

**RESCINDED  
JANUARY 2024**

This Recommended  
Change to the MUTCD  
was rescinded by the  
NCUTCD Council on  
January 12, 2024.



## National Committee on Uniform Traffic Control Devices

17200 West Bell Road No. 1135 \* Surprise, Ariz. 85374  
Telephone (623) 214-2403 \* e-mail: ncutcd@aol.com

### ATTACHMENT NO. 3

### RW Item No. 7

#### National Committee on Uniform Traffic Control Devices

#### RWSTC RECOMMENDATION

#### **REVISIONS FOLLOWING SPONSOR COMMENTS SHOWN IN YELLOW**

**TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical  
Committee**

**DATE OF ACTION: 12-2-07, revised 12-10-07, revised 12-16-07, Revised 11-30-08,  
revised 12-1-08, revised 12-30-08**

**RWSTC APPROVAL DATE: 1-7-09**

**RWSTC APPROVAL FOLLOWING SPONSOR COMMENTS : 6-19-09**

**TRANSMITTAL TO SPONSORS DATE: March 2, 2009**

**COUNCIL APPROVAL DATE: June 20, 2009**

**TOPIC: Synthesis of Signs, Regulatory Signs, U-TURN SIGNAL, SSR-31.**

#### **AFFECTED PORTIONS OF MUTCD:**

- 2003 MUTCD - Sections 2B.45 and 4D.06, Figure 2B-19, and Table 2B-1 or
- NPA Section 2B.59 and 4D.10, Figure 2B-30, and Table 2B-1

**The changes proposed are shown to the 2003 MUTCD.**

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DISCUSSION:

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

The Synthesis of Non-MUTCD Signing (by FHWA) identified seventy-four signs or categories of signs that are not in the MUTCD but were in common use by various States, governments and Canada. The Synthesis of Non-MUTCD Signing recommended that these signs be considered for inclusion in the MUTCD. Forty two (42) of these signs were Regulatory Signs. The Regulatory and Warning Sign Technical Committee (RWSTC) reviewed 10 of these signs in June 2006 and 10 in January 2007. The remaining 22 signs were reviewed by RWSTC for merit at the June 2007 meeting; and of these, the task force was charged with providing new language to the MUTCD for 6 of the 22 for consideration by RWSTC at the January 2008 meeting. The U-TURN SIGNAL sign is one of these 6 under consideration.

- **SSR-31 U-TURN SIGNAL**



**Recommended design**  
**R10-XX**

**U-Turn Signal:** Section 4D.06 of the 2003 MUTCD requires that if the left-turn signal face does not simultaneously display the same color of the circular signal indication as the signal faces for the adjacent through movement, a LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign or a LEFT TURN SIGNAL – YIELD ON GREEN (symbolic green ball (R10-21) sign (see Figure 2B-19) shall be used.

**At certain locations, left turns are prohibited or are not geometrically possible but U-turns are allowed and controlled with a separate protected-only mode signal phase.** To properly communicate that the separate signal face only applies to U turners, at least 2 States have developed signs similar to the R10-10 “left turn signal” sign but with the legend U Turn Signal.

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January 12, 2024.

**RECOMMENDATION:** Add the U Turn Signal sign to Section 2B.45 and Figure 2B-19 Traffic Signal Signs to allow for their use.

The Signals Technical Committee reviewed and approved the change to part 4D.

**Note:** Proposed changes to the MUTCD are shown in underline red and removed text are shown in ~~strikethrough-red~~.

**RECOMMENDED WORDING to the 2003 MUTCD:**

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

**Option:**

To supplement traffic signal control, Traffic Signal signs R10-1 through ~~R10-21~~ R10-XX may be used to regulate road users.

**Guidance:**

When used, Traffic Signal signs should be located adjacent to the signal face to which they apply.

**Standard:**

**Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-18) shall be mounted immediately above or incorporated in pedestrian pushbutton units (see Section 4E.08).**

**Support:**

Traffic Signal signs applicable to pedestrians include:

- A. CROSS ON GREEN LIGHT ONLY (R10-1);
- B. CROSS ON WALK SIGNAL ONLY (R10-2);
- C. PUSH BUTTON FOR GREEN LIGHT (R10-3); and
- D. PUSH BUTTON FOR WALK SIGNAL (R10-4).

