



# National Committee on Uniform Traffic Control Devices

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## National Committee on Uniform Traffic Control Devices (NCUTCD) Recommended Changes to Proposed Text for 11<sup>th</sup> Edition of the MUTCD Docket Number: FHWA-2020-0001

6 **Federal Register Item Number:** 155-184 (see listing below)

7 **NPA MUTCD Section Number:** Sections 2D.01 – 2D.59

8 **Legend:** Base text shown in proposal is the NPA “clean” proposed text.

- 9 • Addition to NPA text: Added text proposed by NCUTCD.
- 10 • Deletion of NPA text: ~~Deleted text proposed by NCUTCD.~~
- 11 • Moving NPA text: Moved text proposed by NCUTCD.
- 12 • NPA text that was not previously approved by NCUTCD, but is now approved.
- 13 • Explanatory note (normally accompany each change within the NPA text): Note that
- 14 explains purpose of recommended change.]

16 The following pages present NCUTCD recommendations for changes to the MUTCD NPA  
17 proposed text, tables and figures for Chapter 2D. Below is a short summary of the NCUTCD  
18 position for each section of this chapter. A more detailed summary is provided at the beginning  
19 of each section.  
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- 22 • NPA #155, Section 2D.01: Changes recommended based on Council action in spring 2021.
- 23 • No NPA Item, Section 2D.02: NCUTCD agrees with NPA content (no changes recommended).
- 24 • No NPA Item, Section 2D.03: NCUTCD agrees with NPA content (no changes recommended).
- 25 • No NPA Item, Section 2D.04: NCUTCD agrees with NPA content (no changes recommended).
- 26 • NPA #156, Section 2D.05: Changes recommended based on Council action in spring 2021.
- 27 • No NPA Item, Section 2D.06: NCUTCD agrees with NPA content (no changes recommended).
- 28 • NPA #157, Section 2D.07: Changes recommended based on Council action in spring 2021.
- 29 • NPA #158, Section 2D.08: Changes recommended based on Council action in spring 2021.
- 30 • NPA #159, Section 2D.09: NCUTCD agrees with NPA content (no changes recommended).
- 31 • No NPA Item, Section 2D.10: NCUTCD agrees with NPA content (no changes recommended).
- 32 • NPA #160, Section 2D.11: Changes recommended based on Council action in spring 2021.
- 33 • NPA #161, Section 2D.12: Changes recommended based on Council action in spring 2021.
- 34 • No NPA Item, Section 2D.13: NCUTCD agrees with NPA content (no changes recommended).
- 35 • No NPA Item, Section 2D.14: NCUTCD agrees with NPA content (no changes recommended).
- 36 • No NPA Item, Section 2D.15: NCUTCD agrees with NPA content (no changes recommended).
- 37 • NPA #162, Section 2D.16: NCUTCD agrees with NPA content (no changes recommended).
- 38 • NPA #163, Section 2D.17: NCUTCD agrees with NPA content (no changes recommended).
- 39 • No NPA Item, Section 2D.18: NCUTCD agrees with NPA content (no changes recommended).
- 40 • No NPA Item, Section 2D.19: NCUTCD agrees with NPA content (no changes recommended).
- 41 • No NPA Item, Section 2D.20: NCUTCD agrees with NPA content (no changes recommended).
- 42 • No NPA Item, Section 2D.21: NCUTCD agrees with NPA content (no changes recommended).

