

New York State Supplement
to the National

Manual on Uniform Traffic Control Devices

for Streets and Highways

2003 EDITION

Including Revision #1
Effective March 19, 2008



New York State Department of Transportation



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NEW YORK STATE SUPPLEMENT TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS – 2003 EDITION

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INTRODUCTION (NYS SUPPLEMENT).

The intent of the *National Manual on Uniform Traffic Control Devices for Streets and Highways – 2003 Edition* (National MUTCD) is to enhance road safety and operation by requiring uniform, understandable, and effective traffic control devices on facilities open to public travel.

Traffic control devices installed on such facilities within the State of New York are required to conform to the National MUTCD, published by the Federal Highway Administration (FHWA).

Section 1680(a) of the New York State Vehicle and Traffic Law requires that “the Department of Transportation shall adopt a manual and specifications for a uniform system of traffic control devices consistent with the provisions of this chapter for use upon highways within this state. Such uniform system shall correlate with and so far as practicable conform to nationally accepted standards.”

Effective September 13, 2007, the provisions of the National MUTCD were formally adopted by the State of New York. These regulations also provided for a New York State Supplement to the National MUTCD to become effective on that date. Combined, the two comprise the “manual and specifications for a uniform system of traffic control devices” required by Section 1680(a).

Traffic control devices installed or replaced after September 13, 2007 must conform to the National MUTCD upon installation. Existing, serviceable devices that do not conform to the current National MUTCD must be brought into compliance with the current edition of the National MUTCD as part of a systematic upgrading of substandard traffic control devices.

Purpose of the New York State Supplement to the National MUTCD

Deviations to the National MUTCD are published in the New York State Supplement to the National MUTCD, and are justified in cases where: New York law deviates from the MUTCD; more restrictive guidance is desired; traffic control devices unique to New York need to be included; and/or the exclusion of optional traffic control devices is desired. These deviations are adopted through the State Administrative Procedures Act (SAPA) process and by permission of the FHWA.

How to cite

In referencing 17 NYCRR Chapter V, it is acceptable to refer to these provisions as the *New York State Supplement to the National Manual on Uniform Traffic Control Devices for Streets and Highways – 2003 Edition*, the *New York State Supplement*, or the *NYS Supplement*.

How to Use the New York State Supplement to the National MUTCD

This document supplements the 2003 Edition of the National MUTCD with Revision No.1 incorporated, dated November 2004. Prior to the adoption of the National MUTCD in New York, the user consulted 17 NYCRR Chapter V (informally known as the *New York State MUTCD*). Most of what was needed to be known regarding the proper design, application, and location of a traffic control device was contained in that manual. Users will now need to follow a two-step process in order to properly ascertain that information.

First, the user should refer first to the National MUTCD for information regarding a particular device. Second, the user should consult the New York State Supplement to determine if alternative or additional guidance is provided for the traffic control device in question.

This New York State Supplement conforms to the organization and section numbering of the National MUTCD. The two documents interact as follows:

- Unless otherwise noted, language in the New York State Supplement is added to the end of the referenced National MUTCD section.
- In other cases, the National MUTCD language is deleted and/or the New York State Supplement language inserted as directed by the instructions in italics.

The New York State Supplement uses four major terms to inform the user as to what action is being taken in regards to the information being provided. The terms and their meaning are as follows:

<i>DELETE</i> -	Remove material as directed.
<i>INSERT</i> -	Add material as directed.
<i>INSERT new section</i> –	Create a new section and add material to that section.
<i>REPLACE</i> -	Used in conjunction with <i>REPLACE</i> to identify material that will be inserted after removing other specific material.

In some cases, there may be a conflict with material presented in the National MUTCD and the New York State Supplement. When that occurs, the New York State Supplement is controlling, and the information provided in the New York State Supplement is meant to supersede mandates, guidance, options, etc. found in the appropriate sections of the National MUTCD.

Design Details

Design details for signs and pavement markings are generally not included in the National MUTCD; they are found in the FHWA Standard Highway Signs (SHS) book. Design details for devices referenced in the New York State Supplement can be found in the text and figures that accompany such references, as well as in the Sign Drawings located in Appendix 1 of this Supplement. Information regarding non-traffic control device issues such as substrate type (e.g., aluminum, steel, wood), retroreflective sheeting (e.g., engineering grade, high intensity), bolt hole locations, hardware (e.g., nuts, bolts, brackets), and posts may be provided in the National MUTCD and/or SHS, but for illustrative purposes only. Applicable guidelines and specifications for information on these and other related topics should be consulted.

The National MUTCD uses an alphanumeric designation to identify traffic control devices that is generally consistent with the system found in the former State MUTCD. With the adoption of the National MUTCD, the system utilized in the National MUTCD will be followed. However, there are instances where a sign unique to New York will not have a corresponding National MUTCD number. For those cases, the alphanumeric code will consist of a "NY" followed by the alphanumeric designation that was assigned to it in the former State MUTCD. An example is the ONE LANE ROAD sign which was designated as W3-15 in the former State MUTCD. Since there is no corresponding sign in the National MUTCD, it will be denoted as NYW3-15 in Section 2C.101 of the New York State Supplement.

Users of the New York State Supplement will notice that signs that can be used in both left and right orientations have only been assigned one alphanumeric designation (e.g., NYW2-8). This approach is also consistent with the style of the National MUTCD. When using such signs in both the National MUTCD and the New York State Supplement, it is appropriate to add "R" or "L" suffixes to the sign designations (e.g., NYW2-8R) to specify the orientation desired.

Obtaining the National MUTCD

The National MUTCD is available online in electronic format. Printed copies of the MUTCD 2003 Edition and cost information are available from the American Association of State Highways and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), and the American Traffic Safety Services Association (ATSSA).

Obtaining the New York State Supplement and Other NYSDOT Documents

The New York State Supplement is published under the title *Transportation Title 17B (NYCRR)* by Thomson West (800-344-5009).

The National MUTCD, the New York State Supplement, and other NYSDOT traffic control device documents are available online at www.nysdot.gov/portal/page/portal/divisions/operating/oom/transportation-systems/traffic-operations-section/mutcd.

Other

Questions regarding the New York State Supplement may be directed to the Department.

INTRODUCTION.

INSERT the following at the end of the fourth Standard subsection:

Standard:

The target compliance dates for certain signs disallowed by the New York State Supplement, but allowed by the National MUTCD, shall be as follows:

Section 2B.33 Keep Right and Keep Left Signs (R4-7, R4-8) – removal of R4-7a sign – September 13, 2017.

Section 2B.40 Design of Parking, Standing, and Stopping Signs – removal of R7-201 sign – September 13, 2017.

Section 2B.45 Traffic Signal Signs (R10-1 through R10-21) – removal of R10-11a sign – September 13, 2017.

Section 2C.29 Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4) – removal of W3-1a and W3-2a signs – September 13, 2015.

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PART 1.

GENERAL

CHAPTER 1A. GENERAL

Section 1A.03 Design of Traffic Control Devices

DELETE the Option subsection and REPLACE with the following:

Option:

Highway agencies may develop word message signs to notify road users of special regulations or to warn road users of a situation that might not be readily apparent. Unlike symbol signs and colors, new word message signs may be used without the need for experimentation.

Standard:

Any change to a word message sign that can be considered more than a minor modification (see next Option) shall be approved by the New York State Department of Transportation before it is implemented.

Option:

With the exception of symbols and colors, minor modifications in the specific design elements of a device may be made provided the essential appearance characteristics are preserved. Such minor revisions may include making a word plural or singular; changing the hours listed on a sign; word deviations such as "road" for "street" on a sign; etc. Although the standard design of symbol signs cannot be modified, it may be appropriate to change the orientation of the symbol to better reflect the direction of travel.

Support:

In places where there are a significant number of non-English speaking individuals in the driving population, it can be beneficial to duplicate the text on certain signs in a language other than English.

Guidance:

To avoid sign clutter, the number of signs so duplicated should be held to a minimum; only the most critical ones should be reproduced.

Standard:

The use of a sign with non-English text, with the exception of proper names, shall require authorization from the New York State Department of Transportation.

Support:

The New York State Department of Transportation's policy allows bilingual signing for guide signs and restricts its use on regulatory and warning signs. It also encourages the use of symbol type signs instead of text messages whenever possible to mitigate the need for bilingual signing.

Standard:

U.S. Customary standard measurements (formerly known as English units) shall be used on all text messages except where bilingual signing is used.

Option:

Measurements may be expressed in metric units (e.g., 10 km instead of 6 miles) where bilingual signing is approved.

Support:

Whereas the National MUTCD has a policy of specifying dimensions using dual units, with metric as the primary and U.S. Customary as the secondary units, the New York State Department of Transportation is in the process of converting to U.S. Customary units. Many states decided to move forward with a conversion to U.S. Customary units once the Federal regulation mandating metric units was revised to eliminate that requirement; New York is one of the last states to do so. AASHTO publications use primarily U.S. Customary or dual units now, but will likely use primarily U.S. Customary units in the future. It is uncertain whether FHWA publications will do likewise.

Section 1A.07 Responsibility for Traffic Control Devices

INSERT the following at the end of the Support subsection:

Support:

The following language has been added to Section 1680 of the Vehicle & Traffic Law to reflect the role of the National MUTCD and the New York State Supplement as the State manual of uniform traffic control devices. The text also clarifies the adoption of Section 15-116 of the Uniform Vehicle Code relative to the applicability of the MUTCD to facilities on private property.

“To the extent that the National Manual on Uniform Traffic Control Devices (hereinafter referred to in this section as MUTCD), promulgated by the Federal Highway Administration pursuant to subpart F of part 655 of Title 23 of the Code

of Federal Regulations and subject to a public comment period under federal law, does not conflict with the provisions of this chapter and the provisions of other laws of the state, the National MUTCD shall constitute such state manual and specifications; provided, however, such manual and specifications may be modified by the commissioner of transportation by the adoption of a supplement or supplements as such commissioner of transportation determines warranted and in compliance with the applicable provisions of the state administrative procedure act. The National MUTCD and its specifications are adopted as the state standard for traffic control devices on any street, highway, or bicycle path 'open to public travel'. 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 maintained under this section."

Furthermore, FHWA revised its regulation (23 CFR 655.603(a) that prescribes procedures for obtaining basic uniformity of traffic control devices on Federal-aid and other streets and highways. The final rule, effective January 16, 2007, provides clarification on the meaning of roads "open to public travel".

"For the purpose of MUTCD applicability, the phrase "open to public travel" includes toll roads and roads within shopping centers, parking lots, airports, sports arenas, and other similar business and recreation facilities that are privately owned but where the public is allowed to travel without access restrictions. Military bases and other gated properties where access is restricted and private railroad grade crossings are not included in the term 'open to public travel'."

Section 1A.08 Authority for Placement of Traffic Control Devices

INSERT the following after the Guidance subsection:

Support:

Section 1114 of the Vehicle & Traffic Law prohibits the unlawful display of unauthorized signs, signals, or markings.

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PART 2.

SIGNS

CHAPTER 2A. GENERAL

Section 2A.03 Standardization of Application

INSERT the following at the end of the Guidance subsection:

Guidance:

Part-time signs should be removed from view when they do not apply.

Support:

In some situations, sign messages are needed only part of the time. Examples are seasonal speed limits, icy pavement zone warnings, and peak-hour turn prohibitions. Part-time signs may be short-term (generally on a daily or weekly basis) or long-term (generally on a monthly or seasonal basis). Some possible methods of displaying part-time signs are to:

- A. Install the sign on a portable support. This method is appropriate only for short-term signs;
- B. Remove and replace the sign;
- C. Cover and uncover the sign;
- D. Hinge the sign so that one part may be folded over the other to eliminate its display; and
- E. Include the applicable times on a supplementary sign. This method may be used only for certain regulatory sign, as prescribed in text.

Section 2A.06 Design of Signs

INSERT the following at the end of the section:

Standard:

Any change to a word message sign that can be considered more than a minor modification (see Section 1A.03) shall be approved by the New York State Department of Transportation before it is implemented.

Section 2A.12 Dimensions

INSERT the following after the Standard subsection:

Guidance:

On facilities intended exclusively for use by bicycles (or bicycles and pedestrians), the sign size listed as “Shared-Use Path” should be used. Larger sizes may be used where greater emphasis or visibility is desired.

Option:

On facilities intended exclusively for use by bicycles (or bicycles and pedestrians), sizes larger than the “Shared-Use Path” size may be used where greater emphasis or visibility is desired.

Guidance:

The size listed as “Conventional Road” should normally be used on conventional highways having one through lane in each direction, one-way streets with one moving traffic lane, one-lane freeway ramps, the one-lane direction on three-lane highways, and three-lane highways having a two-way left-turn lane.

Option:

Where approach speeds are low, or where physical conditions make the “Conventional Road” size impractical, the size listed as “Minimum” may be used. The sizes listed as “Expressway” and “Freeway” may be used where greater emphasis or visibility is desired.

Guidance:

On conventional highways having two through lanes in each direction, one-way streets with two moving traffic lanes, two-lane freeway ramps, the two-lane direction on three-lane highways, and five-lane highways having a two-way left-turn lane, either the “Conventional Road” or “Expressway” size should be used, with the “Expressway” size being preferred, and the “Freeway” size allowed where greater emphasis or visibility is desired.

The “Expressway” size should be used on conventional highways having three or more through lanes in each direction, one-way streets with three or more moving traffic lanes, three-lane freeway ramps, and seven-lane highways having a two-way left-turn lane.

Option:

The “Conventional Road” size may be used where physical conditions make the “Expressway” size impractical. The “Freeway” size may be used where greater emphasis or visibility is desired.

Guidance:

The “Expressway” size should normally be used on expressways and parkways.

Option:

The “Conventional Road” size may be used where physical conditions make the use of the “Expressway” size impractical. The “Freeway” size may be used where greater emphasis or visibility is desired.

Guidance:

The “Freeway” size should normally be used on freeway mainline roadways.

Option:

The “Expressway” size may be used where physical conditions make the use of the “Freeway” size impractical.

Section 2A.14 Word Messages

INSERT the following at the end of the Option subsection:

Option:

Where it is deemed necessary to identify the regulating authority, regulatory signs may bear the authority’s name, initials, or symbol.

Standard:

Where used on regulatory signs, the regulatory authority name or symbol shall not be more than one-half inch high, and shall be located near the bottom of the sign.

Section 2A.16 Standardization of Location

INSERT the following at the beginning of the first Guidance subsection:

Guidance:

Sign installations should be at least 200 feet apart where possible.

Where physical conditions limit visibility, the sign location should be suitably adjusted.

Support:

As an example, a ground-mounted sign placed immediately beyond an overpass may not be sufficiently visible. Placing the sign just before, or well beyond, the overpass could improve its visibility.

DELETE the third Guidance subsection and REPLACE with the following:

Guidance:

Except on freeways, warning signs should generally take precedence over regulatory and guide signs, with a warning message for a greater hazard taking priority over one for a lesser hazard. Regulatory signs should be next in importance, with the sign posting the most important regulation superseding others. Guide signs should normally be the lowest in priority, as their locations are generally more flexible than those for other types of signs. On freeways, guide signs should have highest priority, followed by warning and regulatory signs.

CHAPTER 2B. REGULATORY SIGNS

Section 2B.04 STOP Sign (R1-1)

DELETE the last sentence of the second paragraph of the Standard subsection.

DELETE the third paragraph of the Standard subsection and replace with the following:

Standard:

At intersections where all approaches are controlled by STOP signs (see Section 2B.07), the ALL WAY (R1-4) supplemental plaque shall be mounted below each STOP sign.

DELETE the Option subsection; the 4-WAY (R1-3) sign shall not be used in New York.

Section 2B.05 STOP Sign Applications

INSERT the following at the beginning of the section:

Standard:

STOP signs shall be used on the flashing red approaches to intersections controlled by flashing signals, except where a green arrow is displayed in conjunction with the flashing red indication. STOP signs shall not be used on approaches where green arrows are displayed. They also shall not be used on flashing yellow approaches.

INSERT the following at the end of the section:

Standard:

Any STOP sign installed at a railroad grade crossing shall be approved by the Commissioner of Transportation, as per Section 1685 of the New York State Vehicle and Traffic Law.

Section 2B.06 STOP Sign Placement

INSERT the following at the beginning of the second Guidance subsection:

Guidance:

In general, the STOP sign should not be placed more than 50 feet from the intersecting roadway. Where there is a marked crosswalk at the intersection, the sign should be located approximately four feet in advance of the crosswalk.

Section 2B.09 YIELD Sign Applications

INSERT the following at the beginning of the section:

Standard:

Portable or part-time YIELD signs shall not be used except for emergency purposes.

YIELD signs shall not be used on all approaches to an intersection. They shall not be used at intersections controlled by flashing signals. They shall not be used on approaches to intersections controlled by traffic control signals, except on driveways.

Guidance:

YIELD signs should not be used on an approach adjacent to one controlled by another YIELD sign, a STOP sign, or a flashing signal, except when required by unusual conditions.

Option:

YIELD signs may be used on driveways entering a signal-controlled area if an extremely low potential for conflict exists. YIELD signs may be used to separately control channelized turn lanes associated with signalized intersections.

Section 2B.10 YIELD Sign Placement

INSERT the following after the third paragraph of the second Guidance subsection:

Guidance:

In general, the YIELD sign should not be more than 50 feet from the intersecting roadway. Where there is a marked crosswalk at the intersection, the sign should be located approximately four feet in advance of the crosswalk.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5, R1-5a)

INSERT the following at the beginning of the section:

Standard:

The R1-5a sign shall not be used in New York.

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)

INSERT the following at the beginning of the section:

Standard:

The R1-6a sign shall not be used in New York.

Section 2B.13 Speed Limit Sign (R2-1)

DELETE the Standard subsection and REPLACE with the following:

Standard:

After an engineering study has been made in accordance with established traffic engineering practices, a Speed Limit sign shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 5 MPH.

Support:

Speed limit signs inform motorists of speed restrictions established by law or regulation. There are three types of speed limits:

- A. Linear Speed Limit – A linear speed limit is one which applies along a particular highway, or along a portion of a particular highway.
- B. Area Speed Limit – An area speed limit is one which applies to all highways within a specified area, except those specifically excluded. The area may be an entire municipality, or only a portion thereof. The defined area may also be the grounds of a school, hospital, or other institution.
- C. Statewide Speed Limit – The statewide speed limit is established by the New York State Vehicle and Traffic Law, and is applicable on all highways where other speed limits have not been established.

Standard:

- A. The R2-1 sign (see Figure 2B-1) shall be used for posting linear speed limits.
- B. Except as noted elsewhere in this subsection, the NYR2-2 sign (see Sign Drawing SD-R1) shall be used for posting the statewide speed limit.
- C. The NYR2-3 sign (see Sign Drawing SD-R1) shall be used for posting an area speed limit which involves only a portion of a municipality.
- D. The NYR2-4, NYR2-5, and NYR2-6 signs (see Sign Drawing SD-R1) shall be used for posting area speed limits which are essentially city-wide, village-wide, and town-wide, respectively. These signs should be used even where there are specific highways or smaller areas (for example, a village within a town) where different speed limits apply.
- E. Where a linear speed limit within an area speed limit has the same numerical value as the area speed limit (a situation which can exist because of legal requirements), the appropriate area speed limit sign (NYR2-3 through NYR2-6) shall be substituted for the R2-1 sign in posting the linear limit.

Guidance:

Where United States or New York numbered touring routes are on highways subject to area speed limits, such highways should be posted on a linear basis with the appropriate area speed limit sign (NYR2-3 through NYR2-6). However, these signs

may be omitted within heavily developed urban areas (for example, the central business district of a city).

Option:

R2-1 signs may be used instead of NYR2-2 signs to post the statewide speed limit on a section of highway in a work zone where a speed limit in excess of the statewide limit has been temporarily reduced to the statewide limit.

The word "AREA" in the NYR2-3 sign may be replaced by other generic legend (for example, "CAMPUS", "PLAZA", "MALL", "PARK", etc.) where it would more clearly and appropriately identify a physically defined area.

DELETE the second paragraph of the Option subsection.

Section 2B.14 Truck Speed Limit Sign (R2-2)

DELETE the Standard subsection and REPLACE with the following:

Standard:

The R2-2 sign shall not be used in New York.

Section 2B.15 Night Speed Limit Sign (R2-3)

DELETE the entire section and REPLACE with the following:

Standard:

The R2-3 sign shall not be used in New York.

Section 2B.18 Location of Speed Limit Signs

DELETE the Standard subsection and replace with the following:

Standard:

Maximum speed limit signs shall be installed at or near the places where speed limits change.

Option:

For area speed limits, additional signs within the area are not required, but may be desirable in extensive or complex areas.

Standard:

A R2-1 sign shall be placed at, or as near as practicable to, the beginning of a linear speed limit facing traffic entering the restriction. Additional R2-1 signs shall be placed at intervals throughout restrictions longer than 1100 feet.

Option:

The R2-1 sign may be omitted when the beginning of a linear speed limit is at, or near, the closed end of a dead-end highway.

Guidance:

Where the beginning of a linear speed limit is at, or just before, an intersection, the speed limit sign should be placed beyond the intersection. Where there is a Political Boundary sign (see Section 2D.110) at the beginning, the speed limit sign should be placed beyond the identification sign.

Additional R2-1 within a linear speed limit restriction should be suitably placed to remind motorists on the highway, as well as inform motorists entering the highway, of the speed limit. Signs should be placed beyond, rather than immediately in advance of, intersections or locations where reduced speed may be necessary.

The first intermediate sign within a linear speed limit restriction should be placed a maximum of 1100 feet from the first R2-1 sign. The spacing between subsequent intermediate signs should not exceed the distance produced by multiplying the speed limit (in miles per hour) by 100.

Standard:

An appropriate speed limit sign (R2-1, NYR2-2 through NYR2-6) shall be placed at, or as near as practicable to, the end of a linear speed limit to indicate the speed limit that follows.

Guidance:

No speed limit sign should be placed at the end of a speed limit restriction that occurs at, or near, the end of the highway (e.g., a dead-end, at a "T" intersection).

Standard:

An appropriate area speed limit sign (NYR2-3 through NYR2-6) shall be placed facing traffic on each highway entering the area restriction. Where a highway within an area has a higher or lower speed limit, area speed limits signs shall be placed on each street intersecting that highway, facing traffic entering the area restriction.

Guidance:

Where traffic enters an area speed limit restriction at, or just before, an intersection, signs should be placed beyond the intersection on all highways on which the area limit applies. Where there is a Political Boundary sign (see Section 2D.110) at the

same location, the area speed limit sign should be placed beyond the identification sign.

Where a smaller area with a different speed limit exists within an area speed limit restriction, the two should be treated as separate areas having a common boundary.

Option:

Additional area speed limits signs may be placed within an area to remind motorists of the speed limit.

Guidance:

If used, additional area speed limit signs within an area should not be placed immediately in advance of intersections, or in locations where they would conflict with other traffic signs.

Standard:

An appropriate speed limit sign (R2-1, NYR2-2 through NYR2-6) shall be placed facing traffic on each highway leaving an area speed limit restriction to indicate the speed limit that follows.

Guidance:

Where the end of an area speed limit restriction is at, or just before, an intersection, the signs for the next speed limit restriction should be placed at suitable locations beyond the intersection on all highways on which the area limit does not apply. Where the intersecting highway has a linear speed limit, the normal linear posting may be adequate for this purpose.

Standard:

A NYR2-2 sign shall be placed on highways entering the State on which the statewide speed limit applies.

Guidance:

When a State Boundary (NY112-4) sign (see Section 2D.110) is in place, the NYR2-2 sign should be placed beyond the State boundary sign.

Standard:

NYR2-2 signs shall be placed at the ends of linear speed limit restrictions when the statewide speed limit follows.

Where a highway subject to the statewide speed limit is within, or adjacent to, an area speed limit, NYR2-2 signs shall be placed at suitable locations on that highway to inform motorists leaving the area restriction that the statewide speed limit applies.

Guidance:

Where the highway is a freeway, the NYR2-2 signs should be placed on its mainline roadways beyond the entrance ramps, rather than on the entrance ramps.

Option:

The NYR2-2 sign may be used as necessary to inform, or remind, motorists of the statewide speed limit (e.g., on highways subject to the statewide speed limit adjacent to large airports).

Under certain conditions, an END SPEED ZONE (NYR2-11) sign may be used instead of a NYR2-2 sign to post the end of a linear or area restriction. The conditions under which this substitution may be made are described in Section 2B.101.

Section 2B.20 Intersection Lane Control Signs (R3-5 through R3-8)

DELETE the first paragraph of the Option subsection.

Section 2B.21 Mandatory Movement Lane Control Signs (R3-5, R3-5a, and R3-7)

INSERT the following after the Standard subsection:

Option:

The NYR3-21 sign (see Sign Drawing SD-R4) may be used to identify a lane from which only U-turn movements may be made.

Standard:

Where used, the R3-5, R3-5a, and NYR3-21 Mandatory Movement Lane Control signs shall be mounted overhead.

DELETE the second paragraph of the Standard subsection.

DELETE the second and third paragraphs of the Option subsection.

Section 2B.22 Optional Movement Lane Control Sign (R3-6)

INSERT the following after the Standard subsection:

Option:

The NYR3-27 and NYR3-28 signs (see Sign Drawing SD-R4) may be used to indicate movements permitted from a specific lane.

Standard:

Where used, the R3-6, NYR3-27, and NYR3-28 Optional Movement Lane Control signs shall be mounted overhead.

DELETE the entire Option subsection.

Section 2B.23 Advance Intersection Lane Control Signs (R3-8 Series)

DELETE the first paragraph of the Option subsection and REPLACE with the following:

Option:

Advance Intersection Lane Control (R3-8, R3-8a, R3-8b, and NYR3-51 through NYR3-67) signs (see Figure 2B-4 and Sign Drawing SD-R4) may be used to indicate the configuration of all lanes ahead.

The THRU TRAFFIC USE LEFT LANE (NYR3-33) and THRU TRAFFIC USE RIGHT LANE (NYR3-35) signs (see Sign Drawing SD-R4) may be used to supplement other regulatory signs on intersection approaches with two or more lanes where added positive guidance is desirable. The THRU TRAFFIC USE CENTER LANE (NYR3-34) sign (see Sign Drawing SD-R4) may be used to supplement other regulatory signs on intersection approaches with three lanes.

DELETE the word "OK" from the first sentence of the second paragraph of the Option subsection.

INSERT the following at the end of the Guidance subsection:

Guidance:

Where used, Advance Intersection Lane Control (R3-8 Series and NYR3-33 through NYR3-67) signs should be ground mounted.

Where a NYR3-34 sign or a NYR3-35 sign is used in conjunction with a NYR3-31 sign, the NYR3-34 sign or NYR3-35 sign should follow the NYR3-31 sign. Where a NYR3-33 sign or a NYR3-34 sign is used in conjunction with a NYR3-32 sign, the NYR3-33 sign or NYR3-34 sign should follow the NYR3-32 sign.

Section 2B.29 DO NOT PASS Sign (R4-1)

INSERT the following after the Option subsection:

Standard:

The DO NOT PASS (R4-1) sign shall be used only with standard pavement markings.

Option:

The DO NOT PASS (R4-1) sign may be used without pavement markings in work zones.

Section 2B.33 Keep Right and Keep Left Signs (R4-7, R4-8)

DELETE the second paragraph of the second Option subsection; only the symbolic versions of these signs may be used in New York.

Section 2B.36 Selective Exclusion Signs

INSERT the following at the end of the second Support subsection:

Support:

- I. PASSENGER CARS ONLY (NYR5-12)
- J. PASSENGER CARS ONLY (NYR5-13)
- K. No Snowmobiles (NYR5-21)
- L. PEDESTRIANS, BICYCLES AND HORSES PROHIBITED (R5-26)
- M. ALL TERRAIN VEHICLES PROHIBITED (NYR5-27)
- N. ROAD SERVICE BY PERMIT ONLY (NYR5-28)

Standard:

The NYR5-12 and NYR5-13 signs (see Sign Drawing SD-R8) shall be used where all vehicles except passenger cars are prohibited.

The NYR5-12 sign (see Sign Drawing SD-R8) shall be used at intersections on, and on entrance ramps to, the restricted facility. It shall not be required on ramps from freeways where NYR5-13 signs are used. Where used, the NYR5-12 sign shall be placed at, or near, the beginning of the exclusion.

The NYR5-13 sign (see Sign Drawing SD-R8) shall be used on freeways beneath guide signs associated with exits to the restricted facility. Where used, the NYR5-13 sign shall be placed immediately below the advance exit and exit direction signs associated with the restricted facility.

The No Snowmobiles sign (see Sign Drawing SD-R8) shall be used where snowmobiles are prohibited from using a highway.

The PEDESTRIANS, BICYCLES AND HORSES PROHIBITED sign (see Sign Drawing SD-R8) shall be used where pedestrians, bicycles, horses or horse-drawn vehicles are prohibited from using a highway.

The ROAD SERVICE BY PERMIT ONLY sign (see Sign Drawing SD-R8) shall be used on highways where businesses, other than those licensed by the agency having jurisdiction, are prohibited from furnishing road service.

Option:

The ALL TERRAIN VEHICLES PROHIBITED sign (see Sign Drawing SD-R8) may be used where it is desirable to emphasize that all-terrain vehicles are prohibited from using a highway.

Support:

Section 2403 of the New York State Vehicle and Traffic Law prohibits, with some exceptions, the operation of all-terrain vehicles on highways.

Guidance:

Additional NYR5-12 signs should be placed immediately beyond intersections where prohibited vehicles could enter, and at other suitable locations, as necessary, within the exclusion. At grade-separated intersections, the sign should be placed at, or near, the beginning of each entrance ramp to the restricted facility.

DELETE the first paragraph of the second Option subsection.

Section 2B.37 ONE WAY Signs (R6-1, R6-2)

INSERT the following at the end of the section:

SUPPORT:

The R6-1 sign has greater legibility than the R6-2 sign, and is generally preferred. The R6-2 sign has an advantage where lateral space is limited, such as in heavily developed urban areas.

Section 2B.39 Parking, Standing, and Stopping Signs (R7 and R8 Series)

DELETE the second sentence of the Support subsection and REPLACE it with the following:

Support:

In New York, the terms “parking”, “standing”, and “stopping” are defined in Sections 129, 145, and 147 of the New York State Vehicle and Traffic Law; the meanings of prohibitions involving each are prescribed in Section 1200 of the New York State Vehicle and Traffic Law. Where parking is prohibited, vehicles can be stopped while actually loading or unloading merchandise or passengers. Where standing is prohibited, vehicles can be stopped while actually loading or unloading passengers only. Where stopping is prohibited, vehicles can not be stopped, except to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control sign or signal.

DELETE examples “F”, “G”, “I”, “J”, and “K” from the Support subsection.

INSERT the following at the end of the section:

Standard:

The R7-5, R7-6, R7-7, R7-107, R7-107a, R8-1, R8-2, R8-3, R8-3c, R8-3d, and R8-6 signs shall not be used in New York.

Option:

NYP1-6, NYP1-7, NYP1-9, NYP1-10, NYP1-11, NYP1-15, and NYP1-16 Parking Prohibition signs (see Sign Drawing SD-R17) may be used in New York.

The NYP1-2, NYP1-4, NYP1-5, and NYP1-8 signs (see Sign Drawing SD-R17) are alternate designs which may be substituted for the designs used in R7-1, R7-2, NYP1-6, NYP1-7, and NYP1-9 through NYP1-11 Parking Prohibition signs

The NYP2-1, NYP2-2, NYP2-4, NYP2-6, NYP2-7, and NYP2-8 Permissive Parking signs (see Sign Drawing SD-R18) may be used in New York. The NYP2-3 sign may be used as an alternate design for the NYP2-1 and NYP2-2 signs. The NYP3-1, NYP3-2, NYP3-3, NYP3-4, NYP3-5, NYP3-6, NYP4-4, and NYP4-8 Parking plaques (see Sign Drawing SD-R19) may be used in New York.

Standard:

The NYP2-1 and NYP2-2 signs shall be used to post time-limited parking regulations where the regulation applies at all times. The NYP2-4 and NYP2-5 signs shall be used to post time limitations where the regulation is not in effect at all times.

Option:

NYP2-1 and NYP2-2 signs supplemented with Parking plaques may also be used to post time limitations where the regulation is not in effect at all times.

Standard:

The NYP2-7 sign shall be used where diagonal parking is specifically authorized.

The NYP2-8 sign shall only be used where the same time-limited parking regulation applies to all roads within a municipality. NYP2-8 signs posting seasonal regulations on a year-round basis shall either show as part of their legends the dates the regulations are in effect, or be supplemented with appropriately sized plaques indicating the dates the regulations are in effect.

Where used, the NYP2-8 signs shall be placed on all public highways entering the municipality. The signs shall be located on each conventional highway and expressway at or near the municipal boundary. The NYP2-8 sign shall not be placed at the same location as another sign.

Option:

The NYP3-1, NYP3-2, NYP3-3, NYP3-4, NYP3-5, NYP3-6, and NYP4-4 Parking plaques may be used to supplement both Parking Prohibition signs and Permissive Parking signs.

Standard:

The legend on a Parking plaque shall be the same color as the legend on the sign the plaque supplements. The legend on the NYP4-8 plaque shall only be green.

Where used, Parking plaques shall be placed immediately below the signs they supplement.

The NYP4-4 Parking plaque shall only be used as a supplement to the R8-3a sign.

Guidance:

The NYP2-8 sign should not be placed on mainline roadways or freeways. Where freeways are involved, the signs should be located at each interchange with a local street, either on the exit ramps or on the local street just after the interchange. The NYP2-8 sign should be oriented at approximately a right angle to the direction of traffic.

The NYP4-4 THIS BLOCK sign should be used where R8-3a signs are used on other than high-speed rural highways.

Option:

The NYP2-8 sign may be placed on the left side of a one-way roadway, such as a freeway exit ramp.

The legend on the NYP4-4 sign may be modified, as required by the applicable regulation, using appropriate wording in the specified letter height.

Section 2B.40 Design of Parking, Standing, and Stopping Signs

INSERT the following at the end of the Standard subsection:

Standard:

The R7-201 and R7-203 signs shall not be used in New York.

DELETE the second and third paragraphs of the Guidance subsection.

DELETE the last paragraph of the Option subsection.

Section 2B.41 Placement of Parking, Stopping, and Standing Signs

DELETE the entire section and REPLACE with the following:

Standard:

Parking sign height shall be in accordance with Section 2A.18. The minimum height shall apply to the bottom of the lowest sign in an assembly of parking signs.

Except where otherwise specified, parking signs shall be placed facing approaching traffic at an angle of between 30 and 45 degrees with the line of traffic flow.

Parking signs shall be placed at each end of a regulation and, within the regulation, at intervals not to exceed 200 feet.

Option:

Where one end of a prohibition is at an intersection, and the regulation extends not more than 200 feet from the intersection, the sign at the intersection end may be omitted if a NYP1-9, NYP1-10, or NYP1-11 sign (with appropriate right or left directional arrow) is used to post the other end.

Standard:

Single-headed arrows pointing in the direction of the regulation shall be used on signs posting each end of a regulation. Double-headed arrows shall be used on intermediate signs within the regulation.

The transition between two different enacted regulations shall be posted with appropriate signs for each regulation.

Guidance:

Where an enacted regulation adjoins a statutory regulation and the statutory requirement may not be obvious to motorists, the transition for both regulations should be posted. The transition should be posted with the two signs (or sign assemblies) mounted side by side, or with an R7-200 sign. Posting adjoining regulations with signs one above the other should be avoided, if possible.

Section 2B.43 WALK ON LEFT FACING TRAFFIC and No Hitchhiking signs (R9-1, R9-4, R9-4a)

DELETE the second sentence of the second Option subsection. The R9-4 sign shall not be used in New York.

Section 2B.44 Pedestrian Crossing Signs (R9-2, R9-3)

DELETE the third paragraph of the second Option subsection and REPLACE with the following:

Option:

The USE CROSSWALK (R9-3b), USE UNDERPASS (NYR6-5), and USE OVERPASS (NYR6-7) supplemental plaques (see Figure 2B-18 and Sign Drawing SD-R10) may be installed below the R9-3a sign to indicate the direction to a nearby crosswalk, underpass, or overpass. A left-facing arrow, placed to the left of the word "USE," may be used, as needed.

Section 2B.45 Traffic Signal Signs (R10-1 through R10-21)

DELETE the first Option subsection and REPLACE with the following:

Option:

To supplement traffic signal control, Traffic Signal signs R10-1 through R10-21 and NYR3-44 (see Sign Drawing SD-R5) may be used to regulate road users.

Guidance:

Where used at an overhead signal, the NYR3-44 sign should be to the right of the signal face. At a post- or pedestal-mounted signal, the NYR3-44 sign should be below the face.

DELETE the first sentence of the second paragraph of the second Option subsection. The R10-2 sign shall not be used in New York.

DELETE the second Standard and third Option subsections and REPLACE with the following:

Standard:

The R10-6a, R10-11a, and R10-11b signs shall not be used in New York. The NO TURN ON RED (R10-11) sign shall be used to prohibit a right turn on red or a left turn on red from a one-way street to a one-way street.

Where used at traffic signals installed on or after January 1, 1998, the NO TURN ON RED (R10-11) sign shall be placed adjacent to the appropriate signal face wherever possible. This shall not preclude the use of additional signs in other locations.

The DO NOT BLOCK INTERSECTION (R10-7) sign shall not be used in New York.

Option:

The DO NOT BLOCK SIDE ROAD (NYR9-4) sign (see Section 2B.107) may be used where motorists, unable to proceed because of congestion ahead, block an intersection in violation of Section 1175 of the New York State Vehicle and Traffic Law. The word "SIDE" may be replaced by "CROSS" where deemed necessary or appropriate.

The WAIT FOR GREEN LIGHT (NYR3-40) sign (see Sign Drawing SD-R5) may be used where motorists waiting at a red signal indication frequently enter the intersection before the green indication appears.

The WAIT FOR GREEN ARROW (NYR3-41) sign (see Sign Drawing SD-R5) may be used where turning traffic is controlled by a face consisting of red arrow, yellow arrow, and green arrow indications, and motorists frequently turn when the red arrow is displayed.

Guidance:

Where used, the WAIT FOR GREEN LIGHT sign should be located near a primary signal face controlling traffic which is starting prematurely.

Where used, the WAIT FOR GREEN ARROW sign should be located near the signal face containing the red arrow, yellow arrow, and green arrow indications.

Support:

The placement of NO TURN ON RED signs installed on or after January 1, 1998 is specified in Section 1111 of the New York State Vehicle and Traffic Law.

DELETE the third paragraph of the second Guidance subsection; the New York State Vehicle and Traffic Law does not permit traffic facing a red arrow to enter an intersection.

DELETE the second paragraph of the fourth Option subsection and REPLACE with the following:

Option:

A NYR7-4 or NYR7-5 Auxiliary Regulatory plaque (see Sign Drawing SD-R11) showing times of day with a black legend and border on a white background may be mounted below a NO TURN ON RED sign to indicate that the restriction is in place only during certain times.

Section 2B.50 Weigh Station Signs (R13 Series)

INSERT the following at the end of the Option subsection:

The text on the R13-1 sign may be modified, as required by the applicable regulation.

The R13-1 may be supplemented with a WHEN FLASHING (NYR7-14) sign (see Sign Drawing SD-R13).

Standard:

Where used, the WHEN FLASHING sign shall be placed below the R13-1 sign. The WHEN FLASHING sign shall have warning beacons (see Section 4K.03) aligned horizontally no less than 12 inches left and right of, not within, the sign. The beacons shall flash only during those times the regulation is in effect.

Section 2B.51 TRUCK ROUTE Sign (R14-1)

INSERT the following after the Option subsection:

Standard:

The TRUCKS OVER 5 TONS USE TRUCK ROUTES (NYR5-15) sign (see Sign Drawing SD-R9) shall be used to inform drivers of trucks over five tons that they are permitted only on highways which are part of the truck route system. The TRUCKS OVER 5 TONS USE TRUCK ROUTES sign shall be placed on highways entering an area having a truck route system at, or near, the boundary area.

Guidance:

Where a truck route system is in effect only during certain periods, it should be posted with variable message or part-time NYR5-15 signs.

Option:

The applicable times of a variable message or part-time NYR5-15 sign may be posted on a Miscellaneous Auxiliary Regulatory plaque (see Section 2B.104) beneath the NYR5-15 sign.

The EXCEPT LOCAL DELIVERY (NYR7-3) sign (see Sign Drawing SD-R11) may be used with the NYR5-15 sign where it is desirable to indicate that the regulation does not preclude local delivery.

Section 2B.54 Other Regulatory Signs

INSERT the following at the end of the Option subsection:

Standard:

Any change to a word message sign that can be considered more than a minor modification (see Section 1A.03) shall be approved by the New York State Department of Transportation before it is implemented.

Section 2B.101 End Speed Zone Sign (NYR2-11)

INSERT new section:

Option:

The End Speed Zone (NYR2-11) sign (see Sign Drawing SD-R1) may be used for posting the end of a linear or area speed limit which is followed by the statewide limit. It is a substitute for the NYR2-2 sign (see Section 2B.13) at that location.

Standard:

The NYR2-11 sign shall be used only where the NYR2-2 sign would be unsuitable because of conditions immediately beyond the sign location. Examples of such conditions are:

- A. A curve with advisory speed less than the statewide limit.**
- B. A school building adjacent to the highway.**
- C. Highway and/or roadside characteristics which are not conducive to an immediate increase in travel speed.**

Where the NYR2-11 sign is used, a NYR2-2 sign shall be placed beyond it at the first suitable location, unless another speed restriction begins within one-quarter mile of that location.

Section 2B.102 Supplemental Intersection Signs (NYR3-14, NYR3-19, NYR3-20)

INSERT new section:

Option:

The ALL TRAFFIC (NYR3-14) sign (see Sign Drawing SD-R3) may be used where all traffic on an intersection approach is allowed to proceed through the intersection in one direction only.

The LEFT TURN ONLY (NYR3-19) and RIGHT TURN ONLY (NYR3-20) signs (see Sign Drawing SD-R3) may be used where all traffic on an intersection approach is required to turn left or turn right, respectively.

Standard:

The ALL TRAFFIC sign shall not be a substitute for other one-way signs required, or normally used, at intersections.

Guidance:

Where used, the ALL TRAFFIC sign should normally be placed in advance of an intersection on the right side of the roadway.

Where used, the LEFT TURN ONLY and RIGHT TURN ONLY signs should be placed in the near right corner of the intersection. On one-way roadways, an additional sign should be placed in the near left corner of the intersection.

Option:

The arrow on the ALL TRAFFIC sign may be vertical, horizontal (left or right), or slant diagonally upward (left or right).

Section 2B.103 Roadway Lane Use Signs (NYR4-11, NYR4-17, NYR4-18)

INSERT new section:

Standard:

The NO TRUCKS BUSES TRAILERS LEFT LANE (NYR4-17) sign (see Sign Drawing SD-R6) shall be used where particular types of vehicles are prohibited from using specific lanes. The NO TRUCKS BUSES TRAILERS LEFT LANE sign shall be placed at, or near, the beginning of the regulation.

Guidance:

Additional NO TRUCKS BUSES TRAILERS LEFT LANE signs should be placed throughout the regulated section, at intervals generally not exceeding one mile. Where the prohibition applies to the left lane on a one-way roadway, the signs should be placed on the left side of the roadway.

Option:

The USE TWO LANES (NYR4-11) sign (see Sign Drawing SD-R6) may be used where it is desired to encourage effective use of all available travel lanes. The legend on the USE TWO LANES sign may be modified, as required by the applicable regulation, using appropriate wording in the specified letter size and series. Sign sizes may be adjusted, as necessary, to accommodate modified legends. Additional USE TWO LANES signs may be placed within the applicable roadway section, as needed.

The CROSSING DIVIDER PROHIBITED (NYR4-18) sign (see Sign Drawing SD-R6) may be used where a high occupancy vehicle lane marking separates a preferential use lane from adjacent normal use lanes, and to emphasize that crossing the marking is prohibited.

Standard:

The USE TWO LANES sign shall be used only where lane markings are used.

Guidance:

The legend on the USE TWO LANES sign should state the number of lanes available for the traffic to which it applies. Where used, the USE TWO LANES sign should be placed at, or near, the beginning of the applicable roadway section.

Where used, the CROSSING DIVIDER PROHIBITED sign should be placed at, or near, the beginning of the high occupancy vehicle lane marking. Where the preferential use lane is on the left side of a one-way roadway, the signs should be placed on the left side of the roadway.

Option:

Additional CROSSING DIVIDER PROHIBITED signs may be placed within the section, as needed.

Section 2B.104 Miscellaneous Auxiliary Regulatory Plaques*INSERT new section:***Option:**

The NYR7-1, NYR7-2, NYR7-3, NYR7-4, NYR7-5, NYR7-6, NYR7-7, and NYR7-13 auxiliary plaques (see Sign Drawing SD-R11) may be used to supplement regulatory signs where the regulation applies only: at specific times; specific days; specific locations; to specific vehicles; or with other specific exceptions.

The legends on the NYR7-1, NYR7-2, NYR7-4, NYR7-5, and NYR7-6 auxiliary plaques may be modified, as required by the applicable regulation, using appropriate wording in the specified letter heights.

Section 2B.105 Snow Emergency Route Signs (NYR7-10, NYR7-11)

INSERT new section:

Standard:

The NYR7-10 Snow Emergency Route sign (see Sign Drawing SD-R12) shall be used to post designated snow emergency routes only where the statutory requirements described in Section 145-c of the New York State Vehicle and Traffic Law are in effect. The NYR7-11 Snow Emergency Route sign (see Sign Drawing SD-R12) shall be used where a supplemental regulation is established in conjunction with a snow emergency route designation.

Guidance:

The NYR7-10 or NYR7-11 sign should be placed, in each traffic direction, on the right side of a designated snow emergency route beyond each intersection, and at additional locations as deemed necessary or desirable. Where snow emergency parking regulations are established on the left side of a one-way roadway, snow emergency route signs should be placed on both sides of the roadway.

Option:

The illustrated legend on the lower part of the NYR7-11 sign may be modified, as required by the regulation, using appropriate wording in the specified letter height. The size of the NYR7-11 sign may be adjusted, where necessary to accommodate the modified legend.

Section 2B.106 Seasonal Limited-Use Highway Sign (NYR8-10)

INSERT new section:

Standard:

The Seasonal Limited-Use Highway (NYR8-10) sign (see Sign Drawing SD-R14) shall be used to post highways which have been designated as seasonal limited-use highways in accordance with Section 205-a of the New York State Highway Law.

Guidance:

Where the sign is installed on a seasonal basis, it should be displayed for a reasonable period before maintenance is discontinued, and should remain in place until it is resumed. Where maintenance is officially discontinued after December 1st or resumed before April 1st, the legend on Line 6 should be modified to state the appropriate dates.

This sign should be placed on the right side of the highway facing approaching traffic at each end of the designated section. Additional signs should be placed, in both directions on the designated highway, immediately beyond intersections with non-designated highways.

Section 2B.107 State Law Signs (NYR9-2, NYR9-4, NYR9-6, NYR9-7, NYR9-9, NYR9-10, NYR9-11, NYR9-12)

INSERT new section:

Option:

The STOP FOR STOPPED SCHOOL BUS (NYR9-2) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the requirements of Section 1174 of the New York State Vehicle and Traffic Law.

The DO NOT BLOCK SIDE ROAD (NYR9-4) sign (see Sign Drawing SD-R15) may be used where motorists, unable to proceed because of congestion ahead, block an intersection in violation of Section 1175 of the New York State Vehicle and Traffic Law. The word "SIDE" may be replaced by "CROSS" where deemed necessary or appropriate.

The YIELD TO THE BLIND (NYR9-6) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the requirements of Section 1153 of the New York State Vehicle and Traffic Law.

The Yield to Pedestrians in Crosswalk (NYR9-7) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the requirements of Section 1151 of the New York State Vehicle and Traffic Law.

The DO NOT DRIVE ON SHOULDER (NYR9-9) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the requirements of Sections 1120, 1123, and 1131 of the New York State Vehicle and Traffic Law.

The BIKE ON RIGHT WITH TRAFFIC (NYR9-10) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind bicyclists of the requirements of Section 1234 of the New York State Vehicle and Traffic Law.

The LICENSE SUSPENDED AFTER TWO WORK ZONE SPEEDING TICKETS (NYR9-11) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the provisions of Section 510 of the New York State Vehicle and Traffic Law.

The FINES DOUBLED FOR SPEEDING IN WORK ZONES (NYR9-12) sign (see Sign Drawing SD-R15) may be used where it is deemed necessary to remind motorists of the provisions of Section 1180 of the New York State Vehicle and Traffic Law.

Standard:

The Yield to Pedestrians in Crosswalk sign shall not be used at intersections where traffic control signals are in operation, at mid-block crosswalks where traffic control signals are in operation, or in the vicinity of pedestrian tunnels or overpasses. The sign is for roadside use only, and shall not be placed within roadways.

The DO NOT DRIVE ON SHOULDER sign shall not be used within sections of highway where driving on shoulders is authorized.

Guidance:

Where used, the STOP FOR STOPPED SCHOOL BUS sign should be placed where it will not interfere with, or detract from, other traffic control devices.

Where used, the DO NOT BLOCK SIDE ROAD sign should be placed in the near right corner of the intersection involved, and at other locations as necessary.

The use of the YIELD TO THE BLIND sign should be limited to intersections and crosswalks frequently used by blind or visually impaired persons. Where used, the sign should be placed immediately in advance of, or immediately beyond, the intersection or crosswalk. On one-way roadways, a second sign should be placed on the left side of the roadway, either on the near or far side of the crossing location.

The use of the Yield to Pedestrians in Crosswalk sign should be limited to locations where there are marked crosswalks. Where used, the sign should be placed on the right side of the roadway in advance of the crosswalk.

The DO NOT DRIVE ON SHOULDER sign should be used only at locations where vehicles are being driven on shoulders illegally. Where used, this sign should be placed along the section of highway where driving illegally on shoulders is a problem or concern. The sign should not be used near sections of highway where driving on shoulders is authorized.

Where used, the BIKE ON RIGHT WITH TRAFFIC sign should be placed along the section of highway where bicyclists riding on the wrong side of the roadway are a problem or concern. The sign should be placed on the left side of the roadway.

Where used, the LICENSE SUSPENDED AFTER TWO WORK ZONE SPEEDING TICKETS sign should be placed on the right side of the section of highway where a reminder of the law is deemed necessary. Where used on a freeway, the sign should be placed on both sides of the roadway.

Where used, the FINES DOUBLED FOR SPEEDING IN WORK ZONES sign should be placed on the right side of the section of highway where a reminder of the law is deemed necessary. Where used on a freeway, the sign should be placed on both sides of the roadway.

Option:

The Yield to Pedestrians in Crosswalk sign may be placed on the left side of one-way roadways.

Section 2B.108 Regulatory Clearance Signs (NYR5-6, NYR5-7)

INSERT new section:

Standard:

Regulatory Clearance (NYR5-6 and NYR5-7) signs (see Sign Drawing SD-R7) shall be used to indicate legal overhead clearances at bridges and elevated structures when measured overhead clearance is less than 14 feet. Such legal overhead clearance shall be one foot less than the measured clearance (the vertical distance between the traveled portion of the roadway and the overhead structure).

Support:

Sections 1621(b), 1640(c), 1650(b), and 1660(b) of the New York State Vehicle and Traffic Law require posting of signs informing persons of the legal overhead clearances of bridges and elevated structures when the measured clearance is less than 14 feet; legal clearance is one foot less than measured clearance.

Standard:

The NYR5-6 sign shall be used where there is only one approach lane. It shall also be used where there is more than one approach lane if a single clearance applicable to all approach lanes is to be indicated. Where used, the NYR5-6 sign shall be placed on, or immediately in advance of, the bridge or elevated structure.

The NYR5-7 sign shall be used where there is more than one approach lane, and there is a significant difference in clearance between any two of the lanes. Where used, the NYR5-7 sign shall be mounted over each lane having a measured clearance less than 14 feet, and shall be placed on, or immediately in advance of, the bridge or elevated structure. It shall be mounted over the lane to which it applies.

The clearance stated on the NYR5-6 or NYR5-7 sign shall be the legal clearance in feet and inches, to the nearest whole inch. The clearance stated on the NYR5-6 sign shall be the minimum legal clearance over the entire approach roadway. The clearance stated on the NYR5-7 sign shall be the minimum legal clearance over the lane to which it applies.

Option:

The NYR5-6 sign may be mounted either over the roadway or at the side of the roadway.

Support:

Overhead mounting of the NYR5-6 sign is desirable on multilane approaches.

Section 2B.109 NO TRUCKS WITH R PERMIT Signs (NYR5-4, NYR5-4a)

INSERT new section:

Standard:

The NO TRUCKS WITH R PERMIT (NYR5-4) sign (see Sign Drawing SD-R20) shall be used to identify a bridge or elevated structure that has been designated as R-Posted.

Where used, the NO TRUCKS WITH R PERMIT sign shall be placed at, or immediately in advance of, the bridge to which it applies.

The NO TRUCKS WITH R PERMIT sign shall be supplemented with a W (NYR5-4a) plaque where the bridge or elevated structure may be crossed by vehicles operating pursuant to overweight permits having structure use restrictions.

Support:

R-Posted bridges are bridges which, based on design or condition, do not have the reserve capacity to accommodate most vehicles over legal weights, but can still safely carry weights generally authorized for vehicles operating without permits. Vehicles operating pursuant to an overweight permit with structure use restrictions (known as "R" Permits) are not allowed to cross R-Posted bridges.

CHAPTER 2C. WARNING SIGNS

Section 2C.02 Application of Warning Signs

DELETE the Option subsection and REPLACE with the following:

Option:

Minor legend changes may be made to standard warning signs in order to meet actual needs.

Standard:

Any change to a warning sign that can be considered more than a minor modification (see Section 1A.03), or a unique warning sign, shall be approved by the New York State Department of Transportation before it is used.

Section 2C.05 Placement of Warning Signs

DELETE the entire section, including Table 2C-4, and REPLACE with Table NY2C-4 and the following:

Standard:

All references to “Table 2C-4” in the National MUTCD shall be understood to actually refer to Table NY2C-4.

Support:

For information on placement of warning signs, see Sections 2A.16 to 2A.21.

The total time needed to perceive and complete a reaction to a sign is the sum of the times necessary for Perception, Identification (understanding), Emotion (decision making), and Volition (execution of decision), and is called the PIEV time. The PIEV time can vary from several seconds for general warning signs to 6 seconds or more for warning signs requiring high road user judgment.

Table NY2C-4 lists suggested sign placement distances for two conditions; these values are based on essentially level approaches.

Guidance:

Warning signs should be placed so that they provide adequate PIEV time. The distances contained in Table NY2C-4 should be used as guides in determining advance posting distances, and should be applied with engineering judgment. Warning signs should not be placed too far in advance of the condition, such that drivers might tend to forget the warning because of other driving distractions, especially in urban areas.

Warning signs that advise road users about conditions that are not related to a specific location, such as Deer Crossing or SOFT SHOULDER, should be installed in an appropriate location, based on engineering judgment, since they are not covered by Table NY2C-4.

The values shown in Table NY2C-4 should be suitably increased on downgrade approaches to accommodate the greater deceleration distances involved. For moderate downgrades (generally five to eight percent), the values should be increased about 25 percent, and for steeper downgrades (more than eight percent), they should be increased about 50 percent.