**Option:**

The following signs may be used as an alternate for the R10-3 and R10-4 signs:

- A. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR GREEN LIGHT (R10-3a); and
- B. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR WALK SIGNAL (R10-4a).

The symbol sign R10-2a may be used as an alternate to sign R10-2. Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/DONT WALK may be substituted for the symbols on the educational sign R10-

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108 3b, thus creating sign R10-3c. The R10-3d sign may be used if the pedestrian clearance time is  
109 This Recommended sign may be used only for the pedestrian to cross to the median. The diagrammatic sign  
110 Change to the MUTCD may also be used as an alternate to sign R10-4. At intersections where pedestrians cross  
111 was rescinded by the NCUTCD Council on January 12, 2024. the ages using a median refuge island, the word message "CROSS TO MEDIAN" may be  
112 on the near corner of the refuge island along with the educational plaque.

113 Traffic Signal signs (see Figure 2B-19) may be installed at certain locations to clarify  
114 signal control. Among the legends for this purpose are LEFT ON GREEN ARROW ONLY (R10-  
115 5), STOP HERE ON RED (R10-6 or R10-6a) for observance of stop lines, DO NOT BLOCK  
116 INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN  
117 ARROW (R10-8) for obedience to Lane Control signals, LEFT TURN YIELD ON GREEN  
118 (symbolic green ball) (R10-12), and LEFT TURN SIGNAL YIELD ON GREEN  
119 (symbolic green ball) (R10-21) (see Section 4D.06).

120 In situations where traffic control signals are coordinated for progressive timing, the  
121 Traffic Signal Speed (11-1) sign may be used (see Section 2D.47).

#### 122 123 **Standard:**

124 **The NO TURN ON RED (R10-11a, R10-11b) sign (see Figure 2B-19) shall be used to**  
125 **prohibit a right turn on red (or a left turn on red from a one-way street to a one-way street).**

#### 126 127 **Option:**

128 A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) may be used as an  
129 alternate to the R10-11a and R10-11b signs.

#### 130 131 **Guidance:**

132 If used, the NO TURN ON RED sign should be installed near the appropriate signal  
133 head.

134 A NO TURN ON RED sign should be considered when an engineering study finds that  
135 one or more of the following conditions exists:

- 136 A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
- 137 B. Geometrics or operational characteristics of the intersection that might result in
- 138 unexpected conflicts;
- 139 C. An exclusive pedestrian phase;
- 140 D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers,
- 141 especially involving
- 142 children, older pedestrians, or persons with disabilities; and
- 143 E. More than three right-turn-on-red accidents reported in a 12-month period for the
- 144 particular approach.

145 Where turns on red are permitted and the signal indication is a RED ARROW, the  
146 RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-19) should be  
147 installed adjacent to the RED ARROW signal indication.

#### 148 149 **Option:**

150 In order to remind drivers who are making turns to yield to pedestrians, especially at  
151 intersections where right turn on red is permitted and pedestrian crosswalks are marked, a  
152 TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (R10-15) sign may be used (see  
153 Figure 2B-19).

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A supplemental R10-20a plaque (see Figure 2B-19) showing times of day (similar to the one shown in Figure 7B-1) with a black legend and border on a white background may be installed below a NO TURN ON RED sign to indicate that the restriction is in place only at certain times.

**The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-19) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4F.02).**

Option:

A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-19) may be installed near the left-turn signal face if U-turns are allowed on a protected left-turn movement on an approach from which drivers making a right turn from the conflicting approach to their left are simultaneously being shown a right-turn GREEN ARROW signal indication.

A U-TURN SIGNAL (R10-XX) sign (see Figure 2B-19) may be installed near adjacent to the signal face that exclusively controls a u-turn movement.

## **Section 4D.06 Application of Steady Signal Indications for Left Turns**

Support:

Left-turning traffic is controlled by one of four modes as follows:

A. Permissive Only Mode—turns made on the CIRCULAR GREEN signal indication after yielding to

oncoming traffic and pedestrians;

B. Protected Only Mode—turns made only when the left-turn GREEN ARROW signal indication is

displayed;

C. Protected/Permissive Mode—both modes occur on an approach during the same cycle; or

D. Variable Left-Turn Mode—the operating mode changes among the protected only mode and/or the

protected/permissive mode and/or the permissive only mode during different periods of the day.