- 43 • No NPA Item, Section 2D.22: NCUTCD agrees with NPA content (no changes recommended).
- 44 • No NPA Item, Section 2D.23: NCUTCD agrees with NPA content (no changes recommended).
- 45 • No NPA Item, Section 2D.24: NCUTCD agrees with NPA content (no changes recommended).
- 46 • No NPA Item, Section 2D.25: NCUTCD agrees with NPA content (no changes recommended).
- 47 • No NPA Item, Section 2D.26: Changes recommended based on Council action in spring 2021.
- 48 • No NPA Item, Section 2D.27: NCUTCD agrees with NPA content (no changes recommended).
- 49 • No NPA Item, Section 2D.28: Changes recommended based on Council action in spring 2021.
- 50 • NPA #164, Section 2D.29: Changes recommended based on Council action in spring 2021.
- 51 • No NPA Item, Section 2D.30: NCUTCD agrees with NPA content (no changes recommended).
- 52 • No NPA Item, Section 2D.31: Changes recommended based on Council action in spring 2021.
- 53 • No NPA Item, Section 2D.32: NCUTCD agrees with NPA content (no changes recommended).
- 54 • No NPA Item, Section 2D.33: NCUTCD agrees with NPA content (no changes recommended).
- 55 • NPA #165, Section 2D.34: NCUTCD agrees with NPA content (no changes recommended).
- 56 • NPA #166, Section 2D.35: Changes recommended based on Council action in spring 2021.
- 57 • NPA #167, Section 2D.36: Changes recommended based on Council action in spring 2021.
- 58 • NPA #168, Section 2D.37: Changes recommended based on Council action in spring 2021.
- 59 • No NPA Item, Section 2D.38: Changes recommended based on Council action in spring 2021.
- 60 • No NPA Item, Section 2D.39: Changes recommended based on Council action in spring 2021.
- 61 • NPA #169, Section 2D.40: Changes recommended based on Council action in spring 2021.
- 62 • No NPA Item, Section 2D.41: Changes recommended based on Council action in spring 2021.
- 63 • NPA #170, Section 2D.42: NCUTCD agrees with NPA content (no changes recommended).
- 64 • NPA #171, Section 2D.43: NCUTCD agrees with NPA content (no changes recommended).
- 65 • No NPA Item, Section 2D.44: NCUTCD agrees with NPA content (no changes recommended).
- 66 • NPA #172, Section 2D.45: Changes recommended based on Council action in spring 2021.
- 67 • NPA #173, Section 2D.46: Changes recommended based on Council action in spring 2021.
- 68 • NPA #174, Section 2D.47: NCUTCD agrees with NPA content (no changes recommended).
- 69 • No NPA Item, Section 2D.48: NCUTCD agrees with NPA content (no changes recommended).
- 70 • NPA #175, Section 2D.49: Changes recommended based on Council action in spring 2021.
- 71 • No NPA Item, Section 2D.50: NCUTCD agrees with NPA content (no changes recommended).
- 72 • NPA #176, Section 2D.51: Changes recommended based on Council action in spring 2021.
- 73 • NPA #177, Section 2D.52: NCUTCD agrees with NPA content (no changes recommended).
- 74 • NPA #178, Section 2D.53: Changes recommended based on Council action in spring 2021.
- 75 • NPA #179, Section 2D.54: Changes recommended based on Council action in spring 2021.
- 76 • NPA #180, Section 2D.55: Changes recommended based on Council action in spring 2021.
- 77 • No NPA Item, Section 2D.56: NCUTCD agrees with NPA content (no changes recommended).
- 78 • NPA #182, Section 2D.57: Changes recommended based on Council action in spring 2021.
- 79 • NPA #183, Section 2D.58: Changes recommended based on Council action in spring 2021.
- 80 • NPA #184, Section 2D.59: Changes recommended based on Council action in spring 2021.

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85 **Section 2D.01 Comments: NCUTCD agrees with 2D.01 as presented in the NPA.**

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87 **Section 2D.01 Scope of Conventional Road Guide Sign Standards and Application**

88 **Standard:**

89 **The provisions of this Chapter shall apply to any road or street other than expressways and**  
90 **freeways, except as stated elsewhere in this Manual.**

91 *Guidance:*

92 *The selection of primary or control destinations (those displayed consistently over longer distances*  
93 *along a route) displayed on guide signs should be meaningful to road users in navigation and orientation.*  
94 *The destinations selected should be identifiable on official maps.*

95 *The familiarity of the road users with the road should be considered in determining the need for*  
96 *guide signs on low-volume roads.*

97 *Support:*

98 Low-volume roads generally do not require guide signs to the extent that they are needed on higher  
99 classes of roads. Because guide signs are typically only beneficial as a navigational aid for road users who  
100 are unfamiliar with a low-volume road, guide signs might not be needed on low-volume roads that serve  
101 only local traffic.

102 *Guidance:*

103 *If used on low-volume roads, destination names should be as specific and descriptive as possible.*  
104 *Destinations such as campgrounds, ranger stations, recreational areas, and the like should be clearly*  
105 *indicated so that they are not interpreted to be communities or locations with road user services.*

106 *Option:*

107 Guide signs may be used on low-volume roads at intersections to provide information for road users  
108 returning to a higher class of roads.

