6H-1)

- No revisions have been made to this figure.

Figure 6I-2 (formerly Figure 6H-2)

- No revisions have been made to this figure.

Figure 6I-3 (formerly Figure 6H-3)

- The Metric versions of the ROAD WORK NEXT X MILES signs have been deleted.

Figure 6I-4 (formerly Figure 6H-4)

- The Metric version of the NEXT X MILES plaque has been deleted.

Figure 6I-5 (formerly Figure 6H-5)

- The Metric versions of the two plaques have been deleted.
- The crash cushion cross reference to Section 6F.82 has been deleted.

Figure 6I-6 (formerly Figure 6H-6)

- No revisions have been made to this figure.

Figure 6I-7 (formerly Figure 6H-7)

- The Metric versions of two signs and one plaque have been deleted from the advance signing.

Figure 6I-8 (formerly Figure 6H-8)

- The Metric versions of the three warning signs and the ROAD CLOSED regulatory sign have been deleted.
- A break line has been added to the top leg of the intersection because the closure is supposed to be 10 miles from the intersection.

Figure 6I-9 (formerly Figure 6H-9)

- An END DETOUR auxiliary sign has been added above the WEST SR 4 confirming route sign assembly at the top right-hand corner of the figure.
- The image of the M6-3 (up arrow) auxiliary sign has been fixed in six places.
- The Metric version of the ROAD CLOSED regulatory sign has been deleted.
- The Type III barricade is now labeled a Type 3 barricade.

Figure 6I-10 (formerly Figure 6H-10)

- The Metric versions of four signs and two distance plaques have been deleted from the advance signing.
- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet.”

Figure 6I-11 (formerly Figure 6H-11)

- The Metric versions of the two plaques have been deleted.
- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet.”

Figure 6I-12 (formerly Figure 6H-12)

- The Metric versions of the two plaques have been deleted.
- The “100-foot maximum” tapers have been changed to tapers of “50 to 100 feet.”
- The maximum distances of the signal faces from the stop lines have been changed from 150 to 180 feet.

Figure 6I-13 (formerly Figure 6H-13)

- No revisions have been made to this figure.

Figure 6I-14 (formerly Figure 6H-14)

- The two drawings have been assigned letter designations.
- The DO NOT PASS sign has been deleted from Drawing A and has been changed to the new symbolic sign in Drawing B.
- In Drawing A, the maximum distance of the signal faces from the stop line has been changed from 150 to 180 feet, an asterisk note has been added, and the dimension line now extends all the way to the signal faces rather than just to the nearest side of the haul road.
- In Drawing B, an optional END ROAD WORK sign has been added.

Figure 6I-15 (formerly Figure 6H-15)

- No revisions have been made to this figure.

Figure 6I-16 (formerly Figure 6H-16)

- The 10-foot minimum distances between the cones and the edge lines have been added.

Figure 6I-17 (formerly Figure 6H-17)

- No revisions have been made to this figure.

Figure 6I-18 (formerly Figure 6H-18)

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

Figure 6I-19 (formerly Figure 6H-19)

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

Figure 6I-20 (formerly Figure 6H-20)

- The MAIN STREET legend has been changed to upper-case and lower-case letters in six places.

Figures 6I-21 to 6I-23 (formerly Figures 6I-21 to 6I-23)

- No revisions have been made to these figures.

Figure 6I-24 (formerly Figure 6H-24)

- The optional Keep Right sign has been changed to the new narrow Keep Right (R4-7c) sign.

Figure 6I-25 (formerly Figure 6H-25)

- The left-turn lane on the bottom leg of the intersection has been lengthened.

Figure 6I-26 (formerly Figure 6H-26)

- No revisions have been made to this figure.

Figure 6I-27 (formerly Figure 6H-27)

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

Figure 6I-28 (formerly Figure 6H-28)

- No revisions have been made to this figure.

Figure 6I-29 (formerly Figure 6H-29)

- The design of the SIDEWALK CLOSED AHEAD CROSS HERE sign at the bottom intersection has been slightly revised.

Figure 6I-30 (formerly Figure 6H-30)

- No revisions have been made to this figure.

Figure 6I-31 (formerly Figure 6H-31)

- No revisions have been made to this figure.

Figure 6I-32 (formerly Figure 6H-32)

- The Metric versions of four signs have been deleted from the advance signing. The Metric version of the advisory speed plaque has also been deleted.

Figure 6I-33 (formerly Figure 6H-33)

- The two drawings have been assigned letter designations.
- The Metric versions of four signs have been deleted from the advance signing.
- The fractions in the “1/2 MILE” legends on the advance signs have been revised to “½.”