Option:

In areas having a high percentage of elderly drivers, special consideration may be given to the use of protected only mode left-turn phasing, when appropriate.

**Standard:**

**The required left-turn signal faces and operation for an approach shall be determined by the selected mode of left-turn operation, as follows:**

A. Permissive Only Mode—The signal indications for permissive only mode left turns shall be provided by the signal faces controlling the through movement, or by a permissive-only left-turn signal face that is either a shared signal face or a separate signal face. A permissive-only shared signal face, regardless of where the permissive-only left-turn signal face is positioned and regardless of how many adjacent through signal faces are provided, shall always simultaneously display the same color of circular indication that the adjacent through signal face or faces display.

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A separate permissive-only left-turn signal face sometimes displays a different color circular signal indication than the adjacent through signal faces display.

If a separate left-turn signal face is provided for permissive only left turns, it shall meet the following requirements:

1. During the permissive left-turn movement, the left-turn signal face shall display a CIRCULAR GREEN signal indication.

2. If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the left-turn signal face shall not be required to simultaneously display the same color of circular signal indication as the signal faces for the adjacent through movement.

3. If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the display of a CIRCULAR GREEN signal indication for a permissive left-turn movement while the signal faces for the adjacent through movement display CIRCULAR RED signal indications and the opposing left-turn signal faces display left-turn GREEN ARROW signal indications for a protected left-turn movement shall be permitted.

4. If the left-turn signal face does not simultaneously display the same color of circular signal indication as the signal faces for the adjacent through movement, a LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign or a LEFT TURN SIGNAL — YIELD ON GREEN (symbolic green ball) (R10-21) sign (see Figure 2B-19) shall be used.

**B. Protected Only Mode—** The left-turn signal face shall be capable of displaying one of the following sets of signal indications:

1. Left-turn RED ARROW, YELLOW ARROW, and GREEN ARROW signal indications only.

At least one left-turn signal face shall be provided in addition to the two approach signal faces required in Section 4D.15 for the major movement. Only one of the three colors shall be illuminated at any given time. A signal instruction sign shall not be required with this set of signal indications. If used, it shall be a LEFT ON GREEN ARROW ONLY sign (R10-5).

2. CIRCULAR RED, left-turn YELLOW ARROW, and left-turn GREEN ARROW signal indications. At least one left-turn signal face shall be provided in addition to the two approach signal faces required in Section 4D.15 for the major movement. Only one of the three colors shall be illuminated at any given time. Unless the CIRCULAR RED signal indication is shielded, hooded, louvered, positioned, or designed such that it is not readily visible to drivers in the through lane(s), a LEFT TURN SIGNAL sign (R10-10) shall be used.

3. CIRCULAR RED, CIRCULAR YELLOW, CIRCULAR GREEN, and left-turn GREEN ARROW signal indications. This four-section signal face shall be used only when the CIRCULAR GREEN and left-turn GREEN ARROW signal indications begin and terminate together. During each interval, the circular signal indication shall be the same color as the signal indication on the signal face(s) for the adjacent through traffic.

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Option:

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**U-TURN SIGNAL (R10-XX) sign (see Figure 2B-19) may be installed near adjacent**  
**the signal face that exclusively controls a u-turn movement.**

**C. Protected/Permissive Mode—**The signal indications for protected/permissive mode left turns shall be provided in either a shared signal face or a separate signal face. Any protected/permissive left turn signal face that always simultaneously displays the same color of circular signal indication that the adjacent through signal faces display shall be considered to be a shared signal face, regardless of where the left-turn signal face is positioned and regardless of how many adjacent through signal faces are provided. Any protected/permissive left-turn signal face that sometimes displays a different color of circular signal indication than the adjacent through signal faces display shall be considered to be a separate signal face. The requirements for each type of signal face are as follows:

1. If a shared signal face is provided, it shall be considered an approach signal face, and shall meet the following requirements:

(a) During the protected left-turn movement, the signal face shall simultaneously display a left turn GREEN ARROW signal indication and a circular signal indication that is the same color as the signal indication for the adjacent through lane on the same approach as the protected left turn. During the protected left-turn movement, the signal faces for through traffic on the opposing approach shall simultaneously display CIRCULAR RED signal indications.