109 *Support:*

110 Guide signs are essential to direct road users along streets and highways, to inform them of  
111 intersecting routes, to direct them to cities, towns, villages, or other important destinations, to identify  
112 nearby rivers and streams, parks, forests, and historical sites, and generally to give such information as  
113 will help them along their way in the most simple, direct manner possible.

114 Chapter 2A addresses placement, location, and other general criteria for signs.

115 Guide signs, other than Street Name signs, generally are not used on low-volume rural roads except  
116 as needed to guide road users back to the major roadways.

117 Many roadways within airport facilities (including terminal curbside roadways) would be considered  
118 conventional roads because they typically have frequent driveways and at-grade intersections and might  
119 have pedestrian activity along and/or across them.

120 Some airport roadways have full or partial control of access and operating speeds higher than 45 mph  
121 and thus would be classified as freeways or expressways for signing purposes (see Chapter 2E). Freeway  
122 or expressway conditions typically exist on the approaches to the airport from other highways, on the  
123 approaches to access points to terminals, parking, and other patron facilities, and on roadways that  
124 provide exits from the airport facility to connect with the local or regional highway network.

125 Roadways within airports and other similarly contained roadway networks with multiple closely-  
126 spaced access points to multiple destinations (such as terminals, parking facilities, rental car facilities, and  
127 other airport services) often present challenges for the application of guide signing. Closely spaced signs,  
128 excessive sign messaging either co-located or in succession, and the resulting excessive informational  
129 load imposed on the road user are of particular concern for such roadways.

130 An example of major guide signing within an airport facility roadway network is shown in Figure 2D-  
131 1.

132 **Figure 2D-1. Example of Guide Signing Within an Airport Facility Roadway Network**

133 NCUTCD generally agrees with Figure 2D-1 as presented in the NPA, but notes the figure title is  
134 different in the NPA text as compared to the NPA figures. NCUTCD recommends selecting one  
135 of these titles as the final figure title.

136

137 *Guidance:*

138 *If adequate sign spacing cannot be provided due to the site and roadway characteristics of an airport*  
139 *or similar facility, then the speeds of vehicles on the roadway should be reduced to provide road users*  
140 *with adequate time to comprehend and respond, or sign letter heights should be increased, or both.*

141 *Where a single terminal serves a large number of airlines, the airline information should be displayed on*  
142 *separate signs that appear in sequence to limit the number of airlines displayed on a single sign or at a*  
143 *single location. Changeable message signs (see Chapter 2L) should not be used to rotate the display*  
144 *airlines to an approaching road user.*

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147 **Section 2D.02 Comments:** NCUTCD agrees with 2D.02 as presented in the NPA.

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## 149 **Section 2D.02 Color, Retroreflection, and Illumination**

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151 Support:

152 Requirements for illumination, retroreflection, and color are stated under the specific headings for  
153 individual guide signs or groups of signs. General provisions are given in Sections 2A.07, 2A.08, and  
154 2A.10.

155 **Standard:**

156 **Except where otherwise provided in this Manual for individual signs or groups of signs, guide**  
157 **signs on streets and highways shall have a white message and border on a green background. All**  
158 **messages, borders, and legends shall be retroreflective and all backgrounds shall be retroreflective**  
159 **or illuminated.**

160 Support:

161 Color coding is sometimes used to help road users distinguish between multiple potentially confusing  
162 destinations. Examples of valuable uses of color coding include guide signs for roadways approaching or  
163 inside an airport property with multiple terminals serving multiple airlines, and community wayfinding  
164 guide signs for various traffic generator destinations within a community or area.

165 **Standard:**

166 **Except where otherwise provided in this Manual, different color sign backgrounds shall not be**  
167 **used to provide color coding of destinations. The color coding shall be accomplished by the use of**  
168 **different colored square or rectangular sign panels on the face of the guide signs.**

169 Option:

170 The different colored sign panels on the face of a sign may include a black or white (whichever  
171 provides the better contrast with the panel color) letter, numeral, or other appropriate designation to  
172 identify an airport terminal or other destination.

173 Support:

174 Examples of color-coded signs are shown in Figure 2D-2. Section 2D.55 contains specific provisions  
175 regarding Community Wayfinding guide signs.

176 NCUTCD agrees with Figure 2D-2 as presented in the NPA.

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178 **Figure 2D-2. Examples of Color-Coded Destination Guide Signs**

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181 **Section 2D.03 Comments:** NCUTCD agrees with 2D.03 as presented in the NPA.