Option:

On steep upgrades (more than eight percent), the values may be decreased approximately 20 percent.

Estimated grades and 85th percentile approach speeds are usually sufficient, and may be used in determining advance posting distances.

Guidance:

Minimum spacing between warning signs with different messages should be based on the estimated PIEV time for driver comprehension of, and reaction to, the second sign.

The effectiveness of the placement of warning signs should be periodically evaluated under both day and night conditions.

Table NY2C-4. Guidelines for Advance Placement of Warning Signs
(English Units)

Posted or 85 th - Percentile Speed (mph)	Advance Placement Distance (ft) ¹																
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition ⁴															
		0 ³	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
20	410	115	110	105	90	75	-	-	-	-	-	-	-	-	-	-	-
25	515	155	160	150	135	120	95	-	-	-	-	-	-	-	-	-	-
30	620	200	205	195	185	165	140	110	-	-	-	-	-	-	-	-	-
35	720	250	255	245	235	215	190	160	130	-	-	-	-	-	-	-	-
40	825	305	320	310	295	280	255	225	190	150	-	-	-	-	-	-	-
45	930	360	380	370	360	340	315	285	255	210	165	-	-	-	-	-	-
50	1030	425	455	450	435	415	390	360	330	285	240	185	-	-	-	-	-
55	1135	495	530	520	505	490	460	435	400	355	315	255	205	-	-	-	-
60	1280	570	605	595	585	565	540	510	475	435	390	335	280	220	-	-	-
65	1365	645	670	690	675	660	630	605	570	525	485	425	375	315	240	-	-
70	1445	730	785	775	765	745	720	690	660	615	570	515	460	400	325	260	-
75	1545	820	880	870	855	840	810	785	750	705	660	605	550	495	420	350	275

Notes:

- ¹ The distances have not been modified to account for sign legibility.
- ² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are taken from the 2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E.
- ³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are taken from the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1.
- ⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distances are determined by providing a 2.5 second PIEV time and a vehicle deceleration rate of 10 ft/second².

Section 2C.06 Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15)

DELETE the entire section and REPLACE with the following:

Guidance:

Horizontal Alignment signs should be used for all roadway curves having advisory speeds (see Section 2C.46) below, equal to, or up to five mph above, the legal speed limit or 85th-percentile speed, whichever is higher. Signs are not required, and normally should not be used, for curves having advisory speeds more than five mph above the legal and 85th-percentile speeds.

Standard:

Where the advisory speed is less than the legal speed limit, the horizontal alignment sign used shall be supplemented with an Advisory Speed plaque (see Section 2C.46).

Where the advisory speed is greater than the legal speed limit, an Advisory Speed plaque shall not be used.

Option:

Where the advisory speed is equal to the legal speed limit, an Advisory Speed plaque may be used.

If the reduction in speed is 15 mph or greater, a supplemental combination Horizontal Alignment/Advisory Speed sign or Curve Speed (W13-5) sign may be installed as near as practical to the point of curvature. If the reduction in speed is 25 mph or greater, one or more additional Curve Speed signs may be installed along the curve.

A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1 and Section 2C.09) may be used on the outside of the turn or curve.

If the change in horizontal alignment is 135 degrees or more, the Hairpin Curve (W1-11) sign (see Figure 2C-1) may be used. If the change in horizontal alignment is approximately 270 degrees, such as on a cloverleaf interchange ramp, the 270-degree Loop (W1-15) sign (see Figure 2C-1) may be used.

Guidance:

When the Hairpin Curve sign or the 270-degree Loop sign is installed, either a One-Direction Large Arrow (W1-6) sign or Chevron Alignment (W1-8) signs should be installed on the outside of the turn or curve.

Standard:

Curves in the same direction separated by 200 ft or more shall be signed separately, except as provided elsewhere in this section. Curves in opposite directions separated by more than 600 ft shall be signed separately.

Where the advisory speed is 20 mph or less, the Turn sign shall be used for single curves, and the Reverse Turn sign shall be used for two curves in opposite directions that are separated by 600 ft or less.

Where the advisory speed is 35 mph or more, the Curve sign shall be used for single curves, and the Reverse Curve sign shall be used for two curves in opposite directions that are separated by 600 ft or less.

Where the advisory speed is 25 or 30 mph, either the Turn or Curve sign shall be used for single curves, and the Reverse Turn or Reverse Curve sign shall be used for two curves in opposite directions that are separated by 600 ft or less.

Guidance:

The decision to use a Turn/Curve or Reverse Turn/Reverse Curve sign for advisory speeds of 25 and 30 mph should be based on the geometry and general appearance of the particular curve(s).

Option:

Two curves in the same direction separated by less than 200 ft may be considered a single curve having an advisory speed equal to the lower of the two curves.

Support:

Separate signing of two curves in the same direction separated by less than 200 ft is preferable where the first curve is long and has an advisory speed higher than the second curve.

Separate signing of two curves in opposite directions separated by 600 ft or less is preferable where the first curve is long and has an advisory speed higher than the second curve. Separate signing may also be preferable where the distance between curves is more than 400 ft.

Option:

The Winding Road sign may be used where warning is required for a series of three or more curves, generally alternating in direction and separated by distances of 600 ft or less.

Standard:

Where a Winding Road sign is needed, the W1-5(L) sign shall be used where the first curve in the series is to the left, and the W1-5(R) sign shall be used where the first curve in the series is to the right.

The advisory speed for a Winding Road sign shall be the lowest advisory speed of any curve in the series.

Support:

Where there are only three or four curves in the series, it is usually preferable to use appropriate Turn, Curve, Reverse Turn, and Reverse Curve signs instead of a Winding Road sign.

Guidance:

Where there are six or more curves in the series, an additional Winding Road sign (with the orientation for the direction of the curve which follows) should be placed after every fourth or fifth curve.

Option:

Each Winding Road sign in advance of, and within, the curve series may be supplemented with a Next Distance plaque (see Section 2C.45) stating the distance to the end of the series.

Within the series of curves, appropriate Turn, Curve, Reverse Turn, and Reverse Curve signs may be used for individual curves, or curve combinations, having advisory speeds significantly lower than the other curves in the series.

Guidance:

An appropriate Turn, Curve, Reverse Turn, or Reverse Curve sign should be placed following an individually-signed curve, or curve combination, to provide warning for the remaining curves in the series. Advisory speeds for the portions of the series which precede and follow any individually-signed curve, or curve combination, should be determined independently.

Section 2C.12 Hill Signs (W7-1, W7-1a, W7-1b)

INSERT the following at the beginning of the section:

Standard:

The W7-1a and W7-1b signs shall not be used in New York.

Section 2C.18 Divided Highway (Road) Sign (W6-1)

INSERT the following at the beginning of the section:

Standard:

The W6-1a and W6-1b signs shall not be used in New York.

Section 2C.19 Divided Highway (Road) Ends Sign (W6-2)

INSERT the following at the beginning of the section:

Standard:

The W6-2a and W6-2b signs shall not be used in New York.

Section 2C.22 Low Clearance Signs (W12-2 and W12-2p)

DELETE the entire section and REPLACE with the following:

Standard:

The W12-2p sign shall not be used in New York.

Option:

The Low Clearance (W12-2) sign may be used to warn of overhead bridges and elevated structures which are posted with Regulatory Clearance (NYR5-6 and NYR5-7) signs (see Section 2B.108).

Guidance:

The Low Clearance sign should be used on the immediate approach to the bridge or elevated structure.

Option:

Additional Low Clearance signs may be used, as necessary, along the highway on which the low clearance is located.

Guidance:

Where additional Low Clearance signs are used, they should be placed at locations where affected traffic can detour or conveniently turn around. They should also be placed immediately beyond intersections where affected vehicles might enter the highway on which the low clearance is located.

Low Clearance signs more than 1000 feet from the low clearance structure should be supplemented with Distance plaques (see Section 2C.45) stating the distance to the structure.

The Low Clearance sign should not be used on highways intersecting the highway on which the low clearance is located.

Standard:

The clearance stated on the Low Clearance sign shall be the same as that on the Regulatory Clearance sign (or signs) to which it pertains.

Where separate low clearances are posted for individual lanes with NYR5-7 signs, the clearance stated on the Low Clearance sign shall be the lowest of the values posted.

Option:

If separate Low Clearance signs are placed over each lane, each may indicate the low clearance pertaining to that lane.

Section 2C.26 Shoulder Signs (W8-4, W8-9, and W8-9a)

INSERT the following at the end of the Option subsection:

Option:

The NO SHOULDER (NYW4-13) sign (see Sign Drawing SD-W11) may be used to warn of a section of highway that lacks a shoulder.

INSERT the following at the end of the Guidance subsection:

Guidance:

Where a shoulder condition exists for a distance of 1000 feet or longer, the W8-4, W8-9, and NYW4-13 signs should be supplemented with a Distance plaque (see Section 2C.45). Where additional signs are placed within 1000 feet of the end of the shoulder condition, the Distance plaque should be omitted.

Section 2C.29 Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)

DELETE the second paragraph of the first Option subsection; word messages (W3-1a, W3-2a, W3-3a) shall not be used in place of the Advance Traffic Control symbol signs.

Section 2C.30 Speed Reduction Signs (W3-5, W3-5a)

INSERT the following at the beginning of the Standard subsection:

Standard:

The W3-5a sign shall not be used in New York.

Section 2C.31 Merge Signs (W4-1, W4-5)

DELETE the second paragraph of the Option subsection.

INSERT the following after the Option subsection:

Guidance:

Merge signs (W4-1, W4-5) should not be used on a minor roadway or entrance ramp where such roadway or ramp merges with a major roadway.

Section 2C.33 Lane Ends Signs (W4-2, W9-1, W9-2)

INSERT the following at the beginning of the section:

Standard:

The W9-2 sign shall not be used in New York.

INSERT the following at the end of the section:

Standard:

The Single Lane Merge (NYW3-11) sign (see Sign Drawing SD-W4) shall be used at, or in advance of, locations where two lanes merge into a single lane and the transition involves, or appears to involve, both sides of the approach.

Option:

The SINGLE LANE (NYW3-14) sign (see Sign Drawing SD-W4) may be used in advance of the NYW3-11 sign to provide advance warning.

Section 2C.36 Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)

INSERT the following at the end of the Guidance subsection:

Guidance:

The advisory speed should be determined using one of the methods described in Section 2C.46.

DELETE the fourth paragraph of the Option subsection and REPLACE with the following:

Option:

The NYW1-21 Ramp Speed and NYW1-22 Exit Speed signs (see Sign Drawing SD-W1) may be used with overhead exit direction signs (see Section 2E.33) to supplement the W13-2 and W13-3 ground-mounted signs.

DELETE the Support subsection.

Section 2C.37 Intersection Warning Signs (W2-1 through W2-6)

DELETE the first paragraph of the Option subsection and REPLACE with the following:

Option:

A Cross Road (W2-1) symbol, Side Road (W2-2, W2-3, NYW2-8) symbol, Offset Roads (NYW2-10), T-Symbol (W2-4), or Y-Symbol (W2-5) sign (see Figure 2C-8 and Sign Drawing SD-W2) may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic.

The Circular Intersection (W2-6) symbol sign may be installed in advance of a circular intersection.

Standard:

The TRAFFIC CIRCLE (W16-12p) plaque shall not be used in conjunction with roundabouts in New York.

DELETE the last paragraph of the Guidance subsection and REPLACE with the following:

Guidance:

The W2-1 sign should be used where two roads intersect from opposite sides and the distance between the intersections is less than 30 feet. The NYW2-10 sign should be used where the distance between intersections is 30 to 250 feet. Where the distance between the intersections is more than 250 feet, the intersections should be considered independently and, if appropriate, signed separately.

Section 2C.40 Vehicular Traffic Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14)

INSERT the following at the end of the first Option subsection:

Option:

The All-Terrain Vehicle (NYW5-18 and NYW5-19) signs (see Sign Drawing SD-W17) may also be used as Vehicular Traffic signs.

Standard:

The TRUCK CROSSING (W8-6) sign shall not be used in New York.

INSERT the following at the beginning of the Guidance subsection:

Guidance:

Vehicular Traffic signs should not be used for crossings at intersections, or in conjunction with the same crossings as other crossing signs.

Section 2C.41 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9)

INSERT the following at the end of the first Option subsection:

Option:

The Herded Horses (NYW5-11), Moose (NYW5-30), and Sheep (NYW5-32) signs (see Sign Drawing SD-W15) may also be used as nonvehicular signs.

Guidance:

Nonvehicular signs should not be used: in advance of crossings where traffic is controlled by traffic control signals; where traffic on the approach is controlled by a STOP sign, YIELD sign, or flashing red signal at the crossing location; or on the same approach with an Intersection Warning sign (see Section 2C.37).

The W11-4, W11-7, NYW5-11, and NYW5-32 signs should only be used to warn of well-defined crossings where farm or ridden animals regularly cross a highway.

The W11-3 and NYW5-30 signs should be used only after wildlife crossing locations or sections have been carefully determined and there is evidence, such as wildlife accidents or local wildlife sightings, that motorist warning is necessary. The regional wildlife manager of the Department of Environmental Conservation should be consulted in determining locations where wildlife crossing signs would be appropriate.

Section 2C.45 Distance Plaques (W16-2 series, W16-3 series, W16-4, W7-3a)

INSERT the following at the end of the Option subsection:

Guidance:

Distances less than one mile should be stated to the nearest quarter mile. Distances between one and three miles should be stated to the nearest half mile. Distances over three miles should be stated to the nearest whole mile.

Section 2C.46 Advisory Speed Plaque (W13-1)

DELETE the entire section and replace with the following:

Option:

The Advisory Speed (W13-1) plaque (see Figure 2C-5) may be used to supplement any warning sign to indicate the advisory speed for a condition.

The Advisory Speed plaque may be used where the advisory speed is the same as the legal speed limit.

Standard:

The Advisory Speed plaque shall be used where the advisory speed is below the legal speed limit.

The Advisory Speed plaque shall be used where an engineering study indicates a need to advise road users of the advisory speed for a condition.

The Advisory Speed plaque shall not be used where the advisory speed exceeds the legal speed limit.

If used, the Advisory Speed plaque shall carry the message XX MPH. The speed shown shall be a multiple 5 mph.

Except in emergencies or when the condition is temporary, an Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.

Guidance:

Because changes in conditions, such as roadway geometrics, surface characteristics, or sight distance, might affect the advisory speed, each location should be periodically evaluated and the Advisory Speed plaque changed if necessary.

Option:

The advisory speed may be determined using one of the following methods:

- A. A calculation of the speed using the curve radius, superelevation, and the simplified curve formula from AASHTO's *A Policy on Geometric Design of Streets and Highways*, 2004, using a side friction factor of:
 - 1. 0.24 for speeds up to 24 mph.
 - 2. 0.21 for speeds of 25 to 34 mph.
 - 3. 0.18 for speeds of 35 to 49 mph.
 - 4. 0.15 for speeds of 50 mph or more.

B. A calculation of the speed using ball bank readings of:

1. 16 degrees for speeds up to 24 mph.
2. 14 degrees for speeds of 25 to 34 mph.
3. 12 degrees for speeds of 35 to 49 mph.
4. 10 degrees for speeds of 50 mph or more.

C. A calculation of the speed using an engineering analysis that considers all of the following factors:

1. Approach speeds.
2. Roadway geometry including width, radius, superelevation, stopping sight distance, and horizontal sight distance.
3. Truck rollovers.
4. Roadside hazards.
5. Pavement surface conditions.
6. Crash experience.
7. Driver expectancy.

Support:

The ball bank readings for advisory speeds are based on the side friction factors used for curve design in the AASHTO's *A Policy on Geometric Design of Streets and Highways*, 2004. The values used for the advisory speed are more conservative for speeds under 50 mph to account for the tendency of vehicles with a high center of gravity to roll over before skidding at lower speeds.

Section 2C.101 ONE LANE ROAD Sign (NYW3-15)

INSERT new section:

Standard:

The ONE LANE ROAD (NYW3-15) sign (see Sign Drawing SD-W4) shall be used on two-lane, two-way highways to warn of locations where alternate one-way operation in one lane is in effect. The ONE LANE ROAD sign shall not be used where the ONE LANE BRIDGE (W5-3) sign (see Section 2C.17) is applicable.

Guidance:

The ONE LANE ROAD sign should be used on two-lane, two-way highways where roadway width reduces to less than 16 feet.

Where a Signal Ahead (W3-3) sign (see Section 2C.29) and a ONE LANE ROAD sign are needed for the same location, the ONE LANE ROAD sign should be placed in advance of the Signal Ahead sign.

Section 2C.102 Pass Left Or Right Sign (NYW3-4)

INSERT new section:

Option:

The Pass Left or Right (NYW3-4) sign (see Sign Drawing SD-W3) may be used in advance of the Double Arrow (W12-1) sign (see Section 2C.20) to warn of loading and refuge islands, traffic islands with curbs, and other obstructions in the roadway where traffic may pass on either side.

Section 2C.103 Advance Load Signs (NYW3-19, NYW3-30, NYW3-31a, NYW3-31b)

INSERT new section:

Option:

The 5 TON BRIDGE (NYW3-19), 10 TON WEIGHT LIMIT (NYW3-30), NO R PERMIT TRUCKS (NYW3-31a), and NO R PERMIT TRUCKS W (NYW3-31b) signs (see Sign Drawing SD-W5) may be used to warn of bridges, elevated structures, or highways where weight restrictions are in effect.

The 5 TON BRIDGE sign may be used in conjunction with weight limit signs (see Section 2B.49) indicating the safe capacity of bridges or elevated structures.

The 10 TON WEIGHT LIMIT sign may be used in conjunction with weight limit signs posting weight restrictions established by order, ordinance, rule, or regulation.

The NO R PERMIT TRUCKS sign may be used to warn of bridges or elevated structures which vehicles operating pursuant to overweight permits having structure use restrictions (known as “R” permits) are not allowed to use.

The NO R PERMIT TRUCKS W sign may be used to warn of bridges or elevated structures which vehicles operating pursuant to overweight permits having structure use restrictions (known as “R” permits) are allowed to use.

Guidance:

Where used, the 5 TON BRIDGE, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs should be used on the immediate approaches to the bridge.

Where used, the 10 TON WEIGHT LIMIT sign should be used at locations where affected traffic can detour or conveniently turn around in advance of a highway section on which a weight restriction has been established.

5 TON BRIDGE, 10 TON WEIGHT LIMIT, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs placed more than 1000 feet in advance of the bridge or restricted highway section should be supplemented with Distance plaques (see Section 2C.45) stating the distance to the bridge or restriction.

5 TON BRIDGE, 10 TON WEIGHT LIMIT, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs should not be used on highways intersecting the highway or touring route on which the bridge or restriction is located.

Option:

Additional 5 TON BRIDGE, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs may be used, as necessary, along the highway or touring route on which the bridge is located.

The 10 TON WEIGHT LIMIT sign may also be used on the immediate approaches to the restricted highway section.

Guidance:

Where the 5 TON BRIDGE, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs are used in advance of the bridge, they should be placed at locations where affected traffic can detour or conveniently turn around.

Option:

Additional 5 TON BRIDGE, 10 TON WEIGHT LIMIT, NO R PERMIT TRUCKS, and NO R PERMIT TRUCKS W signs may be placed immediately beyond intersections where affected vehicles might enter the highway or touring route on which the bridge or weight restriction is located.

Standard:

The loads stated on the 5 TON BRIDGE and 10 TON WEIGHT LIMIT signs shall be the same as the weight limits stated on the R12-1 sign with which they are associated.

Section 2C.104 GROOVED PAVEMENT Sign (NYW4-5)

INSERT new section:

Option:

The GROOVED PAVEMENT (NYW4-5) sign (see Sign Drawing SD-W6) may be used to warn of a pavement which has been longitudinally grooved to improve skid resistance, or has been temporarily grooved as part of a reconstruction project.

The GROOVED PAVEMENT sign may be repeated at intervals within the section. It may be supplemented with a Distance plaque (see Section 2C.45) where the grooved section is 1000 feet or longer.

Guidance:

The GROOVED PAVEMENT sign should be used where there is a need to warn operators of two-wheeled vehicles, particularly motorcyclists and bicyclists, of the grooved pavement.

Section 2C.105 STEEL DECK BRIDGE Sign (NYW4-6)*INSERT new section:***Option:**

The STEEL DECK BRIDGE (NYW4-6) sign (see Sign Drawing SD-W)7 may be used to warn of bridges which have metal grid, or grating, roadway surfaces.

Guidance:

The STEEL DECK BRIDGE sign should be used only where there is evident need to warn drivers, particularly motorcyclists, and bicyclists, of the steel roadway.

Section 2C.106 DRAWBRIDGE Sign (NYW4-7)*INSERT new section:***Option:**

The DRAWBRIDGE (NYW4-7) sign (see Sign Drawing SD-W8) may be used to warn of movable bridges which are occasionally opened, requiring highway traffic to stop.

Standard:

The DRAWBRIDGE sign shall be used in advance of all movable bridges, except:

- A. In urban areas where the sign would not be practicable;**
- B. Where physical conditions make use of the sign impractical (e.g., a short approach roadway which begins at a “T” intersection); and**
- C. In advance of movable bridges which no longer operate.**

Guidance:

Where the DRAWBRIDGE sign is supplemented with a flashing beacon, the operation of the beacon should be coordinated with the operation of the bridge so that drivers seeing the beacon operating can expect to be stopped at the bridge; drivers seeing the beacon inoperative (or ceasing operation) should expect to proceed without being stopped at the bridge.

Section 2C.107 ROAD FLOODED Sign (NYW4-9)

INSERT new section:

Option:

The ROAD FLOODED (NYW4-9) sign (see Sign Drawing SD-W9) may be used, as necessary, to warn of a roadway section which remains passable, but is covered by water which requires greatly reduced travel speed and/or obscures a significant length of pavement.

Guidance:

The ROAD FLOODED sign should be used only where the roadway remains, or is expected to remain, passable during its flooded condition. Where a roadway is, or is expected to become, impassable, it should be closed and suitably posted with ROAD CLOSED (R11-2) signs (see Section 2B.48).

Where used, the ROAD FLOODED sign should be displayed only while the flood condition exists, or is imminent, and should be removed promptly when the condition subsides. Variable-message or part-time signs should be considered where road flooding occurs periodically.

Section 2C.108 ICY PAVEMENT ZONE Sign (NYW4-10)

INSERT new section:

Option:

The ICY PAVEMENT ZONE (NYW4-10) sign (see Sign Drawing SD-W10) may be used, as necessary, to warn of roadway sections subject to unusual or unexpected pavement icing.

Guidance:

The ICY PAVEMENT ZONE sign should be used only where it has been determined that recurrent pavement icing in an isolated section of otherwise clear roadway constitutes an unusual hazard. The sign should not be used in conjunction with normal wintertime storm-related snow or ice conditions.

Where used, the ICY PAVEMENT ZONE sign should be displayed only during periods when icing is likely to occur. Variable-message or part-time signs should be considered for locations subject to periodic posting.

The ICY PAVEMENT ZONE sign should be supplemented with a Distance plaque (see Section 2C.45) where the affected roadway section is 1000 feet or longer.

Additional ICY PAVEMENT ZONE signs, supplemented with Distance plaque stating the distance to the end of the affected section, should be placed at suitable locations (for example, after intersections), and at appropriate intervals, on long icy pavement

zone roadway sections. Where an additional sign is placed within 1000 feet of the end of the section, the Distance plaque should be omitted.

Section 2C.109 FALLEN ROCK ZONE and SLIDES Signs (NYW4-14, NY4-15)

INSERT new section:

Option:

The FALLEN ROCK ZONE (NYW4-14) and SLIDES (NYW4-15) signs (see Sign Drawing SD-W12) may be used, as necessary, to warn of roadway sections where rocks fallen from a side slope or slides of soil, rock, or other material may obstruct the roadway or shoulder, or otherwise affect normal traffic flow.

Guidance:

The FALLEN ROCK ZONE and SLIDES signs should be removed when the condition stabilizes, or is corrected, and future incidents involving fallen rocks or slides are considered unlikely.

The FALLEN ROCK ZONE and SLIDES signs should be supplemented with Distance plaques (see Section 2C.45) where the roadway section is 1000 feet or longer. Additional FALLEN ROCK ZONE and SLIDES signs, supplemented with Distance plaques stating the distance to the end of the section, should be placed at suitable locations (for example, beyond intersections), and at appropriate intervals, in long sections. Where such additional sign is placed within 1000 feet of the end of the section, the Distance plaque should be omitted.

Section 2C.110 MINIMUM MAINTENANCE ROAD Sign (NYW4-16)

INSERT new section:

Option:

The MINIMUM MAINTENANCE ROAD (NYW4-16) sign (see Sign Drawing SD-W13) may be used to warn that a lower than normal level of maintenance is being provided on a highway, or highway section.

Support:

The Local Roads Research and Coordination Council's publication, *Guidelines for Rural Town and County Roads*, contains standards for the maintenance of such roads.

Guidance:

The MINIMUM MAINTENANCE ROAD sign should be used only where all of the following conditions exist:

- A. The road is in a rural area;
- B. The average traffic volume is 50 vehicles per day or less;
- C. The road's principal or exclusive function is to provide access to farm and/or recreational lands; and
- D. The road does not provide the only highway access to any business, residence, or center of farm operation.

Where the minimum maintenance road (or road section) is long, and the distance between successive MINIMUM MAINTENANCE ROAD signs is more than two miles, additional signs should be placed so that motorists will encounter a sign at least once every two miles.

Additional MINIMUM MAINTENANCE ROAD signs should be placed on the minimum maintenance road immediately after intersecting roads.

Option:

The MINIMUM MAINTENANCE ROAD sign may be supplemented with a Distance plaque (see Section 2C.45) where the minimum maintenance road (or road section) is 1000 feet long or longer.

Section 2C.111 RUMBLE STRIPS Sign (NYW4-17)

INSERT new section:

Option:

The RUMBLE STRIPS (NYW4-17) sign (see Sign Drawing SD-W14) may be used, as necessary, to warn of roadway sections where rumble strips have been installed.

Section 2C.112 CHILDREN AT PLAY Sign (NYW7-4)

INSERT new section:

Option:

The CHILDREN AT PLAY (NYW7-4) sign (see Sign Drawing SD-W19) may be used, as necessary, to warn of an area where children customarily play.

Guidance:

Use of the CHILDREN AT PLAY sign should be limited to locations where, because of unusual conditions, motorists might not expect children playing in the vicinity of the roadway. The CHILDREN AT PLAY sign should not be used on highways where obvious residential development alerts motorists to the possibility of children at play.

Section 2C.113 DEAF CHILD AREA and BLIND CHILD AREA Signs (NYW7-6, NYW7-7)

INSERT new section:

Option:

The DEAF CHILD AREA (NYW7-6) and BLIND CHILD AREA (NYW7-7) signs (see Sign Drawing SD-W20) may be used where it is necessary to warn motorists to be especially alert for a child who may be unable to hear normal traffic sounds and respond to audio warnings, or a child who may be unable to perceive approaching traffic.

Guidance:

The DEAF CHILD AREA and BLIND CHILD AREA signs should not be used without the consent of the child's parents or legal guardian. The authority having jurisdiction over the highway on which these signs are placed should keep informed about the residences, areas of activity, and ages of the children involved, so that signs can be promptly removed when they are no longer needed.

Section 2C.114 LOW FLYING PLANES Sign (NYW7-8)

INSERT new section:

Option:

The LOW FLYING PLANES (NYW7-8) sign (see Sign Drawing SD-W21) may be used, as necessary, where aircraft frequently pass over a roadway at unusually low altitudes, sometimes startling motorists by their sudden appearance, noise, shadow, or landing lights.

Section 2C.115 UNDERPASS Sign (NYW7-9)

INSERT new section:

Option:

The UNDERPASS (NYW7-9) sign (see Sign Drawing SD-W22) may be used, as necessary, to warn of underpasses which are not adequately visible to approaching traffic for sufficient distances and which, upon coming into view, may cause indecision regarding vertical or lateral clearance.

Guidance:

The UNDERPASS sign should not be used where:

- A. A one lane or advance clearance sign (see Sections 2C.17, 2C.101, and 2C.22) is used in advance of the underpass; or
- B. The underpass, upon coming into view, obviously has clearances in excess of critical values.

Section 2C.116 CROSSWINDS Sign (NYW7-16)

INSERT new section:

Option:

The CROSSWINDS (NYW7-16) sign (see Sign Drawing SD-W23) may be used, as necessary, to warn of locations where winds blowing across the roadway are frequently sufficient to cause vehicle handling problems.

Section 2C.117 SMOKE Sign (NYW7-17)

INSERT new section:

Option:

The SMOKE (NYW7-17) sign (see Sign Drawing SD-W24) may be used, as necessary, to warn of locations where smoke from brush fires or forest fires drifts across the roadway.

The SMOKE sign may be supplemented with an Advisory Speed plaque (see Section 2C.46), where appropriate. Where smoke drifts intermittently across the road for a distance of 1000 feet or more, the SMOKE sign may be supplemented with a Distance plaque (see Section 2C.45).

Guidance:

The SMOKE sign should be removed as soon as the smoke is no longer present.

Where the SMOKE sign is supplemented with both a Distance plaque and an Advisory Speed plaque, the Distance plaque should be placed above the Advisory Speed plaque.

Section 2C.118 Bus Signs (NYW7-18, NYW7-19)

INSERT new section:

Option:

The BUSES (NYW7-18) and SLOW MOVING BUSES (NYW7-19) signs (see Sign Drawing SD-W25) may be used, as necessary, on parkways on which buses are allowed to operate. The BUSES sign may be used to provide general warning about the presence of buses; the SLOW MOVING BUSES sign may be used at upgrades and other locations where buses travel substantially slower than passenger cars.

The BUSES and SLOW MOVING BUSES signs may be supplemented with a Distance plaque (see Section 2C.45).

Guidance:

Where used, the BUSES sign should be placed on the main roadway of the parkway in advance of the section of parkway on which bus travel is permitted.

Where used, the SLOW MOVING BUSES sign should be placed in advance of the location where buses operate at low speeds.

Option:

Additional BUSES signs may be placed at appropriate intervals within the section. Signs may also be placed on entrance ramps.

Where the section of parkway containing slow moving buses is long, additional SLOW MOVING BUSES signs may be placed within it.

Section 2C.119 Safety Zone Sign (NYW9-5)

INSERT new section:

Option:

The Safety Zone (NYW9-5) sign (see Sign Drawing SD-W34) may be used to warn of pedestrian safety zones established pursuant to the New York State Vehicle and Traffic Law.

Support:

Pedestrian safety zones are channelizing islands, established for pedestrian protection, where traffic may pass on either side. The Safety Zone sign is similar in function to the W12-1 sign (see Section 2C.20) as traffic is allowed to pass on either side of the island.

Guidance:

Where traffic must pass on one side of the pedestrian safety zone, a Keep Right (R4-7) or Keep Left (R4-8) sign (see Section 2B.33) should be used.

Where used, the Safety Zone sign should be placed in the pedestrian safety zone, as close as practicable to the approach end, facing approaching traffic. It should be placed at a height of at least seven feet.

Section 2C.120 Toll Plaza Sign (NYW9-7)

INSERT new section:

Option:

The Toll Plaza sign (see Sign Drawing SD-W35) may be used, as necessary, to warn of toll plazas.

Guidance:

Miscellaneous Guide signs (see Section 2E.55) should be used to provide guidance and other information relating to operation of toll plazas.

Distances of 1000 feet or less should be stated to the nearest 100 feet. Distances between 1000 feet and one mile should be stated to the nearest quarter mile. Distances between one and three miles should be stated to the nearest half mile. Distances over three miles should be stated to the nearest whole mile.

Where used, the Toll Plaza sign should be placed at suitable locations, beginning generally one mile in advance of the toll plaza.

Option:

Additional Toll Plaza signs may be placed approaching a toll plaza, as deemed necessary.

The Toll Plaza sign may be placed over the roadway as a substitute for the standard right roadside location.

Section 2C.121 Overhead Warning Sign Assembly Sign (NYW9-20)

INSERT new section:

Option:

The Overhead Warning Sign Assembly (NYW9-20) sign (see Sign Drawing SD-W36) may be used, as necessary, to provide additional emphasis and visual presence where standard warning signs are placed over the roadway.

Standard:

The legend for the Overhead Warning Sign Assembly sign shall be the appropriate size standard warning sign.

Guidance:

Where an Advisory Speed plaque (see Section 2C.46) or Distance plaque (see Section 2C.45) is used with a warning sign other than a W1-1R or W1-2R Horizontal Alignment sign (see Section 2C.06), it should be placed to the right of the warning sign. Where used with a W1-1R or W1-2R sign, it should be placed to the left of the warning sign.

The distance between the corners of the warning sign and the border of the Overhead Warning Sign Assembly sign should be approximately one-quarter the side dimension of the warning sign.

Where an Advisory Speed plaque or Distance plaque is also used:

- A. The distance between the plaque and the warning sign should be approximately one-quarter the side dimension of the warning sign; and
- B. The distance between the plaque and the side border of the Overhead Warning Assembly sign should be approximately three-quarters the height of the plaque.

Option:

The width of the Overhead Warning Assembly sign may be increased beyond that required to accommodate the warning signs where desirable for appearance or additional emphasis.

Section 2C.122 Special Warning Signs (NYW9-21)

INSERT new section:

Option:

Special Warning (NYW9-21) signs (see Sign Drawing SD-W37) may be used to warn of special conditions for which no standard warning sign is applicable, or where overhead warning is desirable and available standard warning signs involve letter sizes deemed inadequate for overhead use in an Overhead Warning Assembly (NYW9-20) sign (see Section 2C.121).

Guidance:

The legend on a Special Warning sign should be brief and accurate, and should be limited to two lines where possible.

Distances in legends should be stated:

- A. To the nearest 100 feet, if 1000 feet or less;

- B. To the nearest quarter mile, if between 1000 feet and one mile;
- C. To the nearest half mile, if between one and three miles; and
- D. To the nearest whole mile, if more than three miles.

The Special Warning sign width should vary depending on the length of the legend. The vertical dimension of the sign should be:

- A. 18 inches for single-line legends and 24 inches for two-line legends when the minimum size sign is used;
- B. 24 inches for single-line legends and 36 inches for two-line legends when the conventional road size sign is used;
- C. 30 inches for single-line legends and 48 inches for two-line legends when the expressway size sign is used; and
- D. 36 inches for single-line legends and 60 inches for two-line legends when the freeway size sign is used.

Option:

Where a legend too long for one Special Warning sign is unavoidable, additional signs may be placed in sequence.

Guidance:

Additional Special Warning signs placed in sequence should be carefully spaced to permit drivers adequate reading time without losing legend continuity, and without unsafely diverting their attention from the roadway.

Section 2C.123 BUS TURN Sign (NYW9-25)

INSERT new section:

Option:

The BUS TURN (NYW9-25) sign (see Sign Drawing SD-W38) may be used to warn of locations at which buses regularly turn around.

Guidance:

The BUS TURN sign should be used only where terrain and roadway features limit approach sight distance and it is impractical to move the turning point to a more visible location. The BUS TURN sign should not be used where turning buses are visible for more than 500 feet.

Section 2C.124 SNOWPLOW TURN Sign (NYW9-26)

INSERT new section:

Option:

The SNOWPLOW TURN (NYW9-26) sign (see Sign Drawing SD-W39) may be used to warn of locations where snowplows regularly turn around.

Guidance:

The SNOWPLOW TURN sign should be used only where terrain and roadway features limit approach sight distance and it is impractical to move the turning point to a more visible location.

Section 2C.125 BIRD NESTING AREA Sign (NYW7-20)

INSERT new section:

Option:

The BIRD NESTING AREA (NYW7-20) sign (see Sign Drawing SD-W26) may be used to warn motorists of bird nesting areas nearby. A Distance plaque (see Section 2C.45) may be displayed beneath the sign.

Section 2C.126 Driveway Entrance Plaques (NYW5-16, NYW5-17)

INSERT new section:

Option:

Driveway Entrance (NYW5-16, NYW5-17) plaques (see Sign Drawing SD-W16) may be used to supplement Intersection Warning signs (see Section 2C.37) where it is necessary to warn of driveway entrances or crossings.

Standard:

An Intersection Warning sign supplemented with a Driveway Entrance plaque shall be called a Driveway Entrance assembly.

Driveway Entrance plaques shall not be used alone.

Guidance:

Driveway Entrance assemblies should be used only where sight distance is critically limited and traffic conflict at the driveway location would not be expected, or where other conditions require warning for traffic safety.

Where a series of two or more similar driveways requires warning, a Driveway Entrance assembly should be used only in advance of the first driveway in the series.

The 24" x 12" (one-line) and 24" x 18" (two-line) plaques should be used to supplement 24" and 30" warning signs. The 36" x 18" (one-line) and 36" x 24" (two-line) plaques should be used to supplement 36" and 48" warning signs.

Option:

Where appropriate, plural legends (e.g., "DRIVEWAYS" instead of "DRIVEWAY") may be used on the Driveway plaque, and, where the driveways are not all on the same side of the roadway, the W2-1 or NYW2-10 sign may be used in the assembly.

Guidance:

Driveway Entrance assemblies should not normally be used for public highway intersections.

Part-time signs (see Section 2A.03) should be used in Driveway Entrance assemblies where the associated activity (e.g., a truck entrance or crossing) is periodic.

Option:

Driveway Entrance assemblies may be used for public highway intersections where such use would be in the public interest, provided that:

- A. Other signs which would indicate the presence of the intersection are not used; and
- B. The facility indicated on the Driveway plaque is the primary generator of traffic entering or leaving the roadway at the intersection.

Standard:

A Driveway Entrance assembly shall not be used where a destination sign (see Section 2D.34) identifies the entrance, or where the entrance is signaled.

Section 2C.127 Sign Marker (NYW7-15)

INSERT new section:

Option:

The Sign Marker (NYW7-15) (see Sign Drawing SD-W40) may be used to emphasize regulatory and warning signs, particularly newly-installed regulatory and warning signs.

Standard:

The Sign Marker shall be fluorescent orange, fluorescent red-orange, fluorescent yellow, or fluorescent yellow-orange, and shall be retroreflective.

Guidance:

Where used with a regulatory sign, two Sign Markers should be placed side-by-side in a symmetrical pattern above the sign, either adjacent to one another, or separated.

Where used with a warning sign, two Sign Markers should be placed in a symmetrical pattern above the sign, either adjacent to one another above the upper corner, or separated and placed individually along the top edges of the sign.

CHAPTER 2D. GUIDE SIGNS---CONVENTIONAL ROADS

Section 2D.03 Color, Retroreflection, and Illumination

INSERT the following after the first Standard subsection:

Standard:

Signs containing yellow legends and brown backgrounds shall be allowed on the following guide signs when used on conventional highways within the Adirondack and Catskill Parks:

- A. Highway Facility Signs (Section 2D.11)**
- B. D11-1, M1-8, NYM6-2, NYM6-3 Bicycle Route Signs (Section 9B.20)**
- C. Snowmobile Route Signs (Section 2D.104)**
- D. Recreational and Cultural Interest Area Signs (Chapter 2H)**
- E. Historic Site Signs (Section 2D.101)**
- F. General Service Signs (Section 2D.45)**
- G. Distance Signs (Section 2D.36)**
- H. Street Name Signs (Section 2D.38)**
- I. Bus Stop Information Signs (Section 2D.106)**
- J. Rest Area Signs (Section 2D.42)**
- K. Scenic Area Signs (Section 2D.43)**
- L. Tourist-Oriented Directional Signs (Chapter 2G)**
- M. General Information Signs (Section 2D.48)**
- N. All Terrain Vehicle Route Signs (Section 2D.105)**
- O. Political Boundary Signs (Section 2D.110)**
- P. National Heritage Signs (Section 2D.109)**
- Q. New York State Heritage Signs (Section 2D.108)**
- R. BEGIN Auxiliary Sign (Section 2D.102)**
- S. Trail Signs (Section 2D.50)**
- T. Watershed Sign (Section 2D.112)**
- U. Catskill Former Site Signs (Section 2D.114)**

Section 2D.11 Design of Route Signs

DELETE the first paragraph of the first Standard subsection and REPLACE with the following:

Standard:

The “Standard Highway Signs” book (see Section 1A.11) shall be used for the design of route signs. The designs of other route signs shall be established by the authority having jurisdiction, subject to review and approval of the New York State Department of Transportation.

DELETE the third paragraph of the third Standard subsection and REPLACE with the following:

Standard:

The design of New York State Route (NYM3-1, NYM3-2, NYM3-3, NYM3-4, NYM3-5, and NYM3-6) signs shall be as provided in Sign Drawing SD-G11.

INSERT the following at the end of the section:

Option:

Highway Facility (NYM5-1) signs (see Sign Drawing SD-G12) may be used to guide traffic to and along named highway facilities such as tunnels, bridges, and expressways.

Support:

The use of Highway Facility signs is restricted to cases where the facility name or emblem provides genuine navigation information (e.g., Holland Tunnel). Highway Facility signs are for use in combinations and assemblies in the same manner as numbered route signs and within the faces of destination signs. Discussions of numbered route sign application also pertain to highway facility sign application.

Guidance:

Where a facility has both a name and route number, the numbered route sign should be used as the primary means of guidance.

Option:

Where a facility has both a name and route number, the Highway Facility sign may be used to supplement the numbered route sign.

Standard:

Highway Facility signs shall not be used for other than highway facilities. The design of all Highway Facility signs shall be subject to the review and approval of the New York State Department of Transportation.

Guidance:

The color of auxiliary signs that supplement Highway Facility signs should match the color of the Highway Facility sign they supplement.

Section 2D.25 Advance Turn Arrow Auxiliary Signs (M5-1, M5-2)

INSERT the following after the Standard subsection:

Option:

Lane Auxiliary (NYM13-61, NYM13-62, NYM13-63) signs (see Sign Drawing SD-G19) and Colored Lane Auxiliary (NYM14-61, NYM14-62, NYM14-63) signs (see Sign Drawing SD-G22) may be used as alternates to Advance Turn Arrow auxiliary signs on multi-lane intersection approaches to inform traffic which lanes to use to proceed on particular routes. Directional word legends such as “NEXT RIGHT”, “SECOND RIGHT”, “NEXT EXIT”, or “SECOND EXIT” may also be used.

Section 2D.27 Route Sign Assemblies

INSERT the following at the end of the Guidance subsection:

Guidance:

When a highway carries two or more routes, the route sign combinations in the assemblies should be arranged to present a symmetrical and balanced appearance to enable motorists to readily identify the route they desire to follow. Each combination should stand out as a separate unit.

Route sign combinations in Junction, Advance Route Turn, and Directional assemblies should preferably be mounted side by side rather than one above the other. However, there should generally be no more than three route sign combinations in the same horizontal row. Confirming and Reassurance assemblies should preferably display route sign combinations one above the other rather than side by side.

INSERT the following at the end of the Option subsection:

Option:

Junction, Advance Route Turn and Directional assemblies may be installed overhead on the approaches to intersections (see Section 2A.17).

INSERT the following at the end of the Support subsection:

Support:

Figure 2D-101 shows typical types of Route Sign assemblies.

Section 2D.31 Confirming or Reassurance Assemblies

DELETE the entire section and REPLACE with the following:

Standard:

Where used, confirming or reassurance assemblies shall consist of a Cardinal Direction auxiliary sign and a route sign. A Confirming assembly shall be used on a numbered route beyond each intersection (or interchange) at which the route turns. A confirming assembly shall be used on a numbered route beyond each intersection (or interchange) where it is intersected or joined by another numbered route.

Guidance:

A Confirming assembly should be installed just beyond the intersection of numbered routes. It should be installed 25 to 200 feet beyond the far shoulder or curb line of the intersected highway.

Where used, Reassurance assemblies should be installed between intersections in urban districts as needed, and beyond the built-up area of any incorporated city or town. They should also be placed near the state boundary.

Route signs for either confirming or reassurance purposes should be spaced at such intervals as necessary to keep road users informed of their routes.

Option:

In urban areas, Reassurance assemblies may be necessary at two-block intervals, while in rural districts, spacing of one and one-half miles is more appropriate.

Support:

Confirming and Reassurance assemblies are considered to be a type of Directional assembly.

Section 2D.33 Destination and Distance Signs

INSERT the following at the end of the subsection:

Support:

Figure 2D-102 shows sign arrow dimensions.

Section 2D.34 Destination Signs (D1 Series)

INSERT the following at the end of the first Option subsection:

Option:

In some cases, an action message such as “KEEP LEFT” or KEEP RIGHT” may communicate direction to motorists more clearly than an arrow. In such cases, an action message may be used instead of an arrow. When an action message is used, one additional destination may appear on the sign.

Guidance:

An action message should be placed below the associated destination legend.

Standard:

When an action message is used on a destination sign, and an additional destination appears, a horizontal separator line the same width as the border shall separate the legends for the two destinations.

Where used, the action message legend shall be 4 inches high where the destination legend is 6 inches high. The action message legend shall be 6 inches high where the destination legend is 8 inches high. Where used, the action message legend shall be 8 inches high where the destination legend is 12 inches high.

INSERT the following after the second Guidance subsection:

Option:

An arrow pointing up and to the left/right may be used instead of a horizontal, vertical, or sloping arrow, where appropriate.

Section 2D.35 Location of Destination Signs

INSERT the following at the end of the section:

Option:

Although one Destination sign along an intersection approach is usually sufficient, a series of two or more signs along a multi-lane approach may better enable motorists to select the proper lane. A supplemental sign may be located on the far right corner of the intersection where the approach is controlled by a stop sign or flashing red signal indication. A supplemental Destination sign may be located on the far side of the stem of a ‘T’ intersection. If longitudinal space along the intersection approach is severely limited, this location may also be used as an alternative to the advance location on the intersection approach.

Guidance:

Where a second destination sign is used along an intersection approach to enable proper lane selection, it should be placed between 800 and 1400 feet in advance of the intersection. Where a route sign Junction assembly is used, this sign should be placed between two hundred and four hundred feet in advance of the Junction assembly.

Section 2D.36 Distance Signs (D2 Series)

DELETE the first paragraph of the first Guidance subsection and REPLACE with the following:

Guidance:

The distance displayed for each destination should be the actual distance to the closest point of the destination over the route being signed.

DELETE the first Option subsection.

Section 2D.38 Street Name Sign (D3-1)

DELETE the first paragraph of the first Option subsection and REPLACE with the following:

Option:

For local roads with speed limits of 30 mph or less, the lettering height may be a minimum of 4 in.

INSERT the following at the end of the first Option subsection:

Option:

6-inch high upper-case letters with 4.5 inches high lower-case letters may be used on ground-mounted Street Name signs, although capital letters are preferred.

8-inch high upper-case letters with 6-inch high lower-case letters may be used on ground-mounted Street Name signs which are used on multilane streets with speed limits greater than 40 miles per hour, although capital letters are preferred.

DELETE the third Guidance subsection and REPLACE with the following:

Guidance:

Street name signs should have a white legend on a green background. A border, if used, should be the same color as the legend.

Option:

Other contrasting legend and background colors may be used on street name signs if desired.

Guidance:

In business districts and on principal arterials, Street name signs should be placed at least on diagonally opposite corners, so that they will be on the far right side for traffic on the more important street. In residential areas, at least one Street Name sign should be mounted at each intersection. Signs naming both streets should be installed at each intersection. They should be mounted parallel to the streets they name. The signs should be mounted as close to the intersection as practicable.

Section 2D.40 Parking Area Sign (D4-1)

DELETE the Option subsection and REPLACE with the following:

Option:

The Parking Area (D4-1) sign (see Figure 2D-8) may be used in urban districts to guide motorists to a public parking lot or public parking garage.

Support:

The Parking Area sign is intended primarily to help motorists unfamiliar with an area locate a place to park.

Guidance:

The use of the Parking Area sign should be limited to guiding traffic from major highways to the parking facility.

INSERT the following at the end of the Standard subsection:

Standard:

The Parking Area sign shall not be used to indicate alternate routes from the same point.

Section 2D.42 Rest Area Signs (D5 Series)

DELETE the entire section and REPLACE with the following:

Standard:

The design of Rest Area signs in New York shall be as provided in Sign Drawing SD-G4, unless otherwise noted.

The D5-1, D5-1a, D5-1b, D5-2, D5-2a, D5-2b, D5-3, D5-3c, D5-4, D5-5, D5-5a, D5-5b, D5-5c, D5-5d, D5-5e, D6-1, D6-2, and D6-3 sign designs shall not be used in New York.

Rest Area signs shall be used only where parking and rest room facilities are available. Signs for this purpose shall have retroreflective white letters, symbols, and border on a blue background.

Guidance:

Where used, Rest Area signs should be installed in advance of roadside parks or rest areas to permit drivers to reduce speed and leave the highway reasonably safely.

Option:

Messages such as REST AREA X MILE (NYI7-4), REST AREA (NYI7-5), PARKING AREA X MILE (NYI7-1), PARKING AREA (NYI7-2), ROADSIDE TABLE X MILE, ROADSIDE PARK X MILE, and PICNIC AREA X MILE may be used, as well as other appropriate messages.

The FREE COFFEE (NYI7-13) sign (see Sign Drawing SD-G4) may be used in conjunction with the REST AREA X MILE, REST AREA, PARKING AREA X MILE, and PARKING AREA signs.

Guidance:

The FREE COFFEE sign should only be used when services are actually being furnished.

Support:

Figure 2D-105 shows an example of rest area signing.

Section 2D.43 Scenic Area Signs (D6 Series)

INSERT the following after the Option subsection:

Standard:

The D6-1, D6-2, and D6-3 sign designs shall not be used in New York.

Section 2D.45 General Service Signs (D9 Series)

DELETE the entire section and REPLACE with the following:

Support:

On conventional roads, commercial services such as gas, food, and lodging generally are within sight and are available to the road user at reasonably frequent

intervals along the route. Consequently, on this class of road there usually is no need for special signs calling attention to these services. Moreover, General Service signing is usually not required in urban areas except for hospitals, law enforcement assistance, tourist information centers, and camping.

Option:

The following General Service symbol signs (see Figure 2D-11 and Sign Drawing SD-G18) may be used in New York:

- A. Telephone (D9-1)
- B. Hospital (D9-2)
- C. Tent Camping (D9-3)
- D. Trailer Camping (D9-3a)
- E. Handicapped (D9-6)
- F. Gas (D9-7)
- G. Food (D9-8)
- H. Lodging (D9-9)
- I. Tourist Information (D9-10)
- J. Diesel Fuel (D9-11)
- K. Alternative Fuel (D9-11a)
- L. Electric Vehicle Charging (D9-11b)
- M. RV Sanitary Station (D9-12)
- N. Emergency Medical Services (D9-13)
- O. Propane Gas (D9-15)
- P. TRUCK PARKING (D9-16)
- Q. POLICE (NYM11-2)
- R. STATE POLICE (NYM11-5)
- S. Emergency Telephone (NYM11-6)
- T. Viewing Area (RM-170)
- U. Rest Room (RM-140)

If the distance to the next point at which services are available is 10 miles or more, a sign NEXT SERVICES XX MILES (D9-6) may be used as a separate panel installed below the General Service sign (see Figure 2E-43).

Standard:

All General Service signs and supplemental plaques shall have white letters, symbols, and borders on a blue background.

Where used at intersections, General Service signs shall be supplemented with a directional message.

Except for the TRUCK PARKING sign, General Service symbol signs shall only contain symbols.

Option:

The Food, Gas, Diesel Fuel, Alternative Fuel, Electric Vehicle Charging, Lodging, Tent Camping, Trailer Camping, Phone, Hospital, and Tourist Information signs may be used on a Freeway General Service sign (see Section 2E.51).

Standard:

The Food, Gas, Diesel Fuel, Alternative Fuel, Electric Vehicle Charging, Lodging, Tent Camping, and Trailer Camping signs shall be used only on conventional highways as follow-up signs for motorists directed to such services from General Service signs on a freeway.

The eligibility requirements for signing with the Food, Gas, Diesel Fuel, Alternative Fuel, Electric Vehicle Charging, Lodging, Tent Camping, and Trailer Camping signs shall be the same as those indicated for Specific Service signs (see Chapter 2F).

Option:

The TRUCK PARKING sign may be used to indicate the availability of truck parking.

Guidance:

Where used, the TRUCK PARKING sign should be placed on a separate panel below the other general motorist services.

Standard:

The TRUCK PARKING (D9-16) sign shall only be used if the rest area, parking area, or service area meets all of the following criteria:

- 1. The area is either a rest, parking, or service area located on a freeway or expressway or is a service area located no farther than three road miles from an interchange with a freeway or expressway;**
- 2. The area has at least 20 parking spaces available to accommodate trucks with 53-foot trailers;**
- 3. The area is open and available for parking 24 hours a day, seven days a week;**
- 4. Trucks are allowed to park for at least eight hours; and**
- 5. Rest rooms are available.**

Option:

The International Symbol of Accessibility for the Handicapped (D9-6) sign may be used beneath General Service signs where paved ramps and rest room facilities accessible to, and usable by, the physically handicapped are provided.

An EMERGENCY DIAL XXX (D12-4) sign, along with the appropriate number to dial, may be used for cellular phone communications.

A Carpool Information (D12-2) sign (see Figure 2D-12) may be installed as needed (see Section 2E.57).

A TRAVEL INFO CALL 511 (D12-5) sign (see Figure 2D-12) may be installed if a 511 travel information services telephone number is available to road users for obtaining traffic, public transportation, weather, construction, or road condition information.

The logo of the transportation agency or the travel information service or program that is providing the travel information may be incorporated within the D12-5 sign either above or below the TRAVEL INFO CALL 511 legend.

Standard:

The logo of a commercial entity shall not be incorporated within the TRAVEL INFO CALL 511 sign.

The TRAVEL INFO CALL 511 sign shall have a white legend and border on a blue background.

Guidance:

If the logo of the transportation agency or the travel information service or program is used, the logo's maximum height should not exceed two times the letter height used in the legend of the sign.

Option:

The Telephone sign may be used to guide traffic to public telephones.

Guidance:

To be eligible for signing on conventional highways or expressways with Telephone Service signs, a public telephone should be in service 24 hours a day, seven days a week, and be less than one-quarter mile from the intersection, or other location, where traffic must turn.

Option:

The Emergency Medical Services (D9-13) sign may be used to guide traffic to hospital emergency rooms, ambulance stations, or qualified medical treatment centers.

Standard:

Each Emergency Medical Services sign shall be supplemented with a Supplemental Name (NYM14-26 or NYM14-27) plaque (see Section 2D.107) with the legend "HOSPITAL", "AMBULANCE STATION", or "TREATMENT CENTER" to identify the type of service facility.

Guidance:

Where the Emergency Medical Services symbol sign is used, the following criteria should be followed:

A. AMBULANCE

1. 24-hour service, seven days per week.
2. Staffed by two State-certified persons trained at least to the basic level.
3. Vehicular communications with a hospital emergency department.
4. Operator should have successfully completed an emergency vehicle operator training course.
5. Location should be sufficiently close so that travel to the station is a reasonable alternative to other means of obtaining emergency medical service, such as telephoning for assistance.