Figure 6I-34 (formerly Figure 6H-34)

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

Figure 6I-35 (formerly Figure 6H-35)

- No revisions have been made to this figure.

Figure 6I-36 (formerly Figure 6H-36)

- The three signs showing a single reverse curve arrow have been deleted.
- The design of the STAY IN LANE sign has been slightly revised.
- The Metric versions of the three advisory speed plaques have been deleted.
- The crash cushion cross reference to Section 6F.82 has been deleted.

Figure 6I-37 (formerly Figure 6H-37)

- The Metric versions of two signs have been deleted from the advance signing. The Metric version of the advisory speed plaque has also been deleted.
- The fraction in the “1/2 MILE” legend on the advance sign has been revised to “½.”

Figure 6I-38 (formerly Figure 6H-38)

- The RIGHT LANE CLOSED ½ MILE sign has been changed to a LEFT LANE CLOSED ½ MILE sign. The fraction in the “1/2 MILE” legend on this sign has been revised to “½.”
- The 100-foot maximum dimension has been changed to a 100-foot minimum dimension.
- The Metric versions of two signs have been deleted from the advance signing.

Figure 6I-39 (formerly Figure 6H-39)

- The Metric versions of three signs have been deleted from the advance signing. The Metric version of the advisory speed plaque has also been deleted.
- The DO NOT PASS sign has been changed to the new symbolic sign.

Figure 6I-40 (formerly Figure 6H-40)

- No revisions have been made to this figure.

Figure 6I-41 (formerly Figure 6H-41)

- No revisions have been made to this figure.

Figure 6I-42 (formerly Figure 6H-42)

- The Metric versions of four signs have been deleted from the advance signing.
- The fractions in the “1/2 MILE” legends on two advance signs have been revised to “½.”

Figure 6I-43 (formerly Figure 6H-43)

- The Metric versions of an advance sign and of the advisory speed plaque have been deleted.

Figure 6I-44 (formerly Figure 6H-44)

- The two drawings have been assigned letter designations and have been given titles.
- The superfluous Merging Traffic sign (located immediately above the arrow panel) has been deleted from Drawing A. A missing ROAD WORK AHEAD sign has been added to the end of the leader line (below the arrow panel) in Drawing A.
- The Metric versions of four signs have been deleted from the advance signing.
- The fractions in the “1/2 MILE” legends on two advance signs have been revised to “½.”

Figure 6I-45 (formerly Figure 6H-45)

- The concepts associated with the area where the detoured northbound lanes return to their normal alignment, including the pavement markings and barrier wall placement, have been revised in both drawings.
- The portion of the diagonal line that crosses the center southbound lane in the area where the detoured northbound lanes first intrude into the southbound lanes has been deleted in the left-hand drawing.
- The sign showing a two-lane reverse curve to the right on the right-hand drawing has been changed to a sign showing a one-lane reverse curve to the right.

Figure 6I-46 (formerly Figure 6H-46)

- The Metric versions of four signs have been deleted from the advance signing. The Metric versions of the two distance plaques have also been deleted.

Part 7 – Traffic Controls for School Areas

Figure 7A-1

- The L-shaped court at the top of the figure has been designated as Deena Ct and two arrows have been added under the Connecticut street name adjacent to this court.

Figure 7B-1

- The colors of all of the yellow signs and plaques have been changed to FYG.
- The “School Advance Warning Assembly” is now labeled as the “School Advance Crossing Assembly.” The “School Crosswalk Warning Assembly” is now labeled as the “School Crossing Assembly.”
- The “School Area or School Zone Sign” has been added.
- An S4-1P plaque has been added above the S4-6 plaque for the “School Speed Limit Assembly.”
- A “P” has been added to the designations of the W16-2a, W16-2, S4-1, S4-2, S4-3, S4-4, and S4-6 plaques.
- The designation of the W16-7p plaque has been changed to W16-7P. The designation of the W16-9p plaque has been changed to W16-9P.
- The Metric versions of the W16-2 and W16-2a plaques and the S4-5a sign have been deleted.
- The Metric versions of the R2-1 and S5-1 signs have been given a Metric designation ending with an “(M)” suffix.
- The design of the S3-1 sign has been revised.
- The S3-2 sign has been added.

Figure 7B-2

- This is a new figure.