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183 **Section 2D.03 Size of Signs**

184 **Standard:**

185 **Except as provided in Section 2A.11, the sizes of conventional road guide signs that have**  
186 **standardized designs shall be as shown in Table 2D-1.**

187 **Support:**

188 Section 2A.11 contains information regarding the applicability of the various columns in Table 2D-1.

189 **Option:**

190 Signs larger than those shown in Table 2D-1 may be used (see Section 2A.11).

191

192 **Table 2D-1. Conventional Road Guide Sign Sizes**

193 NCUTCD generally agrees with Table 2D-1 as presented in the NPA, but notes the table title is  
194 different in the NPA text as compared to the NPA tables. NCUTCD recommends selecting one  
195 of these titles as the final table title.

196 **Support:**

197 For other guide signs, the legends are so variable that a standardized design or size is not appropriate.  
198 The sign size is determined primarily by the length of the message, and the size of lettering and spacing  
199 necessary for proper legibility.

200 **Option:**

201 Reduced letter height, reduced interline spacing, and reduced edge spacing may be used on guide  
202 signs if sign size must be limited by factors such as lane width or vertical or lateral clearance.

203 **Guidance:**

204 *Reduced spacing between the letters or words on a line of legend should not be used as a means of*  
205 *reducing the overall size of a guide sign, except where determined necessary by engineering judgment to*  
206 *meet unusual lateral space constraints. In such cases, the legibility distance of the sign legend should be*  
207 *the primary consideration in determining whether to reduce the spacing between the letters or the words*  
208 *or between the words and the sign border, or to reduce the letter height.*

209 *When a reduction in the prescribed size is necessary, the design used should be as similar as possible*  
210 *to the design for the standard size.*

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213 **Section 2D.04 Comments:** NCUTCD agrees with 2D.04 as presented in the NPA.

214

215 **Section 2D.04 Lettering Style**

216 **Standard:**

217 The design of upper-case letters, lower-case letters, numerals, route shields, and spacing shall  
218 be as provided in the “Standard Highway Signs” publication (see Section 1A.11).

219 The lettering for names of places, streets, and highways on conventional road guide signs shall  
220 be a combination of lower-case letters with initial upper-case letters (see Section 2A.13). The  
221 nominal loop height of the lower-case letters shall be 3/4 the height of the initial upper-case letter.  
222 When a mixed-case legend letter height is specified referring only to the initial upper-case letter,  
223 the height of the lower-case letters that follow shall be determined by this proportion. When the  
224 height of a lower-case letter is referenced, the reference is made to the nominal loop height. The  
225 height of the initial upper-case letter shall also be determined by this proportion.

226 All other word legends on conventional road guide signs shall be in upper-case letters.

227 The unique letter forms for each of the Standard Alphabet series shall not be stretched,  
228 compressed, warped, or otherwise manipulated. Modifications to the length of a word for a given  
229 letter height and series shall be accomplished only by the methods described in Section 2D.03

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232 **Section 2D.05 Comments:** NCUTCD recommends revising 2D.05 by removing all references to  
233 lower-case letter height and instead refer solely to upper case or mixed case letter height.  
234 Although Section 2D.04 discusses the concept of loop height and its relationship to upper case  
235 height, and sign fabricators decades ago specified lower case letters by loop height, current  
236 electronic sign design practice uses only the upper case letter height to correctly select the letter  
237 size for all text, similar to nearly all other instances of text selection in computer software  
238 (including the one being used to type this comment). Also, the MUTCD specifies shorter upper  
239 case letter heights for letters following the initial letter in cardinal direction legends, which may  
240 be conditioning some sign designers to also think that the text size must be changed in a similar  
241 manner for mixed case text. Retaining the obsolete practice of specifying lower-case text height  
242 separately results in some sign designers thinking they need to change the text height for lower  
243 case text in the sign software during layout similar as to what is expected for cardinal directions,  
244 apparently not understanding the lower case height is a loop height. This then creates a sign with  
245 lower case legend that is too small, which greatly reduces legibility and no longer meets  
246 MUTCD Standards.

247

## 248 **Section 2D.05 Size of Lettering**

249 Support:

250 Sign legibility is a direct function of letter size and spacing. Legibility distance has to be sufficient to  
251 give road users enough time to read and comprehend the sign. Under optimum conditions, a guide sign  
252 message can be read and understood in a brief glance. The legibility distance takes into account factors  
253 such as inattention, blocking of view by other vehicles, unfavorable weather, inferior eyesight, or other  
254 causes for delayed or slow reading. Where conditions permit, repetition of guide information on  
255 successive signs gives the road user more than one opportunity to obtain the information needed.