B. HOSPITAL

1. 24-hour service, seven days per week.
2. Emergency department facilities with a physician (or emergency care nurse on duty within the emergency department with a physician on call) trained in emergency medical procedures on duty.
3. Licensed or approved for definitive medical care by an appropriate state or local authority.
4. Equipped for radio voice communications with ambulances and other hospitals.
5. Location should be sufficiently close so that travel to the hospital is a reasonable alternative to other means of obtaining emergency medical service, such as telephoning for assistance.

Option:

The Emergency Medical Services sign may be used to supplement Telephone, POLICE, and STATE POLICE signs.

Guidance:

The Hospital and Emergency Medical Services signs should not be used at the same location.

Option:

POLICE signs may be used to guide traffic to local police stations. STATE POLICE signs may be used to guide traffic to state police stations. The legend on the STATE POLICE sign may be modified (e.g., COUNTY SHERIFF, TOWN POLICE, VILLAGE POLICE, TOWN CONSTABLE, or VILLAGE CONSTABLE) in order to provide more guidance for motorists.

Guidance:

To be eligible for signing with POLICE and STATE POLICE signs, a facility should be in operation 24 hours a day, seven days a week, and be sufficiently close so that travel to the facility is a reasonable alternative to obtaining police service by other means, such as by telephone.

The POLICE and STATE POLICE signs should not be used at the same location.

Where used on interchanges of freeways, the Emergency Medical Services and POLICE/STATE POLICE signs should be placed beneath the first advance exit sign. POLICE signs should be placed to the left of other General Service signs that do not indicate emergency services.

On freeway exit ramps, the Emergency Medical Services and POLICE/STATE POLICE signs, with their supplemental arrow auxiliary signs (see Sections 2D.25 and 2D.26), should normally be grouped in a single assembly. They should normally be placed on the left side of the ramp in advance of the crossroad intersection. Where Specific Service signs (see Chapter 2F) exist on the ramp, the Emergency Medical Services and POLICE/STATE POLICE signs should be grouped in a single assembly and placed beyond the last specific services sign on the ramp.

Option:

The Emergency Medical Services and POLICE/STATE POLICE signs may be placed on the right side of the exit ramp where necessary or deemed appropriate.

Guidance:

At conventional highway intersections, the Emergency Medical Services and POLICE/STATE POLICE signs should normally be grouped in a single assembly. The assembly, or assemblies, should be placed on the right side of the roadway in advance of the intersection. Where Specific Service signs are also used at the intersection, the General Service sign assembly, or assemblies, should precede the Specific Service signs.

Option:

The Tourist Information sign may be used to guide traffic to qualified tourist information facilities. Tourist Information signs may be used where tourist information facilities are within rest areas, parking areas, or service areas, or are located near freeway interchanges.

Standard:

Tourist Information signs shall only be used on a freeway approaching an interchange where motorists leaving the freeway have convenient reentry to resume their travel, and only where necessary subsequent guidance has been provided on the exit ramp and at each subsequent location where traffic must turn to reach the facility.

Tourist Information signs shall only be used on expressways and conventional highways where adequate directional information is in place at location where traffic must turn to reach the facility.

Guidance:

To be eligible for signing with the Tourist Information sign, a tourist information facility should be open at least eight hours per day, seven days per week, and should have public telephone service available at all times. In addition:

- A. To be eligible for signing on a freeway approaching an interchange, a tourist information facility off the freeway should not be more than one mile from the exit gore.
- B. To be eligible for signing at an intersection on an expressway or conventional highway, a tourist information facility on another highway should not be more than one mile from the intersection.

The Telephone and Tourist Information sign should not be used at the same location.

Option:

The RV Sanitary Station sign may be used to indicate the availability of facilities designed for the use of dumping wastes from recreational vehicle holding tanks.

Guidance:

To be eligible for signing with the RV Sanitary Station sign, a facility which receives waste from recreational vehicle holding tanks should be licensed, or approved, by the appropriate government agencies; and should operate for the minimum number of hours per day, and days per week, consistent with providing reasonable service to motorists who would use the facility.

Option:

Handicapped, Viewing Area, and Rest Room signs may be used, as necessary, to inform traffic approaching a rest area, a parking area, or service area of facilities and/or features within the area. These signs may also be used within a rest area, parking area, or service area to guide traffic within such areas to the facilities. Where such guidance is for pedestrian traffic, the signs may be appropriately reduced in size.

Guidance:

Where used, the Handicapped, Viewing Area, and/or Rest Room signs should be placed, in order from left to right, beneath the D5-1, D5-3, or NY17-7 advance sign (the first in the sequence if there are more than one) and the D5-2, D5-4, or NY17-8 exit sign. The Handicapped, Viewing Area, and Rest Room signs should be placed to the right of any Gas, Diesel Fuel, or Food signs that are also being used at those locations.

Option:

The Emergency Telephone sign may be used to identify a telephone or other device which is part of a closed circuit emergency communication system.

Section 2D.46 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)

INSERT the following at the end of the first Standard subsection:

Standard:

The “zero” mileage shall be at the south or west state line or at the south or west terminus where a route begins within a state.

DELETE the first paragraph of the first Guidance subsection.

DELETE the second Standard subsection, the second Option subsection and second Guidance subsection and REPLACE with the following:

Standard:

Except as provided in the option below, Reference Location signs shall be installed on the right side of the roadway. Where a delineator and a reference location sign fall at the same location and are mounted on the same post, the Reference Location sign shall be installed above the delineator.

Option:

Where conditions limit or restrict the use of Reference Location signs on the right side of the roadway, they may be installed in the median. On two-lane conventional roadways, Reference Location signs may be installed on one side of the roadway only and may be installed back-to-back. When placed in the median, Reference Location signs may be placed 30 feet from the edge of pavement. Where a delineator and a Reference Location sign fall at the same location, the delineator may be eliminated.

Guidance:

If a Reference Location sign cannot be installed in the correct location, it may be moved in either direction as much as 50 feet. When placed on the right side of the roadway, Reference Location signs should be placed at the same lateral offset as delineators (see Section 3D.04).

Section 2D.47 Traffic Signal Speed Sign (I1-1)

INSERT the following after the Option subsection:

Standard:

The Traffic Signal Speed sign shall state, to the nearest multiple of 5 MPH, the speed for which the signals are set.

INSERT the following at the end of the Guidance subsection:

Guidance:

If the speed varies at different times, changeable message signs should be used to post the information.

Section 2D.48 General Information Signs (I Series)

INSERT the following at the beginning of the section:

Standard:

Unless otherwise noted, symbol signs shall not be used along the main roadways of freeways in New York.

Signing for political boundaries shall conform to the provisions of Section 2D.110; the I-2 sign shall not be used in New York.

Option:

The following symbol signs (see Sign Drawing SD-G15) may be used in New York:

- A. College (NYM8-5)
- B. State Park (NYM8-9)
- C. Local Park (NYM8-10)
- D. Commuter Rail Station (NYM8-12)
- E. Winery (NYM8-13)
- F. Apple Orchard (NYM8-14)
- G. Maple Products (NYM8-15)
- H. Theater (NYM8-16)
- I. Wildlife Viewing Area (NYM8-22)
- J. Shore Access (NYM8-27)
- K. Agricultural Products (NYM8-28)

DELETE the third Standard subsection and REPLACE with the following:

Standard:

Except for the State Park, Local Park, Theater, and Wildlife Viewing Area symbol signs, political boundary and scenic byway logos and signs, General Information signs shall have white legends and borders on green rectangular-shaped backgrounds. The State Park, Local Park, Theater, and Wildlife Viewing Area symbol signs shall have white symbols and borders and brown backgrounds.

The Shore Access symbol sign shall only have white symbols and border and green background; provided, however, that when used in the Adirondack Park,

the Shore Access symbol sign shall have colors as developed and approved by the Commissioner of the New York State Department of Transportation, in consultation with the Adirondack Park Agency.

The Winery symbol sign shall only be used to guide traffic to wineries that are being signed in conjunction with officially legislated wine trails.

The Agricultural Products symbol sign shall only be used to guide traffic to sites that are being signed in conjunction with officially designated farm, apple, or cuisine trails.

Guidance:

The College symbol sign should only be used to guide traffic to colleges and universities accredited by the New York State Education Department.

Option:

The commuter rail line's logo may be displayed in the Commuter Rail Station symbol sign on the front of the rail vehicle. The height of the symbol sign may be increased, and the name of the rail station may be displayed beneath the rail station symbol.

The College symbol sign may be used on the main roadways of the following parkways: Bay Parkway, Bethpage State Parkway, Cross County Parkway, Heckscher State Parkway, Hutchinson River Parkway, Loop Parkway, Meadowbrook State Parkway, Northern State Parkway, Ocean Parkway, Robert Moses Causeway, Sagitkos State Parkway, Saw Mill River Parkway, Southern State Parkway, Sunken Meadow State Parkway, Taconic State Parkway, and Wantagh State Parkway.

College symbol signs used at grade-separated interchanges may be supplemented with Lane Auxiliary signs (see Section 2D.25), and may also display directional word legends such as "NEXT RIGHT", "SECOND RIGHT", "NEXT EXIT", or "SECOND EXIT." Symbol signs may be supplemented with Supplemental Name (NYM14-26 and NYM14-27) plaques (see Section 2D.107).

Section 2D.50 Trail Signs

DELETE the Option subsection and REPLACE with the following:

Standard:

The designs of all Trail signs used in New York shall be subject to the review and approval of the New York State Department of Transportation.

Option:

The following Trail signs may be used in New York: Wine Trail (NYM18-1), Farm/Apple/Cuisine Trail (NYM18-2), and Scenic Byway Trail (NYM18-3).

Standard:

The designs of Wine Trail, Farm/Apple/Cuisine Trail, and Scenic Byway Trail signs in New York shall be as provided in Sign Drawing SD-G23.

Wine Trail and Farm/Apple/Cuisine Trail signs shall have green backgrounds and white legends. Scenic Byway Trails signs shall have brown backgrounds and white legends, except in the Adirondack and Catskill Parks, where the legends shall be yellow.

The trail name appearing on a trail sign shall match the official name of the trail, as designated in law or regulation.

Wine Trail signs shall only be used to mark routes designated by Sections 343-k and 343-s of the New York State Highway Law. Farm/Apple/Cuisine Trail signs shall only be used to mark routes designated by the regulations of the New York State Department of Agriculture and Markets. Scenic Byway Trail signs shall only be used to mark routes designated by Section 349-dd of the New York State Highway Law.

Option:

Where names are too long to fit within the sign constraints, the spacing between the letters in the name may be reduced. Series D lettering may also be used instead of the specified Series E lettering.

Section 2D.101 Historic Site Signs (NYM9-1, NYM9-2, NYM9-3, NYM9-4)

INSERT new section:

Option:

Historic Site (NYM9-1, NYM9-2, NYM9-3, NYM9-4) signs (see Sign Drawing SD-G16) may be used along conventional highways and expressways to guide traffic to places of recognized historic value operated and maintained in the public interest.

Support:

The NYM9-1 and NYM9-2 signs are for use to provide guidance to sites that are not State-owned or State-operated. The NYM9-3 and NYM9-4 signs are for use for State-owned or State-operated sites.

Standard:

Historic Site signs shall only be used for sites listed in the National Register of Historic Places (published by the United States Department of the Interior) or the State Register of Historic Places (published by the New York State Commissioner of Parks, Recreation and Historic Preservation).

Option:

When the historic site to be signed is classified as a National or State historic district, the NYM9-3 or NYM9-4 sign may be used, with the last line modified to read "HISTORIC DISTRICT."

Guidance:

Historic Site signs should only be located at the point at which a motorist must leave a numbered route or major highway in the immediate vicinity of the historic location.

Continuity of guidance should be provided. Historic Site signs should not be used unless all subsequent guidance necessary to reach the site is in place.

Support:

Usually, motorists wishing to visit an historic site are adequately guided to the general area of the site by following numbered routes or other major highways.

Guidance:

Shortened names and/or abbreviations should be employed, where necessary, to enable the historic site name to be placed within the sign.

Option:

Where names are too long to fit within the sign constraints, the spacing between the letters in the name may be reduced. Series C lettering may also be used instead of the specified Series D lettering.

Standard:

Where used, an Historic Site sign shall be supplemented with an Arrow Auxiliary sign (see Sections 2D.25 and 2D.26) having a white legend and a brown background.

Section 2D.102 BEGIN Auxiliary Sign (NYM14-22)

INSERT new section:

Option:

The BEGIN (NYM14-22) auxiliary sign (see Sign Drawing SD-G20) may be used to supplement Route and Trail signs where the route or trail being traveled begins.

Standard:

Where used, the BEGIN auxiliary sign shall be mounted either directly above the Route or Trail sign, above a Cardinal Direction sign, or above a sign for an alternate route that is a part of the route designation.

The BEGIN auxiliary sign shall have background and legend colors that match the colors in the sign it supplements.

Section 2D.103 Ramp Metering Sign (NYI6-2)

INSERT new section:

Option:

The Ramp Metering (NYI6-2) sign (see Sign Drawing SD-G3) may be used in conjunction with ramp control signals (see Chapter 4H).

Guidance:

Where used, the Ramp Metering sign should be placed immediately beneath at least one of the ramp control signal faces.

Section 2D.104 Snowmobile Route Sign (NYM7-1)

INSERT new section:

Standard:

The Snowmobile Route (NYM7-1) sign (see Sign Drawing SD-G14) shall be used on highways where snowmobiles are permitted to use the roadway, shoulder, or inside bank by official designation, in accordance with Section 25.05 of the Parks, Recreation and Historic Preservation Law.

Support:

New York State law provides four types of permitted highway use for snowmobiles:

1. Operation of snowmobiles on highways customarily unplowed and unused for vehicular travel during winter months.
2. Operation of snowmobiles on shoulders and inside banks of plowed highways.
3. Operation of snowmobiles on roadways of plowed highways where the shoulder, inside bank, and outside bank are determined unusable.
4. Operation of snowmobiles on sections of highways, not exceeding 1,500 feet in length, to allow access to areas or trails that are otherwise unreachable.

Guidance:

Snowmobile Route signs should be displayed on a seasonal basis (see Section 2A.03).

Option:

Although Snowmobile Route signs ordinarily need not be used where snowmobiles are permitted by statute on the outside bank, the signs may be desirable in some instances for guidance continuity.

Standard:

Appropriate arrow auxiliary signs (see Sections 2D.25 and 2D.26) shall be mounted below Snowmobile Route signs in Advance Route Turn and Directional assemblies. All auxiliary signs supplementing the Snowmobile Route sign shall have white legends and green backgrounds.

Guidance:

Snowmobile Route signs should be used in combinations and assemblies similar to other route signs, except that Junction assemblies should not be used, and Advance Route Turn assemblies are normally unnecessary.

Snowmobile Route signs should be supplemented by the BEGIN (NYM14-22) auxiliary sign (see Section 2D.103) at the beginning of a route and the END (M4-6) auxiliary sign (see Section 2D.22) at the end of a route.

Support:

Figures 2D-103 and 2D-104 show examples of signing for snowmobile routes.

Option:

A Snowmobile Route sign supplemented by a M6-4 Directional Arrow auxiliary sign may be used on a highway to identify a snowmobile trail crossing.

Guidance:

Snowmobile route sign assemblies should be longitudinally located to clearly mark the permitted travel path. They should be placed in advance of and beyond route turns (in directional and confirming assemblies), at intersections with other snowmobile routes, and at intermediate locations, as necessary. The distance between successive signs along a route should be no more than 3000 feet. On unplowed highways, Snowmobile Route sign assemblies should be laterally placed three feet to the right of the edge of roadway or shoulder.

Where snowmobile operation is permitted on the shoulder and inside bank of a plowed highway, Snowmobile Route sign assemblies should be placed approximately 3 feet to the right of the crest of the snow bank. Where snowmobile operation is permitted on the roadway of a plowed highway, Snowmobile Route sign assemblies should be placed approximately three feet to the right of the roadway edge.

Signs used where operation is restricted to the outside bank should be placed a suitable distance to the right of the snow bank crest near the highway right-of-way line. Snowmobile Route sign assemblies should be at least seven feet above the ground surface.

Section 2D.105 All Terrain Vehicle Route Signs (NYM17-1, NYM17-2)

INSERT new section:

Standard:

All Terrain Vehicle Route (NYM17-1, NYM17-2) signs (see Sign Drawing SD-G14) shall be used on highways where all terrain vehicles are permitted by official designation, in accordance with Section 2405 of the Vehicle and Traffic Law.

Guidance:

The sign used should be that which most clearly represents the type of all terrain vehicle using the route. The NYM17-1 sign should be used where trail bikes predominate, and the NYM17-2 sign should be used where four-wheeled all terrain vehicles are in the majority. The signs should not be intermixed within a route.

All Terrain Vehicle Route signs should be used in combinations and assemblies similar to other route signs, except that Junction assemblies should not be used, and Advance Route Turn assemblies are normally unnecessary.

Standard:

All auxiliary signs supplementing All Terrain Vehicle Route signs shall have white legends and green backgrounds.

Guidance:

All Terrain Vehicle Route signs should be supplemented by the BEGIN (NYM14-22) auxiliary sign (see Section 2D.103) at the beginning of a route and the END (M4-6) auxiliary sign (see Section 2D.22) at the end of a route.

All Terrain Vehicle Route sign assemblies should be located to clearly mark the permitted travel path. They should be placed in advance of, and beyond, route turns (Directional and Confirming assemblies), at intersections with other all terrain vehicle routes, and at intermediate locations, as necessary. The distance between successive signs along a route should be no more than 3000 feet.

Option:

An All Terrain Vehicle Route sign supplemented by a M6-4 Directional Arrow auxiliary sign may be used on a highway to identify a snowmobile trail crossing.

Section 2D.106 Bus Stop Information Signs (NYI5-1, NYI5-2, NYI5-3, NYI5-4)

INSERT new section:

Option:

Bus Stop Information (NYI5-1, NYI5-2, NYI5-3, NYI5-4) signs (see Sign Drawing SD-G2) may be used to inform pedestrians and motorists about bus stop locations, and to provide information about bus routes and schedules.

Support:

The NYI5-1, NYI5-2, and NYI5-3 signs are for use at local transit bus stops. The NYI5-4 sign is for use at intercity bus stops.

Guidance:

The NYI5-1 sign should be used where both identification of a local bus stop and display of route or schedule information are desired at the same location.

Option:

The NYI5-1 sign may be used without auxiliary information where target value greater than that provided by a NYI5-2 sign is desired.

Guidance:

The NYI5-2 sign should be used where no route or schedule information is to be displayed, or where it is displayed at another location.

The NYI5-3 sign should be used to display route or schedule information near a local bus stop.

Option:

The NYI5-3 sign may be used in conjunction with either the NYI5-1 or NYI5-2 sign.

Guidance:

The NYI5-4 sign should be used to identify the locations of intercity bus stops.

Option:

Bus stop information signs may be used without parking signs at bus stops where a parking regulation is not required, but identification of the bus stop or inclusion of bus route information is desired.

Guidance:

Where control of parking is needed to ensure proper operation of a bus stop, parking prohibition signs should be used (see Chapter 2B).

Standard:

There shall be no regulatory messages on Bus Stop Information signs.

Option:

The words "BUS STOP" or the bus company logo may be shown within the bus silhouettes on NYI5-1 and NYI5-2 signs. The bus company logo may also be shown in the white spaces on the NYI5-1 and NYI5-3 signs. The words "BUS STOP" may be displayed on the backs of NYI5-1, NYI5-2, and NYI5-4 signs.

Standard:

On NYI5-1 and NYI5-2 signs, a bus company logo shall be no larger than 1 inch when used on the bus silhouette, and no larger than 3 inches when used in the white space.

Option:

Bus Stop Information signs may be enlarged proportionately or elongated vertically for added emphasis or, if necessary, to display additional route or schedule information. The color of the route information legend may vary.

Standard:

Lettering on the lower portion of the NYI5-1 and on the NYI5-3 sign shall be at least three-eighths of an inch high.

Guidance:

The NYI5-1, NYI5-2, and NYI5-4 signs should be placed near the front ends of bus stops and oriented to face paths of pedestrian travel. NYI5-3 signs should be placed where they can be conveniently read by waiting bus passengers.

Section 2D.107 Supplemental Name Plaques (NYM14-26, [and] NYM14-27)*INSERT new section:***Option:**

Supplemental Name (NYM14-26 and NYM14-27) plaques (see Sign Drawing SD-G21) may be used to supplement General Information symbol signs (see Section 2D.48) and Recreational and Cultural Interest Area symbol signs (see Section 2H.04). Supplemental Name plaques may also be used in other instances where motorist guidance would be enhanced by the inclusion of a specific name in a route assembly.

Standard:

Where Supplemental Name plaques are used to supplement the Emergency Medical Services symbol (see Section 2D.45), they shall contain the message “HOSPITAL” or “AMBULANCE STATION” in accordance with the criteria given in Section 2D.45.

Where used, a Supplemental Name plaque shall be placed above the sign which it supplements, unless text for a particular section requires placement in a different manner.

Option:

Where more than one hospital is in the vicinity of a Hospital (D9-12) symbol (see Section 2D.45), a Supplemental Name plaque with the name of the hospital the symbol is referring to may also be used to supplement this symbol.

Standard:

Supplemental Name plaques shall have background and legend colors that match the colors in the sign they supplement.

Guidance:

Shortened names and/or abbreviations (“UNIV,” “COMM COL,” “MTN,” etc.) should be employed where necessary to allow the name to be placed within the standard size plaques.

Option:

If necessary, the width of a plaque may be increased and/or series C lettering may be substituted in cases where the standard size plaque is not wide enough to accommodate the name.

Section 2D.108 New York State Heritage Signs (NYM20-1)*INSERT new section:***Option:**

New York State Heritage (NYM20-1) signs (see Sign Drawing SD-G25) may be used to guide motorists to locations within heritage areas that are part of the New York State Heritage Area System, as designated by Section 35.03 of the New York State Parks, Recreation and Historic Preservation Law.

Standard:

The designs of all logos used on New York State Heritage signs shall be subject to the review and approval of the New York State Department of Transportation.

The name appearing on a New York State Heritage sign shall match the official name of the heritage area, as designated in law.

Where used, a New York State Heritage sign shall be supplemented with a Supplemental Name (NYM14-27) plaque (see Section 2D.107) reading "HERITAGE AREA." The plaque shall have a white legend and a brown background, and shall be placed above the New York State Heritage sign.

Guidance:

Where used, New York State Heritage signs should be supplemented with appropriate auxiliary arrow (see Sections 2D.25 and 2D.26) signs.

Option:

Where motorist guidance would be enhanced by the inclusion of additional destination information, a second Supplemental Name plaque containing such information may be placed below the New York State Heritage sign, but above any auxiliary arrow signs.

Section 2D.109 New York National Heritage Signs (NYI12-8)

INSERT new section:

Option:

New York National Heritage (NYI12-8) signs (see Sign Drawing SD-G25) may be used to provide information to motorists about the locations of the boundaries of areas designated by the United States Congress as National Heritage Areas.

Standard:

The designs of all logos used on New York National Heritage signs shall be subject to the review and approval of the New York State Department of Transportation.

Section 2D.110 Political Boundary Signs (NYI12-1, NYI12-2a, NYI12-2b, NYI12-3a, NYI12-3b, NYI12-4)

INSERT new section:

Option:

Political Boundary signs (see Sign Drawings SD-G5 and SD-G6) may be used to provide information to motorists about the locations of state, county, town, city, village, and hamlet boundaries.

Guidance:

The State Boundary (NYI12-4) sign should be used to inform motorists that they are entering the state of New York. The State Boundary sign should precede the state speed limit sign at the border.

The Freeway County Boundary (NYI12-3a) sign should be used on freeways to inform motorists about the location of a county boundary line.

The Freeway Municipal Boundary (NYI12-3b) sign should be used on freeways to inform motorists about the location of a village, town or city boundary line.

The County Boundary (NYI12-2a) sign should be used on conventional highways and expressways to inform motorists about the location of a county boundary line.

The Municipal Boundary (NYI12-2b) sign should be used on conventional highways and expressways to inform motorists about the location of a village, town or city boundary line.

The Hamlet Boundary (NYI12-1) sign should be used on conventional highways and expressways to inform motorists about the location of a hamlet boundary line.

Section 2D.111 Toll Booth Signs (NYI12-5, NYI12-6)

INSERT new section:

Option:

Toll Booth (NYI12-5, NYI12-6) signs (see Sign Drawing SD-G7) may be used to provide motorists with information about toll booths they will be encountering.

Guidance:

The Toll Booth Advance (NYI12-5) sign should be used to in advance of a toll booth to inform motorists of proper lane use, the amount of toll due, or similar information.

The Toll Booth Overhead (NYI12-6) sign should be used above a traffic lane at a toll barrier to inform motorists of proper lane use, the amount of toll due, or similar information.

Section 2D.112 Watershed Sign (NYI12-7)

INSERT new section:

Option:

Watershed (NYI12-7) signs (see Sign Drawing SD-G8) may be used to inform motorists about the locations of watershed boundaries.

Guidance:

State and local agencies electing to provide watershed signing should develop policies that outline the criteria to be considered in determining the eligibility of watersheds for signing.

Section 2D.113 Hudson River Estuary Signs (NYM19-1, NYM19-2)

INSERT new section:

Option:

Hudson River Estuary (NYM19-1, NYM19-2) signs (see Sign Drawing SD-G24) signs may be used to inform motorists when the Hudson River Estuary, or one of its tributaries, is being crossed.

Standard:

The placement of all Hudson River Estuary signs shall be subject to the review and approval of the New York State Department of Environmental Conservation.

The NYM19-1 sign shall be used when the water body being crossed is the Hudson River Estuary. The NYM19-2 sign shall be used when the water body being crossed is a tributary of the Hudson River Estuary.

Section 2D.114 Catskill Former Site Signs (NYM9-5, NYM9-6)

INSERT new section:

Option:

Catskill Former Site (NYM9-5, NYM9-6) signs (see Sign Drawing SD-G17) may be used to inform motorists of the former locations of communities removed or relocated during the development of the New York City watershed.

Guidance:

The NYM9-5 sign should be used when only one community name appears on the sign. The NYM9-6 sign should be used for two community names.

For communities whose names are too long to fit within the sign constraints, the spacing between the letters in the name should be reduced as needed.

Standard:

Where used within the Catskill Park, Catskill Former Site signs shall have yellow legends and brown backgrounds.

Figure 2D-101 Route Sign Assembly Types

INSERT new figure.

Figure 2D-102 Destination Sign Arrow Dimensions

INSERT new figure.

Figure 2D-103 Example of Snowmobile Route Signing

INSERT new figure.

Figure 2D-104 Example of Snowmobile Route Signing

INSERT new figure.

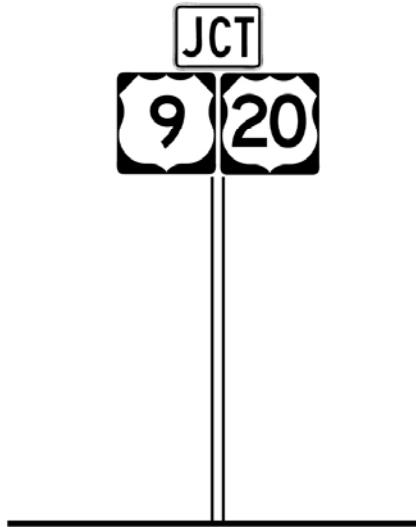
Figure 2D-105 Example of Rest Area Signing

INSERT new figure.

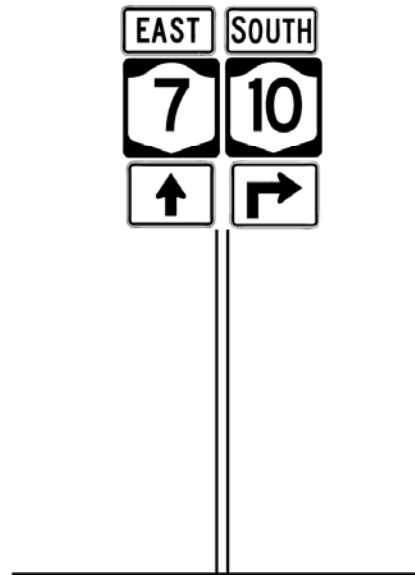
Figure 2D-101.

Route Sign Assembly Types

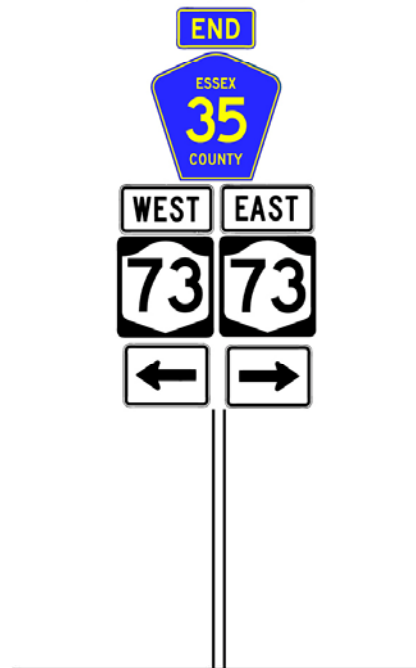
A. JUNCTION ASSEMBLY.



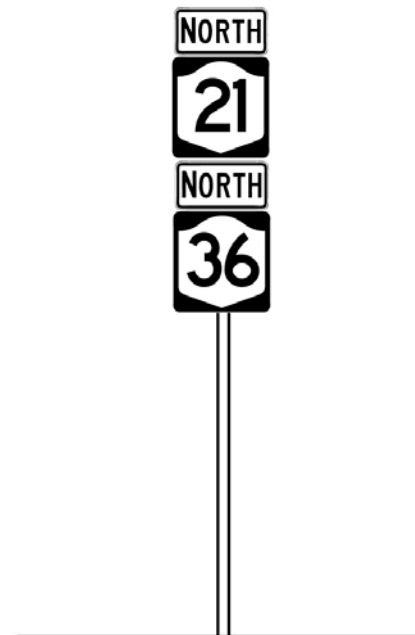
B. ADVANCE ROUTE TURN ASSEMBLY.



C. DIRECTIONAL ASSEMBLY.



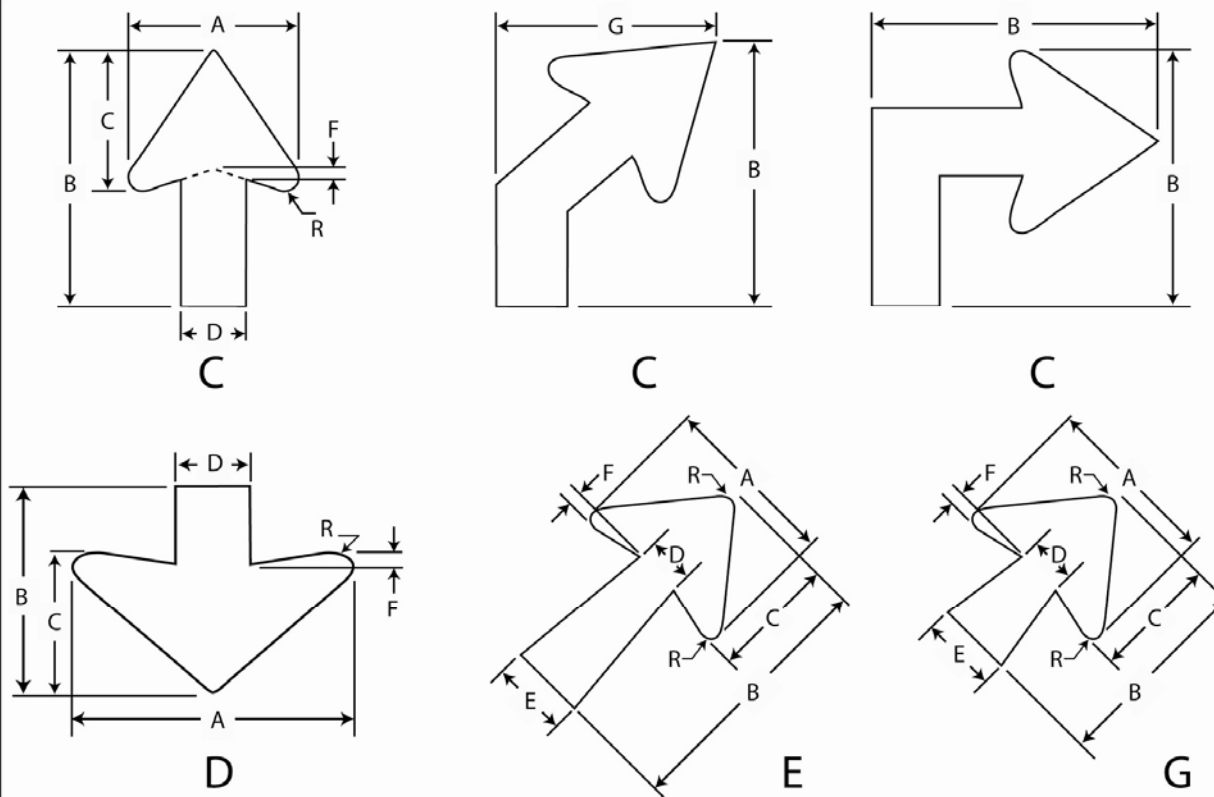
D. CONFIRMATORY OR REASSURANCE ASSEMBLY.



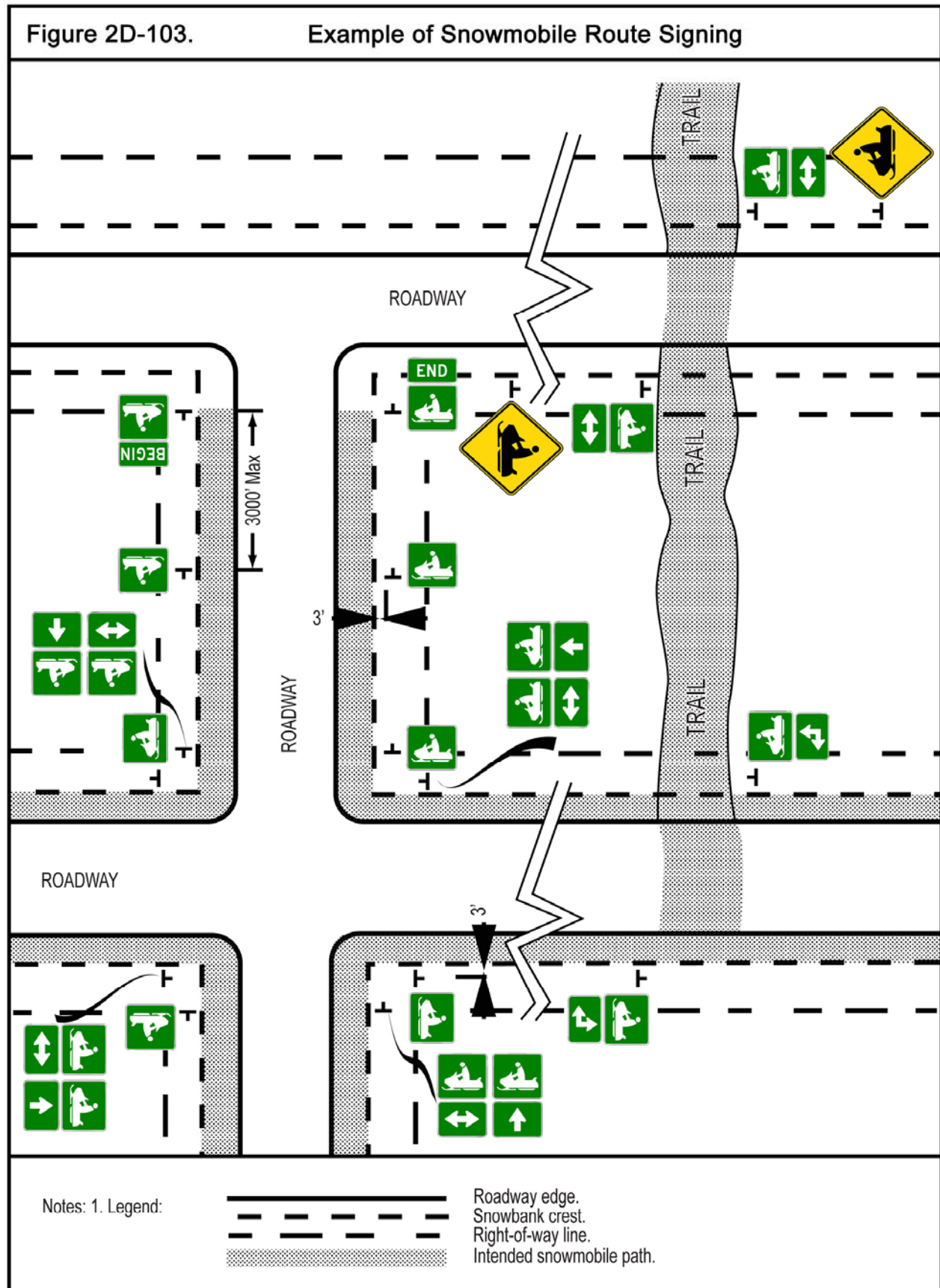
Note: See Section 2A.18 and 2A.19 for Height and Lateral offsets

Figure 2D-102.

Destination Sign Arrow Dimensions



ARROW	DIMENSION (INCHES)							
	A	B	C	D	E	F	G	R
C2	2	3	1.6875	0.75	--	0.125	2.25	0.125
C4	4.0625	6	3.375	1.5	--	0.25	4.5	0.3125
C6	6.125	9	4.3125	2.25	--	0.375	6.75	0.4375
C8	8.125	12	6.6875	3	--	0.4375	9	0.5625
C12	12.125	18	10	4.5	--	0.6875	13.5	0.875
D10	26.75	18.75	13.375	5.5	--	2.5	--	1
D12	32	22	16	6.5	--	3	--	0.875
D15	40	27.5	20	8.125	--	0.75	--	1.25
E6	11.125	17.5	8.5	2.6875	3.5	0.875	--	0.5
E8	15.125	25	11.5625	3.75	5	1.3125	--	0.8125
E10	18.25	30	14	4.5	5.3125	1.5	--	0.75
E12	22.25	35	17	5.375	7.125	1.75	--	1
E15	27.75	45	21	6.75	8.9375	2.25	--	1.25
G10	18.25	20	14	4.5	5.125	1.5	--	0.75
G12	22.25	25	17	5.375	6.25	1.75	--	1
G15	27.75	31	21	6.75	7.75	2.25	--	1.25



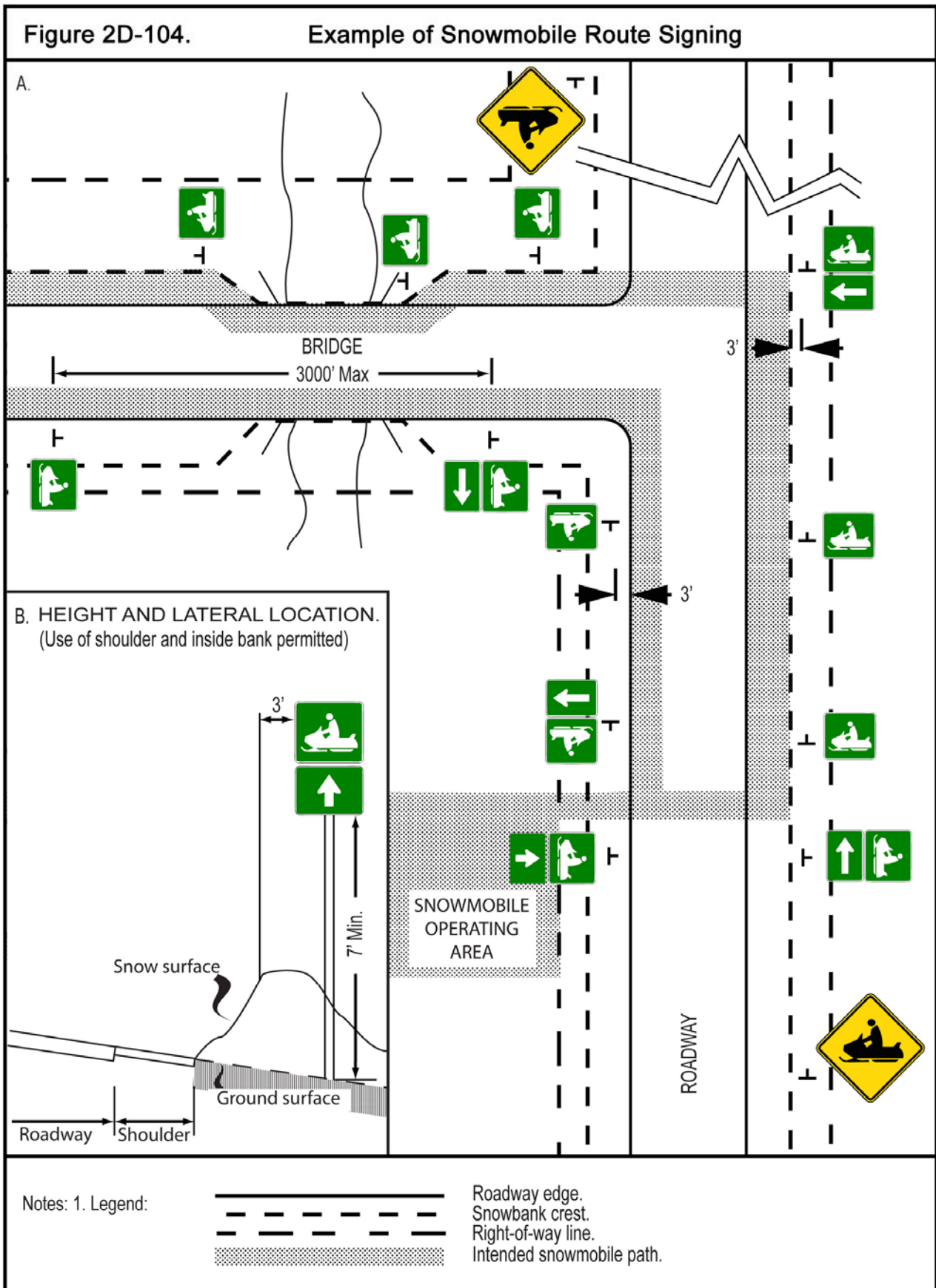
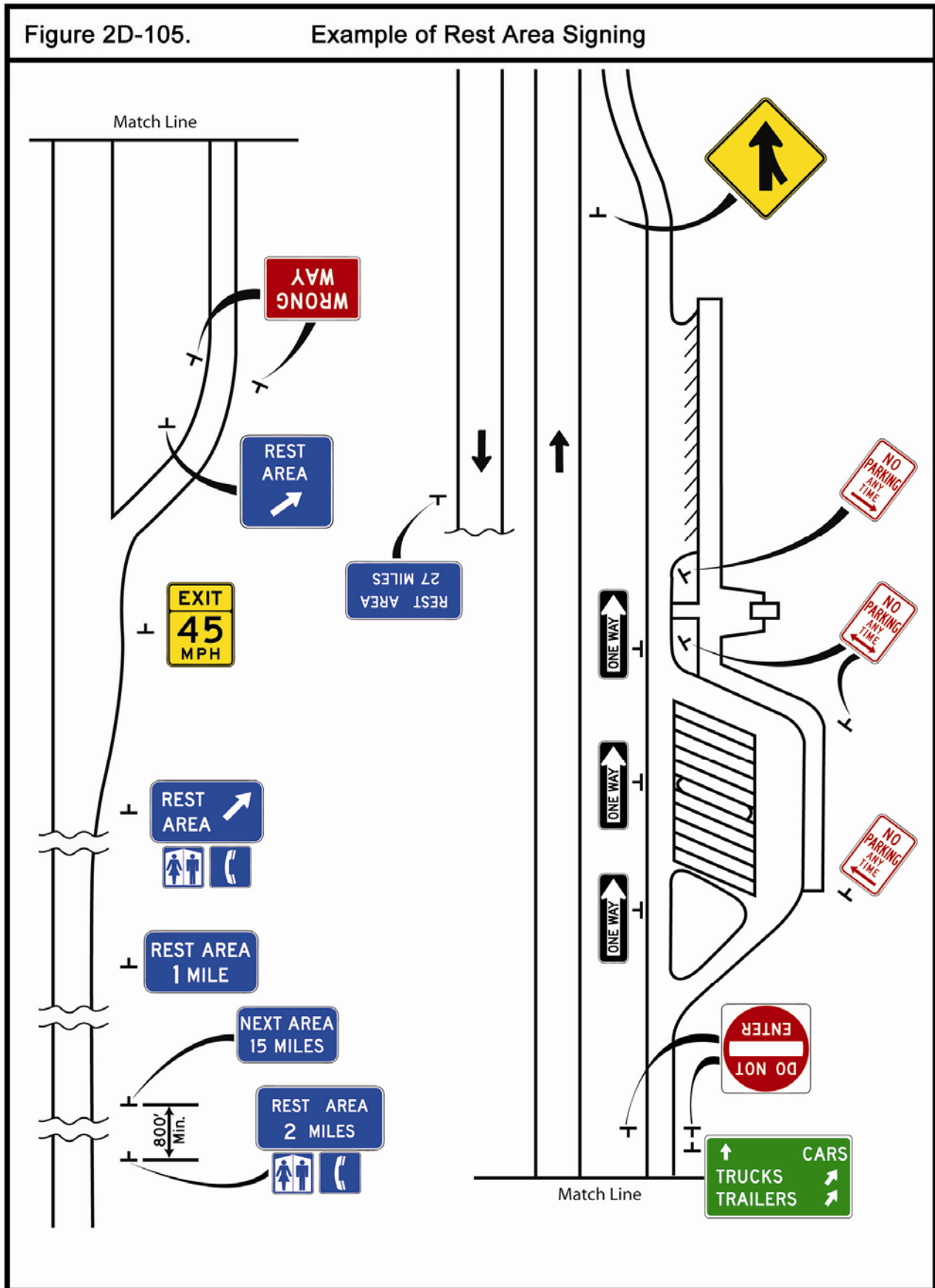


Figure 2D-105.

Example of Rest Area Signing



CHAPTER 2E. GUIDE SIGNS --- FREEWAYS AND EXPRESSWAYS

Section 2E.11 Pull-Through Signs

INSERT the following paragraph at the end of the Guidance subsection:

Guidance:

Where the through lanes pass to the left of the gore, the cardinal direction should be either above or to the left of the route shield. Where the through lanes pass to the right of the gore, the cardinal direction should be either above or to the right of the route shield.

Section 2E.17 Symbols

INSERT the following Guidance subsection at the end of the section:

Guidance:

The display of educational plaques should generally be limited to a period of three years from the time a particular symbol is introduced in an area. After this period, installation of that particular plaque should be discontinued, although it need not be removed if it is still serviceable.

Section 2E.18 Arrows for Interchange Guide Signs

INSERT the following at the end of the subsection:

Support:

Figure 2D-102 shows sign arrow dimensions.

Section 2E.19 Diagrammatic Signs

INSERT the following at the end of the Standard subsection:

Standard:

E. A black text with yellow background EXIT ONLY panel shall be used to supplement a lane drop graphic.

DELETE the first item C from the Guidance subsection.

DELETE item G from the Guidance subsection and REPLACE with the following:

Guidance:

- G. The cardinal direction should be placed on the side of the route shield opposite the diagrammatic arrow, and the destination should be placed below and justified with the route shield.

Section 2E.28 Interchange Exit Numbering

INSERT the following after the first Standard subsection:

Option:

Exit numbers containing cardinal initials may be used in New York.

Support:

New York currently uses consecutive exit numbering on freeway and expressway interchanges. New York expects to eventually adopt a reference location exit numbering system and discontinue the use of cardinal directions suffixes as part of the exit number in favor of a suffix letter (e.g. A, B, C, etc.).

Guidance:

Interchanges should be numbered consecutively, with numbers reserved for future planned interchanges. Multi-exit interchange letter suffixes should be the first letter of the cardinal direction of travel accessible from each exit (N, S, E, W).

DELETE the first paragraph of the first Guidance subsection and REPLACE with the following:

Guidance:

The design of Exit Number plaques should be as provided in Sign Drawing SD-G1.

Exit Number plaques should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits. An Exit Number plaque should be positioned such that its right or left bottom edge is offset from the edge of the sign it supplements by a distance equal to the sign's corner radius.

Standard:

The NYG8-4 and NYG8-5 Exit Number plaques shall be used only in conjunction with the E5-1 (see Section 2E.34) Exit Gore sign.

DELETE the second paragraph of the third Support subsection.

Section 2E.30 Advance Guide Signs

INSERT the following after the Standard subsection:

Guidance:

The cardinal direction should be either above or to the right of the route shield.

Section 2E.33 Exit Direction Signs

INSERT the following paragraph at the end of the second Guidance subsection:

Guidance:

Where the exit is to the right of the mainline roadway, the cardinal direction should be either above or to the right of the route shield. Where the exit is to the left of the mainline roadway, the cardinal direction should be either above or to the left of the route shield.

Section 2E.36 Distance Signs

DELETE the first Option subsection.

DELETE the second Guidance subsection and REPLACE with the following:

Guidance:

The distance displayed for each destination on a Distance sign should be the actual distance to the closest point of the destination over the route being signed. Distance values should be rounded to the nearest mile.

Distances to the same destinations should not be shown more frequently than at 10 mile intervals. Distance signs should be placed at locations where the distance to the control destination is a multiple of 10 miles.

Section 2E.37 Interchange Sequence Signs

DELETE the last paragraph of the Support subsection and REPLACE with the following:

Guidance:

Distances shown on Interchange Sequence signs that are less than one mile should be stated to the nearest quarter-mile. Distances between one and three miles should be stated to the nearest half-mile. Distances over three miles should be stated to the nearest whole mile.

Section 2E.38 Community Interchanges Identification Signs

DELETE the entire section and REPLACE with the following:

Support:

For suburban or rural interchanges that are served by two or three interchanges, Community Interchange Identification signs (see Figure 2E-25) are useful.

Guidance:

In these cases, the name of the community followed by the word EXITS should be shown on the top line; the lines below should display the destination, road name or route number, and corresponding distances. Exits should be listed in order from top to bottom.

Distances shown on Community Interchanges Identification signs that are less than one mile should be stated to the nearest quarter-mile. Distances between one and three miles should be stated to the nearest half-mile. Distances over three miles should be stated to the nearest whole mile.

The Community Interchanges Identification sign should be located in advance of the first Advance Guide sign for the first interchange within the community. Where Interchange Sequence signs (see Section 2E.37) are used, a Community Interchanges Identification sign should normally precede the series of Interchange Sequence signs.

Option:

If interchanges are not conveniently identifiable, or if there are more than three interchanges to be identified, the NEXT X EXITS sign (see Section 2E.39) may be used.

Guidance:

Exit numbers on the Region sign should be listed, from left to right, in the order that they are encountered.

Section 2E.39 NEXT X EXITS Sign

INSERT the following at the end of the section:

Option:

The NEXT X EXITS sign may also identify the exits associated with a region or area by specifying exit numbers in the sign legend (e.g., EXITS 5-9) in the order they will be encountered.

Section 2E.49 Signing of Approaches and Connecting Roadways

INSERT the following after the first Guidance subsection:

Guidance:

On Entrance Direction signs and Advance Entrance Direction signs, the route shield and cardinal direction, if used, should be placed at the top of the sign. The cardinal direction should normally be placed beside the route shield, with its top aligned with the top of the shield. Where the entrance ramp is to the right, the cardinal direction should be to the right of the route shield, where the ramp is to the left, the cardinal direction should be to the left of the shield.

Option:

As an alternative, the cardinal direction on Entrance Direction signs and Advance Entrance Direction signs may be horizontally centered above the route shield.

Guidance:

On Entrance Direction signs and Advance Entrance Direction signs, where the intersected facility has no route number, its name should be displayed as the top line of the sign legend.

Standard:

Entrance Direction signs and Advance Entrance Direction signs shall not show the name of more than one destination in each direction of travel along the facility being intersected.

Guidance:

On Entrance Direction signs and Advance Entrance Direction signs, the destination names should be placed on the lines below the route shield or highway name. Where there are two ramps, the signs should display the destination associated with the first ramp above the destination associated with the second.

INSERT the following at the end of the section:

Guidance:

Arrows on Advance Entrance and Entrance Direction signs should be on the bottom of the sign. Diagonal arrows on these signs should be placed beside the destination legend, on the same side of the sign as the entrance ramp, at an angle approximating the angle of departure of the ramp.

Section 2E.51 General Service Signs

DELETE the entire section and REPLACE with the following:

Support:

The Freeway General Service (D9-18) sign (see Figure 2E.41) is for use on freeways to inform motorists about certain services conveniently accessible at exits.

Standard:

The Freeway General Service shall have white letters, symbols, and borders on a blue background. Letter and numeral sizes shall conform to the minimum requirements of Tables 2E-1 through 2E-4.

The Freeway General Service sign shall carry the symbols for one or more of the following services only: Food (D9-8), Gas (D9-7), Diesel Fuel (D9-11), Alternative Fuel (D9-11a), Electric Vehicle Charging (D9-11b), Propane Gas (D9-15), Lodging (D9-9), Tent Camping (D9-3), Trailer Camping (D9-3a), Telephone (D9-1), Hospital (D9-2), or Tourist Information (D9-10) (see Section 2D.45).

Only symbols shall be permitted on the Freeway General Service sign.

Guidance:

The Freeway General Service sign should be used where the overall public interest is better served by omitting brand and facility names. Where the public interest would be better served by including such information, Specific Service signs (see Chapter 2F) should be used instead.

Freeway General Service signs should be limited to areas which are rural in character. They should not be used in urbanized areas where the availability of motorist services is evident or may reasonably be assumed.

Freeway General Service signs should not be used on approaches to interchanges with other freeways, on approaches involving lane drops, or on approaches where diagrammatic Advance Guide signs (see Section 2E.30) are used. They should also not be used where it would be inconvenient for motorists leaving the freeway to re-enter to resume their travel.

Freeway General Service signs should only be used where necessary General Service symbol signs are in place on the exit ramp, and at subsequent locations where traffic must turn to reach the particular services.

Option:

Where Tourist-Oriented Directional signs (see Chapter 2G) provide guidance at locations where turns are necessary, the follow-up General Service Symbol signs may be omitted.

Support:

Ramp signs are usually not necessary at double-exit interchanges. They are also generally not needed at single-exit interchanges for businesses which are readily visible from the ramp terminal.

Standard:

No more than six services, including any appended panels, shall be displayed on one Freeway General Service sign.

The qualified services available shall be shown at specific locations on the Freeway General Service sign. To provide flexibility for the future, when the service might become available, the sign space normally reserved for a given service symbol shall be left blank when that service is not present.

Symbols for businesses which are operated on a seasonal basis shall be removed or covered when the businesses are closed.

Guidance:

The symbols on a Freeway General Service sign should be displayed as follows:

- A. Six services:
 - 1. Top row—Gas, Food, and Lodging
 - 2. Bottom row—Phone, Hospital, and Camping
- B. Four services:
 - 1. Top row—Gas and Food
 - 2. Bottom row—Lodging and Phone
- C. Three services:
 - 1. Top row— Gas, Food, and Lodging

Option:

Signing for Diesel Fuel, Propane Gas, or other alternative fuel services may be substituted for any of the general services or appended to such signs. The International Symbol of Accessibility for the Handicapped (D9-6) sign may be used for facilities that qualify.

Substitutions of other services for any of the services shown above may be made by placing the substitution in the lower right (four or six services) or extreme right (three services) portion of the sign panel. An action message or an interchange number may be used for symbol signs in the same manner as they are used for word message signs. The Diesel Fuel symbol or the Propane Gas symbol may be substituted for the symbol representing fuel or appended to such assemblies. The Tourist Information symbol may be substituted on any of the above configurations.