Figure 7B-3 (formerly Figure 7B-2)

- The title has been revised.
- The color of all of the signs and plaques has been changed from yellow to FYG.
- Labels have been added for the School Advance Crossing Assembly and the School Crossing Assembly.
- The distances from the crosswalk to the advance signs and the associated asterisk note have been deleted.
- The Metric versions of the distance plaques near the top of the figure have been revised to English unit distance plaques.

Figure 7B-4 (formerly Figure 7B-3)

- The word “Examples” has been replaced by the word “Example” in the title.
- The colors of all of the yellow signs and plaques have been changed to FYG.

- The school property lines have been deleted, and the distances from the school property lines to the sign locations and the associated asterisk note have been deleted.
- The Metric versions of the four speed limit signs have been deleted.
- The END SCHOOL ZONE and Speed Limit signs are now shown together as sign assemblies on the same supports rather than as single signs that can be used alone.
- The AHEAD plaques that were below the advance signs have been deleted.

Figure 7B-5 (formerly Figure 7B-4)

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

Figure 7C-1

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

Part 8 – Traffic Controls for Highway-Rail Grade Crossings

Figure 8A-1

- No revisions have been made to this figure.

Figure 8B-1

- The title has been revised.
- The sign size dimensions are now shown on the sign images at the left-hand side of the figure.
- The note that was under the R15-1 sign image regarding drilling for 90-degree mounting has been deleted.
- A “P” has been added to the designation of the R15-2 plaque.
- The YIELD sign and STOP sign have been added on the sign support. The dimension showing the vertical distance from the bottom of the sign to the edge of the pavement has also been added.
- The 3 TRACKS plaque has been moved closer to the Crossbuck sign such that the top of the plaque is now higher than the bottom of the Crossbuck sign.
- The option of using a red retroreflective strip on the front of the sign support has been added.
- The ground below the sign support is now shown as sloping upward from the edge of the roadway.
- The three notes at the bottom of the figure and the double asterisk note have been added.

Figure 8B-2

- This is a new figure.

Figure 8B-3 (formerly Figure 8B-2)

- The phrase “and Plaques” has been added to the title.
- The W10-10P plaque has been relocated from Figure 8B-5 of the 2003 MUTCD and a “P” has been added to its designation. The W10-16P plaque has been added.

Figure 8B-4 (formerly Figure 8B-3)

- The phrase “and Plaques” has been added to the title.
- The R8-10a and R10-6a signs have been added.
- The R10-11a sign has been deleted.
- A “P” has been added to the designation of the R15-3 plaque.

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

- The phrase “Example of” has been added to the title.
- The I-13 sign has been deleted. The designation of the I-13a sign has been changed to I-13 and its legend has been changed.

Figure 8B-6 (formerly Figure 8B-5)

- The phrase “and Plaques” has been added to the title.
- The W10-10P plaque has been relocated to Figure 8B-3.
- The W10-5P plaque has been added.
- The W10-13 plaque has been deleted.
- A “P” has been added to the designations of the W10-1a, W10-9, W10-14, W10-14a, and W10-15 plaques.
- The Metric versions of the W10-8, W10-11a, and W10-11b signs have been deleted.

Figure 8B-7 (formerly Figure 8B-6)

- The advance pavement marking symbol has been relocated further upstream such that the circular advance warning sign is now centered on the RxR pavement marking symbol instead of at the upstream end of the RxR pavement marking symbol.
- The note regarding the use of yield lines has been added near the upper right-hand corner of the figure.

Figure 8B-8 (formerly Figure 8B-7)

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

Figure 8B-9 (formerly Figure 8B-8)

- No revisions have been made to this figure.

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

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

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

- No revisions have been made to this figure.

Part 9 – Traffic Controls for Bicycle Facilities

Figure 9B-1

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

Figure 9B-2

- The phrase “and Plaques” has been added to the title.
- The R10-3 sign has been replaced by an R10-4 sign.
- The R4-11, R9-13, R9-14, R10-24, R10-25, R10-26, and R15-8 signs and the R15-2P plaque have been added.
- The designation of the R4-1 sign has been changed to R4-1a.
- The designation of the R9-3a sign has been changed to R9-3.
- A “P” has been added to the designations of the R3-17a, R3-17b, and R9-3c plaques.

Figure 9B-3

- The phrase “and Plaques” has been added to the title.
- The color of the W11-1, W11-2, and W15-1 signs and the W16-1P and W16-7P plaques has been changed from yellow to FYG.
- The W8-3, W10-12, and W11-15 signs and the W11-15P, W16-2P, W16-2aP, and W16-9P plaques have been added.
- The legend on the W5-4a sign has been revised.
- A “P” has been added to the designation of the W16-1 plaque.
- The designations of the W8-10p and W16-7p plaques have been changed to W8-10P and W16-7P.