(b) During the permissive left-turn movement, all signal faces on the approach shall display CIRCULAR GREEN signal indications.

(c) All signal faces on the approach shall simultaneously display the same color of circular signal indications to both through and left-turn road users.

(d) A supplementary sign shall not be required. If used, it shall be a LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign (see Figure 2B-19).

2. If a separate signal face is provided, it shall be considered a left-turn signal face, and shall meet the following requirements:

(a) During the protected left-turn movement, the left-turn signal face shall display a left-turn GREEN ARROW signal indication. During the protected left-turn movement, the signal faces for through traffic on the opposing approach shall simultaneously display CIRCULAR RED signal indications.

(b) During the permissive left-turn movement, the left-turn signal face shall display a CIRCULAR GREEN signal indication.

(c) If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the left-turn signal face shall not be required to simultaneously display the same color of circular signal indication as the signal faces for the adjacent through movement.

(d) If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the display of a CIRCULAR GREEN signal indication for a permissive left-turn movement while the signal faces for the adjacent through movement display

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295 CIRCULAR RED signal indications and the opposing left-turn signal face displays a  
296 left-turn GREEN ARROW for a protected left turn movement shall be permitted.  
297 If the left-turn signal face does not simultaneously display the same color of  
298 circular signal indication as the signal faces for the adjacent through movement, a  
299 LEFT TURN SIGNAL—YIELD ON GREEN (symbolic green ball) (R10-21) sign  
300 shall be used. (see Figure 2B-19)

301  
302 D. Variable Left-Turn Mode—If the protected only mode occurs during one or  
303 more periods of the day, and the permissive only mode or the combined  
304 protected/permissive mode occurs during other periods of the day, the requirements  
305 of Items A, B, and C in this Standard that are appropriate to that mode of operation  
306 shall be met, subject to the following:

307 1. The CIRCULAR GREEN and CIRCULAR YELLOW signal indications shall not  
308 be displayed when operating in the protected only mode.

309 2. The left-turn GREEN ARROW and left-turn YELLOW ARROW signal  
310 indications shall not be displayed when operating in the permissive only mode.

311 Option:

312 Additional appropriate signal indications or changeable message signs may be used to  
313 meet the requirements for the variable left-turn mode.

314  
315 **Figure 2B-19 – Add a U TURN SIGNAL (R10-XX) as shown above.**

316  
317 **Table 2B-1 – Add R10-XX as shown above.**

318  
319 **The NPA text is shown below for informational purposes**

320  
321 **Section ~~2B.45~~ 2B.59 Traffic Signal Signs (R10-1 through ~~R10-21~~ R10-32P)**

322  
323 **Revisions shown in yellow from Bicycle Committee, approved by Council June 21,**  
324 **2008**

325 Option:

326 To supplement traffic signal control, Traffic Signal signs R10-1 through ~~R10-21~~ R10-32P  
327 may be used to regulate road users.

328 ~~Guidance:~~

329 ~~When used, Traffic Signal signs should be located adjacent to the signal face to which they~~  
330 ~~apply.~~ deleted as locations near signal faces are now specifically specified where appropriate

331 **Standard:**

332 Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-29) or bicyclist  
333 actuation (see Figure 9B-2) shall be mounted immediately above or incorporated into the  
334 ~~pedestrian~~ pushbutton detector units (see Section 4E.08).

335 Support:

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336 Traffic  
337 This Recommended  
338 Change to the MUTCD  
339 was rescinded by the  
340 NCHRP Council on  
341 January 12, 2024.

Signal signs applicable to pedestrians include:

CROSS ~~ONLY~~ ON GREEN ~~LIGHT ONLY~~ (symbolic circular green) (R10-1);  
CROSS ~~ONLY~~ ON ~~WALK~~ (symbolic walk indication) SIGNAL ~~ONLY~~ (R10-2);  
Push Button for ~~GREEN LIGHT~~ Walk Signal (R10-3); and  
Push Button for ~~WALK SIGNAL~~ Green Signal (R10-4).