256 **Standard:**

257 Design layouts for conventional road guide signs showing interline spacing, edge spacing, and  
258 other specification details shall be as shown in the “Standard Highway Signs” publication (see  
259 Section 1A.11).

260

261 Except as otherwise provided in this Manual, the principal legend on post-mounted guide signs  
262 shall be in letters and numerals at least 6 inches in height for all upper-case letters, or have a  
263 leading upper-case letter height of at least a combination of 6 inches in height for mixed-case

264 ~~letters. upper-case letters and 4.5 inches in height (see Section 2D.04) for lower-case letters.~~ On  
265 low-volume roads with speeds of 25 mph or less, and on urban streets with speeds of 25 mph or  
266 less, the principal legend on post-mounted guide signs shall be in letters at least 4 inches in height  
267 for all upper-case letters, or have a leading upper-case letter height of at least a combination of 4  
268 inches in height for mixed case letters. ~~upper-case letters and 3 inches in height for lower-case~~  
269 ~~letters.~~

270 The principal legend on overhead guide signs shall be in letters and numerals at least 12 inches  
271 in height for all upper-case letters, or have a leading upper-case letter height of at least a  
272 combination of 12 inches in height for mixed-case letters ~~upper-case letters and 9 inches in height~~  
273 (see Section 2D.04) ~~for lower-case letters.~~

274 Option:

275 On conventional roadways with speed limits of 40 miles per hour or less, overhead guides sign  
276 destinations may have a leading upper-case letter height of use an upper-case letter at least 10.67 inches ~~in~~  
277 height for mixed case letters. ~~followed by lower-case letters 8 inches in height.~~

278 Guidance:

279 Lettering sizes should be consistent on any particular class of highway.

280 The minimum lettering and numeral sizes provided in this Manual (see Table 2D-2) should be  
281 exceeded where conditions indicate a need for greater legibility.

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284 NCUTCD generally agrees with Table 2D-2 as presented in the NPA, but recommends revising  
285 as follows:

- 286 • Revise the title to add “Recommended” at the beginning and change “by Roadway Type” to  
287 “According to Speed”, as speed is now a primary criterion used for selecting letter height
- 288 • Delete all rows and references to “Following Lower Case Letters or Ordinals”, as this has  
289 been misinterpreted as specifying a smaller ascender height for lower case text, not as a loop  
290 height, regardless of the footnote (see comments on Section 2D.05)
- 291 • On Sheet 2, section A, for names of destinations or roads, revise the upper case letter height  
292 for overhead signs from 13.33” to 10.67” in accordance with Section 2D.05
- 293 • Delete the footnote on lower case loop height, as the rows it references for lower case height  
294 are deleted

295

296 Table 2D-2. Recommended Minimum Letter and Numeral Sizes for Conventional Road  
297 Guide Signs According to Speed ~~by Roadway Type~~

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**Table 2D-2. Recommended Minimum Letter and Numeral Sizes for  
Conventional Road Guide Signs According to Speed\* (Sheet 1 of 2)  
A - Post-Mounted Signs**