Standard:

If more than three services become available at rural interchange areas where limited road user services were anticipated, any appended sign panel shall be removed and replaced with an independently mounted General Service sign as described in this Section.

Option:

A separate Telephone sign may be installed if telephone facilities are located adjacent to the route at places where public telephones would not normally be expected. The Recreational Vehicle Sanitary Station (D9-12) sign may be used as needed to indicate the availability of facilities designed for dumping wastes from recreational vehicle holding tanks. In some locations, signs may be used to indicate that services are not available.

Guidance:

To be eligible for a Freeway General Service sign, businesses or facilities should meet the requirement set forth for Specific Service signs (see Chapter 2F) and General Service signs (see Section 2D.45).

Option:

The eligibility requirements for a particular type of service may be satisfied by a single business or facility, or jointly by two or more businesses or facilities in reasonably close proximity.

Standard:

Where eligibility for signing involves more than one business or facility, all shall be within the specified travel distance limit from the exit gore, and guidance to all shall involve the same General Service symbol sign on the exit ramp and at all subsequent locations.

Only one Freeway General Service sign shall be used in each travel direction at a single-exit interchange. The number of Freeway General Service signs per travel direction approaching a double-exit interchange shall be limited to one for each exit.

Option:

Where the services associated with each exit of a double-exit interchange are identical, one Freeway General Service sign, covering both exits, may be used.

If the distance to the next point where services are available is greater than 10 miles, a NEXT SERVICES XX MILES (D9-17) sign (see Figure 2E-43) may be used as a separate sign panel installed below the Exit Direction sign (see Section 2E.33).

Standard:

Where used at a numbered interchange, the Freeway General Service sign shall be supplemented with the interchange number, as illustrated in Figure 2E-42.

Where used at an unnumbered interchange, the Freeway General Service sign shall be supplemented with an action message such as NEXT EXIT or SECOND RIGHT, as illustrated in Figure 2E-41.

Symbols on the Freeway General Service sign shall be identical in design and meaning to those used on General Service symbol signs (see Section 2D.45).

Guidance:

Symbols on the Freeway General Service signs should be 18 inches high or 18 inches wide, as appropriate. They should be arranged so that the horizontal spaces between them are uniform. The Gas and Diesel Fuel symbols should not ordinarily be displayed together on the Freeway General Service sign. Also, the Trailer Camping and Tent Camping symbols should not ordinarily be displayed together.

Option:

The Gas and Diesel Fuel symbols, or both the Trailer Camping and Tent Camping symbols, may be included where it is deemed in the public interest to do so.

Guidance:

The Freeway General Service sign should be placed at least 800 feet from any other guide sign.

At a single-exit interchange, the Freeway General Service sign should be placed between the Advance Guide sign and the Exit Direction sign. If more than one Advance Guide sign is used, the Freeway General Service sign should be placed after the last one. Where a Supplemental Guide sign (see Section 2E.32) is used, the Freeway General Service sign should be placed to follow it. Where a NY19-5 or NY19-10 ATTRACTION sign (see Chapter 2F) is used, the Freeway General Service sign should be placed to follow it.

Standard:

Where two Freeway General Service signs are used at a double-exit interchange, the signs for both exits shall be placed at the same location. The Freeway General Service sign for the first exit to be encountered shall be placed immediately above the Freeway General Service sign for the second exit.

Guidance:

The Freeway General Service signs for double-exit interchanges should be positioned between the Advance Guide sign and the Exit Direction sign for the first exit. If more than one Advance Guide sign is used, the Freeway General Service signs should be placed after the last one. Where a Supplemental Guide sign is used, the Freeway General Service signs should be placed to follow it. Where NY19-5 or NY19-10 ATTRACTION signs are used, the Freeway General Service signs should be placed after them.

Where only one Freeway General Service sign is used at a double-exit interchange, it should be positioned between the Advance Guide sign and the Exit Direction sign for the first exit. If more than one Advance Guide sign is used, the Freeway General Service sign should be placed after the last one. Where a Supplemental Guide sign is used, the Freeway General Service sign should be placed to follow it. Where NY19-5 or NY19-10 ATTRACTION signs are used, the Freeway General Service sign should be placed after them.

Option:

The Freeway General Service sign may be supplemented with a TRUCK PARKING (D9-16) General Service sign to indicate the availability of truck parking at a nearby service area if the criteria listed in Section 2D.45 are met.

Guidance:

Where a TRUCK PARKING sign is used in conjunction with the Freeway General Service sign, the TRUCK PARKING sign should be placed immediately beneath, and centered horizontally on, the Freeway General Service sign.

Option:

The TRUCK PARKING sign may be placed at a height which is less than that required by Section 2A.18.

Section 2E.52 Rest Area and Scenic Signs

DELETE the entire section and REPLACE with the following:

Standard:

The design of rest area and scenic area signs in New York shall be as provided in Sign Drawing SD-G4, unless otherwise noted.

The D5-1, D5-1a, D5-1b, D5-2, D5-2a, D5-2b, D5-3, D5-3c, D5-4, D5-5, D5-5a, D5-5b, D5-5c, D5-5d, D5-5e, D6-1, D6-2, and D6-3 sign designs shall not be used in New York.

Guidance:

Signing for rest areas and scenic areas should conform to the provisions set forth in Sections 2D.42 and 2D.43. However, the signs should be suitably enlarged for freeway or expressway application. A roadside area that does not contain restroom facilities should be signed to indicate the major road user service that is provided. For example, an area with only parking should be signed as a PARKING AREA. An area with picnic tables and parking should be signed as a PICNIC AREA.

Rest areas that have tourist information and welcome centers should be signed as discussed in Section 2E.53.

Scenic area signing should be consistent with that specified for rest areas. Standard messages should read SCENIC AREA, SCENIC VIEW, SCENIC OVERLOOK, or the equivalent.

Standard:

All signs for rest and scenic areas shall have white letters, symbols, and borders on a blue background. Letter and numeral sizes shall conform to the minimum requirements of Tables 2E-1 through 2E-4. On the approach to rest areas or service areas, a REST AREA (NY17-7) or SERVICE AREA (NY17-7) Advance Guide sign shall be placed one mile and/or two miles in advance of the rest area or service area. At the rest area or service area exit gore, there shall be a sign with a message REST AREA (NY17-6) or SERVICE AREA (NY17-9) together with an arrow indicating the appropriate turn, as shown in Sign Drawing SD-G4.

Option:

If the rest area or service area has facilities for the physically impaired (see Section 2D.45), the International Symbol of Accessibility for the Handicapped (D9-6) sign may be used. If the rest area or service area has designated parking areas for trucks which meet the criteria of section 2D.45, the TRUCK PARKING (D9-16) sign may be used.

Guidance:

Where used, the International Symbol of Accessibility for the Handicapped (D9-6) sign and the TRUCK PARKING (D9-16) sign should be placed beneath the REST AREA or SERVICE AREA advance guide sign and beneath the REST AREA or SERVICE AREA exit direction sign.

Option:

Between the REST AREA or SERVICE AREA advance guide sign and the gore of the rest area exit, there may be a REST AREA (NY17-5) or SERVICE AREA (NY17-8) sign. The words NEXT RIGHT may be substituted for the arrow.

To provide the road user with information on the location of succeeding rest or service areas, a REST AREA XX MILES (NY17-10) or SERVICE AREA XX MILES (NY17-11) sign may be installed independently or as a supplemental sign panel mounted below one of the rest or service area advance guide signs. The REST AREA XX MILES or SERVICE AREA XX MILES signs may be used across from rest areas and service areas that are provided in the opposite direction of travel.

The NEXT AREA XX MILES (NY17-12) sign may be used on approaches to freeway parking, rest, and service areas to indicate the distance to a following area in order to help motorists decide whether to stop at the immediate area or proceed to the more distant one.

Guidance:

Where REST AREA XX MILES or SERVICE AREA XX MILES signs are used, they should be at least 800 feet after the REST AREA or SERVICE AREA advance guide signs.

Option:

As an alternative to the use of Gas (D9-7), Diesel Fuel (D9-11), Alternative Fuel (D9-11a), Electric Vehicle Charging (D9-11b), and Food (D9-8) General Service signs (see Section 2D.45), Specific Service sign Logo Panels (see Section 2F.03) may be used on the face of the rest of service area advance guide sign and the rest or service area exit direction sign.

The FREE COFFEE (NYI7-13) sign (see Sign Drawing SD-G4) may be used in conjunction with the REST AREA X MILE, REST AREA, PARKING AREA X MILE, and PARKING AREA signs.

Guidance:

The FREE COFFEE sign should only be used when services are actually being furnished.

Support:

Figure 2D-105 shows an example of rest area signing.

Section 2E.53 Tourist Information and Welcome Center Signs

DELETE item A in the third Guidance subsection and REPLACE with the following:

Guidance:

- A. To be eligible for signing on a freeway approaching an interchange, a tourist information center off the freeway should not be more than 1 mile from the gore. To be eligible for signing on an expressway or conventional highway, a tourist information center sign on another highway should not be more than 1 mile from the intersection. It should have telephone service available at all times.

Section 2E.56 Radio Information Signing

DELETE the third Option subsection.

DELETE the third Standard subsection.

CHAPTER 2F. SPECIFIC SERVICE SIGNS

Section 2F.01 Eligibility

INSERT the following at the end of the first Standard subsection:

Standard:

Specific Service signs shall be used only on freeways in New York.

DELETE the first Guidance subsection and REPLACE with the following:

Guidance:

The use of Specific Service signs should be limited primarily to areas which are rural in character. GAS, FOOD, LODGING, and CAMPING signs should not be used in urbanized areas where the availability of motorist services is evident or may be reasonably assumed.

Option:

ATTRACTION signs may be used in urbanized areas where there is adequate space.

DELETE the first Option subsection.

DELETE the second Guidance subsection and REPLACE with the following:

Guidance:

To qualify for Specific Service signing, a business or facility:

- A. Should not be located at an interchange where the road user cannot conveniently reenter the freeway and continue in the same direction of travel[-];
 - B. Should not involve travel over poor connecting highways going to the facility or returning to the freeway;
 - C. Should be adequately signed to provide directional guidance to the facility and, if necessary, back to the freeway;
 - D. Should not involve signing on approaches to interchanges with other freeways, on approaches involving lane drops, or on approaches where diagrammatic Advance Guide signs (see Section 2E.30) are used;
 - E. Should be located within three road miles of the exit gore for the GAS service;
 - F. Should be located within 6 road miles of the exit gore for the FOOD service;
 - G. Should be located within 9 road miles of the exit gore for the LODGING service;
 - H. Should be located within 12 road miles of the exit gore for the CAMPING service;
- and

- I. Should be located within 15 road miles of the exit gore for the ATTRACTION service.

DELETE the third paragraph of the second Standard subsection and REPLACE with the following:

Standard:

Specific Service signs for 24-hour pharmacies shall not be used in New York.

DELETE the third Guidance subsection and second Option subsection.

INSERT the following at the end of section "E" in the fourth Guidance subsection:

Guidance:

3. Modern sanitary facilities and drinking water.

DELETE the third Standard subsection.

Section 2F.02 Application

INSERT the following after the first paragraph of the Standard subsection:

Standard:

Specific Service signs for 24-hour pharmacies shall not be used in New York.

DELETE the second and third sentences of the second paragraph of the Standard subsection.

DELETE the first sentence of the Support subsection.

Section 2F.03 Logos and Logo Panels

INSERT the following at the end of the Standard subsection:

Standard:

Only trademarks which are registered with the Federal Division of Patents and Trademarks shall appear on logo panels.

DELETE the second paragraph of the Option subsection and REPLACE with the following:

Option:

Supplemental information which would be helpful to motorists may be included at the bottoms of logo panels. For example, "DIESEL" may be shown on a GAS panel, or "24 HOURS" may be shown on a FOOD panel. Such supplementary messages may be in lettering as small as six inches high.

Section 2F.04 Number and Size of Logos and Signs

DELETE the Guidance subsection.

DELETE the second sentence of the first Standard subsection, and REPLACE with the following:

Standard:

There shall be no more than three logo panels for one of the two service types on the same sign or sign assembly.

DELETE the second Standard subsection and REPLACE with the following:

Standard:

The design of Specific Service signs and logo panels in New York shall be as provided in Sign Drawing SD-G10.

DELETE the second Support subsection.

Section 2F.05 Size of Lettering

DELETE the Standard subsection and replace with the following:

Standard:

All letters and numerals on Specific Service signs, except on the logo panels, shall be a minimum height of 10 inches.

Section 2F.07 Single-Exit Interchanges

DELETE the second paragraph of the Standard subsection and REPLACE with the following:

Standard:

The design and use of Specific Service ramp signs in New York shall be as provided in Section 2F.101.

The following rules shall be used for assembling and positioning combination Specific Service signs at single-exit interchanges:

- A. When a NYI9-1 GAS sign is combined with a NYI9-2 FOOD, a NYI9-3 LODGING, a NYI9-4 CAMPING, or a NYI9-5 ATTRACTION sign, the NYI9-1 sign shall be on top, and the combination should be placed in the GAS sign position;
- B. When a NYI9-2 FOOD sign is combined with a NYI9-3 LODGING, a NYI9-4 CAMPING, or a NYI9-5 ATTRACTION sign, the NYI9-2 sign shall be on top, and the combination should be placed in the FOOD sign position;
- C. When a NYI9-3 LODGING sign is combined with a NYI9-4 CAMPING or a NYI9-5 ATTRACTION sign, the NYI9-3 sign shall be on top, and the combination should be placed in the LODGING sign position; and
- D. When NYI9-4 CAMPING and NYI9-5 ATTRACTION signs are combined, the NYI9-4 sign shall be on top, and the combination should be placed in the CAMPING sign position.

DELETE the Guidance subsection.

DELETE the second paragraph in the Option subsection.

Section 2F.08 Double-Exit Interchanges

DELETE the first paragraph of the Option subsection.

Section 2F.09 Signs at Intersections

DELETE the entire section.

Section 2F.101 Specific Service Ramp Signs (NYI8-1, NYI8-1a)

INSERT new section:

Support:

Specific Service Ramp (NYI8-1 and NYI8-1a) signs (see Sign Drawing SD-G9) are for use on freeway exit ramps, as necessary, to provide guidance to service facilities appearing on Specific Service signs on the mainline freeway.

Guidance:

A separate Specific Service Ramp sign should be displayed for each service category. A Specific Service Ramp Sign should be used only where directional guidance, using Tourist-Oriented Directional signs or other forms of guidance, exists at all subsequent turns or critical decision points.

Specific Service Ramp signs should be spaced at least 100 feet from the exit gore sign, from each other, and from the ramp terminal.

Standard:

At single-exit interchanges, Specific Service Ramp signs shall be installed along the ramp or at the ramp terminal for facilities that have logo panels displayed along the main roadway if the facilities are not readily visible from the ramp terminal. Directions to the service facilities shall be indicated by arrows on the ramp signs.

The top line on each Specific Service Ramp sign shall contain the category of the business appearing on the sign (i.e., GAS, FOOD, LODGING, CAMPING, or ATTRACTIONS).

The logo panels (NYI8-4) used on Specific Service Ramp signs shall be duplicates of those displayed on the Specific Service signs located in advance of the interchange, but shall be reduced to a size of 24" x 15", as shown in Sign Drawing SD-G9.

No more than four logo panels shall be displayed on a NYI8-1 sign. Where more than four facilities in a particular service category are signed, a NYI8-1a sign shall be used to display all of the logo panels in that category.

Guidance:

The arrows on the Specific Service Ramp sign should point in the general direction to be followed in turning onto the intersecting highway. Vertical and diagonal arrows, where used, should be similar to those used on Destination signs (see Section 2D.34), except that they should have wider shafts. Arrows pointing to the right of vertical should be on the right side of the sign. Arrows pointing to the left of vertical should be on the left side of the sign. Businesses to the left should appear above businesses to the right. Where more than one business lies in the same direction, those closer should appear above those more distant. Distances to businesses should be displayed within the arrows, and should be stated to the nearest mile. Where the stated distance would be less than one mile, it should be omitted.

Option:

Vertical arrows may be on either side of the sign, as appropriate.

Guidance:

Specific Service Ramp signs should be placed along the left side of the exit ramp in advance of the crossroad intersection. They should be arranged so attractions, camping, lodging, food, and gas information will be encountered in that order. Where more than one business lies in the same direction, those closer should appear above those more distant. Distances to businesses should be displayed within the arrows, and should be stated to the nearest mile. Where the stated distance would be less than one mile, it should be omitted.

Where an assembly consisting of the D9-10 (see Section 2D.45) and/or a D9-1, D9-2, D9-13, NYM11-2, NYM11-5, or NYM11-6 (see Section 2D.45) is also used on the ramp, the Specific Service Ramp sign should be placed in advance of that assembly.

Option:

Where left-side placement is not feasible, Specific Service Ramp signs may be placed on the right side of the exit ramp.

If placement of all Specific Service Ramp signs in advance of the crossroad intersection would result in inadequate longitudinal spacing, the last sign (or sign pair) in the series may be placed on the far side of the intersection.

CHAPTER 2G. TOURIST-ORIENTED DIRECTIONAL SIGNS

Section 2G.01 Purpose and Application

DELETE the Support subsection and REPLACE with the following:

Support:

Tourist-Oriented Directional signs are for use to guide traffic from the numbered route system to tourist-oriented businesses not located on the system. They are also used to provide guidance to service facilities from freeways on which Specific Service signs (see Section 2F) are used.

Gas stations, restaurants, hotels, motels, campgrounds, trailer parks, resorts, antique shops, gift shops, art galleries, golf courses, and marinas are examples of tourist-oriented businesses. Service facilities are gas stations, restaurants, hotels and motels, campgrounds, and attractions which appear on Specific Service signs on a freeway mainline roadway.

Option:

The NY18-2 Tourist-Oriented Directional sign (see Sign Drawing SD-G9) may be used at intersections on conventional highways and expressways to guide traffic to tourist-oriented business and service facilities on other highways.

The NY18-3 Advance TOD sign (see Sign Drawing SD-G9) may be used in advance of the Tourist-Oriented Directional sign to provide information to allow motorists to prepare for turns. The Advance TOD sign may also be used to provide information about businesses straight ahead.

Guidance:

The Advance TOD sign should normally be used to provide information about businesses straight ahead only where Tourist-Oriented Directional signs indicating businesses on the intersecting highway are used.

The Tourist-Oriented Directional and Advance TOD signs should only be used where directional guidance, using Tourist-Oriented Directional signs or other forms of guidance, exists at all subsequent turns or critical decision points.

DELETE the second paragraph of the second Standard subsection.

DELETE the second Option subsection.

Section 2G.02 Design

DELETE the entire section and REPLACE with the following:

Standard:

The designs of Tourist-Oriented Directional signs, Advance TOD signs and TOD Business panels in New York shall be as provided in Sign Drawing SD-G9.

Tourist-Oriented Directional and Advance TOD signs shall not contain more than four NY18-4 TOD Business panels. Each panel shall be rectangular in shape and shall have a white legend and border on a blue background. The content of the legend on each TOD Business panel shall be limited to the business identification for not more than one eligible tourist-oriented business. The legends shall not include promotional advertising.

Arrows and distances shall be displayed on Tourist-Oriented Directional signs, but shall not be displayed on Advance TOD signs.

Option:

TOD Business panels may display business names in white series B, C, or D lettering, or may display trademarks in their customary colors. When a trademark is used, the border may be omitted.

Standard:

Only trademarks which are registered with the Federal Division of Patents and Trademarks shall appear on TOD Business panels.

Guidance:

The arrows on Tourist-Oriented Directional signs should point in the general direction to be followed in turning onto the intersecting highway. Vertical and diagonal arrows, where used, should be similar to those used on Destination signs (see Section 2D.34), except that they should have wider shafts. Arrows pointing to the right of vertical should be on the right side of the sign. Arrows pointing to the left of vertical should be on the left side of the sign. Businesses to the left should appear above businesses to the right. Where more than one business lies in the same direction, those closer should appear above those more distant. Distances to businesses should be displayed within the arrows, and should be stated to the nearest mile. Where the stated distance would be less than one mile, it should be omitted.

On Tourist-Oriented Directional signs, closer businesses should appear above those more distant.

Option:

Vertical arrows may be on either side of the Tourist-Oriented Directional sign, as appropriate.

Section 2G.03 Style and Size of Lettering

DELETE the Guidance subsection and REPLACE with the following:

Guidance:

All letters and numbers on Tourist-Oriented Directional signs, Advance TOD signs, and TOD Business panels should be upper-case. Any legend on a logo should be proportional to the size of the logo.

Section 2G.04 Arrangement and Size of Signs

DELETE the Standard subsection and REPLACE with the following:

Standard:

Where five or more businesses are signed, two Tourist-Oriented Directional signs shall be used, one for businesses to the left, and one for businesses to the right.

DELETE the last paragraph of the Guidance subsection.

DELETE the Option subsection and REPLACE with the following:

Option:

At intersection approaches where four or fewer facilities are shown, the left-turn, right-turn, and straight ahead destination panels may be combined on the same sign.

Section 2G.05 Advance Signs

DELETE the entire section and REPLACE with the following:

Guidance:

Advance TOD signs should be limited to those situations where sight distance, intersection vehicle maneuvers, or other vehicle operating characteristics require advance notification of the services.

The top line on an Advance TOD sign used to provide advance notice of a turn should read "NEXT LEFT" or "NEXT RIGHT" where there are no intervening intersections between the sign and the intersection to which it pertains. Where there is an intervening intersection, the top line should read "LEFT ½ MILE," or "RIGHT ½ MILE," as appropriate. The top line on an Advance TOD sign used to provide information about businesses straight ahead should read "AHEAD."

Standard:

Where five or more businesses are signed, two Advance TOD signs shall be used, one for businesses to the left, and one for businesses to the right.

Section 2G.06 Sign Locations

DELETE the first two paragraphs in the Guidance subsection and REPLACE with the following:

Guidance:

Tourist-Oriented Directional signs should be placed in the near right corner of the intersection with the highway leading to the tourist-oriented business or service facility. Where four or less businesses are signed, a single sign should be used. It should be placed at least 200 feet in advance of the intersection.

A Tourist-Oriented Directional sign for businesses to the left should precede a Tourist-Oriented Directional sign for businesses to the right. The signs should be placed at least 200 feet apart.

Advance TOD signs used to provide advance notice of turns should be placed at the right roadside approximately one-half mile in advance of the intersection. A sign for businesses to the left should precede a sign for businesses to the right. Advance TOD signs used to provide information about businesses straight ahead should be placed in the far right corner of the intersection, unless Advance TOD signs for advance notice of turns are used. Where such signs are used, the Advance TOD sign for businesses straight ahead should be placed immediately after them.

Advance TOD signs should be placed approximately 500 feet apart from each other.

CHAPTER 2H. RECREATIONAL AND CULTURAL INTEREST AREA SIGNS

Section 2H.01 Scope

DELETE the Option subsection and REPLACE with the following:

Option:

Recreational and cultural interest area signs may be used off the road network, as appropriate.

Standard:

Unless otherwise noted, symbol signs shall not be used along the main roadways of freeways in New York.

Section 2H.02 Application of Recreational and Cultural Interest Area Signs

INSERT the following at the end of the section:

Standard:

Unless otherwise noted, symbol signs shall not be used along the main roadways of freeways in New York.

Section 2H.04 General Design Requirements for Recreational and Cultural Interest Area Symbol Signs

INSERT the following at the end of the Standard subsection:

Standard:

The 24-Hour Pharmacy symbol sign shall not be used in New York.

Recreational and cultural interest area symbol signs listed in Table 2H-1 that are used on highways outside of recreational and cultural interest areas shall have white symbols and borders and brown backgrounds, with the exception of the following signs, which:

- A. Shall have white symbols and borders and green backgrounds: Ferry (RM-030), Post Office (RM-110), Airport (RA-010), Bus Stop (RA-020), and Helicopter (RA-160).**
- B. Shall have white symbols and borders and blue backgrounds: Information (RG-100), Camping (Tent) (RM-010), Camping (Trailer) (RM-020), Gas (RM-060), Handicapped (RM-080), Lodging (RM-090), Picnic Area (RM-120), Rest Room (RM-140), Telephone (RM-150), Trailer Sanitary Station (RM-160), Group Camping (RM-210), Group Picnicking (RM-220), and Parking (RA-080).**

Section 2H.08 Placement of Recreational and Cultural Interest Area Symbol Signs

INSERT the following after the Support subsection:

Standard:

The 24-Hour Pharmacy symbol sign shall not be used in New York.

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PART 3.

MARKINGS

CHAPTER 3A. GENERAL

Section 3A.05 Widths and Patterns of Longitudinal Pavement Markings

DELETE the Option subsection and REPLACE with the following:

Option:

A dotted line for line extensions may consist of 2-foot line segments and 4 to 10-foot gaps. A dotted line for lane drop/add markings may consist of 3-foot line segments and 9-foot gaps.

Support:

See Figure 3B-101 for examples of widths and patterns for both white and yellow longitudinal pavement markings.

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.02 No-Passing Zone Pavement Markings and Warrants

DELETE the first Guidance subsection and REPLACE with the following:

Standard:

Yellow partial barrier or yellow full barrier marking, as appropriate, shall connect no-passing zones when there is insufficient length for unrestricted passing, (i.e. less than 400 feet between successive no-passing zones).

INSERT the following after the third Standard subsection:

Standard:

A no-passing zone for traffic in a particular direction shall be at least 400 feet in length. Where the actual no-passing distance is less than 400 feet, the additional length of yellow barrier marking shall be added at the beginning of the zone except at railroad grade crossings.

Support:

It is generally unnecessary to mark no-passing zones on two-lane, two-way urban highways. Speeds are generally low and, where markings are provided, the yellow broken centerline marking is usually sufficient.

Standard:

Where used, the minimum length of a no-passing zone on two-lane, two-way urban highways shall be 200 feet.

INSERT the following after the second Support subsection:

Option:

A no-passing zone may not need to be established if the sight distance remains below standard for a very short distance along the highway (generally a distance in feet equal to, or less than, the prevailing highway speed in miles per hour).

Guidance:

Care and engineering judgment should be used in measuring sight distance and laying out pavement markings.

Option:

The distance measured along the centerline may be somewhat greater than the distance measured along the line of sight because of the horizontal or vertical alignment of the roadway. This difference is not considered significant and,

therefore, sight distance may be measured along either the arc or chord of the curve, whichever is more convenient.

Support:

Improving sight distance is preferable to prohibiting passing and is usually more effective in promoting highway safety.

Guidance:

The impending and future growth of foliage should be considered when sight distance is measured in early spring. Arrangements should be made to trim foliage, thereby eliminating the need for a no-passing zone.

Option:

Instances may also occur where minor highway improvements or the acquisition of inexpensive right-of-way will provide adequate sight distance.

Support:

An order, ordinance, rule, or regulation pertaining to the application of pavement markings in accordance with this manual is necessary for no-passing zones to be "official markings," as referred to in Section 1126(a) of the Vehicle & Traffic Law.

Section 3B.04 White Lane Line Pavement Markings and Warrants

INSERT the following after the third Standard subsection:

Support:

White barrier markings are used where lane changing is legally prohibited by official regulation. An order, ordinance, rule, or regulation establishing specific lane changing prohibitions for a particular section of roadway is necessary for no-lane-changing markings to be "official markings," as referred to in Section 1128(d) of the Vehicle & Traffic Law.

Section 3B.11 Raised Pavement Markers

DELETE the first Option subsection and REPLACE with the following:

Option:

Red raised pavement markers may be used to indicate areas not to be entered or used. They may be placed within such areas to substitute for symbols or transverse lines, to supplement symbols or transverse lines, or in line with edge lines and lane lines.

Blue raised pavement markers may be used to mark the position of fire hydrants.

INSERT the following after the second Standard subsection:

Guidance:

The value of N should ordinarily be 40 feet in length unless shorter spacing is necessary to preserve the continuity or meaning of the line at certain locations, or in urban districts where speeds are lower and traffic is higher.

Section 3B.12 Raised Pavement Markers as Vehicle Positioning Guides with Other Longitudinal Markings

DELETE the Support subsection and REPLACE with the following:

Guidance:

A typical spacing for such applications (i.e. raised pavement markers used as positioning guides with solid lines, broken lines, dotted lines, lane markings, centerline markings, roadway edge lines, reversible lane markings, two-way left-turn markings, offset centerline markings, and channelizing) should be located N to 2N apart, where N equals the length of one line segment plus one gap (see Section 3B.11). 2N spacing should ordinarily be used; however, shorter spacing may be desirable at certain locations.

INSERT the following after the second Option subsection:

Option:

Red raised pavement markers may be positioned in line with left edge lines and lane lines as well as placed at any convenient spacing.

Section 3B.13 Raised Pavement Markers Supplementing other Markings

DELETE the Guidance subsection and REPLACE with the following:

Guidance:

A. Lateral Positioning

1. When supplementing double line markings, pairs of raised pavement markers placed laterally in line with or immediately outside of the two lines should be used.
2. When supplementing wide line markings, pairs of raised pavement markers placed laterally adjacent to each other should be used.

B. Longitudinal Spacing

1. When supplementing solid line markings, raised pavement markers at a spacing no greater than N (20 to 40 feet apart with 40 foot spacing ordinarily

- used) (see Section 3B.11) should be used. When supplementing left edge line markings, spacing of no greater than $N/2$ (10 to 20 foot intervals) should be used. Raised markers should not supplement right edge line markings.
2. When supplementing broken line markings, spacing no greater than $3N$ (40 to 80 feet with 80 foot spacing ordinarily used) should be used. However, when supplementing broken line markings identifying reversible lanes, spacing of no greater than N (20 to 40 foot intervals) should be used.
 3. When supplementing dotted line markings, an appropriate spacing for the application should be used, preferably at intervals of 6 to 12 feet (one per cycle).
 4. When supplementing longitudinal line markings through at-grade intersections, one raised pavement marker for each short line segment should be used.
 5. When supplementing edge line extensions through freeway interchanges, spacing of no greater than N should be used.
 6. When used to supplement combination solid and broken (partial barrier) lines, the raised markers associated with the broken portion should be placed at twice the spacing of those associated with the solid portion.

DELETE the Option subsection and REPLACE with the following:

Option:

Raised pavement markers also may be used to supplement longitudinal markings to improve visibility at night and in inclement weather and supplement other markings for channelizing islands or approaches to obstructions.

Raised pavement markers used to supplement solid lines, broken lines, and dotted lines may be placed either directly in line with, or slightly offset from, the supplemented line. When placed in line with broken or dotted lines, they may be positioned in the gaps between the line segments. When offset from double lines, the markers should be placed outside of each line element.

INSERT the following after the Option subsection:

Guidance:

Red raised pavement markers used to supplement symbols or transverse lines such as crosswalk lines, stop lines, clearance lines, and crossbars should be placed at intervals of 15 inches or less.

Option:

Red raised pavement markers may also be arranged to look like certain symbol markings. Symbols made up of narrow lines (such as wrong-way arrows and preferential lane markings) may be simulated readily with raised markers.

Guidance:

Markers representing longitudinal elements in symbols should be spaced a maximum of 60 inches apart. A maximum spacing of 30 inches should be used for diagonal elements and a maximum spacing of 15 inches should be used for transverse elements.

Section 3B.14 Raised Pavement Markers Substituting for Pavement Markings

DELETE the first Standard subsection and REPLACE with the following:

Standard:

If raised pavement markers are used to substitute for broken line markings, a group of three to five markers equally spaced at a distance no greater than $N/8$ (see Section 3B.11) shall be used. If N is other than 40 feet, the markers shall be equally spaced over the line segment length (at $1/2$ points for 3 markers, at $1/3$ points for 4 markers, and at $1/4$ points for 5 markers). At least one retroreflective or internally illuminated marker per group shall be used or a retroreflective or internally illuminated marker shall be installed midway in each gap between successive groups of non-retroreflective markers.

Guidance:

Where used to substitute for broken line markings, raised pavement markers should be placed at the beginning and end of each line segment and at intervals in between. The spaces between markers should not exceed 40 inches.

Support:

This positioning criteria also applies to markers used to substitute for broken line elements in lane markings, centerline markings, reversible lane markings, and two-way left turn markings.

Standard:

When raised pavement markers substitute for solid lane line markings, the markers shall be equally spaced at no greater than $N/4$, with retroreflective or internally illuminated units at a spacing no greater than $N/2$.

Guidance:

Raised pavement markers used to simulate solid lines, roadway edge lines, and channelizing lines should be placed at intervals of 60 inches or less.

Support:

This spacing also applies to markers used to substitute for the solid line elements in lane markings, centerline markings, two-way left turn markings, and offset centerline markings.

INSERT the following after the third Option subsection:

Guidance:

Red raised pavement markers used to substitute for symbols or transverse lines such as crosswalk lines, stop lines, clearance lines, and crossbars should be placed at intervals of 15 inches or less.

Option:

Red raised pavement markers may also be arranged to look like certain symbol markings. Symbols made up of narrow lines (such as wrong-way arrows and preferential lane markings) can be simulated readily with raised markers.

Guidance:

Markers representing longitudinal elements in symbols should be spaced a maximum of 60 inches apart. A maximum spacing of 30 inches should be used for diagonal elements; a maximum spacing of 15 inches should be used for transverse elements.

Section 3B.16 Stop and Yield Lines

DELETE the first paragraph of the second Guidance subsection and REPLACE with the following:

Guidance:

Where used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabout intersections as provided for in Section 3H.04 and at mid block crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should be placed no more than 30 feet nor less than 4 feet from the nearest edge of the intersecting traveled way. Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.

Section 3B.18 Parking Space Markings

DELETE the Support subsection and REPLACE with the following:

Support:

Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Where distinctive markings are used, the absence of parked vehicles will not cause motorists to mistake a parking lane for a travel lane. Examples of parking space markings are shown in Figure 3B-18.

The preferable way to indicate a parallel parking lane is by lines perpendicular to the curb and extending into the roadway for the width required by a parked vehicle, usually 8 feet.

Guidance:

These transverse lines should be placed at each end of the section where parking is permitted, and between the spaces within the section, thus defining the individual parking stalls.

Option:

Short line segments parallel to the curb may also be marked at or near the ends of the transverse lines, or the ends of the transverse lines may be connected by a continuous longitudinal line.

Guidance:

Stalls for parallel parking should normally be 22 to 26 feet long and marked as a continuous series throughout the length of the section involved.

Option:

The end stalls in a series may be decreased to 20 feet. A satisfactory alternative may involve the marking of shorter stalls, at least 20 feet in length, with an open space of at least 4 feet after every second space.

Support:

This alternative type of marking encourages drivers to leave adequate room for entering and leaving the parking spaces.

Standard:

Transverse lines shall be used where parking spaces are marked on a roadway which does not have standard centerline or lane markings.

Option:

On roadways which have standard centerline or lane markings, the parking lane may

be indicated by a dotted line consisting of uniform line segments 4 feet in length separated by uniform gaps approximately 20 feet long.

Guidance:

The parking lane line, where used, should be continuous throughout the entire section involved. Where peak-hour parking prohibitions permit the use of the parking lane as a travel lane, the parking lane should be at least 10 feet wide.

Option:

An edge line may be used to separate the travel lanes from the parking lanes.

Standard:

Angle parking sections, where marked, shall be indicated by parallel lines defining the individual parking stalls. Such lines shall extend into the roadway for a distance of between 17 to 21 feet.

Option:

The ends may be connected by a continuous longitudinal line.

DELETE the Standard subsection and REPLACE with the following:

Standard:

Stall width shall allow sufficient space between parked vehicles to permit opening of vehicle doors.

All lines and line segments used in conjunction with the marking of parking spaces shall be 4 inches wide and shall be white.

Section 3B.19 Pavement Word and Symbol Markings

DELETE the second Standard subsection and REPLACE with the following:

Standard:

Word and symbol pavement markings shall not be used to inform motorists of mandatory messages, except as a supplement to standard signs. Where a movement that would otherwise be legal is to be prohibited, such as when through traffic lanes approaching an intersection become mandatory turn lanes, lane-use arrow markings (see Figure 3B-21) shall be used and accompanied by standard signs.

Guidance:

Where through traffic lanes approaching an intersection become mandatory turn lanes, the arrow marking should be accompanied by the word "ONLY".

Support:

A mandatory movement is one which is required by order, ordinance, rule or regulation, or which results from the prohibition of other movements by order, ordinance, rule or regulation.

Standard:

Lane use, lane reduction, and wrong-way arrow markings shall be designed as shown in Figure 3B-21.

INSERT the Guidance subsection after the last Standard subsection:

Guidance:

When used, the top of the STOP or YIELD word marking should be about 10 feet in advance of the stop or yield line.

Section 3B.21 Curb Markings

DELETE the entire section and REPLACE with the following:

Support:

Curb markings are most often used to indicate parking regulations or to delineate the curb. Where used to delineate the curb, visibility is generally improved, especially during night hours. They become, in effect, edge markings delineating the edge of the roadway.

It is advisable to establish parking regulations through the installation of standard signs (see Section 2B.39 through Section 2B.41) for the following reasons:

- A. In the winter, curb markings are frequently obliterated by snow and ice;
- B. Road users with visual deficiencies can find it difficult to distinguish colors and/or read word markings on curbs, especially at night; and
- C. Yellow and white curb markings are frequently used for curb delineation and visibility.

Standard:

A colored curb shall not be used to convey parking regulations. Instead, signs shall be the primary method to indicate non-statutory parking regulations. Where curbs are marked, the colors shall conform to the general principles of markings (see Section 3A.04).

Option:

Legible word markings may be used to convey a general statutory prohibition of parking within a specific distance of a STOP sign, driveway, fire hydrant, or crosswalk.

The curb may also be delineated using appropriate colors as outlined in the general principles of markings (see Section 3A.04).

Guidance:

Retroreflective solid yellow markings should be placed on the noses of raised medians and curbs of islands that are located in the line of traffic flow where the curb serves to channel traffic to the right of the obstruction.

Retroreflective solid white markings should be used when traffic may pass on either side of the island.

Support:

Where the curbs of the islands become parallel to the direction of traffic flow, it is not necessary to mark the curbs unless an engineering study indicates the need for this type of delineation.

Curbs at openings in a continuous median island need not be marked unless an engineering study indicates the need for this type of marking.

Section 3B.24 Markings for Roundabout Intersections

DELETE the entire section.

Section 3B.25 Markings for Other Circular Intersections

DELETE the entire section.

Figure 3B-27 Examples of Markings for Roundabout Intersections with One-Lane Approaches

DELETE the entire figure.

Figure 3B-28 Examples of Markings for Roundabout Intersections with Two-Lane Approaches

DELETE the entire figure.

Figure 3B-101 Examples of Longitudinal Line Markings

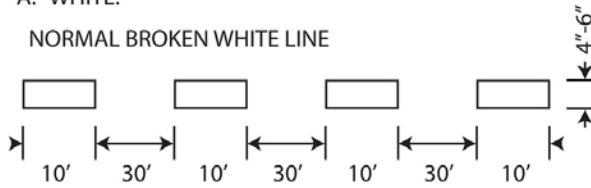
INSERT new figure.

Figure 3B-101.

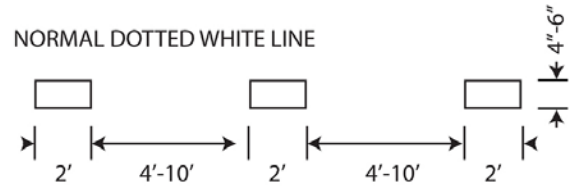
Example of Longitudinal Line Markings

A. WHITE.

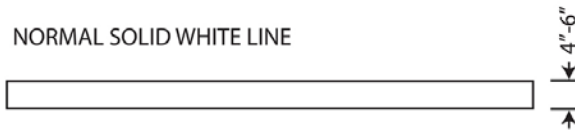
NORMAL BROKEN WHITE LINE



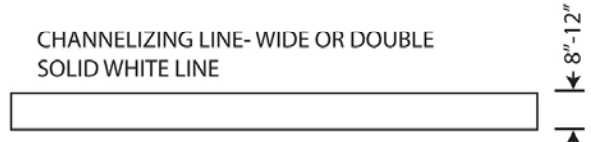
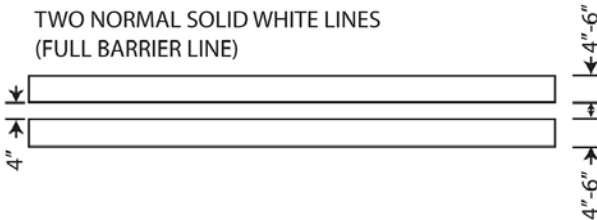
NORMAL DOTTED WHITE LINE



NORMAL SOLID WHITE LINE

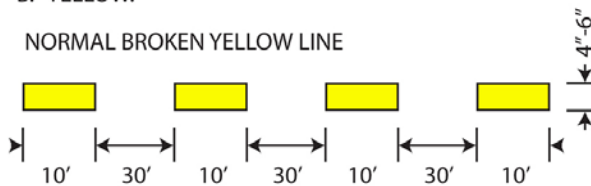


CHANNELIZING LINE- WIDE OR DOUBLE SOLID WHITE LINE

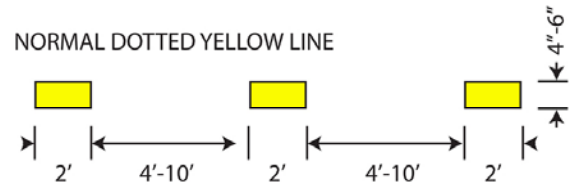
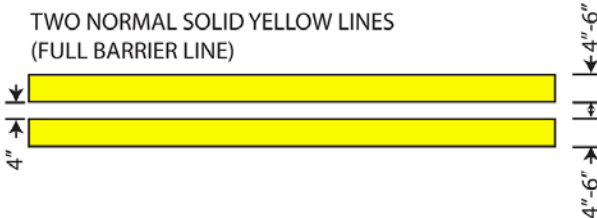
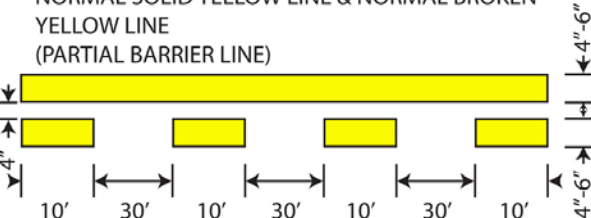
TWO NORMAL SOLID WHITE LINES
(FULL BARRIER LINE)

B. YELLOW.

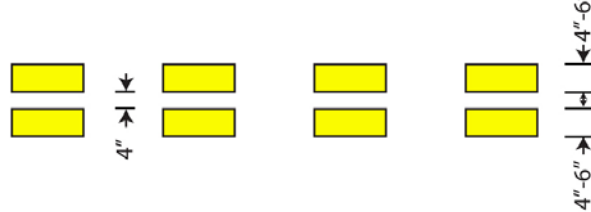
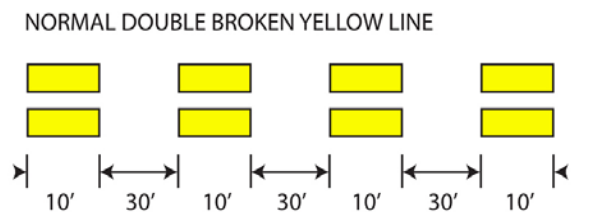
NORMAL BROKEN YELLOW LINE



NORMAL DOTTED YELLOW LINE

TWO NORMAL SOLID YELLOW LINES
(FULL BARRIER LINE)NORMAL SOLID YELLOW LINE & NORMAL BROKEN YELLOW LINE
(PARTIAL BARRIER LINE)

NORMAL DOUBLE BROKEN YELLOW LINE



CHAPTER 3C. OBJECT MARKERS

Section 3C.01 Object Marker Design and Placement Height

INSERT the following at the end of the Standard subsection:

Standard:

Type 3 object markers in New York shall consist of the NYW7-12, NYW7-13, and NYW7-21 markers (see Sign Drawing SD-W41).

Section 3C.02 Markings for Objects in the Roadway

INSERT the following at the end of the second Standard subsection:

Standard:

The design of Type 3 object markers (NYW7-12, NYW7-13, and NYW7-21) in New York shall be as provided in Sign Drawing SD-W41.

CHAPTER 3G. ISLANDS

Section 3G.01 Markings for Other Circular Intersections

INSERT the following after the first Standard subsection:

Support:

While islands frequently serve more than one purpose, they are generally classified according to their main function as pedestrian refuge islands, traffic divisional islands, or traffic channelizing islands.

Pedestrian refuge islands:

- A. Refuge islands provide areas for pedestrians where it is difficult to cross the entire roadway at one time.
- B. Refuge islands are particularly useful at intersections in urban areas where there is a considerable volume of pedestrian traffic and heavy vehicular traffic volumes make it difficult for pedestrians to cross, such as on multi-lane roadways, in large or irregularly shaped intersections, and at signalized intersections.
- C. A continuous median between intersections is appropriate when refuge islands are required at each intersection along a highway.
- D. Passenger loading islands are a special class of refuge islands since they provide pedestrian refuge while loading and unloading passengers from transit vehicles.

Divisional islands:

- A. Divisional islands are used to separate traffic. They are used between opposing traffic streams (for example, the median of a divided highway) or between traffic lanes in the same direction (for example, to separate a median left-turn lane from the adjacent through traffic lane). Divisional islands are also used to guide traffic past an obstruction in the roadway, to separate opposing traffic in advance of an intersection, or to prevent passing and/or lane encroachment at certain locations, such as sharp curves or narrow underpasses.
- B. Medians are continuous divisional islands. They provide a buffer area between opposing streams of traffic, protection and control of crossing and turning traffic, and refuge for pedestrians.

Channelizing islands:

- A. The primary function of a channelizing island is to control and guide a motorist into the proper lane for the intended route. Channelizing islands are also used in broad expanses of pavement to promote an orderly flow of traffic.
- B. Channelization is particularly helpful at highways intersecting at oblique angles, at three-leg junctions and at multi-leg intersections.

- C. Channelizing islands are used for separation, and special control, of turning movements.

CHAPTER 3H. ROUNDABOUT MARKINGS

INSERT new chapter:

Note: To address the need for improved guidelines for marking roundabouts, the NCUTCD Markings Technical Committee has developed a new chapter, Roundabout Markings, for Part 3. The new chapter includes proposed text and figures that should be useful to practitioners designing pavement markings at single- and multi-lane roundabouts. Examples are provided to illustrate possible ways to implement the standards, guidance, and options within the chapter; these do not represent every situation to be encountered in practice, but instead show a variety of situations that may be encountered. The chapter has references to signing and traffic signals, but the National MUTCD additions for those Parts and for work zones will be submitted for review at a later time. As with all areas in the National MUTCD, the new material illustrates various conceptual geometric configurations for roundabouts without being specific on roadway design issues.

With a few minor exceptions, the following represents the language as approved in the General Session in January 2006 and is expected to be included in the next version of the National MUTCD (2008?). The new chapter replaces Sections 3B.24 and 3B.25 and Figures 3B-27 and 3B-28.

Section 3H.01 General

Standard:

Roundabouts are circular intersections that shall meet the following characteristics:

- A. Yield at entry which gives a vehicle on the circulatory roadway the right-of-way; and**
- B. Deflection of the approaching vehicle counter-clockwise around the central island. Signing and pavement markings at roundabouts shall present a consistent message to the road user.**

Guidance:

Pavement markings and signing for roundabouts should be integral to the design of roundabouts. Markings at roundabouts should facilitate the movement through the roundabout without requiring vehicles to change lanes within the circulatory roadway. Markings on roundabout approaches should be compatible with circulatory roadway markings to provide a consistent message to road users at roundabouts.

Option:

Traffic control signals may be used at roundabouts to facilitate the crossing of pedestrians in crosswalks or to allow metering of traffic.

Support:

A specific marking pattern can have different operational performance (e.g., lane utilization, capacity, delay, and queues) under different traffic conditions. For example, a marking pattern that is optimal for morning peak hour conditions may be suboptimal for evening peak hour conditions. Design requirements for traffic control signals can be found in Part 4.

Section 3H.02 White Lane Line Pavement Markings for Roundabouts**Standard:**

Continuous concentric lane lines shall not be used within the circulatory roadway of roundabouts. Multi-lane approaches at roundabouts shall have lane lines. Bicycle lane markings shall not be provided on the circulatory roadway of roundabouts.

Guidance:

Multi-lane roundabouts should have lane line markings within the circulatory roadway to channelize traffic to the appropriate exit lane. Bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the yield line, or if no yield line is provided, then at least 100 feet before the limit of the circulatory roadway. See Section 9C.04 for details on bicycle lane termination.

Section 3H.03 Edge Line Pavement Markings for Roundabouts**Guidance:**

A white edge line should be used on the outer (right) side of the circulatory roadway. If a white edge line is used, it should be as follows (see Figure 3H-01):

- A. A solid line adjacent to the splitter island; and
- B. A wide dotted line across the lane(s) entering the roundabout.

Standard:

Edge line extensions shall not be placed across the exits from the circulatory roadway of roundabouts.

Option:

A yellow edge line may be placed around the inner (left) edge of the circulatory roadway (see Figure 3H-01) and may be used to channelize traffic (see Figure 3H-07).

Section 3H.04 Yield Lines for Roundabouts**Standard:**

A yield line (see Section 3B.16) shall be used to indicate the point behind which vehicles are required to yield at the entrance to roundabouts (see Figure 3H-01).

Section 3H.05 Crosswalk Markings at Roundabouts**Standard:**

Pedestrian crosswalks shall not be marked to the central island of roundabouts.

Guidance:

If pedestrian facilities are provided, crosswalks should be marked across roundabout entrances and exits to indicate where pedestrians are intended to cross. Crosswalk markings at roundabouts should comply with Section 3B.17. Crosswalks should be a minimum of 20 feet from the edge of the circulatory roadway. Figure 3H-02 illustrates potential layouts and markings for crosswalks at roundabouts.

Section 3H.06 Pavement Word and Symbol Markings for Roundabouts**Guidance:**

Within the circulatory roadway of multi-lane roundabouts, lane use arrows should be used. On multi-lane approaches with double left and/or right- turn lanes, lane use arrows should be used.

Option:

Lane use arrows may be used on any approach and within the circulatory roadway of any roundabout. YIELD AHEAD and YIELD word or symbol pavement markings may be used on approaches to roundabouts (see Figure 3H-01). Pavement word markings may be used on approaches or within the circulatory roadway to provide guidance information to the road user (see Figure 3H-18). Pavement arrows on approaches to roundabouts may use one of the configurations shown in Figure 3H-03.

Section 3H.07 Example Markings for Roundabouts**Support:**

Figures 3H-04 through 3H-18 illustrate examples of markings for roundabouts of various configurations.

Section 3H.08 Markings for Other Circular Intersections

Support:

Other circular intersections include but are not limited to rotaries, traffic circles, and residential traffic calming circles.

Option:

The markings shown in Chapter 3H may be used at other circular intersections when engineering judgment indicates that their presence will benefit road users.

Figure 3H-01. Example of Markings for Approach and Circulatory Roadway Markings at a Roundabout

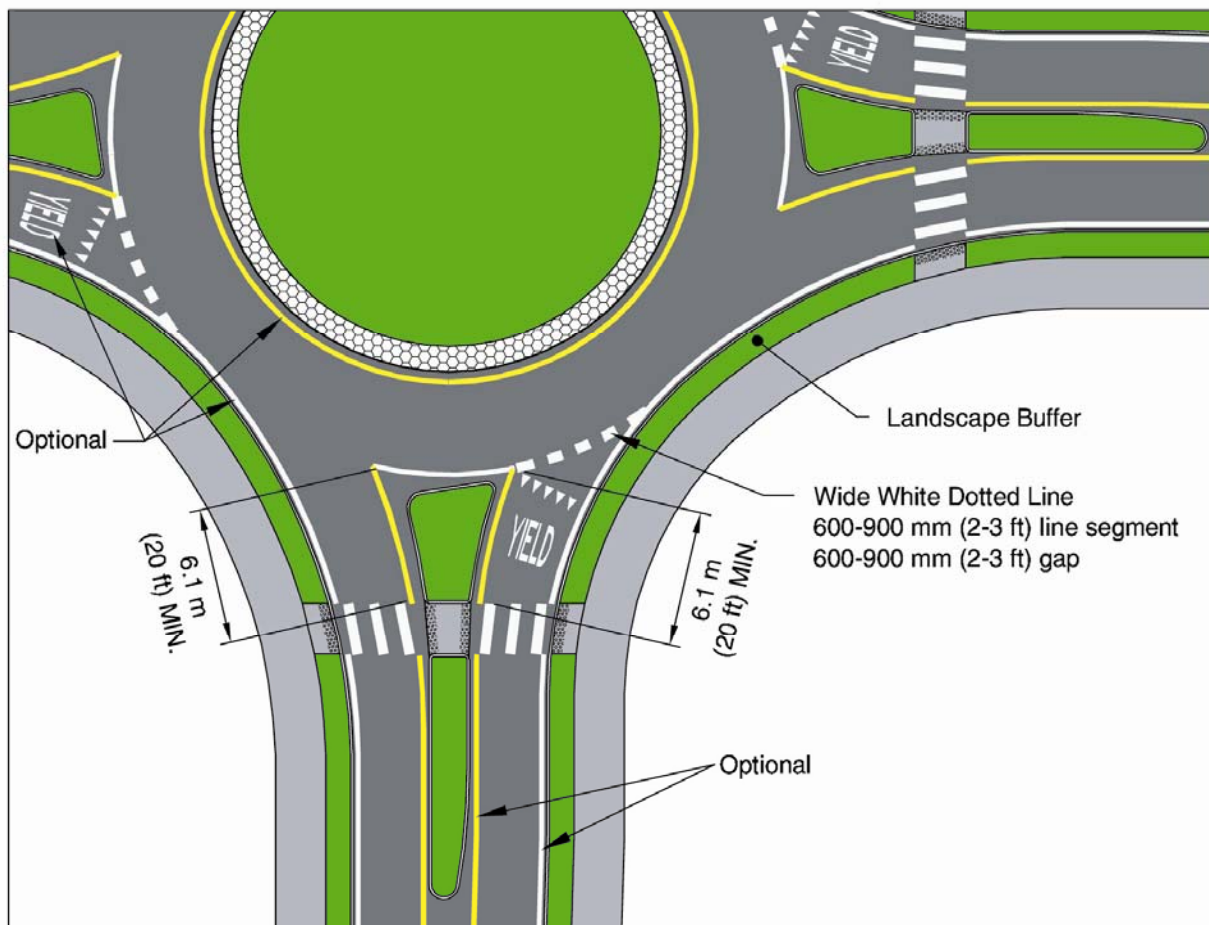
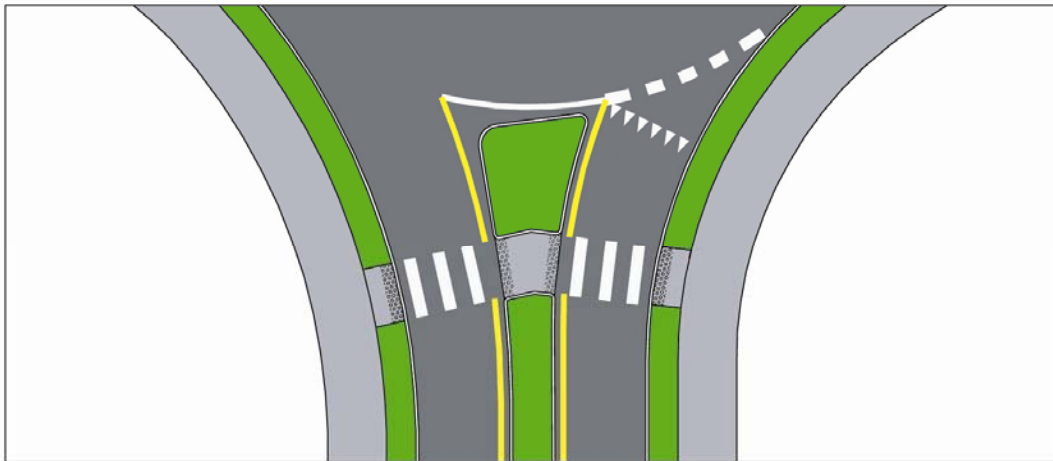
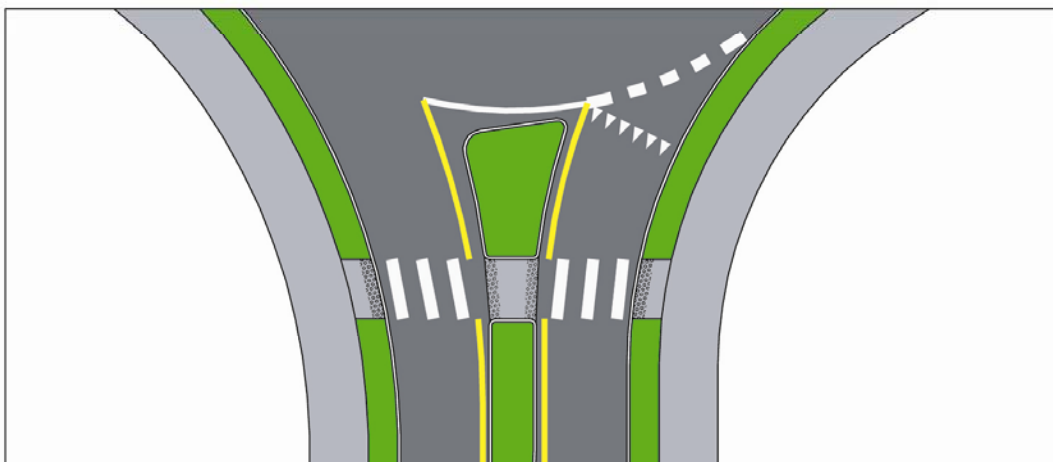


Figure 3H-02. Examples of Markings for Pedestrian Crosswalks at a Roundabout



(a) Crosswalks perpendicular to travel lanes



(b) Crosswalks perpendicular to centerline of roadway



(c) Offset crosswalks

Figure 3H-03. Pavement Arrow Options for Roundabout Approaches

Note: FHWA has granted permission to NYSDOT to experiment with the fishhook shaped arrows on multi-lane roundabout approaches. The initial approval was made on April 7, 2005 and revised on August 24, 2006. With the latest revision, there are now eleven sites throughout New York that are approved to use these markings. To use these markings at other sites, an agency needs to make a formal request to FHWA via the Traffic Operations Section of NYSDOT at (518) 457-1793.