Option:

The following signs may be used as an alternate for the R10-3 and R10-4 signs:

- A. Push Button to Cross Street (~~arrow~~), ~~PUSH BUTTON~~ Wait for ~~GREEN LIGHT~~ Walk Signal (R10-3a); or
- B. Push Button to Cross Street (~~arrow~~), ~~PUSH BUTTON WALK SIGNAL~~ Wait for Green Signal (R10-4a).

The name of the street to be crossed may be substituted for the word STREET in the legends on the R10-3a and R10-4a signs.

~~The symbol sign R10-2a may be used as an alternate to sign R10-2.~~ Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used instead of the R10-3 sign to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating educational sign R10-3c. The R10-3d educational sign may be used if to inform pedestrians that the pedestrian clearance time is sufficient only for the pedestrian to cross to the median at locations where pedestrians cross in two stages using a median refuge island. ~~The diagrammatic sign R10-4b may also be used as an alternate to sign R10-4. At intersections where pedestrians cross in two stages using a median refuge island, the word message "CROSS TO MEDIAN" may be placed on the near corner of the refuge island along with the educational plaque.~~ The R10-3e educational sign may be used where countdown pedestrian signals have been provided. In order to assist the pedestrian in understanding which pushbutton to push, the R10-3f to R10-3i educational signs that provide the name of the street to be crossed may be used instead of the R10-b to R10-3e educational signs.

The R10-24 or R10-26 sign (see Section 9B.11) may be used where a pushbutton detector has been installed exclusively for bicyclists to actuate a green phase for bicyclists. a special bicycle phase or a concurrent vehicular green phase.

The R10-25 sign (see Figure 2B-29) may be used where a pushbutton detector has been installed for pedestrians to activate In-Roadway Warning Lights (see Chapter 4N) or flashing beacons that have been added to the pedestrian warning signs.

Traffic Signal signs (see Figure 2B-30) may be installed at certain locations to clarify signal control. Among the legends that may be used for this purpose are LEFT ON GREEN ARROW ONLY (R10-5) (see Section 4D.19), STOP HERE ON RED (R10-6 or R10-6a) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to ~~Lane Control~~ lane-use control

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375 edited for consistency signals (see Chapter 4M), added to assist reader LEFT TURN YIELD ON  
376 This Recommended (symbolic circular green ~~ball~~) (R10-12), ~~and~~ LEFT TURN SIGNAL YIELD ON  
377 Change to the MUTCD (symbolic circular green ~~ball~~) (R10-21) (~~see Sections 4D-18 and 4D-20~~), and LEFT  
378 was rescinded by the NCUTCD Council on YIELD ON FLASHING RED ARROW AFTER STOP (R10-27).  
January 12, 2024.

380 If used, the LEFT ON GREEN ARROW ONLY (R10-5) sign, the LEFT TURN YIELD ON  
381 GREEN (symbolic circular green) (R10-12) sign, the LEFT TURN SIGNAL YIELD ON  
382 GREEN (symbolic circular green) (R10-21) sign, or the LEFT TURN YIELD ON FLASHING  
383 RED ARROW AFTER STOP (R10-27) sign should be located adjacent to the left-turn signal  
384 face.

385 Option:

386 If needed for additional emphasis, an additional LEFT TURN YIELD ON GREEN (symbolic  
387 circular green) (R10-12) sign with an AT SIGNAL (R10-31P) supplemental plaque (see Figure  
388 2B-30) may be installed in advance of the intersection.

389 In situations where traffic control signals are coordinated for progressive timing, the Traffic  
390 Signal Speed (I1-1) sign may be used (see Section 2I.04).

391 **Standard:**

392 ~~The NO TURN ON RED (R10-11a, R10-11b) sign (see Figure 2B-19) shall be used to~~  
393 ~~prohibit~~ Where a right turn on red (or a left turn on red from a one-way street to a one-way  
394 street) is to be prohibited, a symbolic NO TURN ON RED (symbolic circular red) (R10-11)  
395 sign (see Figure 2B-30) or a NO TURN ON RED (R10-11a, R10-11b) word message sign  
396 (see Figure 2B-30) shall be used.