- The Metric version of the W12-2 sign has been given a Metric designation ending with an “(M)” suffix.

Figure 9B-4

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

Figure 9B-5

- The color of the W11-1 signs has been changed from yellow to FYG.
- The D11-1 and D1-1S signs have been added facing traffic on the shared-use path that is departing the intersection.
- The designation and design of the END auxiliary sign above the D11-1 sign that faces traffic on the shared-use path that is approaching the intersection has been changed.
- The designations and designs of the auxiliary signs below the D11-1 signs that face traffic on the roadway have been changed.

Figure 9B-6

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

Figure 9B-7

- The color of the W11-1 signs and their associated plaques has been changed from yellow to FYG.
- The Metric version of the distance plaque has been deleted.
- Trail crossing signs and plaques have been added as an alternative to the W11-1 signs.
- The designation of the auxiliary sign below the bike route sign has been changed from M7-5 to M6-4.
- The distance from the Crossbuck sign to the nearest rail has been changed from 15 feet to 12 feet.

Figure 9B-8

- This is a new figure.

Figure 9C-1

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

Figure 9C-2

- The various drawings have been assigned letter designations and a title has been added for Drawing C.

Figures 9C-3 to 9C-5

- No revisions have been made to these figures.

Figure 9C-6

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

Figure 9C-7

- The phrase “Example of” has been deleted from the title.
- The graphic has been changed to a white pavement marking on a gray background.

Figure 9C-8

- No revisions have been made to this figure.

Figure 9C-9

- This is a new figure.

Part 10 – Traffic Controls for Highway-Light Rail Transit Grade Crossings

Figure 10C-1

- The title has been revised.
- The sign size dimensions are now shown on the sign images at the left-hand side of the figure.
- The note that was under the R15-1 sign image regarding drilling for 90-degree mounting has been deleted.
- A “P” has been added to the designation of the R15-2 plaque.
- The YIELD sign and STOP sign have been added on the sign support. The dimension showing the vertical distance from the bottom of the sign to the edge of the pavement has also been added.
- The 3 TRACKS plaque has been moved closer to the Crossbuck sign such that the top of the plaque is now higher than the bottom of the Crossbuck sign.
- The option of using a red retroreflective strip on the front of the sign support has been added.
- The ground below the sign support is now shown as sloping upward from the edge of the roadway.
- The three notes at the bottom of the figure and the double asterisk note have been added.

Figure 10C-2

- This is a new figure.

Figure 10C-3 (formerly Figure 10C-2)

- The phrase “and Plaques” has been added to the title.
- The R10-11a sign has been deleted.
- A “P” has been added to the designation of the R15-3 plaque.

Figure 10C-4 (formerly Figure 10C-3)

- The phrase “and Plaques” has been added to the title.
- The W10-5P, W10-10P, and W10-16P plaques have been added.
- A “P” has been added to the designation of the W10-1a plaque.
- The design of the W10-7 sign has been revised so that the appearance of the LRT vehicle matches the vehicle on the I-12 sign.
- The Metric versions of the W10-11a and W10-11b signs have been deleted.
- The note at the bottom of the figure has been added.

Figure 10C-5 (formerly Figure 10C-4)

- The phrase “Example of” has been added to the title.
- The I-13 sign has been deleted. The designation of the I-13a sign has been changed to I-13 and its legend has been changed.

Figure 10C-6 (formerly Figure 10C-5)

- The advance pavement marking symbol has been relocated further upstream such that the circular advance warning sign is now centered on the RxxR pavement marking symbol instead of at the upstream end of the RxxR pavement marking symbol.
- The note regarding the use of yield lines has been added near the upper right-hand corner of the figure.

Figure 10C-7 (formerly Figure 10C-6)

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

Figure 10C-8 (formerly Figure 10C-7)

- The legend has been deleted.

Figure 10C-9 (formerly Figure 10C-8)

- The legend has been added.

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

- No revisions have been made to this figure.

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

- No revisions have been made to this figure.

Figure 10D-1

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

Figure 10D-2

- No revisions have been made to this figure.

Figure 10D-3

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

Figure 10D-4

- The diagonal stripes on the gate arms have been changed to vertical stripes.

Figure 10D-5

- The diagonal stripes on the gate arms have been changed to vertical stripes.
- The cars that look like white pavement markings have been deleted.

Figures 10D-6 to 10D-8

- No revisions have been made to these figures.