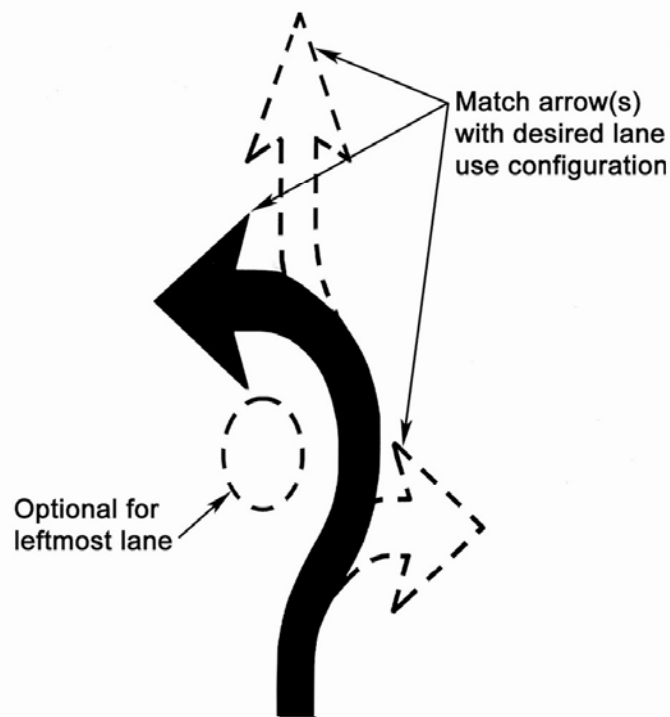
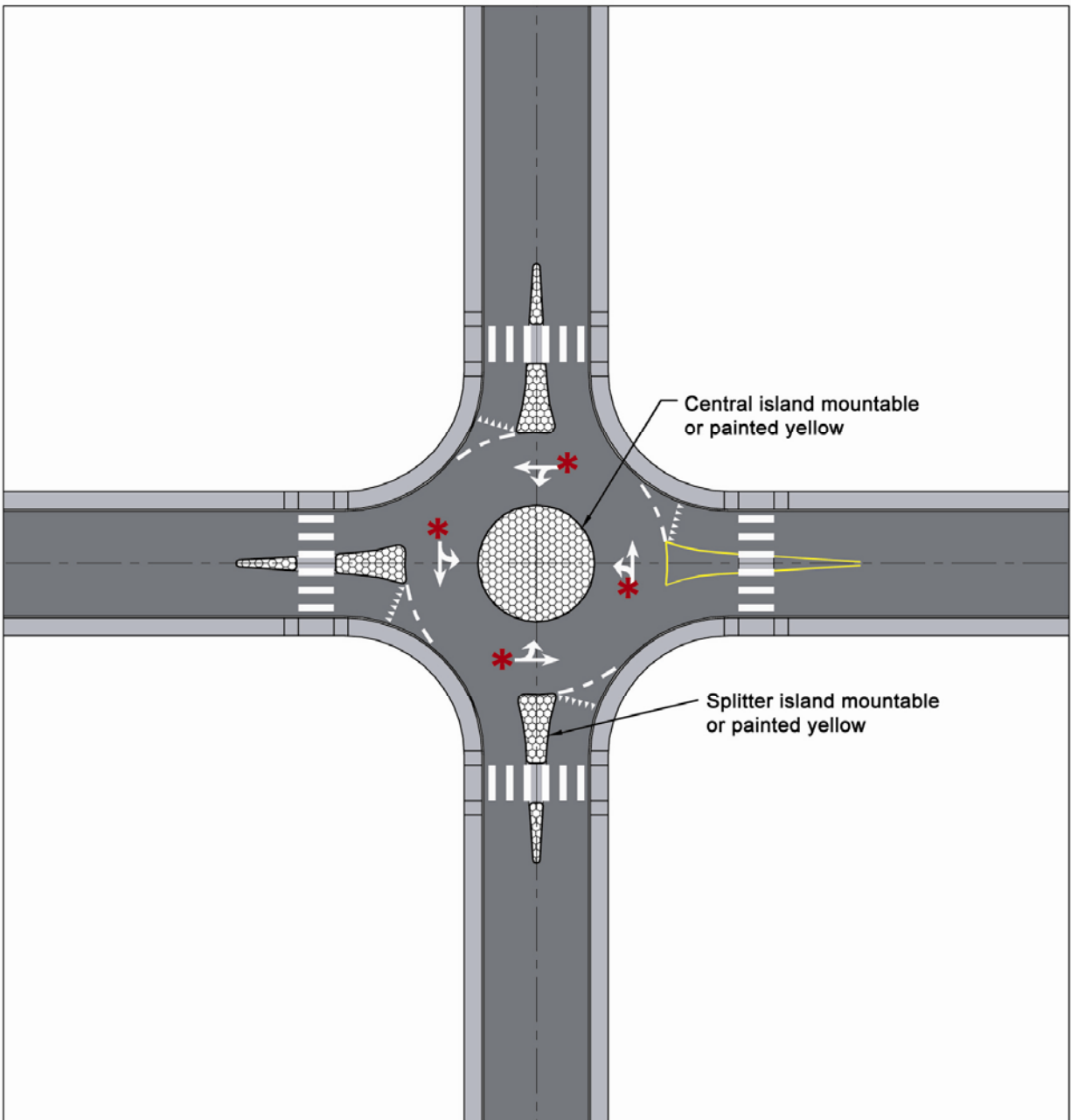


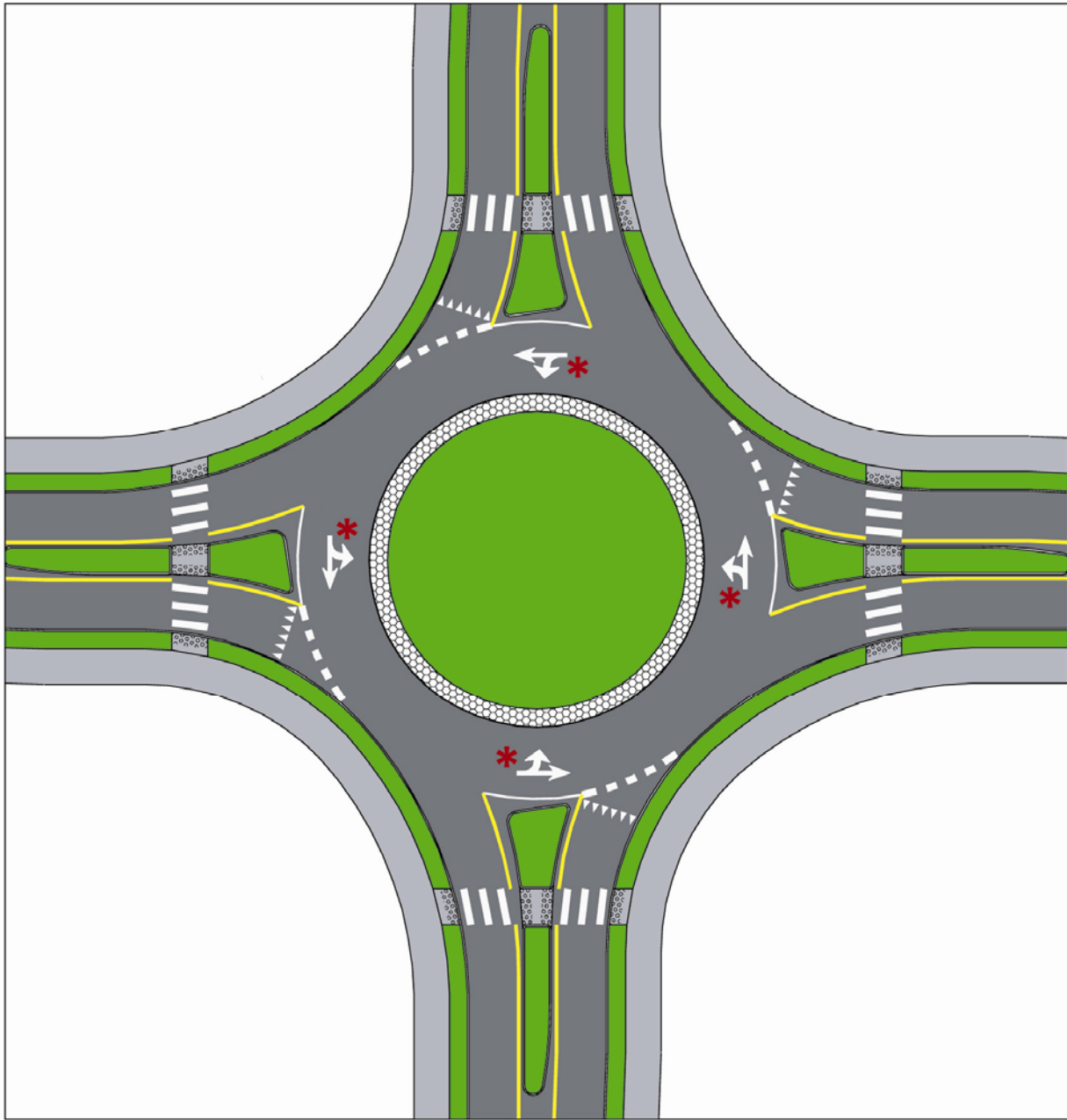
Figure 3H-04.

Example of Markings for Mini-Roundabout



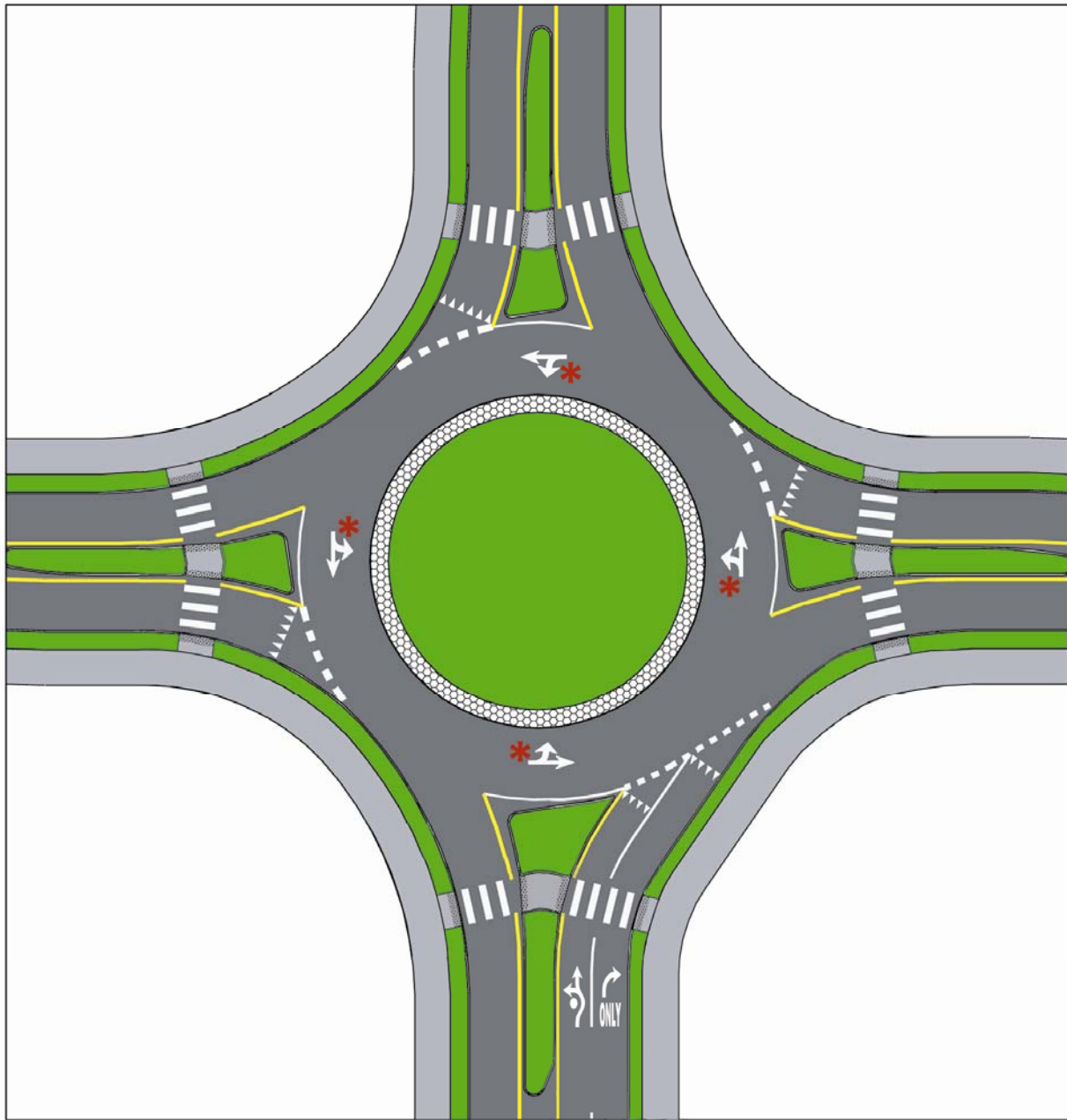
* Optional

Figure 3H-05 Example of Markings for One-Lane Roundabout



*** Optional**

Figure 3H-06. Example of Markings for One-Lane Roundabout with Dedicated Right-Turn Lane



*** Optional**

Figure 3H-07A. Example of Markings for Two-Lane Roundabout with One- and Two-Lane Approaches, Option A

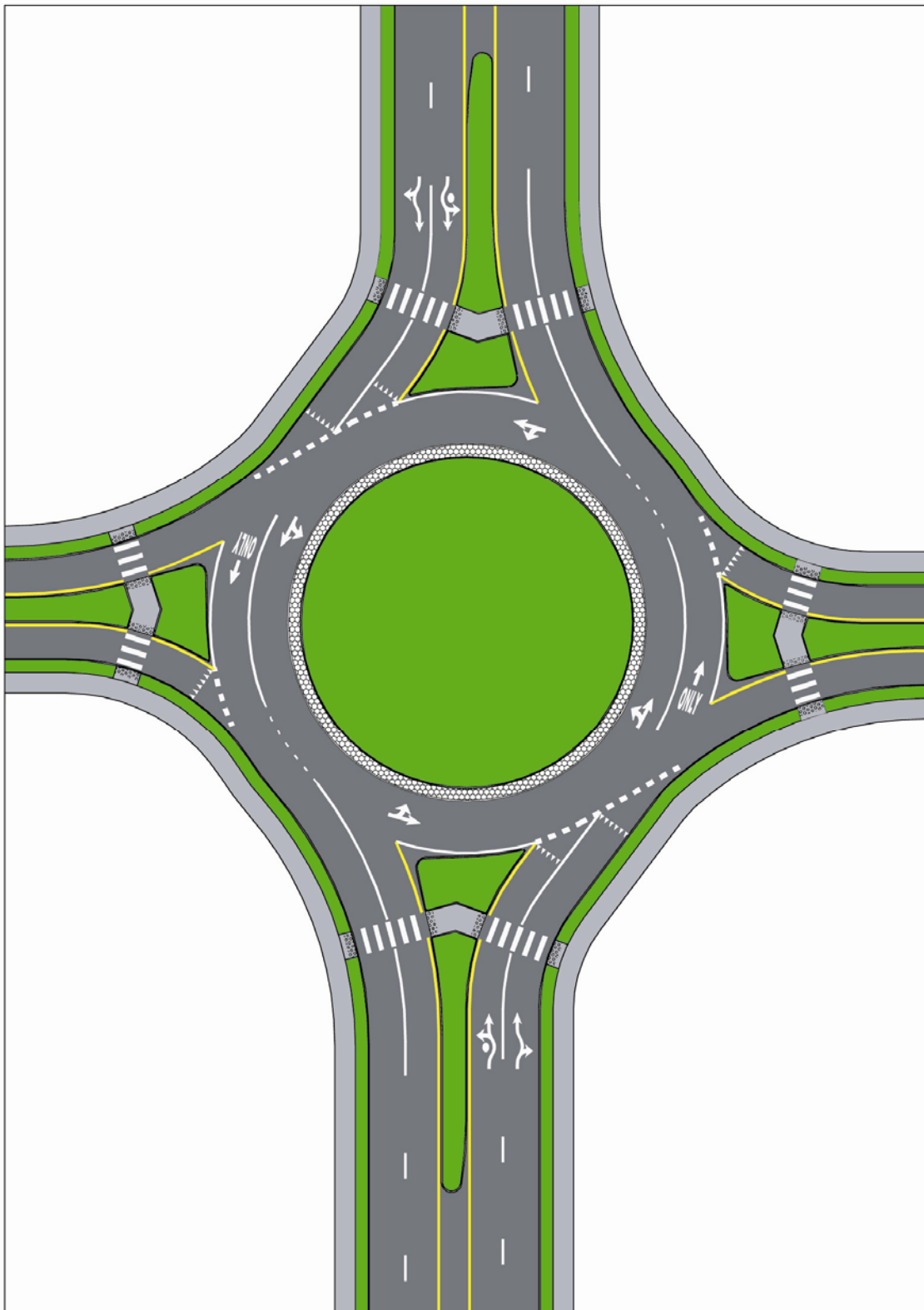


Figure 3H-07B. Example of Markings for Two-Lane Roundabout with One- and Two-Lane Approaches, Option B

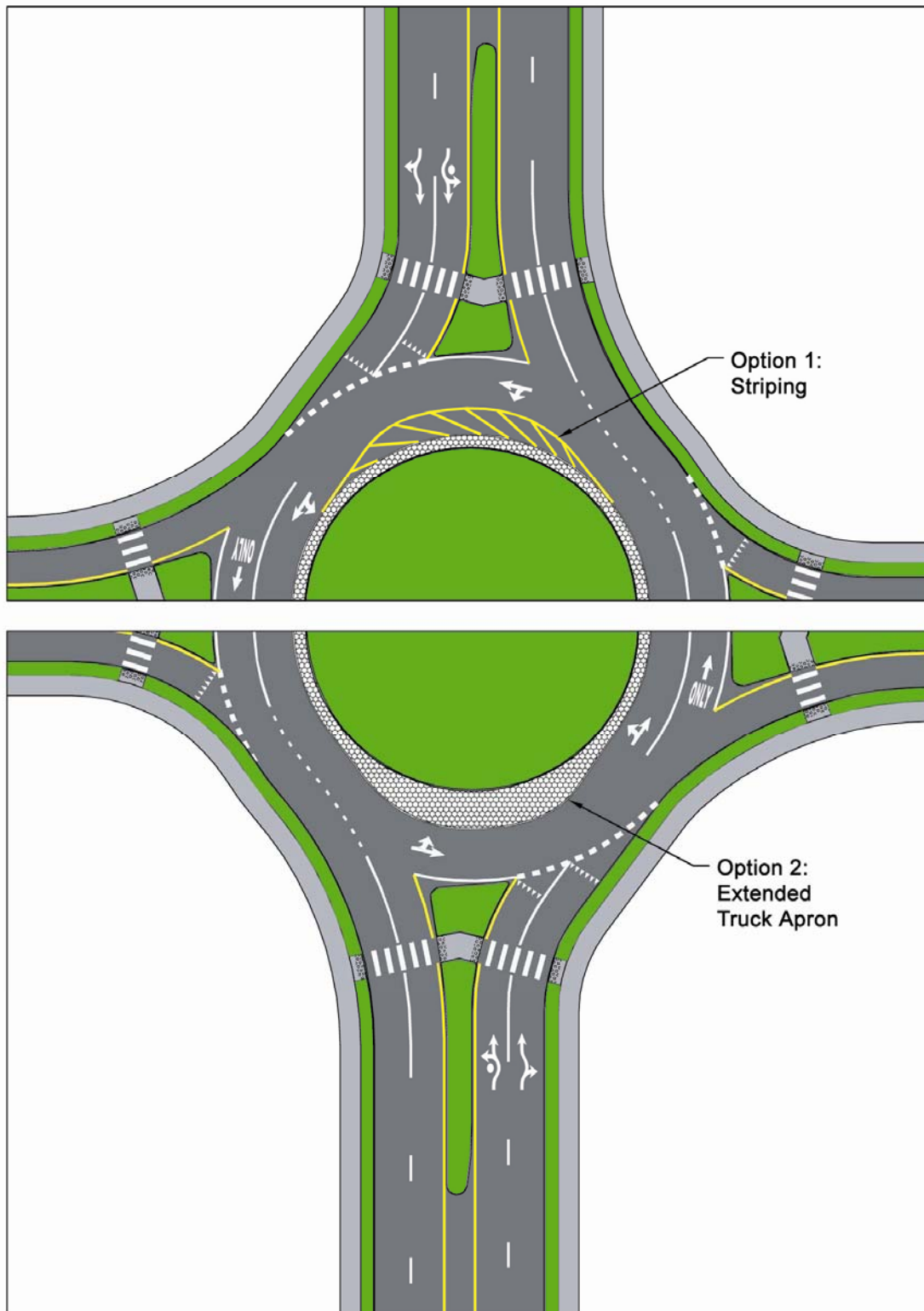


Figure 3H-08. Example of Markings for Two-Lane Roundabout with One-Lane Exits

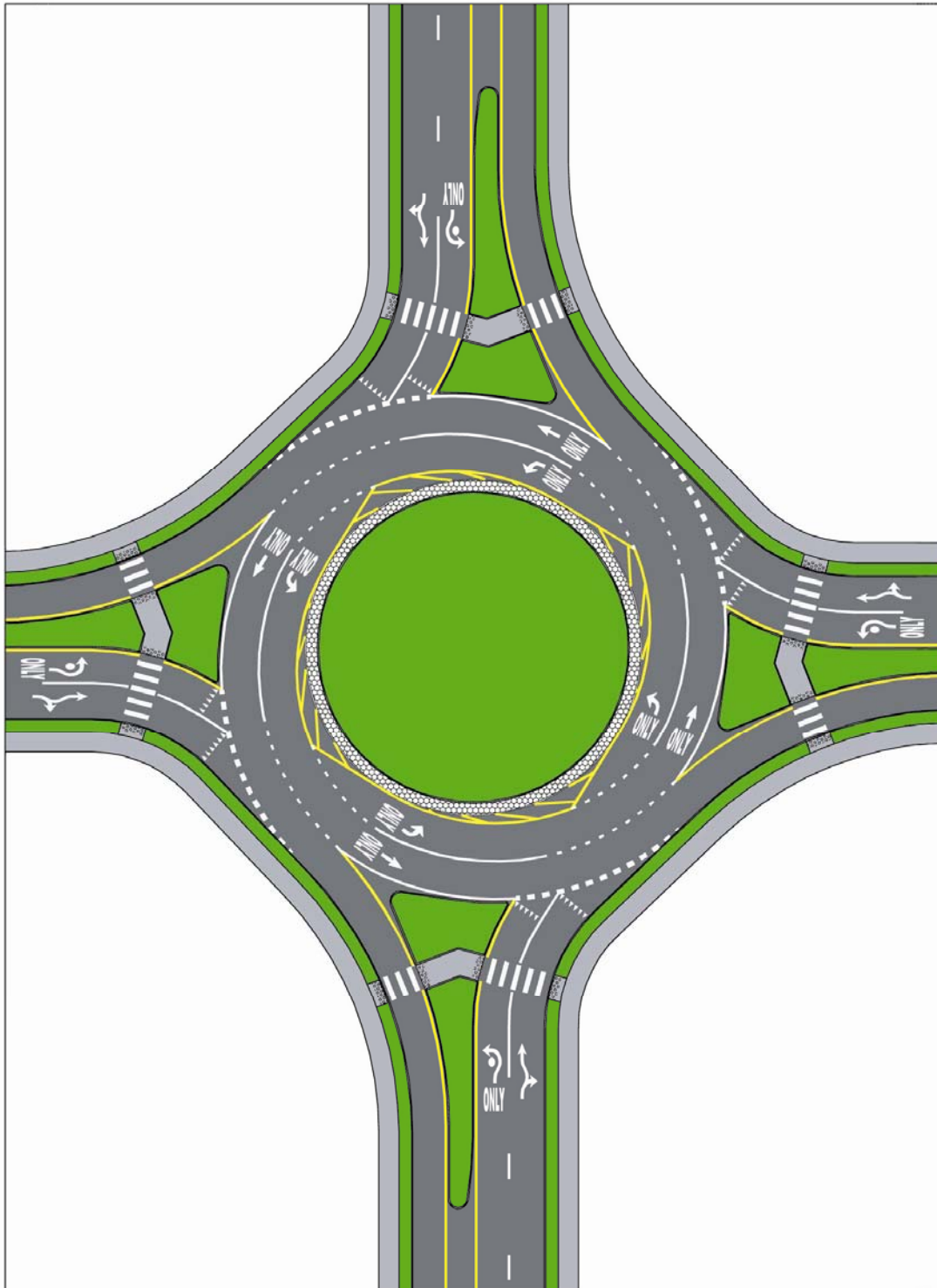


Figure 3H-09.

Example of Markings for Two-Lane Roundabout

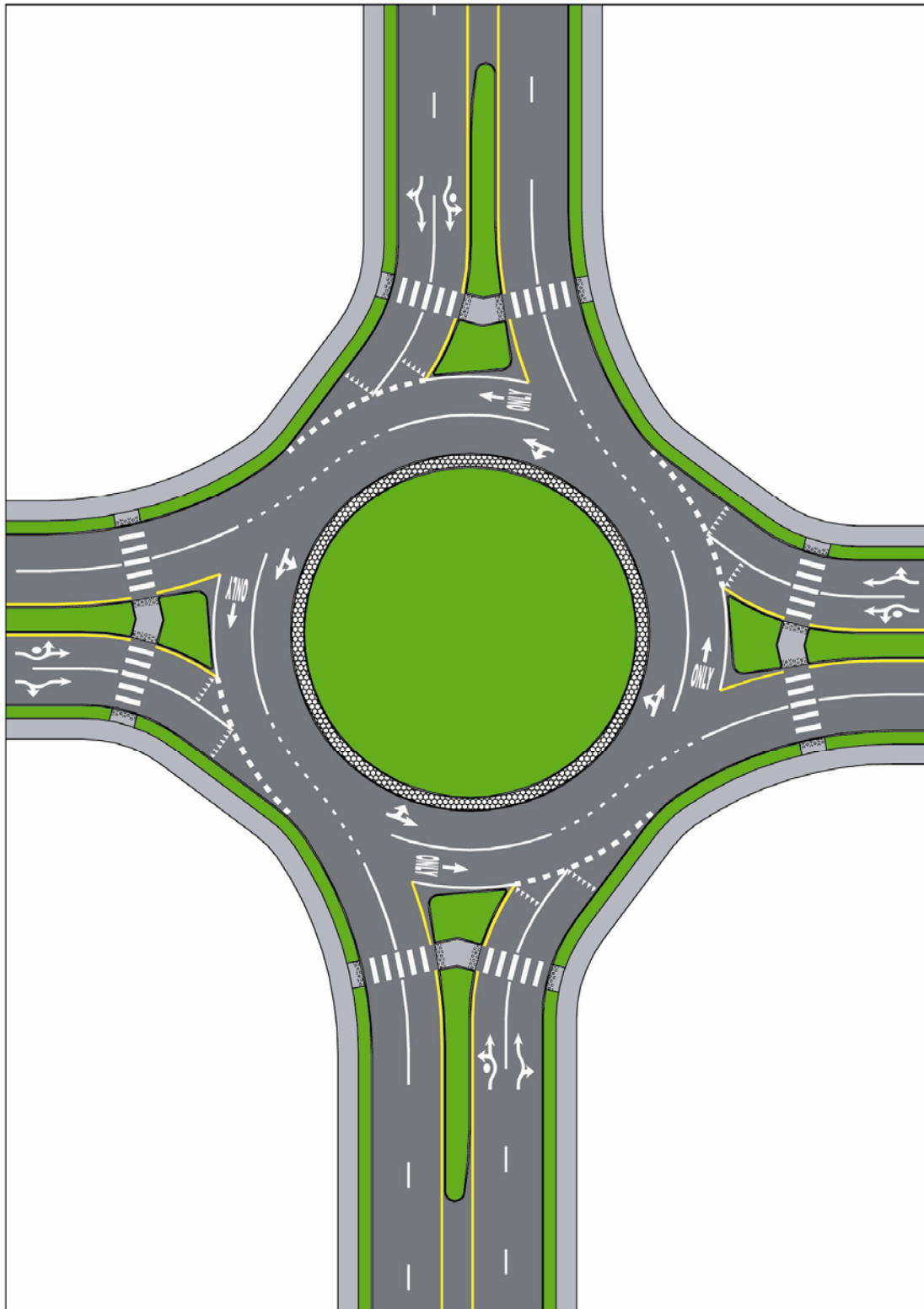


Figure 3H-10. Example of Markings for Two-Lane Roundabout with Double Left Turn

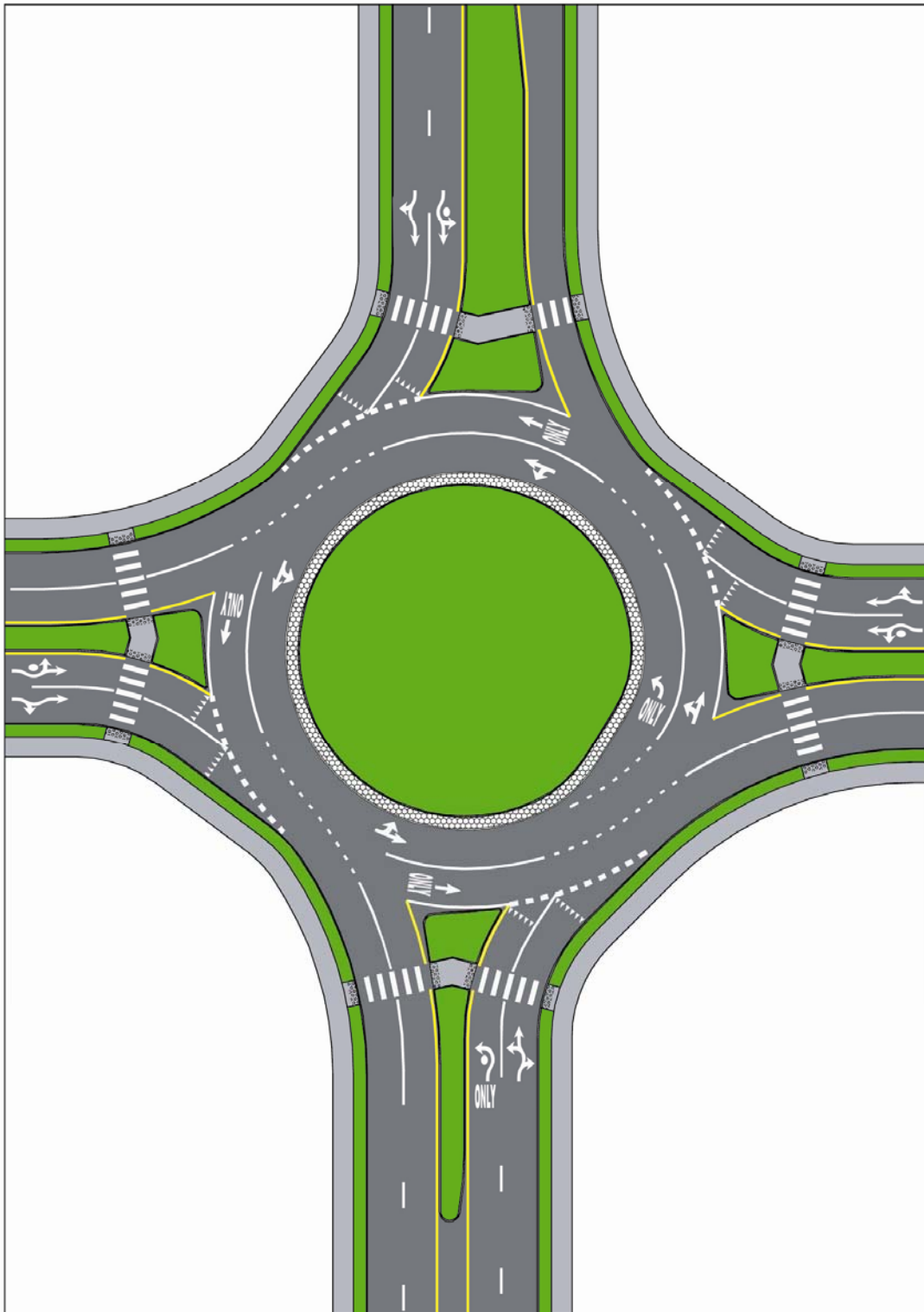


Figure 3H-11. Example of Markings for Two-Lane Roundabout with Double Right Turn

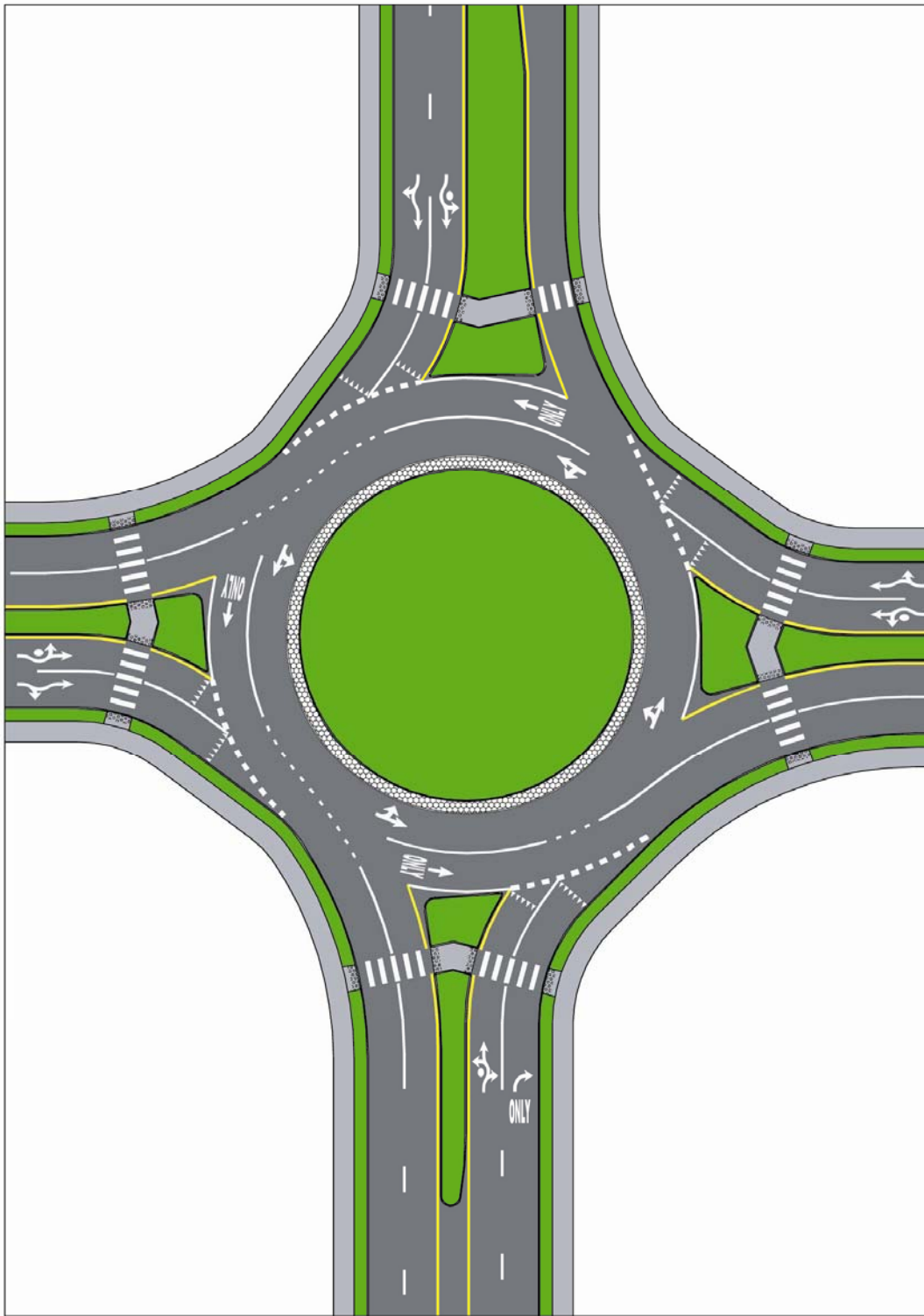


Figure 3H-12. Example of Markings for Two-Lane Roundabout with Consecutive Double Lefts

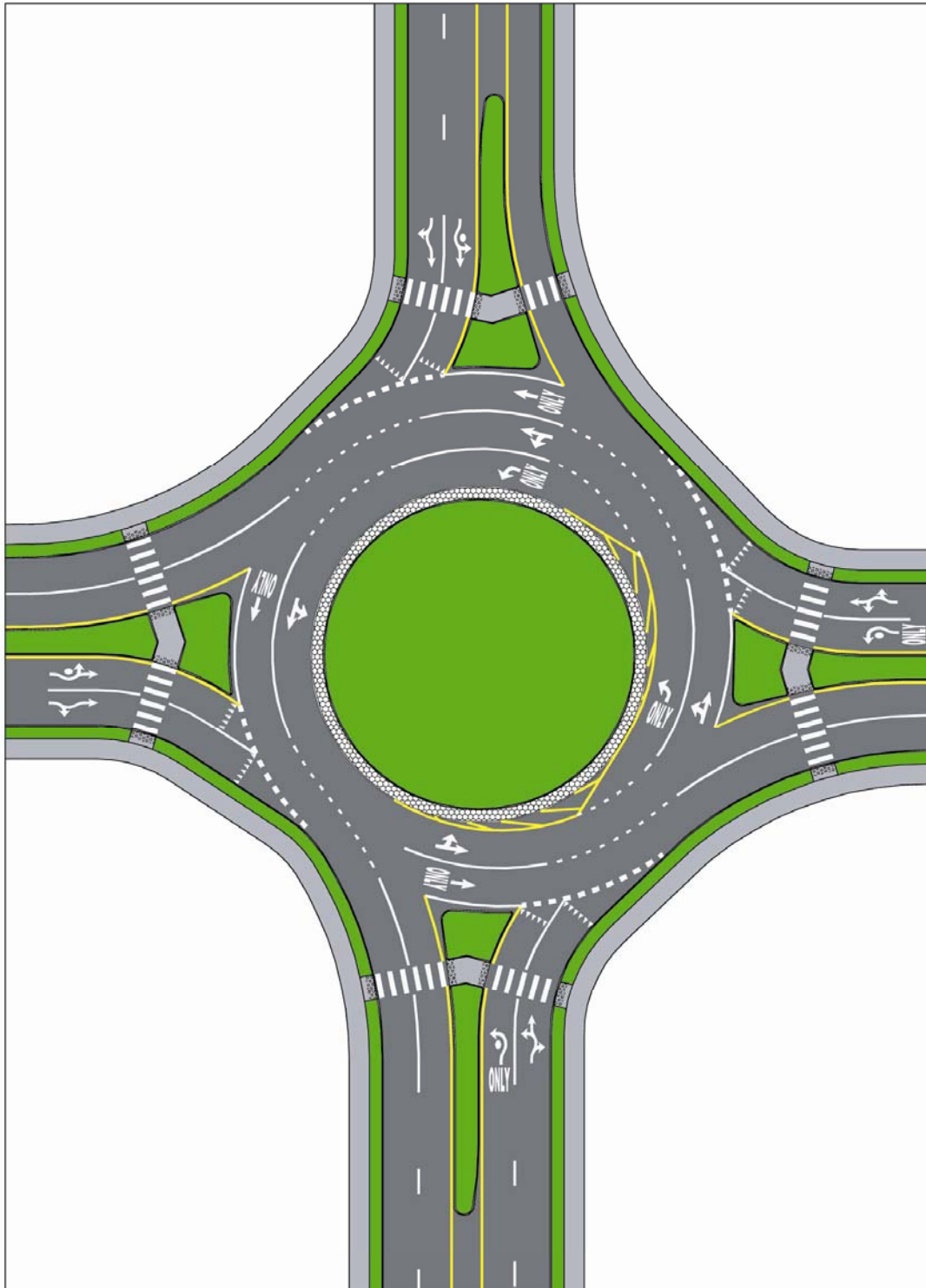


Figure 3H-13. Example of Markings for Three-Lane Roundabout with Two- and Three-Lane Approaches

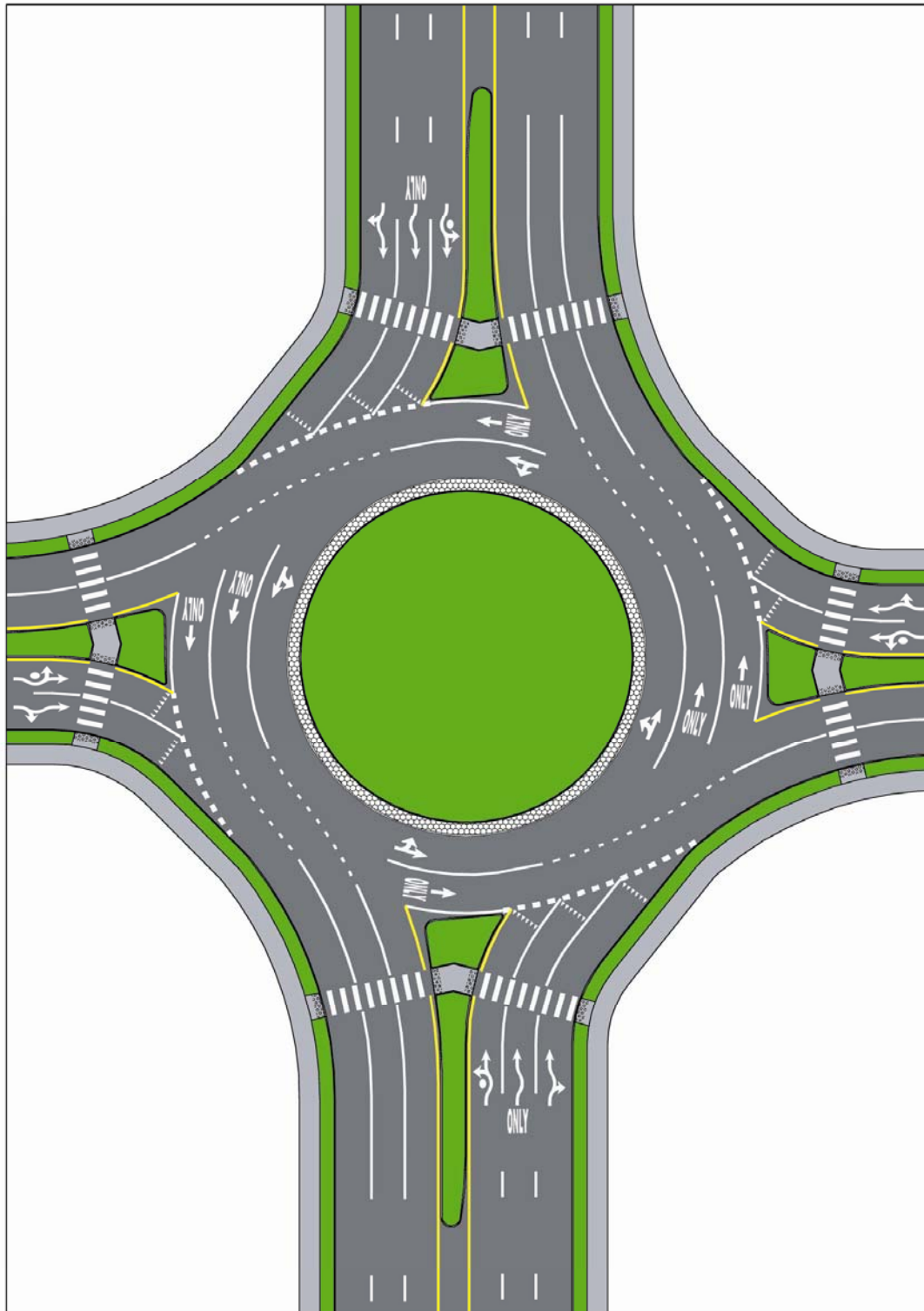


Figure 3H-14. Example of Markings for Three-Lane Roundabout with Three-Lane Approaches

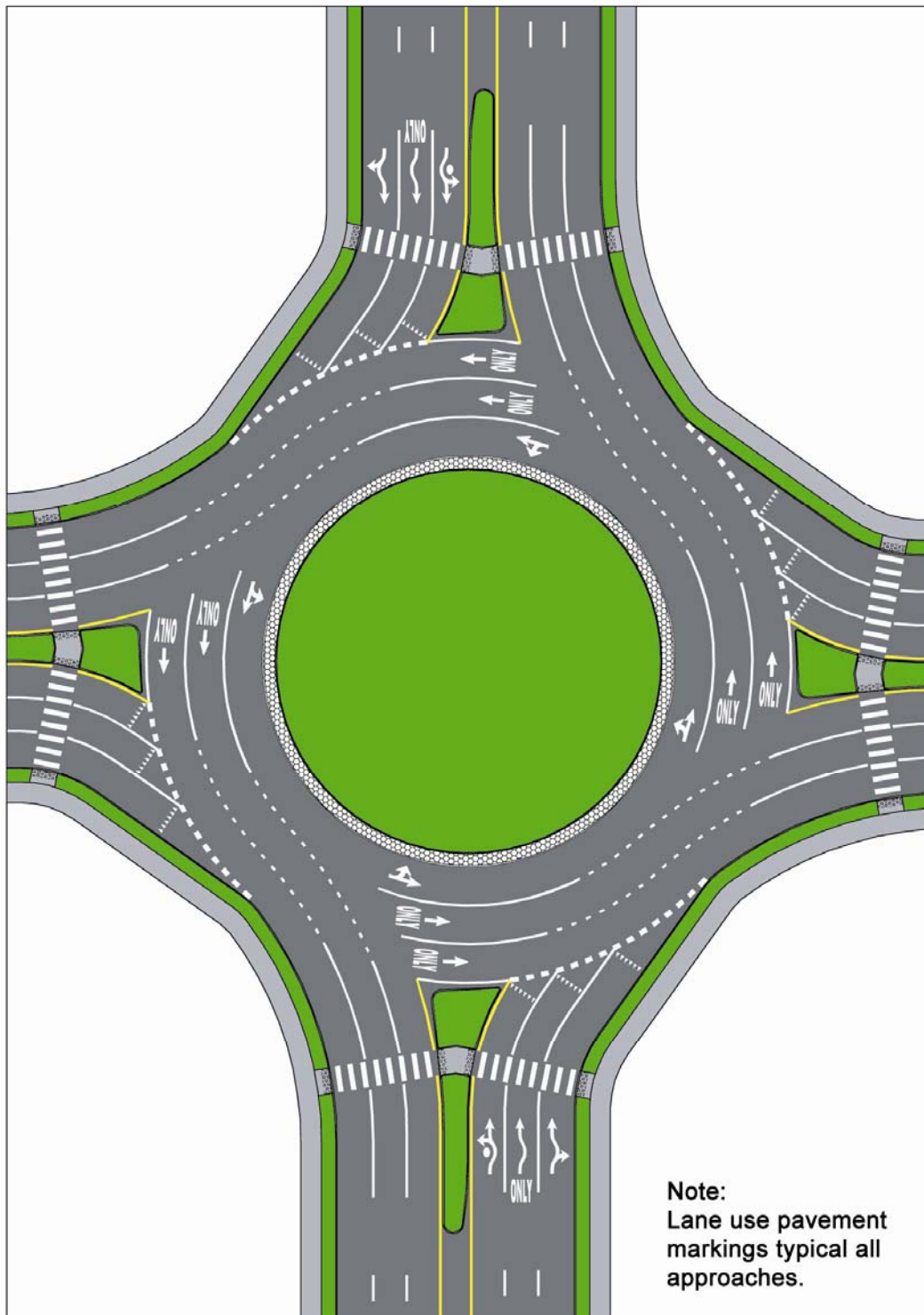


Figure 3H-15. Example of Markings for Three-Lane Roundabout with Two-Lane Exits

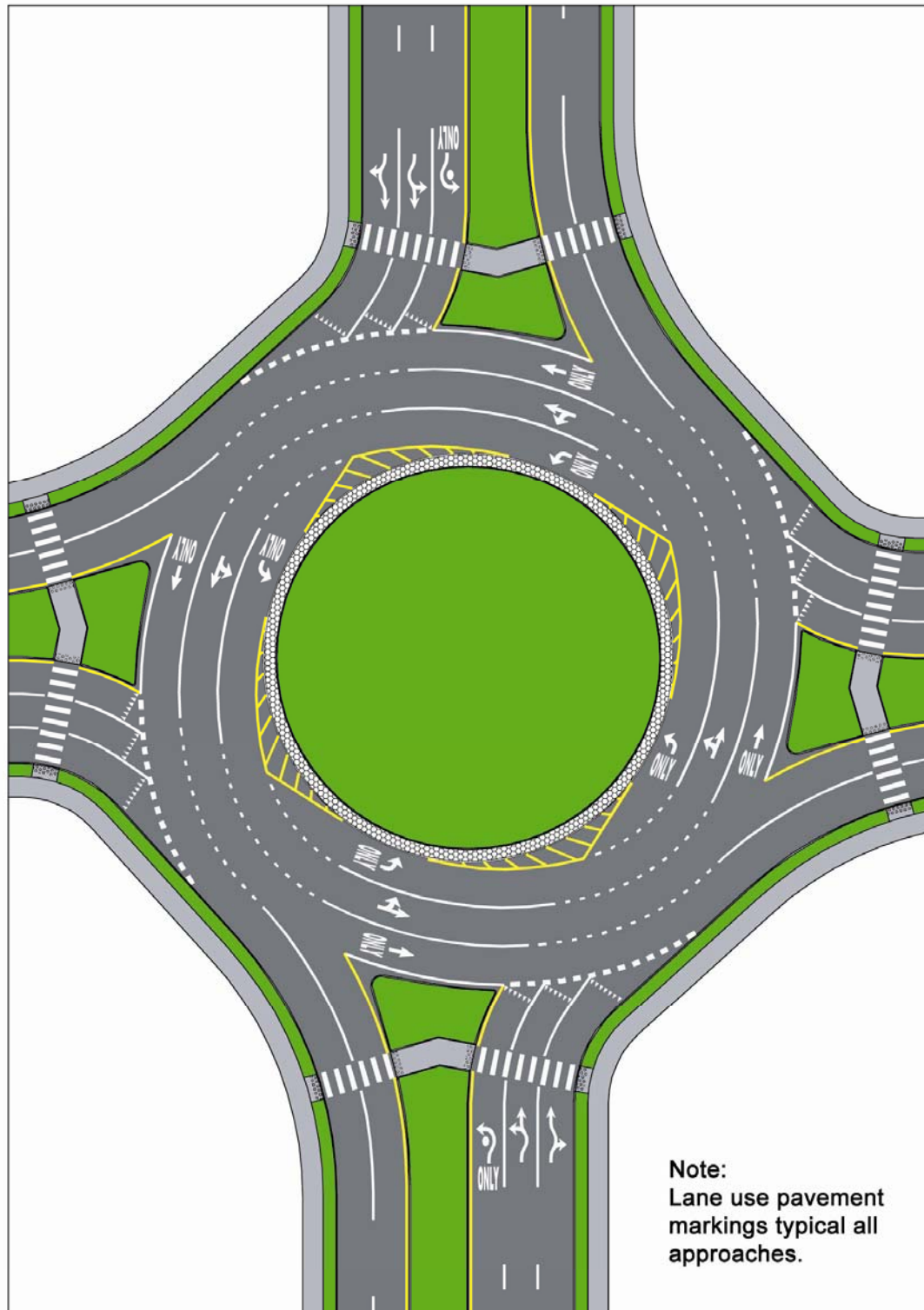


Figure 3H-16.