397 ~~Option:~~

398 ~~A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) may be used as an~~  
399 ~~alternate to the R10-11a and R10-11b signs.~~ incorporated into previous paragraph

400 **Guidance:**

401 If used, the No Turn on Red sign should be installed near the appropriate signal head.

402 A No Turn on Red sign should be considered when an engineering study finds that one or  
403 more of the following conditions exists:

- 404 A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
- 405 B. Geometrics or operational characteristics of the intersection that might result in
- 406 unexpected conflicts;
- 407 C. An exclusive pedestrian phase;
- 408 D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers,
- 409 especially involving children, older pedestrians, or persons with disabilities;
- 410 E. More than three right-turn-on-red accidents reported in a 12-month period for the
- 411 particular approach; or

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412 F. The skew angle of the intersecting roadways creates difficulty for older drivers to see  
413 traffic approaching from their left.

414 This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.  
415 Where turns on red are permitted and the signal indication is a steady **added to increase**  
416 RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign  
(see Figure 2B-30) should be installed adjacent to the RED ARROW signal indication.

417 Option:

418 A supplemental R10-20a plaque (see Figure 2B-30) showing times of day (similar to the S4-  
419 1P plaque shown in Figure 7B-1) with a black legend and border on a white background may be  
420 mounted below a No Turn on Red sign to indicate that the restriction is in place only during  
421 certain times.

422 Alternatively, a blank-out sign may be used instead of a static NO TURN ON RED sign, to  
423 display either the NO TURN ON RED legend or the No Right Turn symbol or word message, as  
424 appropriate, only at certain times during the day or during one or more portion(s) of a particular  
425 cycle of the traffic signal.

426 On signalized approaches with more than one right-turn lane, a NO TURN ON RED  
427 EXCEPT FROM RIGHT LANE (R10-11c) sign (see Figure 2B-30) may be post-mounted at the  
428 intersection or a NO TURN ON RED FROM THIS LANE (with down arrow) (R10-11d) sign  
429 may be mounted directly over the center of the lane from which turns on red are prohibited.

430 **Standard:**

431 The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure  
432 2B-30) shall be used in conjunction with pedestrian hybrid signals (see Section 4F.02).

433 **The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-30) shall be used in**  
434 **conjunction with emergency-vehicle traffic control signals (see Section 4G.02).**

435 The EMERGENCY SIGNAL—STOP WHEN FLASHING RED (R10-14 or R10-14a)  
436 sign (see Figure 2B-30) shall be used in conjunction with emergency-vehicle hybrid signals  
437 (see Section 4G.04).

438 Option:

439 In order to remind drivers who are making turns to yield to pedestrians, especially at  
440 intersections where right turn on red is permitted and pedestrian crosswalks are marked, a  
441 ~~TURNING TRAFFIC MUST YIELD TO PEDESTRIANS~~ Turning Vehicles Yield to Pedestrians  
442 (R10-15) sign (see Figure 2B-30) may be used. **this paragraph was relocated within this section to**  
443 **improve continuity**

444 A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-30) may be installed  
445 near the left-turn signal face if U-turns are allowed on a protected left-turn movement on an  
446 approach from which ~~drivers making a right turn from the conflicting approach to their left are a~~  
447 right-turn GREEN ARROW signal indication is simultaneously being ~~shown displayed a right-~~  
448 ~~turn GREEN ARROW signal indication~~ to drivers making a right turn from the conflicting  
449 approach to their left.

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450 A RIGHT TURN ON RED MUST YIELD TO U-TURN (R10-30) sign (see Figure 2B-30)  
451 This Recommended Change to the MUTCD was rescinded by the  
452 NCUTCD Council on January 12, 2024.

453 Figure 2B-29 –Human Factors testing been done on Signs R10-3, R10-3a, R10-4, R10-4a  
454 and R10-25 in Canada per FHWA . Shown in NPA preamble. RWSTC recommends

455 approval of Figure 2B-29

456

457

458 **R/WS TC to Sponsors, 2009-01-07**

459 **RWSTC APPROVAL 6-18-09**

460 VOTE: For: Unanimous

461 Opposed:

462 Abstentions:

463

464 Council Approval: June 20, 2009

465

466

467 u: ssr-31 u-turn signal RW # 7 5-24-09, Revised 6-18-09, REVISED 6-19-09,

468 **REVISED 6-20-09**

469