Type of Sign	Single-Lane			Multi-Lane		
	Less than 30 mph	30-40 mph	Greater than 40 mph	Less than 30 mph	30-40 mph	Greater than 40 mph
<b>A. Intersection or Interchange Advance Guide Signs and Entrance Direction Guide Signs</b>						
Interstate, U.S., State, or Off-Interstate Business Route Signs						
Numerals	9	12	18	12	12	18
1- or 2-Digit Shields	18 x 18	24 x 24	36 x 36	24 x 24	24 x 24	36 x 36
3-Digit Shields	22.5 x 18	30 x 24	45 x 36	30 x 24	30 x 24	45 x 36
County Route Signs						
Numerals	9	12	18	12	12	18
1-, 2-, or 3-Digit Shields	18 x 18	24 x 24	36 x 36	24 x 24	24 x 24	36 x 36
U.S. or State Route Text Identification (Examples: U S 56, Md 2)						
Numerals & Letters	8	12	15	10	12	15
Cardinal Directions (North, South, East, West)						
First Letter - Upper-Case	6	8	10	8	8	10
Rest of Word - Upper-Case	5	6	8	6	6	8
Auxiliary and Alternative Route Legends (Examples: JCT, TO, ALT, BUSINESS)						
Words - Upper-Case	5	6	8	6	6	8
Names of Destinations or Roads (Examples: Springfield, Main St, 2nd Ave)						
Leading Upper-Case Letter or Numerals	6	8	10.67	8	10.67	13.33
Following Lower-Case Letters or Ordinals**	4.5	6	8	6	8	10
Distance or Action Messages (Examples: 2 MILES, 1/2 MILE, KEEP RIGHT)						
Distance Numerals	6	6	8	6	8	10
Distance Fraction Numerals	4.5	4.5	6	4.5	6	8
Distance Words - Upper-Case	4.5	4.5	6	4.5	6	8
Action Message Words - Upper-Case	6	6	8	6	8	10
<b>B. Destination and Other Guide Signs</b>						
Names of Destinations or Roads (Examples: Springfield, Main St, 2nd Ave)						
Leading Upper-Case Letter or Numerals	4	6	8	6	8	10.67
Following Lower-Case Letters or Ordinals**	3	4.5	6	4.5	6	8
Distance or Action Messages (Examples: 2 MILES, 1/2 MILE, KEEP RIGHT)						
Distance Numerals	5	6	8	5	6	8
Distance Fraction Numerals	4	4.5	6	4	4.5	6
Distance Words - Upper-Case	4	4.5	6	4	4.5	6
Action Message Words - Upper-Case	5	6	8	6	6	8

\* Except as provided otherwise in this Manual

\*\* Lower-case letter height (loop height) is determined by the initial upper-case letter height (see Sec. 2A.08)

Notes:

1. Sizes are shown in inches and where applicable are shown as width x height
2. For Street Name (D3-1 Series) signs, see Table 2D-5



**Table 2D-2. Recommended Minimum Letter and Numeral Sizes for  
Conventional Road Guide Signs According to Speed\* (Sheet 2 of 2)  
B - Overhead-Mounted Signs**

Type of Sign	Less than 35 mph	35-55 mph	Greater than 55 mph
<b>A. Intersection or Interchange Advance Guide Signs and Entrance Direction Guide Signs</b>			
Interstate, U.S., State, or Off-Interstate Business Route Signs			
Numerals	9	12	18
1- or 2-Digit Shields	18 x 18	24 x 24	36 x 36
3-Digit Shields	22.5 x 18	30 x 24	45 x 36
County Route Signs			
Numerals	9	12	18
1-, 2-, or 3-Digit Shields	18 x 18	24 x 24	36 x 36
U.S. or State Route Text Identification (Examples: U S 56, Md 2)			
Numerals & Letters	8	12	15
Cardinal Directions (NORTH, SOUTH, EAST, WEST)			
First Letter - Upper-Case	6	8	12
Rest of Word - Upper-Case	5	6	10
Auxiliary and Alternative Route Legends (Examples: JCT, TO, ALT, BUSINESS)			
Words - Upper-Case	5	6	10
Names of Destinations or Roads (Examples: Springfield, Main St, 2nd Ave)			
Leading Upper-Case Letter or Numerals	6	8	10.67 (min.) 16 (des.)
Following Lower-Case Letters or Ordinals**	4.5	6	10 (min.) 12 (des.)
Distance or Action Messages (Examples: 2 MILES, 1/2 MILE, KEEP RIGHT)			
Distance Numerals	6	6	12 (min.) 15 (des.)
Distance Fraction Numerals	4.5	4.5	10 (min.) 12 (des.)
Distance Words - Upper-Case	4.5	4.5	10 (min.) 12 (des.)
Action Message Words - Upper-Case	6	6	12 (min.) 15 (des.)
<b>B. Destination and Other Guide Signs</b>			
Names of Destinations or Roads (Examples: Springfield, Main St, 2nd Ave)			
Leading Upper-Case Letter or Numerals	6	8	13.33 (min.) 16 (des.)
Following Lower-Case Letters or Ordinals**	4.5	6	10 (min.) 12 (des.)
Distance or Action Messages (Examples: 2 MILES, 1/2 MILE, KEEP RIGHT)			
Distance Numerals	6	6	12 (min.) 15 (des.)
Distance Fraction Numerals	4.5	4.5	10 (min.) 12 (des.)
Distance Words - Upper-Case	4.5	4.5	10 (min.) 12 (des.)
Action Message Words - Upper-Case	6	6	12 (min.) 15 (des.)