Example of Markings for Two Linked Roundabouts

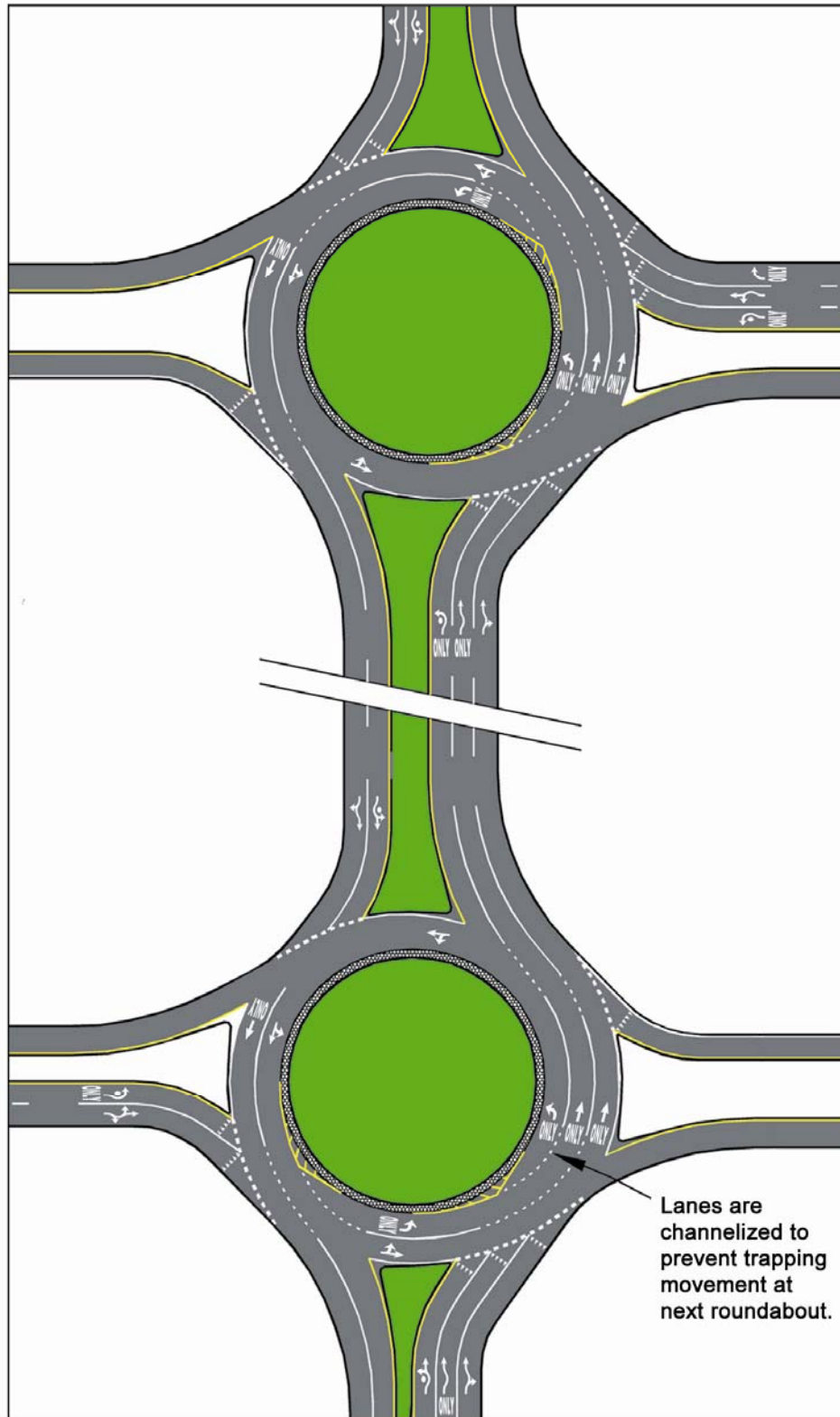


Figure 3H-17.

**Example of Markings for Diamond Interchange with
Two Circular-Shaped Roundabout Ramp Terminals**

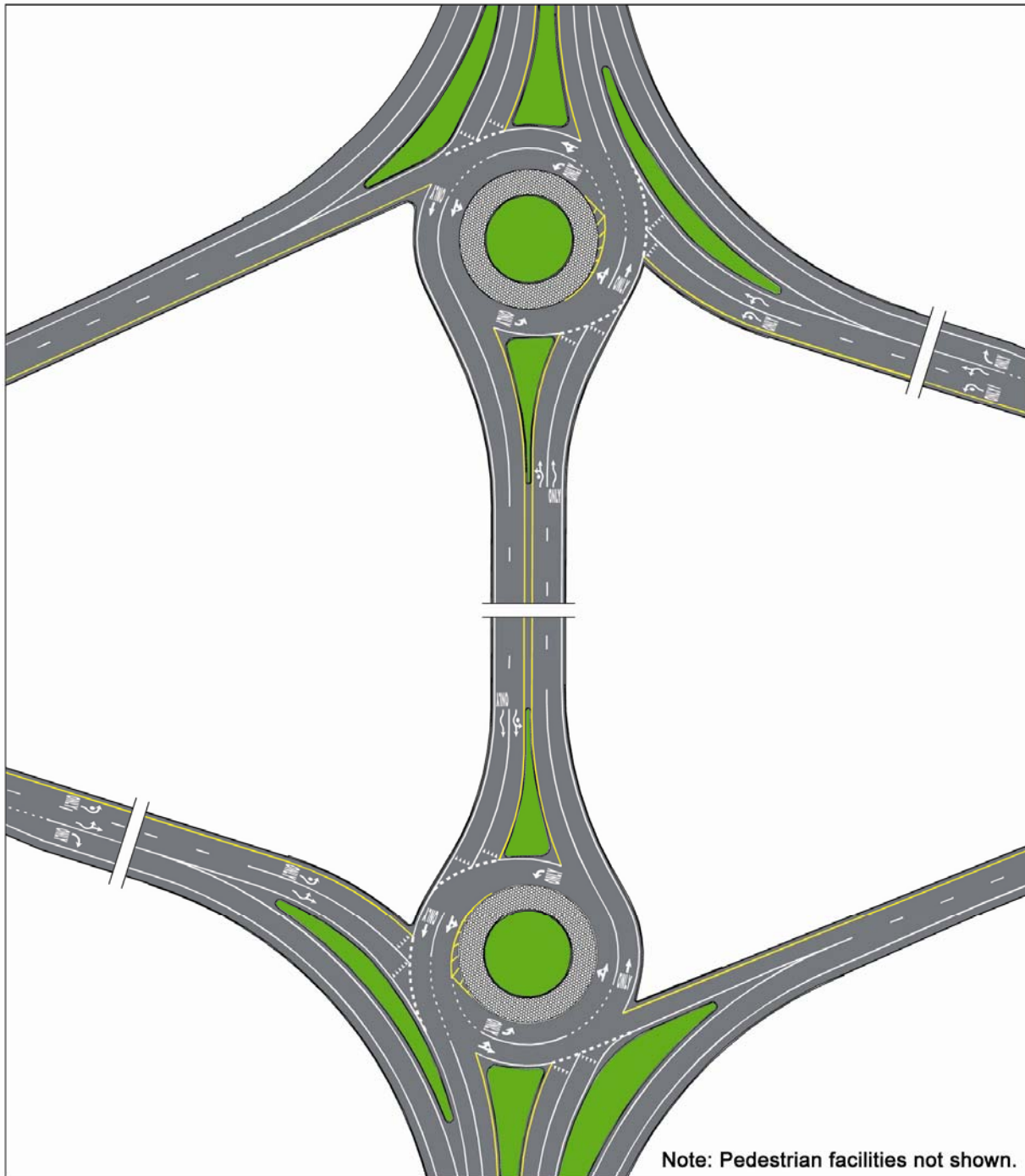
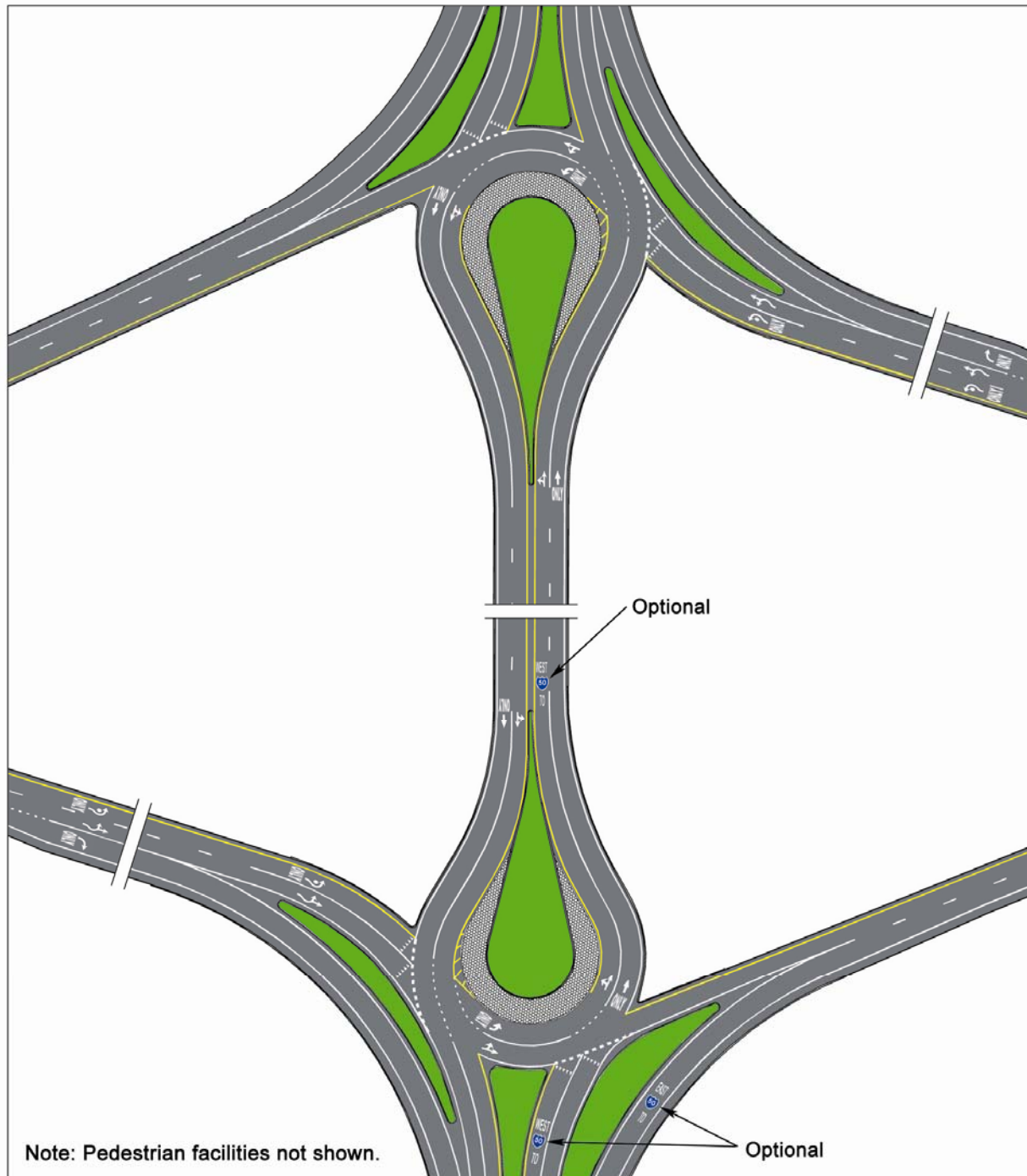


Figure 3H-18. Example of Markings for Diamond Interchange with Two Raindrop-Shaped Roundabout Ramp Terminals



PART 4.

HIGHWAY TRAFFIC SIGNALS

CHAPTER 4A. GENERAL

Section 4A.01 General

INSERT the following after the Support subsection:

Standard:

Although modification is permissible to the extent necessary to meet a specific situation, the modifications shall not deviate from the basic principles and standards except as authorized by the Department of Transportation.

Support:

Motorists approaching a traffic signal must presume that the signal is intended to function. Except in the case of ramp metering or automatic toll collection signals, motorists must presume that equipment failure is the reason for signal controlling indications to not be illuminated.

Section 1117 of the Vehicle & Traffic Law states that if an intersection governed by a traffic-control signal is out of service or otherwise malfunctioning, motorists must stop in the manner required for stop signs set forth in Section 1172 of the Vehicle & Traffic Law and proceed according to the rules of right of way for vehicles.

Section 4A.02 Definitions Relating to Highway Traffic Signals

INSERT the following at the end of the first Standard subsection:

Standard:

- 79. Bus priority—cycle-by-cycle timing of a traffic signal so that beginning and end times of green may be shifted to minimize delay to approaching buses. The normal sequence of signal displays is usually maintained.**
- 80. Coordination—the establishment of a timing relationship between displays at two or more, traffic signals.**
- 81. Indication—a lighted shape, word, or symbol used to control traffic.**
- 82. Interconnection—the means by which coordinated traffic signals are linked.**
- 83. Interval timing—the passage of time which occurs during an interval.**
- 84. Master controller—the controller which supervises a system of coordinated**

signals maintaining time relationships and accomplishing other supervisory functions such as turning the system on and off, placing the system in flashing operation, etc.

- 85. Offset—the number of seconds or percent of the cycle length until the green indication next appears in a signal face after a certain instant used as the time reference.**
- 86. Phase sequence—the order in which a signal cycles through all phases.**
- 87. Secondary vehicular signal face—a vehicular signal face intended to control only traffic in an auxiliary lane or other non-predominant traffic movement.**
- 88. Supplemental vehicular signal face—a vehicular signal face in addition to the required primary and secondary vehicular signal faces.**

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.05 Warrant 4. Pedestrian Volume

DELETE the first paragraph of the Option subsection and REPLACE with the following:

Option:

The criterion for the pedestrian volume crossing the major roadway may be reduced as much as 50 percent if the average crossing speed of pedestrians is less than 3.5 feet/second.

Section 4C.08 Warrant 7. Crash Experience

INSERT the following after the Option subsection:

Support:

Types of accidents have an important bearing on the need for signalization. However, installation of a signal because of one spectacular or highly publicized accident is not justified.

A. Traffic control signals cannot be expected to reduce the following types of accidents:

1. Rear-end collisions (which usually increase after signalization);
2. Collisions between vehicles proceeding in the same or opposite directions where one turns across the path of the other, if no independent signal interval will be provided for these turn movements; and
3. Accidents involving pedestrians and turning vehicles when both move during the same "go" interval.

B. Traffic control signals when obeyed by drivers and pedestrians can be expected to reduce the number and severity of the following types of accidents:

1. Substantially right-angle collisions or those involving conflicts between vehicles which approach on intersecting highways;
2. Those involving conflicts between straight-moving vehicles and crossing pedestrians; and
3. Those involving straight-moving vehicles and left-turning vehicles approaching from opposite directions, if a protected left turn interval will be provided during the signal cycle for the left turn movement.

CHAPTER 4D. TRAFFIC CONTROL SIGNAL FEATURES

Section 4D.05 Application of Steady Signal Indications

INSERT the following at the end of the Option subsection:

Option:

Stroboscopic light units may be displayed within red indications.

Standard:

The stroboscopic light units shall operate only when the red indications are displayed.

Section 4D.12 Flashing Operation of Traffic Control Signals

INSERT the following at the end of the Guidance subsection:

Guidance:

Pre-planned automatic changes from flashing to stop-and-go operation should be made at the beginning of the artery green interval where practicable, preferably at the beginning of the common green interval (i.e. when a green indication is shown in both directions on the artery). Pre-planned automatic changes from stop-and-go to flashing operation should be made at the end of the common artery red interval where practicable (i.e. when a red indication is shown in both directions on the artery).

Option:

Emergency changes from stop-and-go operation to flashing operation (for example, when a display of conflicting green indications is sensed by the control equipment) may occur at any time.

Section 4D.15 Size, Number, and Location of Signal Faces by Approach

DELETE B. of the first Standard subsection and REPLACE with the following:

B. If the nearest signal face is between 80 feet and 150 feet beyond the stop line, unless a supplemental near-side signal face is provided;

INSERT the following after D.1.(c) in the first Standard subsection:

(d) No face shall be more than 30 feet beyond the intersecting roadway.

DELETE F. of the second Standard subsection and REPLACE with the following:

- F. Required signal faces for through traffic on any one approach shall be located not less than 8 feet apart measured horizontally perpendicular to the approach between the centers of the signal faces, nor more than 27 feet apart.**

INSERT the following after H. in the second Standard subsection:

- I. Primary vehicular signal faces shall be located laterally, with respect to the intersection approach which they are intended to control, within the following limitations:**
- 1. No face shall be located more than 10 feet to the right of the right edge of the roadway;**
 - 2. No face shall be located more than 10 feet to the left of the left edge of the intersection;**
 - 3. At least one face shall be located at, or to the right of, the left edge of the approach;**
 - 4. When a secondary vehicular signal face controls left turn movements, no other vehicular signal face associated with that intersection approach shall be to the left of that secondary face, other than a supplemental face which displays the same indications; and**
 - 5. When a secondary vehicular signal face controls right turn movements, no other vehicular signal face associated with that intersection approach shall be to the right of that secondary face, other than a supplemental face which displays the same indications.**

Option:

In addition to the primary vehicular signal faces, secondary vehicular signal faces displaying separate indications may be used to control a left turn or right turn movement.

Standard:

When used, secondary vehicular signal faces shall be:

- A. Located longitudinally 15 to 120 feet beyond the stop line on the lane or lanes controlled, except that no face shall be more than 30 feet beyond the far edge of the intersecting roadway;**
- B. Located laterally between or not more than 5 feet to the left or to the right, respectively, of the extensions of the left and the right edges of the lanes or lanes they control; and**

- C. Located so that each face, with indications visible from any location on the controlled lane or lanes, shall be spaced laterally at least 8 feet from the next adjacent face with indications visible from the same location.**

Option:

Supplemental vehicular signal faces. Supplemental vehicular signal faces may be used in addition to the primary and secondary vehicular signal faces.

Standard:

When used, supplemental vehicular signal faces shall be:

- A. Located longitudinally at, or not more than 120 feet beyond, the stop line in the lane or lanes each controls, except that no face shall be more than 30 feet beyond the far edge of the intersecting roadway;**
- B. Located laterally between the left and right edges of the intersection, or:
 - 1. Not more than 10 feet to the right of the right edge of the roadway, or right curb line extended, whichever is further to the right; and**
 - 2. Not more than 10 feet to the left of the left edge of the intersection.****
- C. Located so that each face, with indications visible from any location, shall be spaced laterally at least 8 feet from the next adjacent face with indications visible from the same location;**
- D. Located so that when a secondary vehicular signal face controls left turn movements associated with the same intersection approach, they shall not be to the left of that secondary face unless they display the same indications; and**
- E. Located so that when a secondary vehicular signal face controls right turn movements associated with the same intersection approach, they shall not be to the right of that secondary face unless they display the same indications.**

Section 4D.17 Visibility, Shielding, and Positioning of Signal Faces

DELETE the fourth paragraph of the Standard subsection and REPLACE with the following:

Standard:

The bottom of the signal housing and any related attachments to a vehicular signal face located over a roadway shall be at least 15 feet above the pavement; generally positioned at 17 feet minimum and not more than 19 feet maximum. The top of the signal housing of a vehicular signal face located over a roadway shall not be more than 25.5 feet above the pavement.

DELETE the sixth paragraph of the Standard subsection and REPLACE with the following:

Standard:

- A. Shall be at least 8 feet above the sidewalk; generally positioned at not more than 12 feet and at not more than 19 feet maximum above the sidewalk or, if there is no sidewalk, above the pavement grade at the center of the roadway.**
- B. Shall be at least 4.5 feet above the median island grade of a center median island if located on the near side of the intersection; generally positioned at not more than 12 feet and at not more than 19 feet maximum above the median island grade.**

Section 4D.18 Design, Illumination, and Color of Signal Sections

INSERT the following after the Support subsection:

Standard:

Signal heads shall be dark green or yellow.

Support:

Visibility of signal indications, particularly red indications, is usually more important than visibility of the signal heads themselves. Green signal heads offer greater contrast to the signal indications. Yellow signal heads have application where contrast with the background is considered more important than contrast with the signal indications.

CHAPTER 4E. PEDESTRIAN CONTROL FEATURES

Section 4E.05 Location and Height of Pedestrian Signals

DELETE the second paragraph of the Standard subsection and REPLACE with the following:

Standard:

If pedestrian signal heads are mounted on the same support as vehicular signal heads, there shall be a physical separation of at least 1 foot between them.

Section 4E.10 Pedestrian Intervals and Signal Phases

DELETE the second Guidance subsection and REPLACE with the following:

Guidance:

The pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the curb or shoulder during the WALKING PERSON (symbolizing WALK) signal indication to travel, at a walking speed of 3.5 feet per second, to at least the far side of the traveled way or to a median of sufficient width for pedestrians to wait. A walking speed of less than 3.5 feet per second should be considered in determining the pedestrian clearance time when there are pedestrians that walk slower than 3.5 feet per second or wheelchair constrained pedestrians that routinely use the crosswalk.

CHAPTER 4F. TRAFFIC CONTROL SIGNALS FOR EMERGENCY VEHICLE ACCESS

Section 4F.01 Applications of Emergency-Vehicle Traffic Control Signals

DELETE the entire section and REPLACE with the following:

Support:

An emergency-vehicle traffic control signal is a special traffic control signal that assigns the right-of-way to an authorized emergency vehicle. Adherence to certain warrants and guidelines is necessary to prevent indiscriminate application, with resultant motorist disregard for warranted installations.

While emergency signals make it easier for emergency vehicles to enter and proceed along highways, they can be disadvantageous for volunteer personnel trying to reach an emergency vehicle facility. Volunteers traveling to the facility are not permitted to proceed through red indications. Red indications on the highway approaches to an emergency vehicle facility and their attendant traffic queues may increase volunteers' response times.

Guidance:

An emergency-vehicle traffic control signal should be provided only if there is a demonstrated need. Consideration should first be given to providing less sophisticated solutions (e.g., warning signs and/or flashing beacon assemblies) to operational problems.

The factors to be considered in determining the need for an emergency-vehicle traffic control signal should include: vehicular volumes and speeds; the number and timing of emergency vehicle movements; visibility of the emergency vehicles to approaching traffic; sight distance along the highway at the point where emergency vehicles enter the roadway or intersection; and emergency vehicle accident experience.

The following warrants should be applied in considering the installation of an emergency-vehicle traffic control signal:

- A. Two-lane highways. Emergency-vehicle traffic control signals should be used on two-lane highways only where, within a two-year period, 200 emergency calls occur during times when the rate of flow on the highway is at least:
 1. 750 vehicles per hour; or
 2. 525 vehicles per hour, if the 85th-percentile highway speed is over 40 miles per hour; or
 3. 525 vehicles per hour if the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles; or

4. 375 vehicles per hour, if the 85th-percentile highway speed is over 40 miles per hour and the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles.
- B. Four-lane highways. Emergency-vehicle traffic control signals should be used on four-lane highways only where, within a two-year period, 200 emergency calls occur during times when the rate of flow on the highway is at least:
1. 900 vehicles per hour; or
 2. 630 vehicles per hour, if the 85th-percentile highway speed is over 40 miles per hour; or
 3. 630 vehicles per hour if the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles; or
 4. 450 vehicles per hour, if the 85th-percentile highway speed is over 40 miles per hour and the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles.

Support:

The stopping sight distance may be determined using the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1.

CHAPTER 4J. LANE-USE CONTROL SIGNALS

Section 4J.02 Meaning of Lane-Use Control Signal Indications

INSERT the following before the Standard subsection:

Support:

Section 1116 of the Vehicle & Traffic Law specifies that traffic facing a flashing yellow X signal may travel in any lane over which such signal is shown preparatory to making a left turn, using proper caution. The National MUTCD equivalent of this device is for a signal face to have either a WHITE TWO-WAY LEFT TURN ARROW or a WHITE ONE-WAY LEFT TURN ARROW. At this time, the Vehicle & Traffic Law does not allow a signal face to have either of the two signal indications involving white turn arrows.

DELETE C. and D. of the Standard subsection and REPLACE with the following:

Standard:

- C. A steady WHITE TWO-WAY LEFT TURN ARROW signal indication shall not be used in New York, pending legislative action to amend Section 1116 of the Vehicle & Traffic Law.**
- D. A steady WHITE ONE-WAY LEFT TURN ARROW signal indication shall not be used in New York, pending legislative action to amend Section 1116 of the Vehicle & Traffic Law.**

Section 4J.03 Design of Lane-Use Control Signals

DELETE the first paragraph of the Standard subsection and REPLACE with the following:

Standard:

All lane-use control signal indications shall be in units with rectangular signal faces and shall have opaque backgrounds. Nominal minimum height and width of each DOWNWARD GREEN ARROW, YELLOW X, and RED X signal face shall be 18 inches for typical applications. The flashing YELLOW X signal face shall be 12 inches minimum if installed prior to September 13, 2007. Otherwise, it shall have a minimum nominal height and width of 18 inches.

DELETE the third paragraph of the Standard subsection and REPLACE with the following:

Standard:

Each reversible lane that also operates as a two-way or one-way left-turn lane during certain periods shall have signal faces that also include the applicable flashing YELLOW X symbol.

DELETE the fifth paragraph of the Standard subsection and REPLACE with the following:

Standard:

If in separate signal sections, the relative positions from left to right of the signal indications shall be RED X, YELLOW X, and DOWNWARD GREEN ARROW.

DELETE the first paragraph of the Option subsection and REPLACE with the following:

Option:

In areas with minimal visual clutter and with speeds of less than 40 MPH, lane-use control signal faces with nominal height and width of 12 inches may be used for the DOWNWARD GREEN ARROW, YELLOW X, and RED X signal faces.

Section 4J.04 Operation of Lane-Use Control Signals

DELETE the second, third and fourth paragraph of the Standard subsection and REPLACE with the following:

Standard:

For reversible-lane control signals, the following combination of signal indications shall not be shown simultaneously over the same lane to both directions of travel:

- A. DOWNWARD GREEN ARROW in both directions;**
- B. Steady YELLOW X in both directions;**
- C. DOWNWARD GREEN ARROW in one direction and steady YELLOW X in the other direction;**
- D. Flashing YELLOW X in one direction and steady YELLOW X in the other direction.**

A moving condition in one direction shall be terminated either by the immediate display of a RED X signal indication or by a steady YELLOW X signal indication followed by a RED X signal indication. In either case, the duration of the RED X signal indication shall be sufficient to allow clearance of the lane before any moving condition is allowed in the opposing direction.

Whenever a DOWNWARD GREEN ARROW signal indication is changed to a flashing YELLOW X signal indication, the RED X signal indication shall continue to be displayed to the opposite direction of travel for an appropriate duration to allow traffic time to vacate the lane being converted to a two-way left-turn lane.

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PART 5.

TRAFFIC CONTROL DEVICES FOR LOW-VOLUME ROADS

CHAPTER 5A. GENERAL

Section 5A.01 Function

INSERT the following at the beginning of the Section:

Standard:

All traffic control devices found in Part 5 shall conform to the provisions located in corresponding chapters of the National MUTCD and the New York State Supplement.

Support:

The National MUTCD and the New York Supplement list the acceptable traffic control devices that may be used on New York highways.

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PART 6.

TEMPORARY TRAFFIC CONTROL

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL DEVICES

Section 6F.02 General Characteristics of Signs

INSERT the following at the end of the second Option subsection:

Option:

In addition to the standard Temporary Traffic Control signs shown in this Chapter, any standard warning sign shown in the National MUTCD or the New York State Supplement can be used as a Temporary Traffic Control warning sign.

Standard:

Major legend changes to standard signs or unique signs require approval of the New York State Department of Transportation before they may be used in New York if the change can be considered more than a minor modification (e.g. making a word plural or singular, changing the distance or hours listed on a sign, word deviations such as “road” instead of “street”).

Section 6F.34 Motorized Traffic Signs (W8-6, W11-10)

DELETE the entire section and REPLACE with the following:

Option:

The Truck Crossing symbol (W11-10) sign (see Figure 6F-4, Sheet 2 of 4) may be used to alert road users to locations where unexpected travel on the roadway or entries into or departures from the roadway by construction vehicles might occur due to an established construction vehicle crossing of the roadway.

Support:

These locations might be relatively confined or might occur randomly over a segment of roadway.

Section 6F.49 Supplementary Distance Plaque (W7-3a)

INSERT the following at the end of the Guidance subsection:

Guidance:

Distances less than one mile should be stated to the nearest quarter mile. Distances between one and three miles should be stated to the nearest half mile. Distances over three miles should be stated to the nearest whole mile.

Section 6F.53 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)

INSERT the following at the end of the second Option subsection:

Option:

The M4-9 sign may be used to guide motorists straight ahead by modifying the arrow to point upwards.

Section 6F.56 Arrow Panels

DELETE the second Standard subsection and REPLACE with the following:

Standard:

Arrow panels shall meet the minimum size, legibility distance, number of elements, and other specifications shown on Figure 6F-6, except that arrow panels operated in the flashing caution mode shall only illuminate the upper left, upper right, lower left, and lower right elements. The four-element bar pattern shown in Figure 6F-6 as an option shall not be used in New York.

Section 6F.101 BRIDGE CLOSED 500 FT Sign (NYW8-4)

INSERT new section:

Option:

The BRIDGE CLOSED 500 FT (NYW8-4) sign (see Sign Drawing SD-W27) may be used to provide advance warning that a bridge is closed.

Guidance:

Where used, the BRIDGE CLOSED 500FT sign should be placed in advance of each location where a ROAD CLOSED (R11-2) sign or BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY (R11-3b) sign is displayed and no alternative path is signed at that location (i.e., the ROAD CLOSED or BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY sign is not accompanied by a Detour Arrow (M4-10).

Section 6F.102 Miscellaneous Temporary Traffic Control Signs (NYW8-30, NYW8-31, NYW8-32, NYW8-33, NYW8-34)

INSERT new section:

Option:

The WET PAINT (NYW8-30), STAY IN LANE (NYW8-31), DO NOT PASS (NYW8-32), LANE CLOSED (NYW8-33), and SLOW MOVING TRAFFIC (NYW8-34) signs (see Sign Drawing SD-W28) may be used to warn of mobile marking operations and to alert motorists as to what actions are appropriate as they approach or pass pavement marking vehicles.

These signs may be used alone or in combination, as conditions require, minimizing hazard and tracking of fresh markings. The STAY IN LANE, DO NOT PASS, LANE CLOSED, and SLOW MOVING TRAFFIC signs may be used, as necessary, with other types of work vehicle work operations.

As an alternative to the rectangular designs, Miscellaneous Temporary Traffic Control Signs may also be made in diamond shapes with appropriate reduced-sized legends.

Section 6F.103 ACCIDENT AHEAD Sign (NYW8-42)

INSERT new section:

Option:

The ACCIDENT AHEAD (NYW8-42) sign (see Sign Drawing SD-W29) may be used to warn of rescue and recovery operations associated with traffic accidents.

Guidance:

Where used, the ACCIDENT AHEAD sign should be placed a suitable distance in advance of the accident site or at a remote location where traffic can detour or safely and conveniently turn around.

Section 6F.104 SANDBLASTING Sign (NYW8-43)

INSERT new section:

Option:

The SANDBLASTING (NYW8-43) sign (see Sign Drawing SD-W30) may be used to warn of work sites where sandblasting is being conducted and airborne dust or debris might at times drift into the roadway.

Guidance:

The SANDBLASTING sign should be displayed only while sandblasting is occurring. It should be removed, covered, or faced away from traffic when sandblasting operations are not being carried out. Where used, the SANDBLASTING sign should be placed a suitable distance in advance of the sandblasting area.

Section 6F.105 MOWING AHEAD Sign (NYW8-44)

INSERT new section:

Option:

The MOWING AHEAD (NYW8-44) sign (see Sign Drawing SD-W31) may be used to warn of mowing operations.

Support:

The effectiveness of the MOWING AHEAD sign is reduced if it is located too far in advance of the mower.

Guidance:

Where used, the MOWING AHEAD sign should be placed a suitable distance in advance of the area in which mowing operations are occurring. Therefore, it should be moved periodically so that it will be kept as close as practicable to the place where the mower is operating. It generally should not be allowed to be more than two miles in advance of the work site. If the mowing is occurring on only one side of the highway, a MOWING AHEAD sign normally necessary only for the direction of travel which is immediately adjacent to the area where the mower is operating should be used.

Option:

However, if desired, a sign may be provided for traffic approaching from the opposite direction. Where the mower is operating only on the left-hand side of a one-way roadway (for example, in the median of a divided highway), the MOWING AHEAD may be placed on the left side of the roadway instead of the right.

Section 6F.106 WORK ZONE Plaque (NYW8-45)

INSERT new section:

Option:

The WORK ZONE (NYW8-45) plaque (see Sign Drawing SD-W32) may be used to supplement maximum Speed Limit signs which are used for highway work zone traffic control.

Standard:

Where used, the WORK ZONE plaque shall be placed immediately above the sign it supplements.

Section 6F.107 INCREASED ENFORCEMENT AREA Sign (NYW8-46)

INSERT new section:

Option:

The INCREASED ENFORCEMENT AREA (NYW8-46) sign (see Sign Drawing SD-W33) may be used when a police presence is expected to be active during a significant portion of the scheduled work zone operations.

Guidance:

Where used, the INCREASED ENFORCEMENT AREA sign should be placed 300 feet in advance of all other work zone signs (including the NYR9-11 and NYR9-12 (see Section 2B.107) signs) on low-speed (less than 45 MPH) highways, and 500 feet in advance on high-speed (45 MPH or higher) highways.

Standard:

The INCREASED ENFORCEMENT AREA sign shall be removed at the conclusion of the project.

CHAPTER 6H. TYPICAL APPLICATIONS

Notes for Figure 6H-17 - Typical Application Mobile Operations on Two-Lane Road

DELETE Item #1 in the first Standard subsection and *REPLACE* with the following:

Standard:

- 1. Only standard signs, as shown in the National MUTCD and the New York State Supplement, shall be used as vehicle-mounted signs. Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**

CHAPTER 6I. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

Section 6I.01 General

INSERT the following at the beginning of the section:

Standard:

In New York, the operational practices related to emergency incident responses provided in the National Manual shall apply to police officers and other emergency responders responding to an emergency only in so far as such officers or emergency responders deem compliance with such Manual practicable.

Support:

Chapter 722 of the 2006 Laws of New York modified Section 1680(a) of the Vehicle & Traffic Law regarding the need for police officers and other emergency responders to comply with Chapter 6I.

PART 7.

TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7A. GENERAL

Section 7A.04 Scope

DELETE the Option subsection and REPLACE with the following:

Option:

In-roadway signs for school traffic control areas may be used consistent with the requirements of the New York State Supplement.

CHAPTER 7B. SIGNS

Section 7B.07 Sign Color for School Warning Signs

DELETE Item H in the Option subsection and REPLACE with the following:

Option:

H. Reduced Speed School Zone Ahead sign (S4-5).

Section 7B.08 School Advance Warning Assembly (S1-1 with Supplemental Plaque)

DELETE the Option subsection.

Section 7B.09 School Crosswalk Warning Assembly (S1-1 with Diagonal Arrow)

DELETE the Guidance subsection and REPLACE with the following:

Guidance:

The School Crosswalk Warning assembly should be installed at marked crosswalk(s), excluding those at signalized locations, used by students going to and from school (see Figure 7B-2), as determined by an engineering study.

DELETE the Option subsection and REPLACE with the following:

Option:

The In-Street Pedestrian Crossing (R1-6) sign (see Section 2B.12) may be used at unsignalized school crossings. When used at a school crossing, a 12 inch x 4 inch SCHOOL (S4-3) plaque (see Figure 7B-4) may be mounted above the sign.

DELETE the second Standard subsection and REPLACE with the following:

Standard:

If an In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the mounting height and breakaway requirements for In-Street Pedestrian Crossing (R1-6) signs (see Section 2B.12).

The In-Street Pedestrian Crossing sign shall not be used at signalized locations.

Section 7B.11 School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S4-6, S5-1)

DELETE the entire section and REPLACE with the following:

Standard:

A New York School Speed Limit assembly (see Figure 7B-101) shall be used to indicate the speed limit where a reduced speed zone for a school area has been established (in accordance with law based upon an engineering study) or where a speed limit is specified for such areas by statute. The New York School Speed Limit assembly shall be placed at or as near as practical to the point where the reduced speed zone begins.

Support:

The New York State Vehicle and Traffic Law (Sections 1620(a), 1643, 1662-a) specifies the boundaries where school speed limits may be established, the times when the limits are in effect, and the manner in which the speed limits must be posted. Except for places of higher education, a school is considered to be every place of academic, vocational or religious services or instruction for persons under the age of 21 years. It includes every child care center, every institution for the care or training of the mentally or physically handicapped; and every day camp, except that it does not include schools and community residences as such terms are defined in section 1.03 of the Mental Hygiene Law (NYCRR 17C, Section 720.1(e)).

Standard:

In order for a school speed limit to be established, all of the following conditions shall be met:

- A. The facility is a school with one or more grades below grade 12; or a licensed child care facility provided in an institutional setting; and**
- B. Some of the children walk or bicycle to or from the facility; or the facility and related facilities (e.g., classrooms, cafeteria, gymnasium, playground, athletic fields, parking lots) are separated by a highway, and require the children to cross the highway on foot to access the facilities; and**
- C. The facility and the jurisdiction responsible for the highway provide written documentation of their support for a school speed limit.**

Guidance:

Where a school speed limit is established and if students must cross a highway at a school or child care facility, the following conditions should be met:

- A. The school speed zone contains a marked crosswalk; and**
- B. The crosswalk is supervised by an adult crossing guard; and**
- C. There is no nearby traffic control signal, pedestrian overpass or underpass, or bridge suitable for pedestrian use within the designated school speed zone.**

The numerical value of a school speed limit should be approximately 10 MPH below the normally prevailing 85th percentile speed on the highway, or at approximately the actual 85th percentile speed within the zone during school crossing periods.

Standard:

In accordance with the New York State Vehicle and Traffic Law, school speed limits shall not be set below 15 MPH.

The maximum length of a school speed zone, as established in the New York State Vehicle and Traffic Law, shall not be greater than 1320 feet (0.25 mile) on a highway passing a school building, entrance or exit of a school abutting on the highway.

Guidance:

The reduced speed zone should begin at a point either 200 feet from the crosswalk, or 300 feet from the school property line, whichever is encountered first as traffic approaches the school. The minimum length of a school speed zone should be 400 feet.

Option:

Longitudinal distances may be slightly adjusted to fit field conditions.

Standard:

The hours of operation of a school speed limit as established by the New York State Vehicle and Traffic Law shall be effective only on “school days” at times indicated by the school speed limit sign. The hours of operation shall be one of the following:

- A. Between the core hours of 7:00 AM and 6:00 PM, inclusive; or**
- B. Alternative times within such core hours (e.g., 9:00 AM to 4:00 PM, 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM); or**
- C. A period when beacons attached to the school speed limit assembly are flashing, and such sign is equipped with a WHEN FLASHING (NYR7-13) plaque (see Sign Drawing SD-R11) indicating that the school speed zone is in effect when such beacons are flashing. The beacons shall only flash during student activities at the school, and up to 30 minutes immediately before and up to 30 minutes immediately after such student activities.**

A School Speed Limit assembly shall consist of one of the following configurations:

- A. Standard School Speed Limit Assembly** – A Speed Limit (R2-1) sign (see Section 2B.13) with a SCHOOL (S4-3) plaque (see Figure 7B-1) mounted above it. In addition, the assembly shall contain one of the following:
1. A time (NYR7-4) plaque (see Sign Drawing SD-R11) indicating the times the school speed limit is in effect mounted below the Speed Limit sign; or
 2. A time plaque indicating the times the school speed limit is in effect mounted below the Speed Limit sign, along with supplemental Speed Limit Sign Beacons (see Section 4K.04) that are operated only when the school speed limit is in effect; or
 3. A WHEN FLASHING plaque mounted below the Speed Limit sign. Mandatory Speed Limit Sign Beacons shall be included and operated when the school speed limit is in effect;
- B. Blank-Out School Speed Limit Assembly** – Identical to the Standard School Speed Limit assembly, except that it contains a blank-out message device which displays a numeric speed value when the speed limit is in effect, and no message at other times. If the latter occurs, Speed Limit Sign Beacons, if provided, shall not be operational; or
- C. Changeable School Speed Limit Assembly** – A Speed Limit sign with a SCHOOL plaque mounted above it, in addition to a changeable message device which has the capability to display more than one numeric speed value. The assembly shall also contain a WHEN FLASHING plaque mounted below the Speed Limit sign, and mandatory Speed Limit Sign Beacons that are operational when the school speed limit is in effect. If the changeable message component displays another numeric speed that is not part of a school speed limit, provisions shall be made to provide a changeable message device for the SCHOOL plaque so that the plaque is not illuminated when the school speed limit is not in effect. If no numerical speed is displayed, then the school speed limit shall not be in effect, and the mandatory Speed Limit Sign Beacons shall not be operational; or
- D. Combination School Speed Limit Assembly** – Similar to the Blank-Out School Speed Limit assembly, except that the Speed Limit sign, SCHOOL plaque and Speed Limit Sign Beacons are integrated into one physical sign (NYR2-7 and NYR2-8) (see Sign Drawing SD-R2), and then supplemented with either a time plaque or WHEN FLASHING (NYR7-13 when supplementing the NYR2-7, and NYR7-13a when supplementing the NYR2-8) plaque. The NYR2-7 sign shall be for roadside use; the NYR2-8 sign shall be for overhead use. A roadside sign shall not be required where a NYR2-8 sign is used.

Option:

If a changeable message sign used to inform drivers of the school speed limit is internally illuminated, it may have a white legend on a black background.

Fluorescent yellow-green pixels may be used when school-related messages are shown on a changeable message sign.

Changeable message signs that display the speed of approaching drivers (see Section 2B.13) may be used in a school speed limit zone.

A FINES HIGHER (R2-6) sign (see Section 2B.17) may be used to advise road users when increased fines are imposed for traffic violations in school zones.

Section 7B.12 Reduced Speed School Zone Ahead Sign (S4-5, S4-5a)

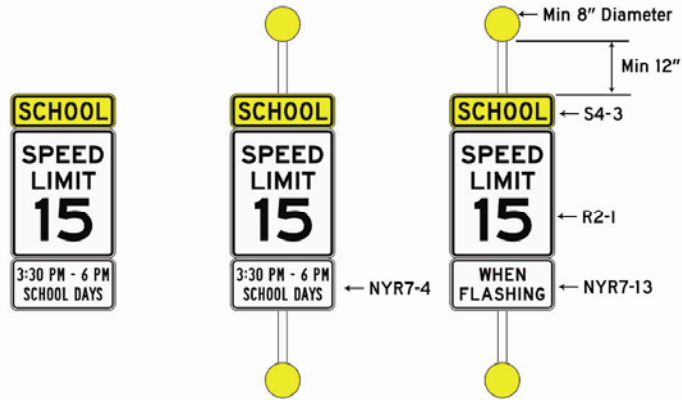
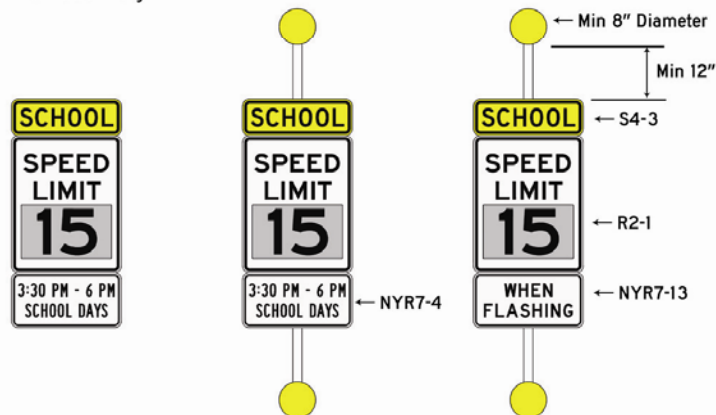
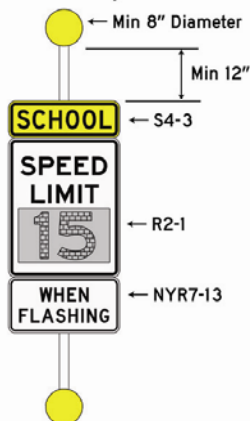
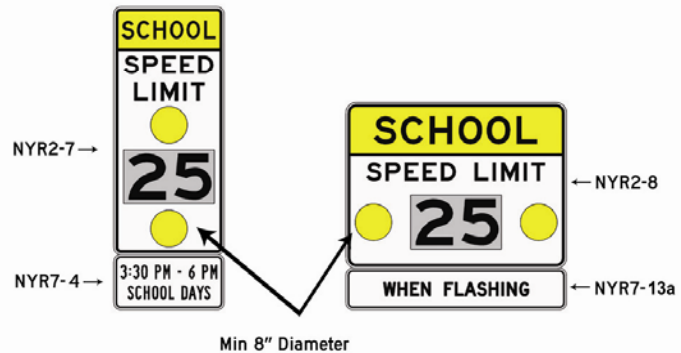
INSERT the following at the beginning of the section:

Standard:

The S4-5a sign shall not be used in New York.

Figure 7B-101 Examples of School Speed Limit Assemblies

INSERT new figure.

Figure 7B-101. Example of School Speed Limit Assemblies**A. Standard School Speed Limit Assembly****B. Blank-Out School Speed Limit Assembly****C. Changeable School Speed Limit Assembly****D. Combination School Speed Limit Assembly**

CHAPTER 7C. MARKINGS

Section 7C.05 Curb Markings for Parking Regulations

DELETE the entire section and REPLACE with the following:

Support:

Curb markings are most often used to indicate parking regulations or to delineate the curb. When used to delineate the curb, visibility is generally improved, especially during night hours. They become, in effect, edge markings delineating the edge of the roadway.

It is advisable to establish parking regulations through the installation of standard signs (see Section 2B.39 through Section 2B.41) for the following reasons:

- D. In the winter, curb markings are frequently obliterated by snow and ice;
- E. Road users with visual deficiencies can find it difficult to distinguish colors and/or read word markings on curbs, especially at night; and
- F. Yellow and white curb markings are frequently used for curb delineation and visibility.

Standard:

A colored curb shall not be used to convey parking regulations. Instead, signs shall be the primary method to indicate non-statutory parking regulations. Where curbs are marked, the colors shall conform to the general principles of markings (see Section 3A.04).

Option:

Legible word markings may be used to convey a general prohibition by statute of parking within a specific distance of a STOP sign, driveway, fire hydrant, or crosswalk.

The curb may also be delineated using appropriate colors as outlined in the general principles of markings (see Section 3A.04).

PART 8.

TRAFFIC CONTROLS FOR HIGHWAY-RAIL GRADE CROSSINGS

CHAPTER 8A. GENERAL

Section 8A.01 Introduction

INSERT the following at the end of the Standard subsection:

Standard:

- 24. Coincident crossing—a highway-rail grade crossing within, or no greater than 20 feet from, an intersection.**
- 25. Proximate crossing—a highway-rail grade crossing within 20 to 200 feet of an intersection.**
- 26. Independent crossing—a highway-rail grade crossing more than 200 feet from an intersection.**

CHAPTER 8B. SIGNS AND MARKINGS

Section 8B.04 Highway-Rail Grade Crossing Advanced Warning Signs (W10 Series)

INSERT the following after the first Standard subsection:

Support:

The Advanced Warning Railroad Crossing (W10-1) sign is required by Section 53-a, of the New York State Railroad Law.

INSERT the following after the Guidance subsection:

Option:

The TRAIN WHEN FLASHING (NYW5-31) sign (see Sign Drawing SD-W18) may be used to supplement the Advanced Warning Railroad Crossing (W10-1) sign (see Section 8B.04) in advance of railroad crossing locations that are not clear to motorists due to poor sight distance or other conditions.

Standard:

The TRAIN WHEN FLASHING sign shall only be used in advance of a railroad crossing location that is operated under either a “Stop and Proceed” or “Stop and Flag” procedure. Where used, the sign shall be supplemented with two flashing beacons aligned vertically between six and twelve inches above and below the sign. Each beacon shall consist of a circular flashing indication of eight-inch nominal diameter. The beacons shall display alternated flashing indications with intermittent lens illumination at a rate of between 50 and 60 times per minute during such time as the crossing is considered active. At all other times, the beacons shall not display any indications.

Option:

With an overhead installation, the indications may be aligned horizontally between 6 and 12 inches left and right of the sign.

Standard:

Where used, the TRAIN WHEN FLASHING sign and its accompanying beacons shall be placed below the Advanced Warning Railroad Crossing sign. The lowest point of this assembly shall be 3 to 8 feet above the pavement. However, if vehicular traffic is required to pass under the assembly, the vertical clearance shall meet the requirements of Section 2A.18.

Guidance:

With an overhead installation, the sign and beacons should be placed to the right of the Advanced Warning Railroad Crossing sign.

Section 8B.05 EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a)

DELETE the entire section and REPLACE with the following:

Standard:

The EXEMPT (R15-3) regulatory sign shall be used only at locations approved by the New York State Department of Transportation.

The EXEMPT regulatory sign shall be used at highway-rail grade crossings where the statutory stop normally required for certain vehicles by Section 1171 of the New York State Vehicle and Traffic Law has been legally waived by the New York State Department of Transportation. The EXEMPT regulatory sign shall not be used on crossings involving high speed rail trains.

The EXEMPT warning sign shall be used in advance of highway-rail grade crossings where the Department of Transportation has authorized use of EXEMPT regulatory signs unless the Department has also authorized omission of the railroad advance warning sign.

Support:

These supplemental signs inform drivers of vehicles carrying passengers for hire, school buses carrying students, or vehicles carrying hazardous materials that a stop is not required at certain designated highway-rail grade crossings, except when a train, locomotive, or other railroad equipment is approaching or occupying the highway-rail grade crossing, or the driver's view is blocked. Where the statutory stop normally required of certain vehicles by Section 1171 of the Vehicle and Traffic Law has been legally waived by the New York State Department of Transportation, the EXEMPT regulatory sign is intended for use at abandoned crossings, infrequently used crossings, and others whereas the EXEMPT warning sign is for use to supplement the Advanced Warning Railroad Crossing (W10-1) sign in advance of highway-rail grade crossings.

Section 8B.07 DO NOT STOP ON TRACKS Sign (R8-8)

INSERT the following at the beginning of the section:

Support:

Section 1176 of the New York Vehicle and Traffic Law prohibits stopping on railroad tracks.

Section 8B.08 STOP (R1-1) or YIELD (R1-2) Signs at Highway-Rail Grade Crossings

INSERT the following at the beginning of the section:

Support:

Section 1685 of the New York State Vehicle and Traffic Law allows the installation of a STOP (R1-1) sign at a highway-rail crossing only with prior authorization from the Commissioner of the New York State Department of Transportation.

Section 8B.09 TRACKS OUT OF SERVICE Sign (R8-9)

DELETE the first Option subsection and REPLACE with the following:

Guidance:

The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-3) should be used at a highway-rail grade crossing in combination with a Crossbuck (R15-1) sign and a Number of Tracks (R15-2) sign (see Figure 8B-1) when railroad tracks have been temporarily or permanently abandoned, but only until such time that the tracks are removed or paved over.

Section 8B.13 TRAINS MAY EXCEED 130 km/h (80MPH) Sign (W10-8)

INSERT the following at the beginning of the section:

Standard:

The TRAINS MAY EXCEED 80 MPH (W10-8) sign and similar signs shall be used only where authorized by the New York State Department of Transportation. The TRAINS MAY EXCEED 80 MPH sign and similar signs shall not be used at crossings where the EXEMPT regulatory sign is used.

Section 8B.101 NOTICE INCREASED TRAIN TRAFFIC Sign (NYR10-5)

INSERT new section:

Option:

The NOTICE INCREASED TRAIN TRAFFIC (NYR10-5) sign (see Sign Drawing SD-R16) may be used where it is deemed necessary to inform motorists of increased train traffic at highway-rail grade crossings.

Standard:

Where used, the NOTICE INCREASED TRAIN TRAFFIC sign shall be placed in combination with the Crossbuck (R15-1) sign located on the right side of the approach roadway, or be placed separately at a point in advance of the crossbuck sign.

Where placed in combination with a Crossbuck sign alone, the NOTICE INCREASED TRAIN TRAFFIC sign shall be placed immediately beneath the Crossbuck sign.

Guidance:

The bottom of the NOTICE INCREASED TRAIN TRAFFIC sign should be at least 78 inches above the near edge of the roadway when placed in combination with a Crossbuck sign alone.

Standard:

Where placed in combination with a Crossbuck sign and a Number of Tracks (R15-2) sign, the NOTICE INCREASED TRAIN TRAFFIC sign shall be placed immediately beneath the Number of Tracks sign.

Guidance:

The bottom of the NOTICE INCREASED TRAIN TRAFFIC sign should be at least 6 feet above the edge of the roadway when placed in combination with a Crossbuck sign and a Number of Tracks sign.

Standard:

Where placed in combination with a railroad flashing signal, the NOTICE INCREASED TRAIN TRAFFIC sign shall be placed immediately below the signal background panels.

Guidance:

The bottom of the NOTICE INCREASED TRAIN TRAFFIC sign should be at least 6 feet above the near edge of the roadway when placed in combination with a railroad flashing signal.

CHAPTER 8D. FLASHING-LIGHT SIGNALS, GATES, AND TRAFFIC CONTROL SIGNALS

Section 8D.01 Introduction

INSERT the following after the first Guidance subsection:

Standard:

When used, the devices shall be operated continuously (unless not required by the appropriate operating standards).

Option:

As an exception, means may be provided for making the devices insensitive to train actuation while trains are performing regular stops or switching operation in the vicinity of a crossing.

Standard:

When the exception is enacted, provisions shall be made to ensure that the devices are again made operative for the required time before the train proceeds over the crossing. Provision shall also be made to ensure that automatic operation of the devices will resume upon the approach of trains other than the one for which operation of the device was discontinued.

Support:

Since highway-rail grade crossing traffic control devices govern the actions of vehicular and pedestrian traffic, the principles of uniformity and standardization apply to these devices.

Guidance:

For the purpose of signal control, crossings more than 100 feet apart should be treated separately.

Section 8D.02 Flashing-Light Signals, Mast Mounted

DELETE the second Standard subsection and REPLACE with the following:

Standard:

When indicating the approach or presence of a train, the flashing-light signal shall display toward approaching highway traffic two red lights mounted in a horizontal line flashing alternately.

Flashing-light signals shall be:

- A. Mounted on a metal mast 4 inches or more in diameter securely fastened to an adequate foundation or support.**
- B. Placed to the right of approaching highway traffic on all highway approaches to a highway-rail grade crossing.**
- C. Located laterally with respect to the highway in conformance with Figure 8D-1 except where such location would adversely affect signal visibility.**

At highway-rail grade crossings with highway traffic in both directions, back-to-back pairs of lights shall be placed on each side of the tracks. On multi-lane one-way streets and divided highways, flashing light signals shall be placed on the approach side of the highway-rail grade crossing on both sides of the roadway or shall be placed above the highway.

Guidance:

When conditions require, such as on multi-lane approaches or where limited signal visibility exists, supplemental overhead installations or additional mast mounted flashing signals installed on the left side of an approach roadway, on the near or far side of the crossings, should be used.

Standard:

Each red signal unit in the flashing-light signal shall flash alternately. The number of flashes per minute for each lamp shall be 35 minimum and 65 maximum. Each lamp shall be illuminated approximately the same length of time. Total time of illumination of each pair of lamps shall be the entire operating time. Flashing-light units shall use either 8 in or 12 in nominal diameter lenses. The railroad flashing signals shall continue to operate until the rear of the train is approximately 50 feet beyond the crossing.

