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

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APPENDIX 1. SIGN DRAWINGS

APPENDIX 2. AUTHORIZATIONS
Hereby amends the heading of the Part labeled “Introduction,” and amends the Part to read:

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 will 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. [Unless noted otherwise,] 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*, [or] 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:

*DELETE-* Remove material as directed.

*INSERT-* Add material as directed.

*INSERT new section* – Create a new section and add material to that section.

*REPLACE-* Used in conjunction with REPLACE 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 [Group (800-328-4880)] (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](http://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.
Hereby adds a new Part after the Part titled “Introduction (NYS Supplement)” to read:

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 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.
Hereby adds a new section 2A.12 to read:

Section 2A.12 Dimensions

**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.
Hereby adds a new section 2B.04 to read:

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.
Hereby amends section 2B.45 to read:

**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 it 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.
Hereby amends section 2B.107 to read:

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.
Hereby adds a new section 2B.109 to read:

**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.
Hereby adds a new section 2C.05 to read:

**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)*

<table>
<thead>
<tr>
<th>Posted or 85th-% Percentile Speed (mph)</th>
<th>Condition A: Speed reduction and lane changing in heavy traffic</th>
<th>Advance Placement Distance (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Condition B: Deceleration to the listed advisory speed (mph) for the condition</td>
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<td>0°  5  10  15  20  25  30  35  40  45  50  55  60  65  70  75</td>
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<td>20</td>
<td>410 115 110 105 90 75 - - - - - - - - - - - - - - - - - - - -</td>
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<td>25</td>
<td>515 155 160 150 135 120 95 - - - - - - - - - - - - - - - - - - - -</td>
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<tr>
<td>30</td>
<td>620 200 205 195 185 165 140 110 - - - - - - - - - - - - - - - - - - - -</td>
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<tr>
<td>35</td>
<td>720 250 255 245 235 215 190 160 130 - - - - - - - - - - - - - - - - - - - -</td>
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<tr>
<td>40</td>
<td>825 305 320 310 295 280 255 225 190 150 - - - - - - - - - - - - - - - - - - - -</td>
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<td>45</td>
<td>930 360 380 370 360 340 315 285 255 210 165 - - - - - - - - - - - - - - - - - - - -</td>
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<tr>
<td>50</td>
<td>1030 425 455 450 435 415 390 360 330 285 240 185 - - - - - - - - - - - - - - - - - - - -</td>
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<tr>
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<tr>
<td>75</td>
<td>1545 820 880 870 855 840 810 785 750 705 660 605 550 495 420 350 275</td>
<td></td>
</tr>
</tbody>
</table>

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.
Hereby adds a new section 2C.06 to read:

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

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

Guidance:
The W3-5 Speed Reduction Sign should be used where any speed limit is followed by a lower speed limit. The W3-5a Speed Reduction Sign should be used where the statewide speed limit is followed by a lower posted speed limit.]

INSERT the following at the beginning of the Standard subsection:

Standard:
The W3-5a sign shall not be used in New York.
Hereby amends section 2C.36 to read:

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

**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.
Hereby amends section 2C.37 to read:

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.

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

Option:

The Side Road (NYW2-8) and Offset Roads (NYW2-10) signs (see Sign Drawing SD-W2) may also be used as Intersection Warning signs.]

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.
Hereby amends section 2C.41 to read:

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: [for crossings at intersections, or in conjunction with the same crossings as other crossing signs] 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 Conservations should be consulted in determining locations where wildlife crossing signs would be appropriate.
Hereby adds a new section 2C.45 to read:

**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.
Hereby adds a new section 2C.46 to read:

**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.
Hereby amends section 2C.126 to read:

**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 [NYW2-14] 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 signalized.
Hereby adds a new section 2C.127 to read:

**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.
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 [number] 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.
Hereby amends section 2D.38 to read:

**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.
Hereby amends section 2D.42 to read:

**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, [and] 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.
Hereby amends section 2D.48 to read:

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 font 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).
Hereby amends section 2D.107 to read:

**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.
Hereby amends section 2E.52 to read:

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 (NYI7-7) or SERVICE AREA (NYI7-7) 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 (NYI7-6) or SERVICE AREA (NYI7-9) 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 (NYI7-5) or SERVICE AREA (NYI7-8) 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 (NYI7-10) or SERVICE AREA XX MILES (NYI7-11) 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 (NYI7-12) sign may 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.
Hereby amends section 2E.53 to read:

Section 2E.53  Tourist Information and Welcome Center Signs

DELETE item A in the [second] 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.
Hereby amends section 2F.01 to read:

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.