Guidance:

Flashing light signal masts should be located longitudinally to meet minimum clearances indicated in Figures 8D-2 and 8D-101.

Section 8D.03 Flashing-Light Signals, Overhead Structures

INSERT the following at the end of the Standard section:

Standard:

When mounted over the roadway, railroad flashing signals shall be placed so that there is 17 to 19 feet between the roadway surface and the lowest point of the assembly. Stand-by power shall consist of sufficient capacity to provide normal operation of the system for 48 hours following primary power failure.

Option:

Standby power may consist of sources other than batteries.

Section 8D.04 Automatic Gates

DELETE the entire section and REPLACE with the following:

Standard:

The automatic gate (see Figure 8D-1) shall consist of a drive mechanism and a fully retroreflectorized red-and white-striped gate arm with flashing-light signals. When in the down position, the gate arm shall effectively block all approach lanes, the adjacent shoulder, and all sidewalks. Railroad crossing gates shall not be used without railroad flashing signals.

Guidance:

The gate mechanism should be mounted on the same support as the railroad flashing signal.

Option:

Where conditions require, it may be mounted on a separate support located between the railroad flashing signal and the track, if minimum clearances, as indicated in Figures 8D-2, 8D-101, and 8D-102 are met.

Standard:

In the normal sequence of operation, unless constant warning time or other advanced system requires otherwise, the flashing-light signals and the lights on the gate arm (in its normal upright position) shall be activated immediately upon detection of the approaching train. The gate arm shall start its downward motion not less than 3 seconds after the flashing-light signals start to operate, shall reach its horizontal position at least 10 seconds before the arrival of the train, and shall remain in the down position as long as the train occupies the highway-rail grade crossing.

When the train clears the highway-rail grade crossing, and if no other train is detected, the gate arm shall ascend to its upright position, following which the flashing lights and the lights on the gate arm shall cease operation. Gate arms shall be fully retroreflectorized on both sides, have 45-degree diagonal stripes alternately red and white at 16 inch intervals measured horizontally, and shall have at least three red lights as indicated in Figure 8D-1.

When activated, the gate arm light nearest the tip shall be illuminated continuously and the other gate arm lights shall operate simultaneously with lights in the associated railroad flashing signal system.

Guidance:

The three lights should be positioned along the gate at the following distances: A - within one foot of the gate tip, B shall equal C and be evenly spaced over the roadway surface, as per Figure 8D-1.

Standard:

The entrance gate arm mechanism shall be designed to fail safe in the down position.

Guidance:

Automatic gates should be perpendicular to the roadway or sidewalk, unless conditions warrant placement at a different angle.

Standard:

Automatic gates shall not be less than 42 inches or more than 54 inches above the pavement crown or sidewalk. Each roadway gate shall be equipped with at least three red lights with a minimum inside diameter of 3 inches and visible in both directions along the roadway.

Guidance:

The gate arm should ascend to its upright position in not more than 12 seconds.

In its normal upright position, when no train is approaching or occupying the highway-rail grade crossing, the gate arm should be either vertical or nearly so (see Figure 8D-1).

In the design of individual installations, consideration should be given to timing the operation of the gate arm to accommodate large and/or slow-moving vehicles.

The automatic gates should cover the approaching highway to block all motor vehicles from being driven around the gate without crossing the centerline. In the lowered position, the tip of each roadway gate should be within one foot of the left edge of the approach.

When the rear of the train is approximately 50 feet beyond the crossing, and no other train is approaching, the train should be considered clear of the highway-rail grade crossing.

Option:

Automatic gate installations may include median islands between opposing lanes on an approach to a highway-rail grade crossing. Where gates are located in the median, additional median width may be required to provide the minimum clearance for the counterweight supports.

Standard:

Each sidewalk gate longer than 6 feet shall be equipped with one red light visible in both directions along the sidewalk. The gates shall display steady indications.

Section 8D.05 Four-Quadrant Gate Systems

DELETE the third paragraph in the Standard subsection and REPLACE with the following:

Standard:

In the normal sequence of operation, unless constant warning time or other advanced systems requires otherwise, the flashing-light signals and the lights on the gate arm (in its normal upright position) shall be activated immediately upon detection of the approaching train. The gate arm shall start its downward motion not less than 3 seconds after the flashing-light signals start to operate, shall reach its horizontal position at least 10 seconds before the arrival of the train. Exit gate arm activation and downward motion shall be based on detection or timing requirements established by an engineering study of the individual site. The gate shall remain in the down position as long as the train occupies the highway-rail grade crossing.

INSERT note on Figures 8D-2, 8D-101, and 8D-102:

Note: The distance from the nearest rail to the centerline of the flashing light signal should be no more than 15 feet measured from the centerline of the mast or to the gate tip, whichever is closer, and perpendicular to the track.

Section 8D.06 Train Detection

INSERT at the end of the Standard subsection:

Standard:

When automatic flashers are installed, the length of time the flashing-light signals shall operate before arrival of any train at the highway-rail grade crossing shall be a function of the minimum track clearance distance as follows:

Where the minimum track clearance distance is 35 feet or less, the flashing-light signals shall operate for at least 20 seconds before the arrival of the train at the crossing. Where the minimum track clearance distance is more than 35 feet, the flashing-light signal shall operate for at least 13 seconds plus one

second for each 5 feet of clearance distance before the arrival of any train at the crossing.

Standard:

When automatic gates are installed, the length of time the flashing-light signals and gate arm lights shall operate before arrival of any train at the highway-rail grade crossing shall be a function of the minimum track clearance distance as follows:

Where the minimum track clearance distance is 35 feet or less, the flashing-light signals shall operate for at least 27 seconds before the arrival of the train at the crossing.

Where the minimum track clearance distance is more than 35 feet, the flashing-light signal shall operate for at least 20 seconds plus one second for each 5 feet of clearance distance before the arrival of any train at the crossing.

Section 8D.07 Traffic Control Signals at or Near Highway-Rail Grade Crossings

DELETE the first Option subsection and REPLACE with the following:

Option:

When approved by the New York State Department of Transportation, traffic control signals may be used as the sole control device at highway-rail grade crossings where rail traffic is not required to stop before entering the crossing.

INSERT the following after the second Guidance subsection:

Standard:

The location of traffic signal heads at highway-rail grade crossings shall conform to all applicable design requirements for vehicular traffic control signals, except as modified in the sections below.

Guidance:

All signal heads should be located horizontally at least 12 feet from any track center line.

Standard:

Any hardware within 102 inches of the track centerline shall be at least 22 feet above the top of the rail.

Guidance:

The following general descriptions are for stop-and-go signal operations at highway-rail grade crossings. Operations at particular locations should generally conform to the principles stated in the text, but may be adapted to fit conditions at these locations, if approved by the New York State Department of Transportation.

Standard:

At highway-rail grade crossings where railroad flashers are not provided and stop-and-go traffic signal are used to control traffic at the grade crossing, at least one signal face consisting of an 8 in circular red indication and an 8 in circular yellow indication shall be provided on each train approach. Interconnection between the stop-and-go signal and the railroad circuitry controlling the train movements at the crossing shall be required.

Where provided, train approach faces shall rest on red until the train is detected by the railroad circuitry. At this time, the traffic signal faces shall display appropriate indications to prohibit vehicular movements over the crossing while the train approach faces shall display steady yellow indications. The signal shall remain in this phase until the train has cleared the railroad circuitry limits and, at termination of the railroad phase, revert to normal operations.

Guidance:

Where practicable, the train approach face should be located on the right side of the train approach.

Support:

Where a track crosses closely spaced roadways (for example, the two roadways of a divided highway), it is normally necessary to provide train approach faces only in advance of the first roadway in each direction.

Option:

Where the operation is such that trains do not cross all the roadways in one signal phase, separate train faces may be necessary at each roadway.

Guidance:

Where train traffic is required to stop before proceeding over the crossing, a STOP (R1-1) sign should be placed adjacent to the tracks facing each train approach, to indicate the limits of the railroad circuitry controlling the train movements at the crossing. When used, this sign should be placed between 50 and 100 feet from the crossing.

Standard:

A traffic control signal at a coincident crossing shall normally operate as a stop-and-go signal allocating right-of-way among highway traffic approaches and shall be interconnected with railroad circuitry and with railroad flashing signals and gates, where these devices are provided.

When a traffic signal is used at a coincident crossing, and railroad flashers are not installed, at least one of the primary vehicular signal faces shall be located so that it is visible to approaching highway traffic while a train occupies the crossing.

When a traffic control signal used at a coincident crossing is placed in flashing operation and railroad flashing signals are used, a steady red indication shall be displayed when the train is detected by the railroad circuitry so as not to be in conflict with the indications displayed by railroad flashers. The train approach faces, if provided, shall display steady red indications during flashing operations and shall provide appropriate change interval displays for the transition from normal operation to the railroad phase.

When a traffic control signal is used at a proximate crossing, and railroad flashers are not installed, at least two vehicular signal faces, in addition to any used at the highway intersection, shall be located in advance of the tracks, facing traffic proceeding toward the intersection. The faces shall both be located at, or beyond the stop line as per Figure 8B-6 and at least one shall be located laterally within 15 feet of the center of the approach portion of the highway.

Guidance:

Where a traffic control signal is located at an adjacent intersection, choice of control technique at proximate crossings should be based on such factors as the geometric relationship between the crossing and the intersection, the nature of the crossing (mainline or siding), rail and vehicular traffic volumes and speeds, queue lengths, vehicle mix, accident history, and other mitigating factors.

Where the adjacent intersection is not signalized, the crossing should be treated as an independent crossing.

Option:

Signal faces may also be displayed at the crossing controlling traffic leaving the intersection.

Guidance:

Displays in the signal faces in advance of and beyond the crossing should be arranged to ensure that highway traffic will not be stopped on the crossing during the railroad phase.

Standard:

Where the proximate crossing is controlled by both vehicular and railroad flashing signals, both traffic control signals shall normally operate as stop-and-go signals allocating right-of-way among the highway traffic approaches. The railroad flashing signals are inoperative, activated only when a train

approaches the crossing and the train approach faces are not used. At the termination of the railroad phase, the signals shall revert to normal operation.

When a traffic signal is used at an independent crossing, and railroad flashers are not installed, at least two vehicular signal faces shall be located on the near side of the tracks with respect to the direction of traffic they control. The faces shall both be located at, or beyond the stop line and at least one shall be located laterally within 15 feet of the center of the approach portion of the highway.

A traffic control signal at an independent crossing shall normally display either green or flashing yellow indications in the highway faces and red indications in the train approach faces. Upon train actuation, red indications will display in the highway faces and yellow indications will display in the train approaches. If the highway faces normally display flashing yellow indications, a green interval of at least 4 seconds shall precede the clearance to the railroad phase and, at the termination of the railroad phase, revert to normal operation.

Figure 8D-1 Composite Drawing of Active Traffic Control Device for Highway-Rail Grade Crossings Showing Clearances

INSERT the following text on Figure 8D-1 regarding the Clearance Above Crown of Roadway: "Note: 19 feet maximum"

Figure 8D-101 Example of Traffic Control Signals at Highway-Rail Grade Crossings

INSERT new figure.

Figure 8D-102 Example of Location Plan for Flashing-Light Signals and Two-Quadrant Gates

INSERT new figure.

Figure 8D-101. Example of Traffic Control Signals at Highway- Rail Grade Crossings

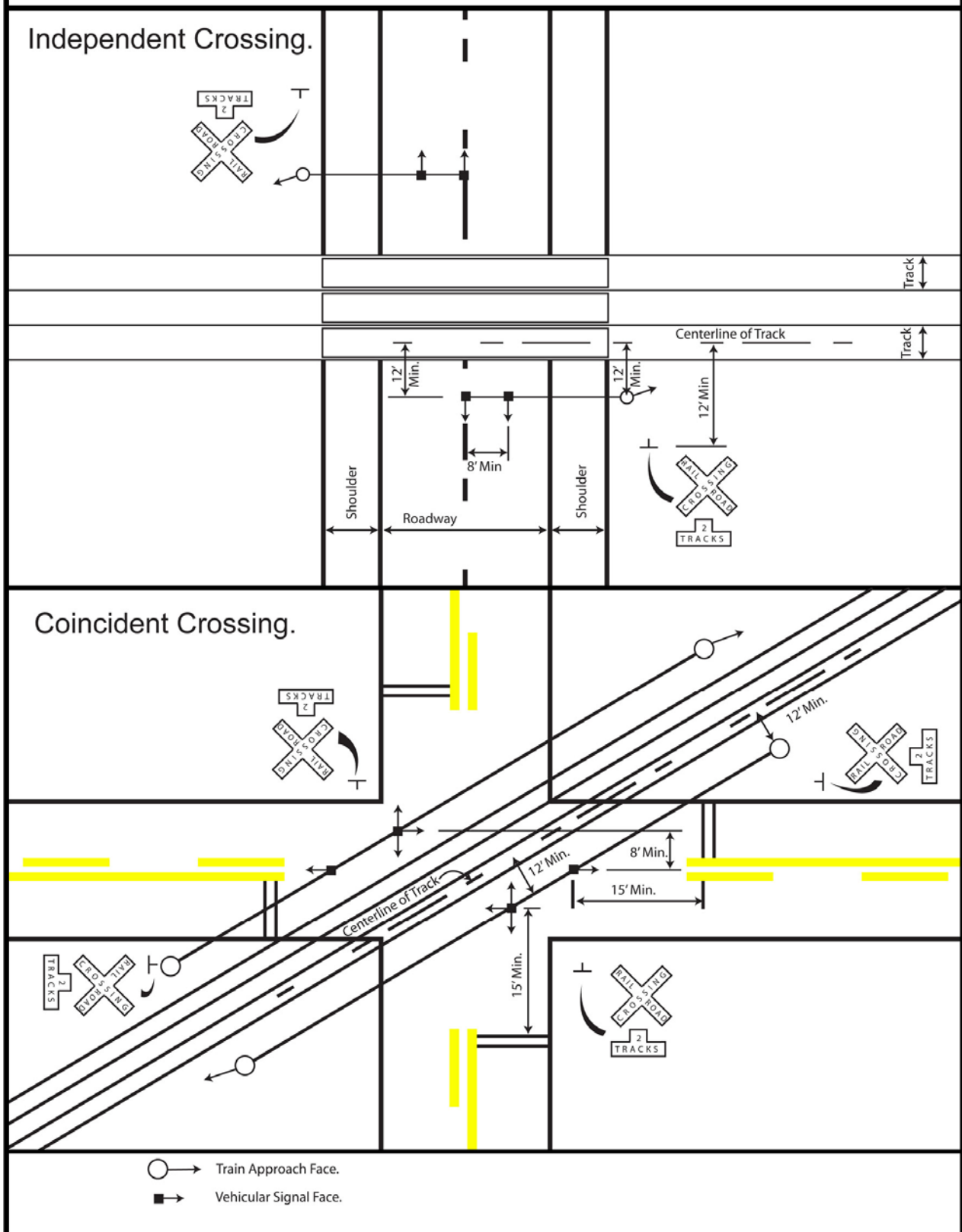
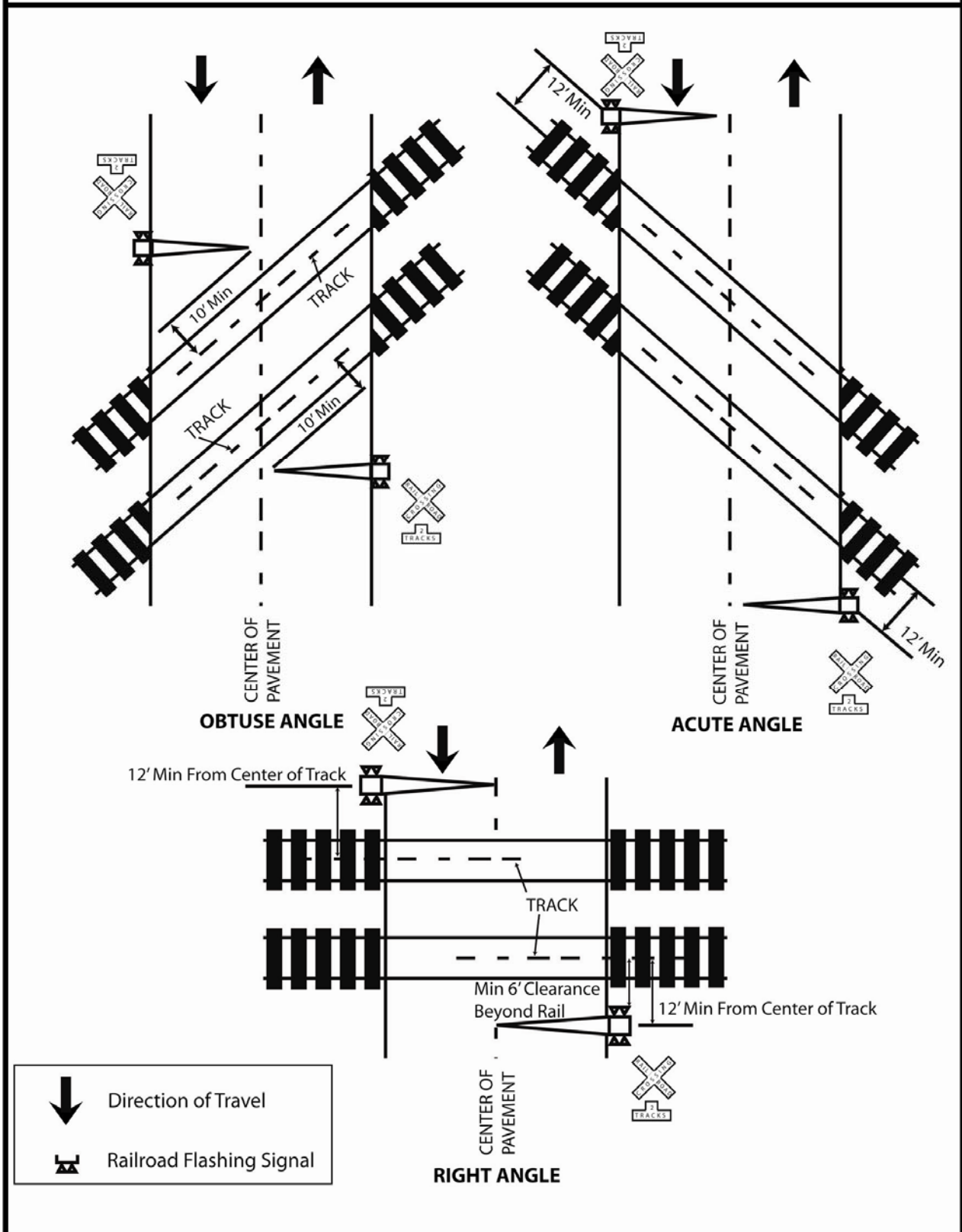


Figure 8D-102.

Examples of Location Plan for Flashing-Light Signals and Two Quadrant Gates



PART 9.

TRAFFIC CONTROLS FOR BICYCLE FACILITIES

CHAPTER 9B. SIGNS

Section 9B.19 Bicycle Route Guide Signs (D11-1)

INSERT the following at the beginning of the section:

Option:

Bicycle Route Guide (D11-1) signs may be used to guide bicyclists along an unnumbered bicycle route that is part of a small local system, or that connects two places between which bicycle travel is common.

Support:

Bicycle Route Guide signs are not intended for use along residential streets where bicycle travel patterns are random, or where guidance for bicyclists is unnecessary.

Bicycle Route Guide signs do not alter statutory provisions about bicyclists' rights to travel on highways, paths, and trails, nor do they alter the rules for bicycle operation.

Section 9B.20 Bicycle Route Signs (M1-8, M1-9)

DELETE the entire section and REPLACE with the following:

Option:

To establish a unique identification (route designation) for a State, regional, or local bicycle route, the State Bicycle Route (M1-8) sign (see Figure 9B-4), Regional Bicycle Route (NYM6-3) sign (see Sign Drawing SD-G13), or Local Bicycle Route (NYM6-2) sign (see Sign Drawing SD-G13) may be used.

Standard:

The State Bicycle Route sign shall be for use in guiding bicyclists along an interregional or long-distance bicycle route for which a numerical designation has been established.

The Regional Bicycle Route sign shall be for use in guiding bicyclists along a regional bicycle route for which a numerical designation has been established.

The Local Bicycle Route sign shall be for use in guiding bicyclists along a local bicycle route for which a numerical designation has been established.

The Interstate Bicycle Route (M1-9) sign (see Figure 9B-4) shall be for use in guiding bicyclists along an interstate bicycle route which has a numerical designation established by the American Association of State Highway and Transportation Officials.

Option:

The Regional Bicycle Route sign may display either a county name or a regional identification.

If the locality, county, or region name will not fit within the Regional Bicycle Route or Local Bicycle Route signs in the indicated size of series E lettering, series D or series C lettering may be substituted.

A unique logo may be used in place of the numerical designation on the Regional and Local Bicycle Route signs.

Standard:

The State Bicycle Route sign shall contain a route designation and shall have a green background with a retroreflectorized white legend and border.

The Regional Bicycle Route and Local Bicycle Route signs shall have green backgrounds with retroreflectorized white legends and borders, except that green lettering shall be used for the name of the locality, county, or region.

The Interstate Bicycle Route sign shall contain the assigned route number designation and have a black legend and border with a retroreflectorized white background.

Logos used on Regional and Local Bicycle Route signs shall not contain any advertising.

Option:

Where a designated bicycle route extends for long distances through two or more States, a coordinated submittal by the affected States for an assignment of an Interstate Bicycle Route number designation may be sent to the American Association of State Highway and Transportation Officials (see Page i of the National MUTCD for the address).

Guidance:

If used, the State Bicycle Route, Regional Bicycle Route, Local Bicycle Route, or Interstate Bicycle Route signs should be placed at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists.

Option:

State Bicycle Route, Regional Bicycle Route, Local Bicycle Route, or Interstate Bicycle Route signs may be installed on shared roadways or on shared-use paths to provide guidance for bicyclists.

Section 9B.21 Destination Arrow and Supplemental Plaque Signs for Bicycle Route Signs

DELETE the entire section and REPLACE with the following:

Option:

Destination (D1-1b and D1-1c) signs (see Figure 9B-4) may be mounted below Bicycle Route Guide signs, State Bicycle Route signs, Regional Bicycle Route signs, Local Bicycle Route signs, or Interstate Bicycle Route signs to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.

The M4-11 through M4-13 supplemental plaques (see Figure 9B-4) may be mounted above the appropriate Bicycle Route Guide signs, State Bicycle Route signs, Regional Bicycle Route signs, Local Bicycle Route signs, or Interstate Bicycle Route signs.

Guidance:

Where used, the appropriate arrow (M7-1 through M7-7) sign (see Figure 9B-4) should be placed below the Bicycle Route Guide sign, State Bicycle Route sign, Regional Bicycle Route sign, Local Bicycle Route sign, or Interstate Bicycle Route sign.

Standard:

The arrow signs and supplemental plaques used with the D11-1, M1-8, NYM6-3, and NYM6-2 signs shall have white legends and borders on green backgrounds.

The arrow signs and supplemental plaques used with the M1-9 sign shall have white legends and borders on black backgrounds.

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PART 10.

TRAFFIC CONTROLS FOR HIGHWAY-LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 10A. GENERAL

Section 10A.02 Use of Standard Devices, Systems, and Practices

DELETE the last paragraph of the Standard subsection and REPLACE with the following:

Standard:

Before any new highway-light rail transit grade crossing traffic control system is installed or modifications are made to an existing system, approval shall be obtained from the New York State Department of Transportation.

CHAPTER 10B. HIGHWAY-LIGHT RAIL TRANSIT GRADE CROSSING CONTROL SYSTEMS

Section 10B.01 Introduction

DELETE the last paragraph of the Support subsection and REPLACE with the following:

Support:

The normal rules of the road and traffic control priority identified in the New York State Vehicle and Traffic Law govern the order assigned to the movement of vehicles at an intersection unless the New York State Department of Transportation determines that it is appropriate to assign a higher priority to light rail transit. Examples of different types of light rail transit priority control include separate traffic control signals for light rail transit movements, restrictions of movement of roadway vehicles in favor of light rail transit operations, and preemption of highway signal control to accommodate light rail transit movements.

DELETE the Standard subsection and REPLACE with the following:

Standard:

Highway-light rail transit grade crossings in semi-exclusive alignments shall be equipped with a combination of automatic gates and flashing light signals, or flashing light signals only, or traffic control signals, unless an engineering study indicates that the use of STOP (R1-1), YIELD (R1-2), or advanced warning signs alone would be adequate. Section 1685 of the New York State Vehicle and Traffic Law allows the installation of a STOP (R1-1) sign only with prior authorization from the Commissioner of the New York State Department of Transportation at any highway-light rail transit grade crossing.

CHAPTER 10C. SIGNS, ILLUMINATION, AND MARKINGS

Section 10C.04 STOP (R1-1) or YIELD (R1-2) Signs at Highway-Light Rail Transit Grade Crossings

INSERT the following at the beginning of the section:

Support:

Section 1685 of the New York State Vehicle and Traffic Law allows the installation of a STOP (R1-1) sign only with prior authorization from the Commissioner of the New York State Department of Transportation at any highway-light rail transit crossing.

Section 10C.05 DO NOT STOP ON TRACKS Sign (R8-8)

INSERT the following at the beginning of the section:

Support:

Section 1176 of the New York Vehicle and Traffic Law prohibits stopping on railroad tracks.

DELETE the first paragraph of the Guidance subsection and REPLACE with the following:

Guidance:

Whenever an engineering study determines that the potential for vehicles stopping on the tracks is high, a DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-3) should be used. Placement of the DO NOT STOP ON TRACKS sign should be determined as part of the engineering study. The sign, if used, should be located on the right side of the highway on either the near or far side of the grade crossing, depending upon which position provides better visibility to approaching drives.

Section 10C.06 TRACKS OUT OF SERVICE SIGN (R8-9)

DELETE the first Option subsection and REPLACE with the following:

Standard:

The New York State Department of Transportation shall approve the placement or removal of any TRACKS OUT OF SERVICE (R8-9) signs.

Guidance:

The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-3) should be used at a highway-light rail transit grade crossing in combination with a Crossbuck (R15-1) sign and a Number of Tracks (R15-2) sign (see Figure 8B-1) when railroad tracks have been temporarily or permanently abandoned, but only until such time that the tracks are removed or paved over.

Section 10C.10 EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a)

DELETE the entire section and REPLACE with the following:

Standard:

Use of the EXEMPT (R15-3) regulatory sign and EXEMPT (W10-1a) warning sign shall be approved by the New York State Department of Transportation.

The EXEMPT (R15-3) sign shall be used at highway-light rail transit grade crossings where the statutory stop normally required for certain vehicles by Section 1171 of the New York State Vehicle and Traffic Law has been legally waived by the New York State Department of Transportation. The EXEMPT (R15-3) sign shall not be used on crossings involving high speed rail trains.

The EXEMPT (W10-1a) sign shall be used in advance of highway-light rail transit grade crossings where the Department of Transportation has authorized use of EXEMPT (R15-3) signs unless the Department has also authorized omission of the railroad advance warning sign.

Support:

These supplemental signs inform drivers of vehicles carrying passengers for hire, school buses carrying students, or vehicles carrying hazardous materials that a stop is not required at certain designated highway-light rail transit grade crossings, except when a train, locomotive, or other railroad equipment is approaching or occupying the highway-light rail transit grade crossing, or the driver's view is blocked. Where the statutory stop normally required of certain vehicles by Section 1171 of the Vehicle and Traffic Law has been legally waived by the New York State Department of Transportation, the EXEMPT (R15-3) sign is intended for use at abandoned crossings, infrequently used crossings, and others whereas the EXEMPT (W10-1a) sign is for use to supplement the Advanced Warning Railroad Crossing (W10-1) sign in advance of highway-rail grade crossings.

Section 10C.15 Highway-Rail Grade Crossing Advanced Warning Signs (W10 Series) and TRAIN WHEN FLASHING (NYW5-31) Signs

INSERT the following after the first Standard subsection:

Support:

The Advanced Warning Railroad Crossing (W10-1) sign is required by Section 53-a, of the New York State Railroad Law.

INSERT the following after the Guidance subsection:

Option:

The TRAIN WHEN FLASHING (NYW5-31) sign may be used to supplement the Advanced Warning Railroad Crossing (W10-1) sign (see Section 8B.04) in advance of railroad crossing locations that are not clear to motorists due to poor sight distance or other conditions.

Standard:

The TRAIN WHEN FLASHING (NYW5-31) sign shall only be used in advance of a railroad crossing location that is operated under either a “Stop and Proceed” or “Stop and Flag” procedure. Where used, the sign shall be supplemented with two flashing beacons aligned vertically between 6 and 12 inches above and below the sign. Each beacon shall consist of a circular flashing indication of 8 inch nominal diameter. The beacons shall display alternating flashing indications with intermittent lens illumination at a rate of between 50 and 60 times per minute during such time as the crossing is considered active. At all other times, the beacons shall not display any indications.

Option:

With an overhead installation, the indications may be aligned horizontally between 6 and 12 inches left and right of the sign.

Standard:

Where used, the TRAIN WHEN FLASHING (NYW5-31) sign and its accompanying beacons shall be placed below the Advanced Warning Railroad Crossing (W10-1) sign. The lowest point of this assembly shall be 3 to 8 feet above the pavement. However, if vehicular traffic is required to pass under the assembly, the vertical clearance shall meet the requirements of Section 2A.18.

Guidance:

With an overhead installation, the sign and beacons should be placed to the right of the Advanced Warning Railroad Crossing (W10-1) sign.

CHAPTER 10D. HIGHWAY-LIGHT RAIL TRANSIT ACTIVE TRAFFIC CONTROL GRADE CROSSING SYSTEMS

Section 10D.01 Introduction

INSERT the following after the first Guidance subsection:

Standard:

Where used, the devices shall be operated continuously (unless not required by the appropriate operating standards).

Option:

Alternatively, means may be provided for making the devices insensitive to train actuation while trains are performing regular stops or switching operation in the vicinity of a crossing.

Standard:

If the option is executed, provisions shall be made to ensure that the devices are again made operative for the required time before the train proceeds over the crossing. Provisions shall also be made to ensure that automatic operation of the devices will resume upon the approach of trains other than the one for which operation of the device was discontinued.

Support:

Since highway-light rail transit grade crossing traffic control devices govern the actions of vehicular and pedestrian traffic, the principles of uniformity and standardization apply to these devices.

Guidance:

For the purpose of signal control, crossings more than 100 feet apart should be treated separately.

Section 10D.02 Flashing-Light Signals

DELETE the first Support subsection and REPLACE with the following:

Standard:

The provisions in Sections 8D.02, 8D.03 and the New York State Supplement regarding flashing-light signals shall be used for design, installation, and operation, including interconnection with nearby automatic gates or flashing-light signals, and shall be applicable as appropriate where traffic control signals are used at highway-light rail transit grade crossings.

Section 10D.03 Automatic Gates

DELETE the first Support subsection and REPLACE with the following:

Standard:

The provisions in Sections 8D.04 and the New York State Supplement regarding automatic gates shall be used for design, installation, and operation, including interconnection with nearby automatic gates or flashing-light signals, and shall be applicable as appropriate where traffic control signals are used at highway-light rail transit grade crossings.

Section 10D.04 Four-Quadrant Gate Systems

DELETE the third paragraph in the Standard subsection and REPLACE with the following:

Standard:

In the normal sequence of operation, unless constant warning time or other advanced systems requires otherwise, the flashing-light signals and the lights on the gate arm (in its normal upright position) shall be activated immediately upon detection of the approaching train. The gate arms shall start its downward motion not less than 3 seconds after the flashing-light signals start to operate, shall reach its horizontal position at least 10 seconds before the arrival of the train. Exit gate arm activation and downward motion shall be based on detection or timing requirements established by an engineering study of the individual site. The gate shall remain in the down position as long as the train occupies the highway-light rail transit grade crossing.

Section 10D.05 Traffic Control Signals

DELETE the first Standard subsection and REPLACE with the following:

Standard:

The provisions in Part 4, Part 8 and the New York State Supplement relating to traffic control signal design, installation, and operation, including interconnection with nearby automatic gates or flashing-light signals, shall be applicable as appropriate where traffic control signals are used at highway-light rail transit grade crossings.

Section 10D.06 Highway Traffic Signal Preemption Turning Restrictions

INSERT the following at the beginning of the section:

Standard:

The provisions in Part 4, Part 8 and the New York State Supplement relating to preemption turning restrictions design and operation, including interconnection with nearby automatic gates or flashing-light signals, shall be applicable as appropriate where traffic control signals are used at highway-light rail transit grade crossings.

Section 10D.07 Use of Traffic Control Signals for Control of Light Rail Transit Vehicles at Grade Crossings

INSERT the following at the beginning of the section:

Standard:

The provisions in Part 4, Part 8 and the New York State Supplement relating to traffic control signals design and operation, including interconnection with nearby automatic gates or flashing-light signals, shall be applicable as appropriate where traffic control signals are used at highway-light rail transit grade crossings.

Section 10D.101 Train Detection

INSERT new section:

Standard:

When automatic flashers are installed, the length of time the flashing-light signals shall operate before arrival of any train at the highway-light rail transit grade crossing shall be a function of the minimum track clearance distance as follows:

Where the minimum track clearance distance is 35 feet or less, the flashing-light signals shall operate for at least 20 seconds before the arrival of the train at the crossing. Where the minimum track clearance distance is more than 35 feet, the flashing-light signal shall operate for at least 13 seconds plus one second for each 5 feet of clearance distance before the arrival of any train at the crossing.

When automatic gates are installed, the length of time the flashing-light signals and gate arm lights shall operate before arrival of any train at the highway-light rail transit grade crossing shall be a function of the minimum track clearance distance as follows:

Where the minimum track clearance distance is 35 feet or less, the flashing-light signals shall operate for at least 27 seconds before the arrival of the train at the crossing.

Where the minimum track clearance distance is more than 35 feet, the flashing-light signal shall operate for at least 20 seconds plus one second for each 5 feet of clearance distance before the arrival of any train at the crossing.

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APPENDIX 1

SIGN DRAWINGS

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SIGN DRAWINGS – Table of Contents

<u>Sign Drawing #</u>	<u>Sign Drawing Description</u>
SD-R1	Speed Limit Signs
SD-R2	School Speed Limit Signs
SD-R3	Supplemental Intersection Signs
SD-R4	Lane Control Signs
SD-R5	Traffic Signal Sign
SD-R6	Roadway Lane Use Signs
SD-R7	Regulatory Clearance Signs
SD-R8	Selective Exclusion Signs
SD-R9	Truck Route Sign
SD-R10	Pedestrian Crossing Signs
SD-R11	Auxiliary Regulatory Plaques
SD-R12	Snow Emergency Route Signs
SD-R13	WHEN FLASHING (Weigh Station) Sign
SD-R14	Seasonal Limited-Use Highway Sign
SD-R15	State Law Signs
SD-R16	NOTICE INCREASED TRAIN TRAFFIC Sign
SD-R17	Parking Prohibition Signs
SD-R18	Permissive Parking Signs
SD-R19	Parking Plaques
SD-R20	NO TRUCKS WITH R PERMIT Signs
SD-W1	Ramp & Exit Speed Signs
SD-W2	Intersection Warning Signs
SD-W3	Pass Left or Right Sign
SD-W4	Lane Reduction Signs
SD-W5	Advance Load Signs
SD-W6	GROOVED PAVEMENT Sign
SD-W7	STEEL DECK BRIDGE Sign
SD-W8	DRAWBRIDGE Sign
SD-W9	ROAD FLOODED Sign
SD-W10	ICY PAVEMENT ZONE Sign
SD-W11	NO SHOULDER Sign
SD-W12	FALLEN ROCK ZONE and SLIDES Signs
SD-W13	MINIMUM MAINTENANCE ROAD Sign
SD-W14	RUMBLE STRIPS Sign
SD-W15	Nonvehicular Signs
SD-W16	Driveway Entrance Plaques
SD-W17	Vehicular Traffic Signs
SD-W18	TRAIN WHEN FLASHING Sign
SD-W19	CHILDREN AT PLAY Sign
SD-W20	DEAF CHILD AREA and BLIND CHILD AREA Signs
SD-W21	LOW FLYING PLANES Sign

SD-W22	UNDERPASS Sign
SD-W23	CROSSWINDS Sign
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SD-W41	Type 3 Object Markers

SD-G1	Exit Number Plaques
SD-G2	Bus Stop Information Signs
SD-G3	Ramp Metering Sign
SD-G4	Rest Area & Scenic Signs
SD-G5	Political Boundary Signs
SD-G6	Political Boundary Signs
SD-G7	Toll Booth Signs
SD-G8	Watershed Signs
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SD-G11	New York State Route Signs
SD-G12	Highway Facility Signs
SD-G13	Bicycle Route Signs
SD-G14	Snowmobile & All Terrain Vehicle Route Signs
SD-G15	General Information Symbol Signs
SD-G16	Historic Site Signs
SD-G17	Catskill Former Site Signs
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SD-G19	Lane Auxiliary Signs
SD-G20	BEGIN Auxiliary Sign
SD-G21	Supplemental Name Plaques
SD-G22	Colored Lane Auxiliary Signs
SD-G23	Trail Signs
SD-G24	Hudson River Estuary Signs
SD-G25	Heritage Signs

SIGN DRAWING SD-R1	White Background	Black Legend
Speed Limit Signs (NYR2-2, NYR2-3, NYR2-4, NYR2-5, NYR2-6, NYR2-11)		



NYR2-2



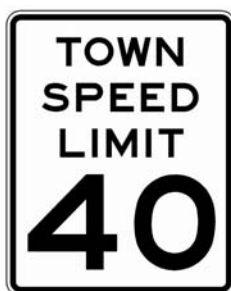
NYR2-3



NYR2-4



NYR2-5



NYR2-6



NYR2-11

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
	NYR2-2 thru NYR2-6	18" x 24"	.375"	.625"	2"-F*	2"-F	2"-F	8"-E
C	NYR2-2 thru NYR2-6	24" x 30"	.375"	.625"	3"-F*	3"-F	3"-F	10"-E
	NYR2-2 thru NYR2-6	36" x 48"	.625"	.875"	4"-F*	4"-F	4"-F	14"-E
	NYR2-2 thru NYR2-6	48" x 60"	.75"	1.25"	6"-F*	6"-F	6"-F	16"-E
	NYR2-11	18" x 24"	.375"	.625"	3"-E	6"-E	2.5"-E	2.5"-E
C	NYR2-11	24" x 30"	.375"	.625"	4"-E	8"-E	3"-E	3"-E
	NYR2-11	36" x 48"	.625"	.875"	6"-E	12"-E	5"-E	5"-E
	NYR2-11	48" x 60"	.75"	1.25"	8"-E	16"-E	6"-E	6"-E
* Series E for NYR2-5 sign								

SIGN DRAWING SD-R2	White & Yellow Background	Black Legend
<p align="center"><i>School Speed Limit Signs</i> <i>(NYR2-7, NYR2-8)</i></p>		



NYR2-7



NYR2-8

Sign	Size	Margin	Border/ Lines	Line 1	Line 2	Line 3	Line 4	Beacon Diameter
NYR2-7	24" x 54"	.375"	.625"	4"-D	4"-E	4"-E	10"-E	8" min.
NYR2-8	48" x 36"	.375"	.625"	6"-E	4"-E	10"-E		8" min.

SIGN DRAWING SD-R3	White Background	Black Legend
<i>Supplemental Intersection Signs</i> <i>(NYR3-14, NYR3-19, NYR3-20)</i>		



NYR3-14



NYR3-19



NYR3-20

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYR3-14	24" x 30"	.375"	.625"	4"-C	4"-C	Arrow
C	NYR3-14	36" x 48"	.625"	.875"	6"-C	6"-C	Arrow
	NYR3-14	48" x 60"	.75"	1.25"	8"-C	8"-C	Arrow
	NYR3-14	72" x 96"	1"	1.5"	12"-C	12"-C	Arrow
C	NYR3-19 & NYR3-20	24" x 30"	.375"	.625"	6"-C	6"-C	6"-C
	NYR3-19 & NYR3-20	36" x 48"	.625"	.875"	9"-C	9"-C	9"-C
	NYR3-19 & NYR3-20	48" x 60"	.75"	1.25"	12"-C	12"-C	12"-C

SIGN DRAWING SD-R4

White Background

Black Legend

Lane Control Signs (Sheet 1 of 2)

(NYR3-21, NYR3-27, NYR3-28, NYR3-33, NYR3-34, NYR3-35, NYR3-51, NYR3-52, NYR3-53, NYR3-54, NYR3-55, NYR3-56, NYR3-59, NYR3-60, NYR3-61, NYR3-62, NYR3-63, NYR3-64, NYR3-65, NYR3-66, NYR3-67)



NYR3-21



NYR3-27



NYR3-28



NYR3-33



NYR3-34



NYR3-35



NYR3-51



NYR3-52



NYR3-53



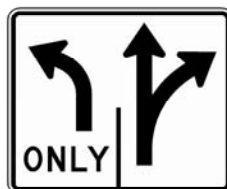
NYR3-54



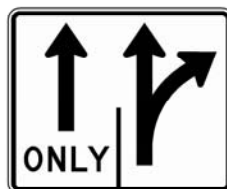
NYR3-55



NYR3-56



NYR3-59



NYR3-60



NYR3-61



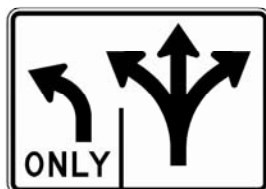
NYR3-62



NYR3-63



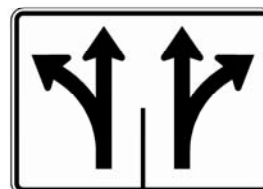
NYR3-64



NYR3-65



NYR3-66



NYR3-67

SIGN DRAWING SD-R4	White Background	Black Legend
<p align="center"><i>Lane Control Signs (Sheet 2 of 2)</i> <i>(NYR3-21, NYR3-27, NYR3-28, NYR3-33, NYR3-34, NYR3-35, NYR3-51, NYR3-52, NYR3-53, NYR3-54, NYR3-55, NYR3-56, NYR3-59, NYR3-60, NYR3-61, NYR3-62, NYR3-63, NYR3-64, NYR3-65, NYR3-66, NYR3-67)</i></p>		

Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5
NYR3-21	30" x 36"	.5"	.75"	Arrow	6"-D	5"-C		
NYR3-27 & NYR3-28	36" x 36"	.5"	.75"	Arrow				
NYR3-33 thru NYR3-35	24" x 30"	.375"	.625"	4"-D	4"-D	4"-D	4"-D	4"-D
NYR3-51 thru NYR3-56	30" x 30"	.5"	.75"	Arrows	4"-D			
NYR3-59 thru NYR3-62	36" x 30"	.5"	.75"	Arrows	4"-D			
NYR3-63 thru NYR3-66	42" x 30"	.5"	.75"	Arrows	4"-D			
NYR3-67	42" x 30"	.5"	.75"	Arrows				

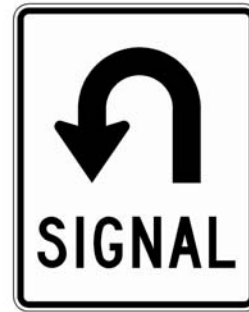
SIGN DRAWING SD-R5	White Background	Black Legend
<i>Traffic Signal Signs</i> <i>(NYR3-40, NYR3-41, NYR3-44)</i>		



NYR3-40



NYR3-41



NYR3-44

Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
NYR3-40 & NYR3-41	18" x 24"	.375"	.625"	4"-C	4"-C	4"-C	4"-C
NYR3-44	24" x 30"	.375"	.625"	Arrow	5"-C		

SIGN DRAWING SD-R6	White Background	Black Legend
<i>Roadway Lane Use Signs</i> <i>(NYR4-11, NYR4-17, NYR4-18)</i>		



NYR4-11



NYR4-17



NYR4-18

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5	Line 6
C	NYR4-11	30" x 36"	.5"	.75"	6"-D	6"-D	6"-D			
	NYR4-11	48" x 60"	.75"	1.25"	8"-D	8"-D	8"-D			
	NYR4-17	48" x 60"	.75"	1.25"	6"-D	6"-D	6"-D	6"-D	6"-D	6"-D
	NYR4-18	60" x 36"	.625"	.875"	6"-D	6"-D	6"-D			

SIGN DRAWING SD-R7	White Background	Black Legend
<i>Regulatory Clearance Signs</i> <i>(NYR5-6, NYR5-7)</i>		



NYR5-6



NYR5-7

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYR5-6	36" x 18"	.375"	.5"	8"-D	3"-D	
	NYR5-6	72" x 36"	.75"	1"	16"-D	6"-D	
C	NYR5-7	36" x 30"	.5"	.75"	8"-D	3"-D	Arrow
	NYR5-7	72" x 60"	1"	1.5"	16"-D	6"-D	Arrow

SIGN DRAWING SD-R8

White Background

Black & Red Legend

Selective Exclusion Signs**(NYR5-12, NYR5-13, NYR5-21, NYR5-26, NYR5-27, NYR5-28)**

NYR5-13



NYR5-12



NYR5-21



NYR5-26



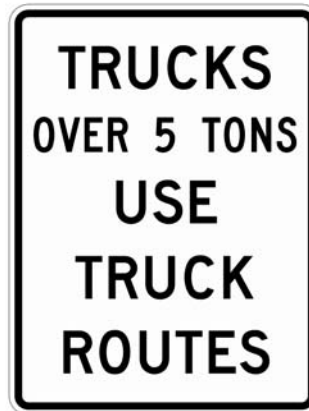
NYR5-27



NYR5-28

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
	NYR5-12	18" x 24"	.375"	.625"	3"-B	3"-C	3"-C	
C	NYR5-12	24" x 30"	.375"	.625"	4"-B	4"-C	4"-C	
	NYR5-12	36" x 48"	.625"	.875"	6"-B	6"-C	6"-C	
	NYR5-12	48" x 60"	.75"	1.250"	8"-B	8"-C	8"-C	
	NYR5-13	180" x 30"	1"	1.5"	10"-D			
	NYR5-21	24" x 24"	.375"	.625"	Symbol			
C	NYR5-21	30" x 30"	.5"	.625"	Symbol			
	NYR5-21	36" x 36"	.625"	.875"	Symbol			
	NYR5-21	48" x 48"	.75"	1.25"	Symbol			
	NYR5-26	24" x 24"	.375"	.625"	3"-C	3"-C	3"-C	3"-C
	NYR5-27	30" x 18"	.375"	.625"	3"-C	3"-C	3"-C	
	NYR5-28	36" x 24"	.375"	.625"	4"-C	4"-C	4"-C	

SIGN DRAWING SD-R9	White Background	Black Legend
<i>Truck Route Sign (NYR5-15)</i>		



NYR5-15

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5
	NYR5-15	24" x 36"	.375"	.625"	4"-C	3"-C	4"-C	4"-C	4"-C
C	NYR5-15	36" x 48"	.625"	.875"	5"-D	4"-C	5"-D	5"-D	5"-D

SIGN DRAWING SD-R10	White Background	Black Legend
<i>Pedestrian Crossing Signs</i> <i>(NYR6-5, NYR6-7)</i>		



NYR6-5



NYR6-7

	Sign	Size	Margin	Border	Line 1	Line 2
C	NYR6-5 & NYR6-7	18" x 12"	.375"	.375"	3"-C, Arrow	3"-B
	NYR6-5 & NYR6-7	24" x 15"	.375"	.375"	4"-C, Arrow	4"-B
	NYR6-5 & NYR6-7	30" x 21"	.5"	.75"	5"-C, Arrow	5"-B

SIGN DRAWING SD-R11

White Background

Black Legend

Auxiliary Regulatory Plaques (Sheet 1 of 2)***(NYR7-1, NYR7-2, NYR7-3, NYR7-4, NYR7-5, NYR7-6, NYR7-7, NYR7-13, NYR7-13a)***

NYR7-1



NYR7-2



NYR7-3



NYR7-4



NYR7-4



NYR7-5



NYR7-6



NYR7-7



NYR7-13



NYR7-13a

SIGN DRAWING SD-R11	White Background	Black Legend
<i>Auxiliary Regulatory Plaques (Sheet 2 of 2)</i> <i>(NYR7-1, NYR7-2, NYR7-3, NYR7-4, NYR7-5, NYR7-6, NYR7-7, NYR7-13, NYR7-13a)</i>		

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYR7-1 & NYR7-2	24" x 8"	.375"	.375"	4"-D		
	NYR7-1 & NYR7-2	30" x 10"	.375"	.625"	5"-D		
	NYR7-1 & NYR7-2	36" x 12"	.5"	.75"	6"-D		
	NYR7-1 & NYR7-2	48" x 16"	.625"	.875"	8"-D		
C	NYR7-3	24" x 8"	.375"	.375"	2"-D	2"-D	
	NYR7-3	30" x 10"	.375"	.625"	2.5"-D	2.5"-D	
	NYR7-3	36" x 12"	.5"	.75"	3"-D	3"-D	
	NYR7-3	48" x 16"	.625"	.875"	4"-D	4"-D	
C	NYR7-4	24" x 12"	.375"	.375"	3"-B min.	3"-B min.	
	NYR7-4	30" x 15"	.375"	.625"	4"-B min.	4"-B min.	
	NYR7-4	36" x 18"	.5"	.75"	4.5"-B min.	4.5"-B min.	
	NYR7-4	48" x 24"	.625"	.875"	6"-B min.	6"-B min.	
C	NYR7-5	24" x 12"	.375"	.375"	2"-E	2"-E	2"-E
	NYR7-5	30" x 15"	.375"	.625"	2.5"-E	2.5"-E	2.5"-E
	NYR7-5	36" x 18"	.5"	.75"	3"-E	3"-E	3"-E
	NYR7-5	48" x 24"	.625"	.875"	4"-E	4"-E	4"-E
C	NYR7-6	24" x 16"	.375"	.375"	4"-D	4"-D	
	NYR7-6	30" x 20"	.375"	.625"	5"-D	5"-D	
	NYR7-6	36" x 24"	.5"	.75"	6"-D	6"-D	
	NYR7-6	48" x 32"	.625"	.875"	8"-D	8"-D	
C	NYR7-7	24" x 8"	.375"	.375"	4"-B		
	NYR7-7	30" x 10"	.375"	.625"	5"-B		
	NYR7-7	36" x 12"	.5"	.75"	6"-B		
	NYR7-7	48" x 16"	.625"	.875"	8"-B		
C	NYR7-13	24" x 12"	.375"	.375"	3"-D	3"-D	
	NYR7-13	30" x 15"	.375"	.625"	4"-D	4"-D	
	NYR7-13	36" x 18"	.5"	.75"	4.5"-D	4.5"-D	
	NYR7-13	48" x 24"	.625"	.875"	6"-D	6"-D	
	NYR7-13a	48" x 9"	.375"	.375"	3"-D		

SIGN DRAWING SD-R12	Red Background	White Legend
<i>Snow Emergency Route Signs</i> <i>(NYR7-10, NYR7-11)</i>		

**NYR7-10****NYR7-11**

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5	Line 6
C	NYR7-10	24" x 18"		.5"	3"-C	3"-C	3"-C			
	NYR7-10	36" x 30"		.75"						
C	NYR7-11	24" x 30"	.5"	.5"	3"-C	3"-C	3"-C	2"-E	2"-E	2"-E
	NYR7-11	36" x 48"	.75"	.75"	5"-C	5"-C	5"-C	3"-E	3"-E	3"-E

SIGN DRAWING SD-R13	White Background	Black Legend
<i>WHEN FLASHING (Weigh Station) Sign</i> <i>(NYR7-14)</i>		



NYR7-14

	Sign	Size	Margin	Border	Line 1
C	NYR7-14	72" x 18"	.5"	.75"	6"-D
	NYR7-14	96" x 24"	.625"	1"	8"-D
	NYR7-14	120" x 30"	.75"	1.25"	10"-D

SIGN DRAWING SD-R14	White Background	Black Legend
<i>Seasonal Limited-Use Highway Sign</i> <i>(NYR8-10)</i>		



NYR8-10

Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5	Line 6
NYR8-10	30" x 36"	.5"	.75"	4"-C	4"-C	4"-C	.75" line	3"-C	3"-C

SIGN DRAWING SD-R15

White Background

Black Legend

State Law Signs (Sheet 1 of 2)**(NYR9-2, NYR9-4, NYR9-6, NYR9-7, NYR9-9, NYR9-10, NYR9-11, NYR9-12)**

NYR9-2



NYR9-4



NYR9-6



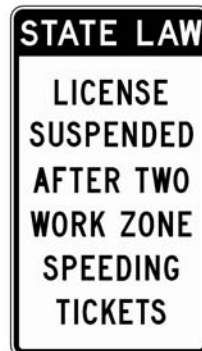
NYR9-7



NYR9-9



NYR9-10



NYR9-11



NYR9-12

SIGN DRAWING SD-R15	White Background	Black Legend
State Law Signs (Sheet 2 of 2) (NYR9-2, NYR9-4, NYR9-6, NYR9-7, NYR9-9, NYR9-10, NYR9-11, NYR9-12)		

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5	Line 6	Line 7
C	NYR9-2	24" x 36"	.375"	.625"	3"-D	4"-C	4"-C	4"-C	4"-C		
	NYR9-2	36" x 54"	.625"	.875"	4"-D	6"-D	6"-D	6"-D	6"-D		
C	NYR9-4	24" x 36"	.375"	.625"	3"-D	4"-D	4"-D	4"-D	4"-D		
	NYR9-4	36" x 54"	.625"	.875"	4"-D	6"-D	6"-D	6"-D	6"-D		
C	NYR9-6	24" x 36"	.375"	.625"	3"-D	3"-D	Symbol	3"-D			
	NYR9-6	36" x 54"	.625"	.875"	4"-D	4"-D	Symbol	4"-D			
	NYR9-6	48" x 72"	.75"	1.25"	6"-D	6"-D	Symbol	6"-D			
C	NYR9-7	24" x 42"	.375"	.625"	3"-D	3"-D	Symbol	3"-D	3"-D		
	NYR9-7	36" x 60"	.625"	.875"	4"-D	4"-D	Symbol	4"-D	4"-D		
	NYR9-7	48" x 84"	.75"	1.25"	6"-D	6"-D	Symbol	6"-D	6"-D		
C	NYR9-9	24" x 36"	.375"	.625"	3"-D	4"-C	4"-C	4"-C	4"-C		
	NYR9-9	36" x 54"	.625"	.875"	6"-C	6"-C	6"-C	6"-C	6"-C		
	NYR9-9	48" x 72"	.75"	1.25"	8"-C	8"-C	8"-C	8"-C	8"-C		
	NYR9-10	18" x 24"	.375"	.625"	2"-D	3"-C	3"-C	3"-C	3"-C		
C	NYR9-11	24" x 42"	.375"	.625"	3"-D	3"-C	3"-C	3"-C	3"-C	3"-C	3"-C
	NYR9-11	48" x 84"	.75"	1.25"	6"-D	6"-C	6"-C	6"-C	6"-C	6"-C	6"-C
C	NYR9-12	24" x 36"	.375"	.625"	3"-D	3"-C	3"-C	3"-C	3"-C	3"-C	
	NYR9-12	36" x 54"	.625"	.875"	4"-D	4"-C	4"-C	4"-C	4"-C	4"-C	
	NYR9-12	48" x 72"	.75"	1.25"	6"-D	6"-C	6"-C	6"-C	6"-C	6"-C	

SIGN DRAWING SD-R16	White Background	Black Legend
<i>NOTICE INCREASED TRAIN TRAFFIC Sign (NYR10-5)</i>		



NYR10-5

Sign	Size	Margin	Border	Line 1	Line 2	Line 3
NYR10-5	36" x 18"	.5"	.75"	3"-D	3"-D	3"-D

SIGN DRAWING SD-R17

White Background

Red Legend

Parking Prohibition Signs (Sheet 1 of 2)***(NYP1-2, NYP1-4, NYP1-5, NYP1-6, NYP1-7, NYP1-8, NYP1-9, NYP1-10,
NYP1-11, NYP1-15, NYP1-16)***

NYP1-2



NYP1-4



NYP1-5



NYP1-6



NYP1-7



NYP1-8



NYP1-9



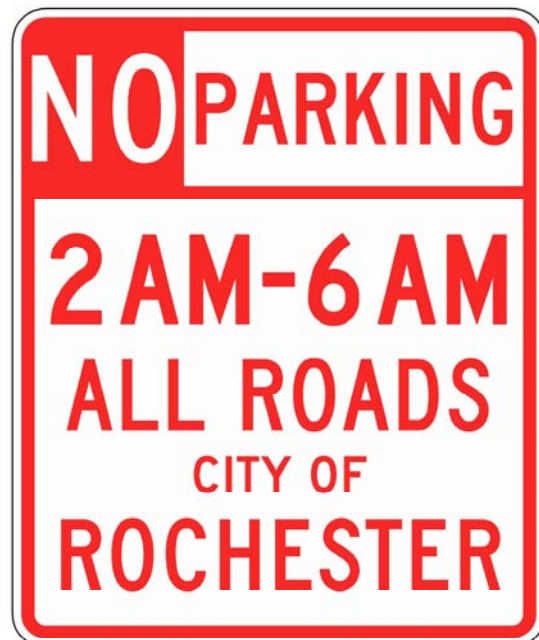
NYP1-10



NYP1-11



NYP1-15



NYP1-16

SIGN DRAWING SD-R17	White Background	Red Legend
<i>Parking Prohibition Signs (Sheet 2 of 2)</i> <i>(NYP1-2, NYP1-4, NYP1-5, NYP1-6, NYP1-7, NYP1-8, NYP1-9, NYP1-10, NYP1-11, NYP1-15, NYP1-16)</i>		

Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4	Line 5	
NYP1-2	12" x 18"	.375"	.375"	3"-B, 2"-B	2"-C	2"-C	Arrow		
NYP1-4	12" x 18"	.375"	.375"	3"-B, 2"-B	2"-B	2"-B	2"-B	Arrow	
NYP1-5	12" x 18"	.375"	.375"	3"-B, 2"-B	2"-C	2"-C	Arrow		
NYP1-6	12" x 18"	.375"	.375"	3"-C	2"-C	2"-B	2"-B	Arrow	
NYP1-7	12" x 18"	.375"	.375"	3"-C	2"-C	2"-C	2"-C	Arrow	
NYP1-8	12" x 18"	.375"	.375"	3"-B, 2"-B	2"-B	2"-B	2"-B	Arrow	
NYP1-9	12" x 18"	.375"	.375"	3"-C	3"-B	2"-C	2"-C	Arrow	
NYP1-10	12" x 18"	.375"	.375"	3"-C	2"-C	2"-C	2"-C	Arrow	
NYP1-11	12" x 18"	.375"	.375"	3"-C	2"-C	2"-C	2"-C	Arrow	
NYP1-15	12" x 18"	.375"	.375"	3"-C	2"-C	2"-C	Arrow		
C	NYP1-16	30" x 36"	.5"	.75"	6"-C, 4"-C	5"-C	4"-C	2"-D	4"-C*
	NYP1-16	48" x 60"	.75"	1.25"	9"-C, 6"-C	8"-C	6"-C	3"-D	6"-C*
* Series B letters may be used for long legends.									