*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.
Hereby amends section 2F.101 to read:

**Section 2F.101 Specific Service Ramp Signs (NYI8-1, NYI8-1a)**

**INSERT new section:**

Support:

[The] Specific Service Ramp (NYI8-1\[s\] 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.
Hereby adds a new chapter 3C to read:

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 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.
Hereby adds a new section 6F.49 to read:

**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.
Hereby adds a new section 6F.56 to read:

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.
Hereby amends section 6F.107 to read:

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 "FINES DOUBLED FOR SPEEDING IN WORK ZONES", NYR9-11 and NYR9-12 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.
Hereby amends the Table of Contents in the Part labeled “Appendix 1 Sign Drawings” to read:

**SIGN DRAWINGS – Table of Contents**

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<tr>
<td>SD-W7</td>
<td>STEEL DECK BRIDGE Sign</td>
</tr>
<tr>
<td>SD-W8</td>
<td>DRAWBRIDGE Sign</td>
</tr>
<tr>
<td>SD-W9</td>
<td>ROAD FLOODED Sign</td>
</tr>
<tr>
<td>SD-W10</td>
<td>ICY PAVEMENT ZONE Sign</td>
</tr>
<tr>
<td>SD-W11</td>
<td>NO SHOULDER Sign</td>
</tr>
<tr>
<td>SD-W12</td>
<td>FALLEN ROCK ZONE and SLIDES Signs</td>
</tr>
<tr>
<td>SD-W13</td>
<td>MINIMUM MAINTENANCE ROAD Sign</td>
</tr>
<tr>
<td>SD-W14</td>
<td>RUMBLE STRIPS Sign</td>
</tr>
<tr>
<td>SD-W15</td>
<td>Nonvehicular Signs</td>
</tr>
</tbody>
</table>
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
SD-W24  SMOKE Sign
SD-W25  Bus Signs
SD-W26  BIRD NESTING AREA Sign
SD-W27  BRIDGE CLOSED 500 FT Sign
SD-W28  Miscellaneous Temporary Traffic Control Signs
SD-W29  ACCIDENT AHEAD Sign
SD-W30  SANDBLASTING Sign
SD-W31  MOWING AHEAD Sign
SD-W32  WORK ZONE Plaque
SD-W33  INCREASED ENFORCEMENT AREA Sign
SD-W34  Safety Zone Sign
SD-W35  Toll Plaza Sign
SD-W36  Overhead Warning Sign Assembly Sign
SD-W37  Special Warning Signs
SD-W38  BUS TURN Sign
SD-W39  SNOWPLOW TURN Sign
SD-W40  Sign Marker
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
SD-G9  Tourist-Oriented Directional Signs
SD-G10  Specific Service Signs
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
SD-G18  General Service Symbol Signs
<table>
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<th>Code</th>
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</thead>
<tbody>
<tr>
<td>SD-G19</td>
<td>Lane Auxiliary Signs</td>
</tr>
<tr>
<td>SD-G20</td>
<td>BEGIN Auxiliary Sign</td>
</tr>
<tr>
<td>SD-G21</td>
<td>Supplemental Name Plaques</td>
</tr>
<tr>
<td>SD-G22</td>
<td>Colored Lane Auxiliary Signs</td>
</tr>
<tr>
<td>SD-G23</td>
<td>Trail Signs</td>
</tr>
<tr>
<td>SD-G24</td>
<td>Hudson River Estuary Signs</td>
</tr>
<tr>
<td>SD-G25</td>
<td>Heritage Signs</td>
</tr>
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</table>
Hereby amends sign drawing SD-R5 to read:

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<tr>
<th>SIGN DRAWING SD-R5</th>
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<th>Black Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Signal Signs</td>
<td>(NYR3-40, NYR3-41, NYR3-44)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
<th>Margin</th>
<th>Border</th>
<th>Line 1</th>
<th>Line 2</th>
<th>Line 3</th>
<th>Line 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYR3-40 &amp; NYR3-41</td>
<td>18&quot; x 24&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
</tr>
<tr>
<td>NYR3-44</td>
<td>24&quot; x 30&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>Arrow</td>
<td>5&quot;-C</td>
<td></td>
<td></td>
</tr>
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</table>
Hereby amends sign drawing SD-R15 to read:

<table>
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<tr>
<th>SIGN DRAWING SD-R15</th>
<th>White Background</th>
<th>Black Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Law Signs (Sheet 1 of 2)</td>
<td>(NYR9-2, NYR9-4, NYR9-6, NYR9-7, NYR9-9, NYR9-10, NYR9-11, NYR9-12)</td>
<td></td>
</tr>
</tbody>
</table>

NYR9-2: State Law
STOP FOR STOPPED SCHOOL BUS

NYR9-4: State Law
DO NOT BLOCK SIDE ROAD

NYR9-6: State Law
YIELD TO THE BLIND

NYR9-7: State Law
YIELD TO IN CROSSWALK

NYR9-9: State Law
DO NOT DRIVE ON SHOULDER

NYR9-10: State Law
BIKE ON RIGHT WITH TRAFFIC

NYR9-11: State Law
LICENSE SUSPENDED AFTER TWO WORK ZONE SPEEDING TICKETS

NYR9-12: State Law
FINES DOUBLED FOR SPEEDING IN WORK ZONES
<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
<th>Margin</th>
<th>Border</th>
<th>Line 1</th>
<th>Line 2</th>
<th>Line 3</th>
<th>Line 4</th>
<th>Line 5</th>
<th>Line 6</th>
<th>Line 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYR9-2</td>
<td>24&quot; x 36&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-2</td>
<td>36&quot; x 54&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>4&quot;-D</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-4</td>
<td>24&quot; x 36&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-4</td>
<td>36&quot; x 54&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>4&quot;-D</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>NYR9-6</td>
<td>24&quot; x 36&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>3&quot;-D</td>
<td>Symbol</td>
<td>3&quot;-D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-6</td>
<td>36&quot; x 54&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td>Symbol</td>
<td>4&quot;-D</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-6</td>
<td>48&quot; x 72&quot;</td>
<td>.75&quot;</td>
<td>1.25&quot;</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td>Symbol</td>
<td>6&quot;-D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-7</td>
<td>24&quot; x 42&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>3&quot;-D</td>
<td>Symbol</td>
<td>3&quot;-D</td>
<td>3&quot;-D</td>
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<tr>
<td>NYR9-7</td>
<td>36&quot; x 60&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td>Symbol</td>
<td>4&quot;-D</td>
<td>4&quot;-D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-7</td>
<td>48&quot; x 84&quot;</td>
<td>.75&quot;</td>
<td>1.25&quot;</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td>Symbol</td>
<td>6&quot;-D</td>
<td>6&quot;-D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-9</td>
<td>24&quot; x 36&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-9</td>
<td>36&quot; x 54&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-9</td>
<td>48&quot; x 72&quot;</td>
<td>.75&quot;</td>
<td>1.25&quot;</td>
<td>8&quot;-C</td>
<td>8&quot;-C</td>
<td>8&quot;-C</td>
<td>8&quot;-C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYR9-10</td>
<td>18&quot; x 24&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>2&quot;-D</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
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</tr>
<tr>
<td>NYR9-11</td>
<td>24&quot; x 42&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
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</tr>
<tr>
<td>NYR9-11</td>
<td>48&quot; x 84&quot;</td>
<td>.75&quot;</td>
<td>1.25&quot;</td>
<td>6&quot;-D</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
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<td></td>
</tr>
<tr>
<td>NYR9-12</td>
<td>24&quot; x 36&quot;</td>
<td>.375&quot;</td>
<td>.625&quot;</td>
<td>3&quot;-D</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
<td>3&quot;-C</td>
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<tr>
<td>NYR9-12</td>
<td>36&quot; x 54&quot;</td>
<td>.625&quot;</td>
<td>.875&quot;</td>
<td>4&quot;-D</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
<td>4&quot;-C</td>
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</tr>
<tr>
<td>NYR9-12</td>
<td>48&quot; x 72&quot;</td>
<td>.75&quot;</td>
<td>1.25&quot;</td>
<td>6&quot;-D</td>
<td>6&quot;-C</td>
<td>6&quot;-C</td>
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<td>6&quot;-C</td>
<td>6&quot;-C</td>
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<th>Black Legend</th>
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</thead>
<tbody>
<tr>
<td>NO TRUCKS WITH R PERMIT Signs</td>
<td>(NYR5-4, NYR5-4a)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
<th>Margin</th>
<th>Border</th>
<th>Line 1</th>
<th>Line 2</th>
<th>Line 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYR5-4</td>
<td>48&quot; x 24&quot;</td>
<td>.375&quot;</td>
<td>.5&quot;</td>
<td>5&quot;-D</td>
<td>3&quot;-D</td>
<td>8&quot;-D, 5&quot;-D</td>
</tr>
<tr>
<td>NYR5-4a</td>
<td>12&quot; x 12&quot;</td>
<td>.375&quot;</td>
<td>.375&quot;</td>
<td>8&quot;-D</td>
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Hereby adds a new sign drawing SD-W40 to read:

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<tbody>
<tr>
<td><em>Sign Marker</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(NYW7-15)</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NYW7-15

<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYW7-15</td>
<td>12” x 12”</td>
</tr>
<tr>
<td>NYW7-15</td>
<td>18” x 18”</td>
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Hereby adds a new sign drawing SD-W41 to read:

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<th>Black Legend</th>
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<tbody>
<tr>
<td>Type 3 Object Markers</td>
<td>(NYW7-12, NYW7-13, NYW7-21)</td>
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</table>

**NYW7-12, NYW7-13, & NYW7-21**

<table>
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<tr>
<th>Sign</th>
<th>Size</th>
<th>Black Stripes</th>
<th>Yellow Stripes</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>NYW7-12, NYW7-13, &amp; NYW7-21</td>
<td>12” x 36”</td>
<td>4.5”</td>
</tr>
<tr>
<td></td>
<td>NYW7-12, NYW7-13, &amp; NYW7-21</td>
<td>12” x 54”</td>
<td>7”</td>
</tr>
</tbody>
</table>
Hereby amends sign drawing SD-G1 to read:

### SIGN DRAWING SD-G1

<table>
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<tr>
<th>Green Background</th>
<th>White Legend</th>
</tr>
</thead>
</table>

### Exit Number Plaques

**(NYG8-1, NYG8-1a, NYG8-1b, NYG8-2, NYG8-2a, NYG8-2b, NYG8-3, NYG8-3a, NYG8-3b, NYG8-4, NYG8-5)**

<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
<th>Margin</th>
<th>Border</th>
<th>Words</th>
<th>Number &amp; Suffix</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYG8-1</td>
<td>Var. x 24&quot;</td>
<td>1&quot;</td>
<td>8&quot;-E</td>
<td>12&quot;-E</td>
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</tr>
<tr>
<td>NYG8-1</td>
<td>Var. x 30&quot;</td>
<td>1.25&quot;</td>
<td>10&quot;-E</td>
<td>15&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1</td>
<td>Var. x 36&quot;</td>
<td>1.5&quot;</td>
<td>12&quot;-E</td>
<td>18&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1a</td>
<td>Var. x 36&quot;</td>
<td>1&quot;</td>
<td>8&quot;-E</td>
<td>12&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1a</td>
<td>Var. x 48&quot;</td>
<td>1.25&quot;</td>
<td>10&quot;-E</td>
<td>15&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1a</td>
<td>Var. x 60&quot;</td>
<td>1.5&quot;</td>
<td>12&quot;-E</td>
<td>18&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1b</td>
<td>Var. x 36&quot;</td>
<td>1&quot;</td>
<td>8&quot;-E</td>
<td>12&quot;-E</td>
<td></td>
</tr>
<tr>
<td>NYG8-1b</td>
<td>Var. x 48&quot;</td>
<td>1.25&quot;</td>
<td>1.25&quot;</td>
<td>10&quot;-E</td>
<td>15&quot;-E</td>
</tr>
<tr>
<td>NYG8-1b</td>
<td>Var. x 60&quot;</td>
<td>1.5&quot;</td>
<td>1.5&quot;</td>
<td>12&quot;-E</td>
<td>18&quot;-E</td>
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Hereby amends sign drawing SD-G5 to read:

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<th>SIGN DRAWING SD-G5</th>
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<th>White Legend</th>
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</thead>
<tbody>
<tr>
<td><strong>Political Boundary Signs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(NYI12-1, NYI12-2a, NYI12-2b, NYI12-3a, NYI12-3b)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NYI12-3a
- Size: Var. x 12"
- Border: .625"
- Line 1: 4"-D

### NYI12-3b
- Size: Var. x 18"
- Border: .625"
- Line 1: 6"-D

### NYI12-3a
- Size: Var. x 24"
- Border: .875"
- Line 1: 8"-D

### NYI12-2a & NYI12-2b
- Size: Var. x 24"
- Border: .625"
- Line 1: 4"-D
- Line 2: 4"-D

### NYI12-2a & NYI12-2b
- Size: Var. x 30"
- Border: .625"
- Line 1: 6"-D
- Line 2: 6"-D

### NYI12-2a & NYI12-2b
- Size: Var. x [48][36]"
- Border: .875"
- Line 1: 8"-D
- Line 2: 8"-D

### NYI12-3a
- Size: Var. x 36"
- Border: 1"
- Line 1: 8"-E(m)/6"-lc
- Line 2: 8"-E(m)/6"-lc

### NYI12-3b
- Size: Var. x 36"
- Border: 1"
- Line 1: 6"-D
- Line 2: 8"-E(m)/6"-lc
Hereby amends sign drawing SD-G9 to read:

<table>
<thead>
<tr>
<th>SIGN DRAWING SD-G9</th>
<th>Blue Background</th>
<th>White Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tourist-Oriented Directional Signs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(NYI8-1, NYI8-1a, NYI8-2, NYI8-3, NYI8-4)</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sign</th>
<th>Size</th>
<th>Border</th>
<th>Line 1</th>
<th>Line 2</th>
<th>Line 3</th>
<th>In Arrows</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYI8-1</td>
<td>36” x Var.</td>
<td>.625”</td>
<td>4”-C</td>
<td></td>
<td></td>
<td>4”-C</td>
</tr>
<tr>
<td>NYI8-1a</td>
<td>72” x 66”</td>
<td>1”</td>
<td>4”-C</td>
<td></td>
<td></td>
<td>4”-C</td>
</tr>
<tr>
<td>NYI8-2</td>
<td>36” x Var.</td>
<td>.625”</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>NYI8-2</td>
<td>54” x Var.</td>
<td>.75”</td>
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<td>6”-C</td>
</tr>
<tr>
<td>NYI8-3</td>
<td>36” x Var.</td>
<td>.625”</td>
<td>4”-C</td>
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</tr>
<tr>
<td>NYI8-3</td>
<td>54” x Var.</td>
<td>.75”</td>
<td></td>
<td>6”-C</td>
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<tr>
<td>NYI8-3</td>
<td>60” x Var.</td>
<td>1”</td>
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<td>8”-C</td>
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</tr>
<tr>
<td>NYI8-4</td>
<td>24” x 15”</td>
<td>.5”</td>
<td>4” min.</td>
<td>4” min.</td>
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</tr>
<tr>
<td>NYI8-4</td>
<td>36” x 24”</td>
<td>.625”</td>
<td>6” min.</td>
<td>6” min.</td>
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<td></td>
</tr>
<tr>
<td>NYI8-4</td>
<td>48” x 30”</td>
<td>.75”</td>
<td>8” min.</td>
<td>8” min.</td>
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