SIGN DRAWING SD-R18

White Background

Green Legend

Permissive Parking Signs***(NYP2-1, NYP2-2, NYP2-3, NYP2-4, NYP2-5, NYP2-6, NYP2-7, NYP2-8)***

NYP2-1



NYP2-2



NYP2-3



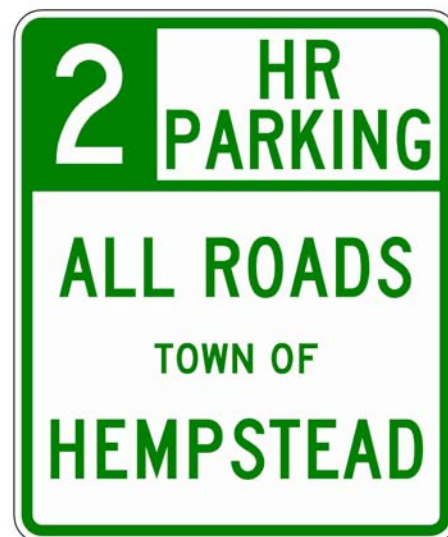
NYP2-4



NYP2-6



NYP2-7



NYP2-8

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
	NYP2-1 & NYP2-2	12" x 18"	.375"	.375"	2"-C	2"-C	2"-C	Arrow
	NYP2-3	12" x 18"	.375"	.375"	4"-C*, 2"-C**, 2"-B	2"-C	2"-C	Arrow
	NYP2-4	12" x 18"	.375"	.375"	4"-C*, 2"-C**, 2"-B	2"-B	2"-B	Arrow
	NYP2-6 & NYP2-7	12" x 18"	.375"	.375"	3"-C	2"-B	Arrow	
C	NYP2-8	30" x 36"	.5"	.75"	8"-C, 4"-C	4"-C	2"-D	4"-C***
	NYP2-8	48" x 60"	.75"	1.25"	12"-C, 6"	8"-C	3"-D	6"-C***
	NYP4-8	12" x 6"	.375"	.375"	1"-C	1"-C		
* 3"-B numerals should be used for two-digits numbers, and 2"-D for fractions.								
** 2"-B letters should be used for "MIN."								
*** Series B letters may be used for long panels.								

SIGN DRAWING SD-R19

White Background

Red or Green Legend

Parking Plaques***(NYP3-1, NYP3-2, NYP3-3, NYP3-4, NYP3-5, NYP3-6, NYP4-4, NYP4-8)***

NYP3-1



NYP3-2



NYP3-3



NYP3-4



NYP3-5



NYP3-6



NYP4-8



NYP4-4



NYP4-4



NYP4-4

Sign	Size	Margin	Border	Line 1	Line 2	Line 3
NYP3-1	12" x 6"	.375"	.375"	2"-B		
NYP3-2	12" x 8"	.375"	.375"	2"-B	2"-B	
NYP3-3	12" x 8"	.375"	.375"	2"-C	2"-C	
NYP3-4	12" x 6"	.375"	.375"	2"-B		
NYP3-5	12" x 12"	.375"	.375"	2"-C	2"-C	2"-C
NYP3-6	12" x 12"	.375"	.375"	2"-C	2"-C	2"-C
C NYP4-4	24" x 16"	.375"	.625"	4"-C min.	4"-C min.	
NYP4-4	36" x 24"	.625"	.875"	6"-C min.	6"-C min.	
NYP4-4	48" x 32"	.75"	1.25"	8"-C min.	8"-C min.	
NYP4-8	12" x 6"	.375"	.375"	1"-C	1"-C	

SIGN DRAWING SD-R20	White Background	Black Legend
<i>NO TRUCKS WITH R PERMIT Signs</i> <i>(NYR5-4, NYR5-4a)</i>		



NYR5-4



NYR5-4a

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYR5-4	48" x 24"	.375"	.5"	5"-D	3"-D	8"-D, 5"-D
C	NYR5-4a	12" x 12"	.375"	.375"	8"-D		

SIGN DRAWING SD-W1	Yellow Background	Black Legend
<p align="center"><i>Ramp & Exit Speed Signs</i> <i>(NYW1-21, NYW1-22)</i></p>		



NYW1-21



NYW1-22

Sign	Size	Margin	Border	Line 1
NYW1-21 & NYW1-22	120" x 24"	.75"	1.25"	10"-E

SIGN DRAWING SD-W2	Yellow Background	Black Legend
<p align="center"><i>Intersection Warning Signs</i> <i>(NYW2-8, NYW2-10)</i></p>		



NYW2-8



NYW2-10

	Sign	Size	Margin	Border
	NYW2-8 & NYW2-10	24" x 24"	.375"	.625"
C	NYW2-8 & NYW2-10	30" x 30"	.5"	.75"
	NYW2-8 & NYW2-10	36" x 36"	.625"	.875"
	NYW2-8 & NYW2-10	48" x 48"	.75"	1.25"

SIGN DRAWING SD-W3	Yellow Background	Black Legend
<i>Pass Left or Right Sign</i> <i>(NYW3-4)</i>		



NYW3-4

	Sign	Size	Margin	Border
	NYW3-4	30" x 30"	.5"	.75"
C	NYW3-4	36" x 36"	.625"	.875"
	NYW3-4	48" x 48"	.75"	1.25"

SIGN DRAWING SD-W4	Yellow Background	Black Legend
<i>Lane Reduction Signs</i> <i>(NYW3-11, NYW3-14, NYW3-15)</i>		



NYW3-11



NYW3-14



NYW3-15

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW3-11	30" x 30"	.5"	.75"	Symbol	
C	NYW3-11	36" x 36"	.625"	.875"	Symbol	
	NYW3-11	48" x 48"	.75"	1.25"	Symbol	
	NYW3-14	30" x 30"	.5"	.75"	5"-D	5"-D
C	NYW3-14	36" x 36"	.625"	.875"	6"-D	6"-D
	NYW3-14	48" x 48"	.75"	1.25"	8"-D	8"-D
	NYW3-15	30" x 30"	.5"	.75"	5"-C	5"-C
C	NYW3-15	36" x 36"	.625"	.875"	6"-C	6"-C
	NYW3-15	48" x 48"	.75"	1.25"	8"-C	8"-C

SIGN DRAWING SD-W5

Yellow Background

Black Legend

Advance Load Signs
(NYW3-19, NYW3-30, NYW3-31a, NYW3-31b)



NYW3-19



NYW3-30



NYW3-31a



NYW3-31b

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
	NYW3-19	24" x 24"	.375"	.625"	4"-D	4"-D		
C	NYW3-19	30" x 30"	.5"	.75"	5"-D	5"-D		
	NYW3-19	36" x 36"	.625"	.875"	6"-D	6"-D		
	NYW3-19	48" x 48"	.75"	1.25"	8"-D	8"-D		
	NYW3-30	24" x 24"	.375"	.625"	4"-C	4"-C	4"-C	
C	NYW3-30	30" x 30"	.5"	.75"	5"-C	5"-C	5"-C	
	NYW3-30	36" x 36"	.625"	.875"	6"-C	6"-C	6"-C	
	NYW3-30	48" x 48"	.75"	1.25"	8"-C	8"-C	8"-C	
	NYW3-31a	24" x 24"	.375"	.625"	4"-C	6"-C, 4"-C	4"-C	
C	NYW3-31a	30" x 30"	.5"	.75"	5"-C	7"-C, 5"-C	5"-C	
	NYW3-31a	36" x 36"	.625"	.875"	6"-C	9"-C, 6"-C	6"-C	
	NYW3-31a	48" x 48"	.75"	1.25"	8"-C	12"-C, 8"-C	8"-C	
	NYW3-31b	24" x 24"	.375"	.625"	4"-C	6"-C, 4"-C	4"-C	3"-D
C	NYW3-31b	30" x 30"	.5"	.75"	5"-C	7"-C, 5"-C	5"-C	4"-D
	NYW3-31b	36" x 36"	.625"	.875"	6"-C	9"-C, 6"-C	6"-C	5"-D
	NYW3-31b	48" x 48"	.75"	1.25"	8"-C	12"-C, 8"-C	8"-C	6"-D

SIGN DRAWING SD-W6	Yellow Background	Black Legend
GROOVED PAVEMENT Sign (NYW4-5)		



NYW4-5

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW4-5	24" x 24"	.375"	.625"	4"-C	4"-C
C	NYW4-5	30" x 30"	.5"	.75"	5"-C	5"-C
	NYW4-5	36" x 36"	.625"	.875"	6"-C	6"-C
	NYW4-5	48" x 48"	.75"	1.25"	8"-C	8"-C

SIGN DRAWING SD-W7	Yellow Background	Black Legend
<i>STEEL DECK BRIDGE Sign</i> <i>(NYW4-6)</i>		



NYW4-6

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW4-6	24" x 24"	.375"	.625"	4"-C	4"-C	4"-C
C	NYW4-6	30" x 30"	.5"	.75"	5"-C	5"-C	5"-C
	NYW4-6	36" x 36"	.625"	.875"	6"-C	6"-C	6"-C
	NYW4-6	48" x 48"	.75"	1.25"	8"-C	8"-C	8"-C

SIGN DRAWING SD-W8	Yellow Background	Black Legend
<i>DRAWBRIDGE Sign</i> <i>(NYW4-7)</i>		



NYW4-7

	Sign	Size	Margin	Border	Line 1
	NYW4-7	24" x 24"	.375"	.625"	4"-C
C	NYW4-7	30" x 30"	.5"	.75"	5"-C
	NYW4-7	36" x 36"	.625"	.875"	6"-C
	NYW4-7	48" x 48"	.75"	1.25"	8"-C

SIGN DRAWING SD-W9	Yellow Background	Black Legend
<i>ROAD FLOODED Sign</i> <i>(NYW4-9)</i>		



NYW4-9

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW4-9	24" x 24"	.375"	.625"	4"-D	4"-D
C	NYW4-9	30" x 30"	.5"	.75"	5"-D	5"-D
	NYW4-9	36" x 36"	.625"	.875"	6"-D	6"-D
	NYW4-9	48" x 48"	.75"	1.25"	8"-D	8"-D

SIGN DRAWING SD-W10	Yellow Background	Black Legend
<i>ICY PAVEMENT ZONE Sign</i> <i>(NYW4-10)</i>		



NYW4-10

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW4-10	24" x 24"	.375"	.625"	4"-D	4"-D	4"-D
C	NYW4-10	30" x 30"	.5"	.75"	5"-D	5"-D	5"-D
	NYW4-10	36" x 36"	.625"	.875"	6"-D	6"-D	6"-D
	NYW4-10	48" x 48"	.75"	1.25"	8"-D	8"-D	8"-D

SIGN DRAWING SD-W11	Yellow Background	Black Legend
<i>NO SHOULDER Sign (NYW4-13)</i>		



NYW4-13

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW4-13	24" x 24"	.375"	.625"	4"-C	4"-C
C	NYW4-13	30" x 30"	.5"	.75"	5"-C	5"-C
	NYW4-13	36" x 36"	.625"	.875"	6"-C	6"-C
	NYW4-13	48" x 48"	.75"	1.25"	8"-C	8"-C

SIGN DRAWING SD-W12	Yellow Background	Black Legend
FALLEN ROCK ZONE & SLIDES Signs (NYW4-14, NYW4-15)		



NYW4-14



NYW4-15

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYW4-14	24" x 24"	.375"	.625"	4"-D	4"-D	4"-D
	NYW4-14	30" x 30"	.5"	.75"	5"-D	5"-D	5"-D
	NYW4-14	36" x 36"	.625"	.875"	6"-D	6"-D	6"-D
	NYW4-14	48" x 48"	.75"	1.25"	8"-D	8"-D	8"-D
C	NYW4-15	24" x 24"	.375"	.625"	6"-D		
	NYW4-15	30" x 30"	.5"	.75"	7"-D		
	NYW4-15	36" x 36"	.625"	.875"	8"-D		
	NYW4-15	48" x 48"	.75"	1.25"	12"-D		

SIGN DRAWING SD-W13	Yellow Background	Black Legend
<i>MINIMUM MAINTENANCE ROAD Sign</i> <i>(NYW4-16)</i>		



NYW4-16

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW4-16	24" x 24"	.375"	.625"	3"-C	3"-C	3"-C
C	NYW4-16	30" x 30"	.5"	.75"	4"-C	4"-C	4"-C
	NYW4-16	36" x 36"	.625"	.875"	5"-C	5"-C	5"-C
	NYW4-16	48" x 48"	.75"	1.25"	6"-C	6"-C	6"-C

SIGN DRAWING SD-W14	Yellow Background	Black Legend
<i>RUMBLE STRIPS Sign (NYW4-17)</i>		



NYW4-17

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW4-17	24" x 24"	.375"	.625"	4"-D	4"-D
C	NYW4-17	30" x 30"	.5"	.75"	5"-D	5"-D
	NYW4-17	36" x 36"	.625"	.875"	6"-D	6"-D
	NYW4-17	48" x 48"	.75"	1.25"	8"-D	8"-D

SIGN DRAWING SD-W15

Yellow Background

Black Legend

Nonvehicular Signs
(NYW5-11, NYW5-30, NYW5-32)



NYW5-11



NYW5-30



NYW5-32

	Sign	Size	Margin	Border
	NYW5-11, NY5-30, & NYW5-32	24" x 24"	.375"	.625"
C	NYW5-11, NY5-30, & NYW5-32	30" x 30"	.5"	.75"
	NYW5-11, NY5-30, & NYW5-32	36" x 36"	.625"	.875"
	NYW5-11, NY5-30, & NYW5-32	48" x 48"	.75"	1.25"

SIGN DRAWING SD-W16	Yellow Background	Black Legend
<i>Driveway Entrance Plaques</i> <i>(NYW5-16, NYW5-17)</i>		



NYW5-16



NYW5-17

	Sign	Size	Margin	Border	Line 1	Line 2
C	NYW5-16	24" x 12"	.375"	.625"	4"-C	
	NYW5-16	36" x 18"	.625"	.875"	6"-C	
C	NYW5-17	24" x 18"	.375"	.625"	4"-C	4"-C
	NYW5-17	36" x 24"	.625"	.875"	6"-C	6"-C

SIGN DRAWING SD-W17

Yellow Background

Black Legend

***Vehicular Traffic Signs
(NYW5-18, NYW5-19)***

NYW5-18



NYW5-19

	Sign	Size	Margin	Border
	NYW5-18 & NYW5-19	24" x 24"	.375"	.625"
C	NYW5-18 & NYW5-19	30" x 30"	.5"	.75"
	NYW5-18 & NYW5-19	36" x 36"	.625"	.875"

SIGN DRAWING SD-W18	Yellow Background	Black Legend
<i>TRAIN WHEN FLASHING Sign</i> <i>(NYW5-31)</i>		



NYW5-31

Sign	Size	Margin	Border
NYW5-31	42" x 18"	.375"	.625"

SIGN DRAWING SD-W19	Yellow Background	Black Legend
<i>CHILDREN AT PLAY Sign</i> <i>(NYW7-4)</i>		



NYW7-4

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW7-4	24" x 24"	.375"	.625"	4"-C	4"-C	4"-C
C	NYW7-4	30" x 30"	.5"	.75"	5"-C	5"-C	5"-C
	NYW7-4	36" x 36"	.625"	.875"	6"-C	6"-C	6"-C

SIGN DRAWING SD-W20	Yellow Background	Black Legend
<i>DEAF CHILD AREA & BLIND CHILD AREA Signs (NYW7-6, NYW7-7)</i>		



NYW7-6



NYW7-7

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW7-6 & NYW7-7	24" x 24"	.375"	.625"	4"-D	4"-D	4"-D
C	NYW7-6 & NYW7-7	30" x 30"	.5"	.75"	5"-D	5"-D	5"-D
	NYW7-6 & NYW7-7	36" x 36"	.625"	.875"	6"-D	6"-D	6"-D

SIGN DRAWING SD-W21	Yellow Background	Black Legend
<i>LOW FLYING PLANES Sign</i> <i>(NYW7-8)</i>		



NYW7-8

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW7-8	24" x 24"	.375"	.625"	4"-C	4"-C	4"-C
C	NYW7-8	30" x 30"	.5"	.75"	5"-C	5"-C	5"-C
	NYW7-8	36" x 36"	.625"	.875"	6"-C	6"-C	6"-C
	NYW7-8	48" x 48"	.75"	1.25"	8"-C	8"-C	8"-C

SIGN DRAWING SD-W22	Yellow Background	Black Legend
<i>UNDERPASS Sign</i> <i>(NYW7-9)</i>		



NYW7-9

	Sign	Size	Margin	Border	Line 1
	NYW7-9	24" x 24"	.375"	.625"	4"-C
C	NYW7-9	30" x 30"	.5"	.75"	5"-C
	NYW7-9	36" x 36"	.625"	.875"	6"-C
	NYW7-9	48" x 48"	.75"	1.25"	8"-C

SIGN DRAWING SD-W23	Yellow Background	Black Legend
<i>CROSSWINDS Sign</i> <i>(NYW7-16)</i>		



NYW7-16

	Sign	Size	Margin	Border	Line 1
	NYW7-16	24" x 24"	.375"	.625"	4"-C
C	NYW7-16	30" x 30"	.5"	.75"	5"-C
	NYW7-16	36" x 36"	.625"	.875"	6"-C
	NYW7-16	48" x 48"	.75"	1.25"	8"-C

SIGN DRAWING SD-W24	Yellow Background	Black Legend
<i>SMOKE Sign</i> <i>(NYW7-17)</i>		



NYW7-17

	Sign	Size	Margin	Border	Line 1
C	NYW7-17	30" x 30"	.5"	.75"	6"-D
	NYW7-17	36" x 36"	.625"	.875"	7"-D
	NYW7-17	48" x 48"	.75"	1.25"	10"-D

SIGN DRAWING SD-W25	Yellow Background	Black Legend
<p align="center"><i>Bus Signs</i> <i>(NYW7-18, NYW7-19)</i></p>		



NYW7-18



NYW7-19

Sign	Size	Margin	Border	Line 1	Line 2	Line 3
NYW7-18	36" x 36"	.625"	.875"	8"-D		
NYW7-19	48" x 48"	.75"	1.25"	8"-D	8"-D	8"-D

SIGN DRAWING SD-W26	Yellow Background	Black Legend
<i>BIRD NESTING AREA Sign (NYW7-20)</i>		



NYW7-20

	Sign	Size	Margin	Border	Line 1	Line 2
C	NYW7-20	36" x 36"	.625"	.875"	6"-D	6"-D
	NYW7-20	48" x 48"	.75"	1.25"	8"-D	8"-D

SIGN DRAWING SD-W27	Orange Background	Black Legend
<i>BRIDGE CLOSED 500 FT Sign (NYW8-4)</i>		



NYW8-4

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYW8-4	36" x 36"	.625"	.875"	5"-D	5"-D	5"-D
	NYW8-4	48" x 48"	.75"	1.25"	7"-D	7"-D	7"-D

SIGN DRAWING SD-W28

Orange Background

Black Legend

Miscellaneous Temporary Traffic Control Signs
(NYW8-30, NYW8-31, NYW8-32, NYW8-33, NYW8-34)



NYW8-30



NYW8-31



NYW8-32



NYW8-33



NYW8-34

Sign	Size	Margin	Border	Line 1	Line 2
NYW8-30 thru NYW8-33	48" x 24"	.5"	.75"	6"-E	6"-E
NYW8-34	48" x 24"	.5"	.75"	6"-C	6"-C

SIGN DRAWING SD-W29	Orange Background	Black Legend
<i>ACCIDENT AHEAD Sign (NYW8-42)</i>		



NYW8-42

	Sign	Size	Margin	Border	Line 1	Line 2
C	NYW8-42	36" x 36"	.625"	.875"	6"-C	6"-C
	NYW8-42	48" x 48"	.75"	1.25"	8"-C	8"-C

SIGN DRAWING SD-W30	Orange Background	Black Legend
<i>SANDBLASTING Sign</i> <i>(NYW8-43)</i>		



NYW8-43

	Sign	Size	Margin	Border	Line 1
C	NYW8-43	30" x 30"	.5"	.75"	4"-C
	NYW8-43	36" x 36"	.625"	.875"	5"-C
	NYW8-43	48" x 48"	.75"	1.25"	6"-C

SIGN DRAWING SD-W31	Orange Background	Black Legend
<i>MOWING AHEAD Sign</i> <i>(NYW8-44)</i>		



NYW8-44

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW8-44	30" x 30"	.5"	.75"	5"-D	5"-D
C	NYW8-44	36" x 36"	.625"	.875"	6"-D	6"-D
	NYW8-44	48" x 48"	.75"	1.25"	8"-D	8"-D

SIGN DRAWING SD-W32	Orange Background	Black Legend
<i>WORK ZONE Plaque</i> <i>(NYW8-45)</i>		



NYW8-45

	Sign	Size	Margin	Border	Line 1
	NYW8-45	18" x 6"	.375"	.625"	3"-B
C	NYW8-45	24" x 8"	.375"	.625"	4"-B
	NYW8-45	36" x 12"	.625"	.875"	6"-B
	NYW8-45	48" x 16"	.75"	1.25"	8"-B

SIGN DRAWING SD-W33	Orange Background	Black Legend
<i>INCREASED ENFORCEMENT AREA Sign</i> <i>(NYW8-46)</i>		



NYW8-46

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYW8-46	48" x 30"	.5"	1"	4"-D	4"-D	4"-D
	NYW8-46	60" x 42"	.75"	1.25"	6"-C	6"-C	6"-C

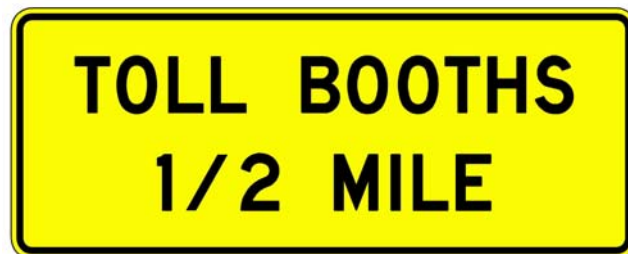
SIGN DRAWING SD-W34	Yellow Background	Black Legend
<i>Safety Zone Sign</i> <i>(NYW9-5)</i>		



NYW9-5

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
	NYW9-5	24" x 24"	.375"	.625"	4"-C	Arrows	4"-C
C	NYW9-5	30" x 30"	.5"	.75"	5"-C	Arrows	5"-C
	NYW9-5	36" x 36"	.625"	.875"	6"-C	Arrows	6"-C

SIGN DRAWING SD-W35	Yellow Background	Black Legend
<i>Toll Plaza Sign</i> <i>(NYW9-7)</i>		



NYW9-7

	Sign	Size	Margin	Border	Text	Numerals	Fractions
C	NYW9-7	90" x 36"	.75"	1"	8"-D	10"-D	8"-D
	NYW9-7	114" x 48"	1"	1.5"	10"-D	12"-D	10"-D
	NYW9-7	156" x 60"	1.25"	2"	12"-E	18"-D	12"-E

SIGN DRAWING SD-W36	Yellow Background	Black Legend
<i>Overhead Warning Sign Assembly Sign (NYW9-20)</i>		



NYW9-20

	Sign	Size	Margin	Border	Legend
C	NYW9-20	Variable	.75"	1"	Standard conventional warning signs
	NYW9-20	Variable	1"	1.5"	Standard expressway warning signs
	NYW9-20	Variable	1.25"	2"	Standard freeway warning signs

SIGN DRAWING SD-W37	Yellow Background	Black Legend
<i>Special Warning Signs</i> <i>(NYW9-21)</i>		



NYW9-21



NYW9-21

	Sign	Size	Margin	Border	Text	Numerals	Fractions
	NYW9-21	Variable	.625"	.875"	6"-D	9"-D	6"-D
C	NYW9-21	Variable	.75"	1"	8"-D	12"-D	8"-D
	NYW9-21	Variable	1"	1.5"	10"-D	15"-D	10"-D
	NYW9-21	Variable	1.25"	2"	12"-E	18"-D	12"-D

SIGN DRAWING SD-W38	Yellow Background	Black Legend
<i>BUS TURN Sign</i> <i>(NYW9-25)</i>		



NYW9-25

Sign	Size	Margin	Border	Line 1	Line 2
NYW9-25	24" x 24"	.375"	.625"	5"-D	5"-D

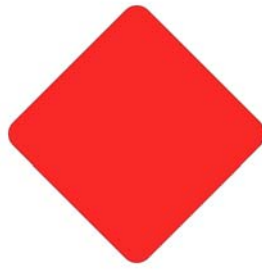
SIGN DRAWING SD-W39	Yellow Background	Black Legend
<i>SNOWPLOW TURN Sign</i> <i>(NYW9-26)</i>		



NYW9-26

	Sign	Size	Margin	Border	Line 1	Line 2
	NYW9-26	24" x 24"	.375"	.625"	4"-C	4"-C
C	NYW9-26	30" x 30"	.5"	.75"	5"-C	5"-C
	NYW9-26	36" x 36"	.625"	.875"	6"-C	6"-C
	NYW9-26	48" x 48"	.75"	1.25"	8"-C	8"-C

SIGN DRAWING SD-W40	Varied Background	No Legend
<p align="center"><i>Sign Marker</i> <i>(NYW7-15)</i></p>		



NYW7-15

	Sign	Size
C	NYW7-15	12" x 12"
	NYW7-15	18" x 18"

SIGN DRAWING SD-W41	Yellow Background	Black Legend
<p align="center"><i>Type 3 Object Markers</i> <i>(NYW7-12, NYW7-13, NYW7-21)</i></p>		



NYW7-12



NYW7-13



NYW7-21

	Sign	Size	Black Stripes	Yellow Stripes
C	NYW7-12, NYW7-13, & NYW7-21	12" x 36"	4.5"	4"
	NYW7-12, NYW7-13, & NYW7-21	12" x 54"	7"	6"

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SIGN DRAWING SD-G1	Green Background	White Legend
<p align="center"><i>Exit Number Plaques</i> <i>(NYG8-1, NYG8-1a, NYG8-1b, NYG8-2, NYG8-2a, NYG8-2b, NYG8-3, NYG8-3a, NYG8-3b, NYG8-4, NYG8-5)</i></p>		



NYG8-1



NYG8-2



NYG8-3



NYG8-4



NYG8-5



NYG8-1a



NYG8-2a



NYG8-3a



NYG8-1b



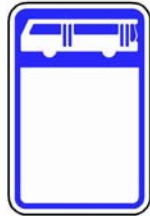
NYG8-2b



NYG8-3b

	Sign	Size	Margin	Border	Words	Number & Suffix
C	NYG8-1 thru NYG8-5	Var. x 24"		1"	8"-E	12"-E
	NYG8-1 thru NYG8-5	Var. x 30"		1.25"	10"-E	15"-E
	NYG8-1 thru NYG8-5	Var. x 36"		1.5"	12"-E	18"-E
C	NYG8-1a thru NYG8-3a	Var. x 36"		1"	8"-E	12"-E
	NYG8-1a thru NYG8-3a	Var. x 48"		1.25"	10"-E	15"-E
	NYG8-1a thru NYG8-3a	Var. x 60"		1.5"	12"-E	18"-E
C	NYG8-1b thru NYG8-3b	Var. x 36"	1"	1"	8"-E	12"-E
	NYG8-1b thru NYG8-3b	Var. x 48"	1.25"	1.25"	10"-E	15"-E
	NYG8-1b thru NYG8-3b	Var. x 60"	1.5"	1.5"	12"-E	18"-E

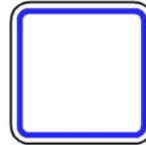
SIGN DRAWING SD-G2	Blue Background	White Legend
<i>Bus Stop Information Signs</i> <i>(NYI5-1, NYI5-2, NYI5-3, NYI5-4)</i>		



NYI5-1



NYI5-2



NYI5-3



NYI5-4

Sign	Size	Margin	Border	Line 1	Line 2	Line 3
NYI5-1	12" x 18"	.5"	.5"	Symbol	See text	
NYI5-2	12" x 6"		.5"	Symbol		
NYI5-3	12" x 12"	.5"	.5"	See text	Symbol	
NYI5-4	12" x 18"		.5"	1½"-D	Symbol	1½"-D

SIGN DRAWING SD-G3	Green Background	White Legend
<i>Ramp Metering Sign</i> <i>(NYI6-2)</i>		



NYI6-2

Sign	Size	Border	Line 1	Line 2	Line 3	Line 4
NYI6-2	24" x 30"	.5"	4"-D	4"-D	4"-D	4"-D

SIGN DRAWING SD-G4

Blue Background

White Legend

Rest Area & Scenic Signs (Sheet 1 of 2)***(NYI7-1, NYI7-2, NYI7-3, NYI7-4, NYI7-5, NYI7-6, NYI7-7, NYI7-8, NYI7-9,
NYI7-10, NYI7-11, NYI7-12, NYI7-13)***

NYI7-1



NYI7-2



NYI7-3



NYI7-4



NYI7-5



NYI7-6



NYI7-7



NYI7-8



NYI7-9



NYI7-10



NYI7-11



NYI7-12



NYI7-13

	Sign	Size	Border	Line 1	Line 2	Arrow
C	NYI7-1	72" x 30"	1"	6"-D	8"-D, 6"-D	
	NYI7-1	96" x 42"	1.5"	8"-D	10"-D, 8"-D	
	NYI7-1	144" x 60"	2"	12"-D	15"-D, 12"-D	
C	NYI7-2	60" x 30"	1"	6"-D	6"-D	E6
	NYI7-2	84" x 42"	1.5"	8"-D	8"-D	E8
	NYI7-2	120" x 60"	2"	12"-D	12"-D	E12
C	NYI7-3	48" x 42"	1"	6"-D	6"-D	E6
	NYI7-3	60" x 54"	1.5"	8"-D	8"-D	E8
	NYI7-3	90" x 78"	2"	12"-D	12"-D	E12
C	NYI7-4	60" x 30"	1"	6"-D	8"-D, 6"-D	
	NYI7-4	84" x 42"	1.5"	8"-D	10"-D, 8"-D	
	NYI7-4	120" x 60"	2"	12"-D	15"-D, 12"-D	
C	NYI7-5	60" x 30"	1"	6"-D	6"-D	E6
	NYI7-5	84" x 42"	1.5"	8"-D	8"-D	E8
	NYI7-5	120" x 60"	2"	12"-D	12"-D	E12
C	NYI7-6	42" x 42"	1"	6"-D	6"-D	E6
	NYI7-6	54" x 54"	1.5"	8"-D	8"-D	E8
	NYI7-6	78" x 78"	2"	12"-D	12"-D	E12
C	NYI7-7	72" x 30"	1"	6"-D	8"-D, 6"-D	
	NYI7-7	96" x 42"	1.5"	8"-D	10"-D, 8"-D	
	NYI7-7	144" x 60"	2"	12"-D	15"-D, 12"-D	
C	NYI7-8	60" x 30"	1"	6"-D	6"-D	E6
	NYI7-8	84" x 42"	1.5"	8"-D	8"-D	E8
	NYI7-8	120" x 60"	2"	12"-D	12"-D	E12
C	NYI7-9	48" x 42"	1"	6"-D	6"-D	E6
	NYI7-9	60" x 54"	1.5"	8"-D	8"-D	E8
	NYI7-9	90" x 78"	2"	12"-D	12"-D	E12
	NYI7-10	96" x 48"	2"	10"-D	10"-D	
	NYI7-11	120" x 48"	2"	10"-D	10"-D	
C	NYI7-12	96" x 48"	2"	10"-D	10"-D	
	NYI7-13	42" x 12"	.5"	4"-D		
	NYI7-13	84" x 24"	.625"	8"-D		

SIGN DRAWING SD-G5

Green Background

White Legend

Political Boundary Signs
(NYI12-1, NYI12-2a, NYI12-2b, NYI12-3a, NYI12-3b)



NYI12-3a



NYI12-3b



NYI12-2a



NYI12-2b



NYI12-1

	Sign	Size	Border	Line 1	Line 2
	NYI12-1	Var. x 12"	.625"	4"-D	
C	NYI12-1	Var. x 18"	.625"	6"-D	
	NYI12-1	Var. x 24"	.875"	8"-D	
	NYI12-2a & NYI12-2b	Var. x 24"	.625"	4"-D	4"-D
C	NYI12-2a & NYI12-2b	Var. x 30"	.625"	6"-D	6"-D
	NYI12-2a & NYI12-2b	Var. x 36"	.875"	8"-D	8"-D
	NYI12-3a	Var. x 36"	1"	8"-E(m)/6"-lc	8"-E(m)/6"-lc
	NYI12-3b	Var. x 36"	1"	6"-D	8"-E(m)/6"-lc

SIGN DRAWING SD-G6	Green Background	White Legend
<i>Political Boundary Signs</i> <i>(NYI12-4)</i>		



NYI12-4

	Sign	Size	Border	Line 1	Line 2	Line 3	Line 4	Line 5
C	NYI12-4	138" x 90"	2"	8"-E	8"-E	12"-E	8"-E(m)/6"-lc	5"-D, 5.33"-E(m)/6"-lc
	NYI12-4	180" x 120"	2.5"	10"-E	10"-E	15"-E	10.7"-E(m)/8"-lc	8"-D, 8"-E(m)/6"-lc

SIGN DRAWING SD-G7	Green Background	White Legend
<p align="center"><i>Toll Booth Signs</i> <i>(NY112-5, NY112-6)</i></p>		



NY112-5



NY112-6

Sign	Size	Border	Line 1	Line 2
NY112-5 & NY112-6	Variable	1.5"	10"-E	10"-E

SIGN DRAWING SD-G8	Green Background	White Legend
<i>Watershed Signs</i> <i>(NYI12-7)</i>		



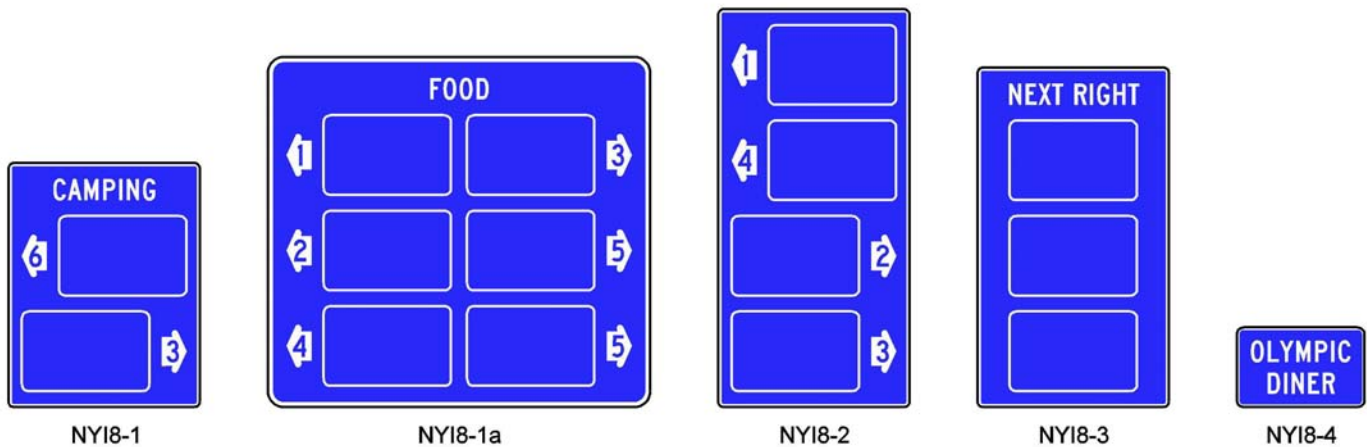
NYI12-7



NYI12-7

	Sign	Size	Border	Line 1	Line 2	Line 3
C	NYI12-7	Var. x 36"	.625"	4"-D	6"-D	6"-D
	NYI12-7	Var. x 48"	.875"	5"-D	8"-D	8"-D
	NYI12-7	Var. x 48"	1"	6"-D	8"-E(m)/6"-lc	8"-E(m)/6"-lc

SIGN DRAWING SD-G9	Blue Background	White Legend
<p align="center"><i>Tourist-Oriented Directional Signs</i> <i>(NYI8-1, NYI8-1a, NYI8-2, NYI8-3, NYI8-4)</i></p>		



	Sign	Size	Border	Line 1	Line 2	Line 3	In Arrows
C	NYI8-1	36" x Var.	.625"	4"-C			4"-C
C	NYI8-1a	72" x 66"	1"	4"-C			4"-C
C	NYI8-2	36" x Var.	.625"				4"-C
	NYI8-2	54" x Var.	.75"				6"-C
C	NYI8-3	36" x Var.	.625"	4"-C			
	NYI8-3	54" x Var.	.75"	6"-C			
	NYI8-3	60" x Var.	1"	8"-C			
C	NYI8-4	24" x 15"	.5"	4" min.	4" min.		
	NYI8-4	36" x 24"	.625"	6" min.	6" min.		
	NYI8-4	48" x 30"	.75"	8" min.	8" min.		

SIGN DRAWING SD-G10

Blue Background

White Legend

Specific Service Signs (Sheet 1 of 2)***(NYI9-1, NYI9-2, NYI9-3, NYI9-4, NYI9-5, NYI9-6, NYI9-7, NYI9-8, NYI9-9, NYI9-10, NYI9-11)***

NYI9-1



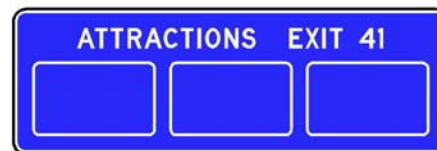
NYI9-2



NYI9-3



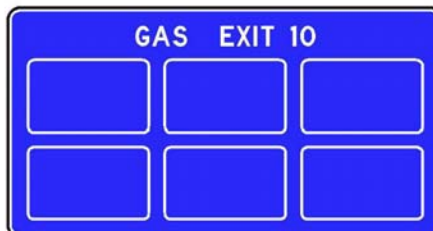
NYI9-4



NYI9-5



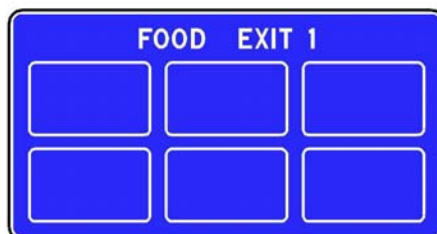
NYI9-11



NYI9-6



NYI9-11



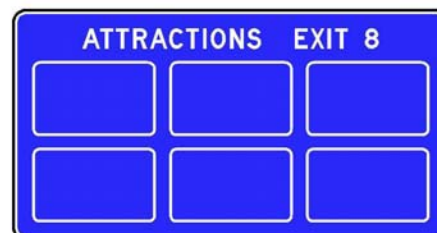
NYI9-7



NYI9-8



NYI9-9



NYI9-10

SIGN DRAWING SD-G10	Blue Background	White Legend
<p align="center"><i>Specific Service Signs (Sheet 2 of 2)</i> <i>(NYI9-1, NYI9-2, NYI9-3, NYI9-4, NYI9-5, NYI9-6, NYI9-7, NYI9-8, NYI9-9, NYI9-10, NYI9-11)</i></p>		

Sign	Size	Border	Line 1	Line 2	Line 3
NYI9-1 thru NYI9-5	216" x 72"	2"	10"-D	Business Panels	
NYI9-6 thru NYI9-10	216" x 114"	2"	10"-D	Business Panels	Business Panels
NYI9-11	60" x 36"	.75"	10"-D	10"-D	

SIGN DRAWING SD-G11	White Background	Black Legend
<p align="center">New York State Route Signs (NYM3-1, NYM3-2, NYM3-3, NYM3-4, NYM3-5, NYM3-6)</p>		



NYM3-1



NYM3-2



NYM3-3



NYM3-4



NYM3-5



NYM3-6

	Sign	Number of Characters	Size	Border	Numbers	Letters
C	NYM3-1	1 or 2	24" x 24"	Varies	12"-D	10"-D
	NYM3-1	1 or 2	36" x 36"	Varies	18"-D	15"-D
	NYM3-1	1 or 2	48" x 48"	Varies	24"-D	20"-D
C	NYM3-2	3	30" x 24"	Varies	10"-D	8"-D
	NYM3-2	3	45" x 36"	Varies	15"-D	12"-D
	NYM3-2	3	60" x 48"	Varies	20"-D	16"-D
C	NYM3-3	4	30" x 24"	Varies	10"-C	8"-C
	NYM3-3	4	45" x 36"	Varies	15"-C	12"-C
	NYM3-3	4	60" x 48"	Varies	20"-C	16"-C
C	NYM3-4	1 or 2	30" x 24"		12"-F	10"-F
	NYM3-4	1 or 2	45" x 36"		18"-F	15"-F
	NYM3-4	1 or 2	60" x 48"		24"-F	20"-F
C	NYM3-5	3	36" x 24"		10"-F	8"-F
	NYM3-5	3	54" x 36"		15"-F	12"-F
	NYM3-5	3	72" x 48"		20"-F	16"-F
C	NYM3-6	4	45" x 24"		10"-F	8"-F
	NYM3-6	4	72" x 36"		15"-F	12"-F
	NYM3-6	4	96" x 48"		20"-F	16"-F

SIGN DRAWING SD-G12

Varied Background

Varied Legend

***Highway Facility Signs
(NYM5-1)***

NYM5-1



NYM5-1



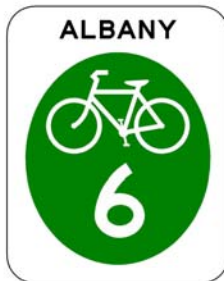
NYM5-1

	Sign	Size	Margin	Border
C	NYM5-1	24" high	Varies	Varies
	NYM5-1	36" high	Varies	Varies
	NYM5-1	48" high	Varies	Varies

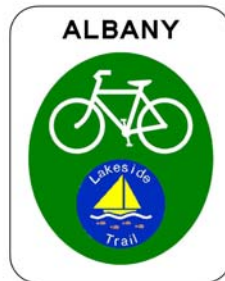
SIGN DRAWING SD-G13

Green Background

White Legend

***Bicycle Route Signs
(NYM6-2, NYM6-3)***

NYM6-2



NYM6-2



NYM6-3

Sign	Size	Border	Line 1	Line 2	Line 3	Line 4
NYM6-2	12" x 15"	Varies	1"-E	Symbol	4"-D or Symbol	
NYM6-3	18" x 18"	Varies	1"-E	Symbol	4"-D or Symbol	1"-E

SIGN DRAWING SD-G14

Green Background

White Legend

Snowmobile & All Terrain Vehicle Route Signs
(NYM7-1, NYM17-1, NYM17-2)



NYM7-1



NYM17-1



NYM17-2

Sign	Size	Border
NYM7-1, NYM17-1 & NYM17-2	24" x 18"	.5"

SIGN DRAWING SD-G15	Varied Background	White Legend
<p>General Information Symbol Signs (Sheet 1 of 2) (NYM8-5, NYM8-9, NYM8-10, NYM8-12, NYM8-13, NYM8-14, NYM8-15, NYM8-16, NYM8-22, NYM8-27, NYM14-28)</p>		



NYM8-5



NYM8-9



NYM8-10



NYM8-12



NYM8-13



NYM8-14



NYM8-15



NYM8-16



NYM8-22



NYM8-27

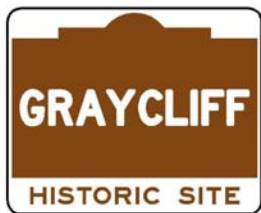


NYM8-28

SIGN DRAWING SD-G15	Varied Background	White Legend
<i>General Information Symbol Signs (Sheet 2 of 2)</i> <i>(NYM8-5, NYM8-9, NYM8-10, NYM8-12, NYM8-13, NYM8-14, NYM8-15, NYM8-16, NYM8-22, NYM8-27, NYM8-28)</i>		

	Sign	Size	Border	Line 1	Line 2	Line 3
C	NYM8-5	24" x 24"	.5"	Symbol		
	NYM8-5	30" x 30"	.75"	Symbol		
	NYM8-5	36" x 36"	.75"	Symbol		
C	NYM8-9	24" x 24"	.5"	Symbol	3"-C	
	NYM8-9	30" x 30"	.75"	Symbol	4"-C	
	NYM8-9	36" x 36"	.75"	Symbol	5"-C	
C	NYM8-10	24" x 24"	.5"	Symbol	3"-F	
	NYM8-10	30" x 30"	.75"	Symbol	4"-F	
	NYM8-10	36" x 36"	.75"	Symbol	5"-F	
C	NYM8-12 thru NYM8-22	24" x 24"	.5"	Symbol		
	NYM8-12 thru NYM8-22	30" x 30"	.75"	Symbol		
	NYM8-12 thru NYM8-22	36" x 36"	.75"	Symbol		
C	NYM8-27	24" x 24"	.5"	Symbol	3"-D	3"-D
	NYM8-27	30" x 30"	.75"	Symbol	4"-D	4"-D
	NYM8-27	36" x 36"	.75"	Symbol	5"-D	5"-D
C	NYM8-28	24" x 24"	.5"	Symbol		
	NYM8-28	30" x 30"	.75"	Symbol		
	NYM8-28	36" x 36"	.75"	Symbol		

SIGN DRAWING SD-G16	Brown Background	White Legend
<p align="center"><i>Historic Site Signs</i> <i>(NYM9-1, NYM9-2, NYM9-3, NYM9-4)</i></p>		



NYM9-1



NYM9-2



NYM9-3



NYM9-4

	Sign	Size	Border	Line 1	Line 2	Line 3
C	NYM9-1	30" x 24"	Varies	4"-D	2"-F	
	NYM9-1	45" x 36"	Varies	6"-D	3"-F	
C	NYM9-2	30" x 24"	Varies	4"-D	4"-D	2"-F
	NYM9-2	45" x 36"	Varies	6"-D	6"-D	3"-F
C	NYM9-3	30" x 24"	Varies	4"-D	2"-D	
	NYM9-3	45" x 36"	Varies	6"-D	3"-D	
C	NYM9-4	30" x 24"	Varies	4"-D	4"-D	2"-D
	NYM9-4	45" x 36"	Varies	6"-D	6"-D	3"-D

SIGN DRAWING SD-G17	Brown Background	White or Yellow Legend
<i>Catskill Former Site Signs</i> <i>(NYM9-5, NYM9-6)</i>		



NYM9-5



NYM9-6

Sign	Size	Border	Line 1	Line 2	Line 3	Line 4	Line 5
NYM9-5	42" x 24"	.75"	2"-D	2" Symbol	3"-D	4"-C	
NYM9-6	42" x 30"	.75"	2"-D	2" Symbol	3"-D	4"-C	4"-C

SIGN DRAWING SD-G18	Blue Background	White Legend
General Service Symbol Signs (NYM11-2, NYM11-5, NYM11-6)		



NYM11-2



NYM11-5



NYM11-6

	Sign	Size	Border	Line 1	Line 2
C	NYM11-2	24" x 24"	.5"	4"-D	
	NYM11-2	30" x 30"	.75"	5"-D	
	NYM11-2	36" x 36"	.75"	6"-D	
C	NYM11-5	24" x 24"	.5"	4"-D	4"-D
	NYM11-5	30" x 30"	.75"	5"-D	5"-D
	NYM11-5	36" x 36"	.75"	6"-D	6"-D
	NYM11-6	18" x 12"	.5"	Symbol	4"-E

SIGN DRAWING SD-G19	White Background	Black Legend
<i>Lane Auxiliary Signs</i> <i>(NYM13-61, NYM13-62, NYM13-63)</i>		



NYM13-61



NYM13-62



NYM13-63

	Sign	Size	Margin	Border	Line 1	Line 2
C	NYM14-61 & NYM14-63	21" x 21"	.375"	.625"	5"-C	5"-C
	NYM14-61 & NYM14-63	30" x 30"	.375"	.625"	6"-C	6"-C
	NYM14-61 & NYM14-63	42" x 42"	.625"	.875"	10"-C	10"-C
C	NYM14-62	21" x 21"	.375"	.625"	5"-B	5"-B
	NYM14-62	30" x 30"	.375"	.625"	6"-B	6"-B
	NYM14-62	42" x 42"	.625"	.875"	10"-B	10"-B

SIGN DRAWING SD-G20	Varied Background	Varied Legend
<i>BEGIN Auxiliary Sign</i> <i>(NYM14-22)</i>		



NYM14-22

	Sign	Size	Border	Line 1
	NYM14-22	12" x 4"	.25"	2"-C
C	NYM14-22	24" x 12"	.5"	6"-C

SIGN DRAWING SD-G21	Varied Background	Varied Legend
<i>Supplemental Name Plaques (NYM14-26, NYM14-27)</i>		



NYR14-26



NYM14-27

	Sign	Size	Border	Line 1	Line 2
C	NYM14-26	24" x 12"	.5"	4"-D	
	NYM14-26	30" x 15"	.625"	5"-D	
	NYM14-26	36" x 18"	.75"	6"-D	
C	NYM14-27	24" x 15"	.5"	4"-D	4"-D
	NYM14-27	30" x 21"	.625"	5"-D	5"-D
	NYM14-27	36" x 24"	.75"	6"-D	6"-D

SIGN DRAWING SD-G22	Varied Background	Varied Legend
<p align="center">Colored Lane Auxiliary Signs (NYM14-61, NYM14-62, NYM14-63)</p>		



NYM14-61



NYM14-62



NYM14-63

	Sign	Size	Border	Line 1	Line 2
C	NYM14-61 & NYM14-63	21" x 21"	.5"	5"-C	5"-C
	NYM14-61 & NYM14-63	30" x 30"	.5"	6"-C	6"-C
	NYM14-61 & NYM14-63	42" x 42"	.875"	10"-C	10"-C
C	NYM14-62	21" x 21"	.5"	5"-B	5"-B
	NYM14-62	30" x 30"	.5"	6"-B	6"-B
	NYM14-62	42" x 42"	.875"	10"-B	10"-B

SIGN DRAWING SD-G23

Varied Background

Varied Legend

Trail Signs
(NYM18-1, NYM18-2, NYM18-3)



NYM18-1



NYM18-2



NYM18-3

	Sign	Size	Border	Line 1	Line 2	Line 3
C	NYM18-1 thru NYM18-3	24" x 24"	.5"	Symbol	2"-E	2"-E
	NYM18-1 thru NYM18-3	30" x 30"	.75"	Symbol	2.5"-E	2.5"-E
	NYM18-1 thru NYM18-3	36" x 36"	.75"	Symbol	3"-E	3"-E

SIGN DRAWING SD-G24	Varied Background	Varied Legend
<i>Hudson River Estuary Signs</i> <i>(NYM19-1, NYM19-2)</i>		

**NYM19-1****NYM19-2**

Sign	Size	Line 1	Line 2	Line 3
NYM19-1	36" x 18"	Symbol	2" Arial	
NYM19-2	36" x 18"	2" Arial	Symbol	2" Arial

SIGN DRAWING SD-G25**Brown Background****White Legend**

Heritage Signs
(NYM20-1, NYI12-8)

**NYM20-1****NYI12-8**

	Sign	Size	Border	Line 1	Line 2	Line 3
C	NYM20-1	24" x 24"	.5"	Symbol	2"-E	
	NYM20-1	30" x 30"	.75"	Symbol	2.5"-E	
	NYM20-1	36" x 36"	.75"	Symbol	3"-E	
C	NYI12-8	96" x 24"	1"	3"-D	4"-E(m)/3"lc	4"-E(m)/3"lc
	NYI12-8	192" x 48"	2"	6"-D	8"-E(m)/6"-lc	8"-E(m)/6"-lc

APPENDIX 2

AUTHORIZATIONS

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