\* Except as provided otherwise in this Manual

\*\* Lower-case letter height (loop height) is determined by the initial upper-case letter height (see Sec. 2A-08)

Notes:

1. Sizes are shown in inches and where applicable are shown as width x height
2. For Street Name (D3-1 Series) signs, see Table 2D-5

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301

302 **Section 2D.06 Comments:** NCUTCD agrees with 2D.06 as presented in the NPA.

303

### 304 **Section 2D.06 Amount of Legend**

305 Support:

306 The longer the legend on a guide sign, the longer it will take road users to recognize and comprehend  
307 it, regardless of letter size.

308 *Guidance:*

309 *Except where otherwise provided in this Manual, guide signs should be limited to no more than three*  
310 *lines of destinations, which include place names, route numbers, street names, and cardinal directions.*

311 *Where two or more signs are included in the same overhead display, the amount of legend should be*  
312 *further minimized. Where appropriate, a distance message or action information, such as an exit*  
313 *number, NEXT RIGHT, or directional arrows, should be provided on guide signs in addition to the*  
314 *destinations.*

315

316

317 **Section 2D.07 Comments:** NCUTCD generally agrees with 2D.07 as presented in the NPA, but  
318 recommends revising “apparent complexity” to “reading time” for clarity, and revising table  
319 references (see comments on Table 2D-3).

320

### 321 **Section 2D.07 Abbreviations**

322 Support:

323 The use of commonly recognized abbreviations for certain words can be useful in reducing the  
324 apparent complexity reading time of a sign message. Descriptors and directional or quadrant orientations  
325 for street names and destinations, such as Boulevard (Blvd), North (N), and Southwest (SW), are some  
326 examples of commonly recognized abbreviations. Examples of the use of abbreviations are shown in  
327 Figure 2D-3 1D-1.

328

#### 329 **Figure 2D-3. Examples of the Use of Abbreviations**

330 NCUTCD generally agrees with Figure 2D-3 as presented in the NPA, but notes the figure title is  
331 different in the NPA text as compared to the NPA figures. NCUTCD recommends selecting one  
332 of these titles as the final figure title.

333

334 **Standard:**

335 **The words NORTH, SOUTH, EAST, and WEST shall not be abbreviated when used to indicate**  
336 **cardinal directions of numbered or named highways on guide signs.**

337 *Guidance:*

338 *Abbreviations should be kept to a minimum; however, they are useful when complete destination*  
339 *messages produce excessively long signs. If used, abbreviations should be unmistakably recognized by*  
340 *road users (see Section 1A.15). Longer commonly used words that are not part of a proper name and are*  
341 *readily recognizable, such as street name descriptors (Street, Boulevard, Avenue, etc.), should be*  
342 *abbreviated as provided in Table 2D-3 1D-1 (combine with Table 1D-1) to expedite recognition of the*  
343 *sign legend by reducing the amount and complexity of the legend. Shorter street name descriptors should*  
344 *not be abbreviated (see Table 2D-4 1D-3). (reference Table 1D-3)*

345 *Periods, apostrophes, question marks, ampersands, or other punctuation or characters that are not*  
346 *letters, numerals, or hyphens should not be used in abbreviations, unless necessary to avoid confusion.*

347           The solidus is intended to be used for fractions only and should not be used to separate words on the  
 348 same line of legend. Instead, a hyphen should be used for this purpose, such as “TRUCKS – BUSES”.  
 349

350  
 351           **Table 2D-3. Acceptable Abbreviations for Street Name Descriptors**  
 352 NCUTCD recommends deleting Table 2D-3, combining its content with Table 1D-1, and  
 353 changing all references to Table 1D-1. As part of this consolidation, NCUTCD recommends  
 354 adding “Cr” to Table 1D-1 for Crossing.

**Table 2D-3. Acceptable Abbreviations for Street Name Descriptors**

Descriptor	Standard Abbreviation	Descriptor	Standard Abbreviation
Avenue	Ave	Northwest	NW*
Boulevard	Blvd	Parkway	Pkwy
Bypass	Byp	Place	Pl
Causeway	Cswy	Plaza	Plz
Circle	Cir	Road	Rd
Corner	Cor	Route	Rte
Court	Ct	South	S*
Crescent	Cres	Southeast	SE*
Drive	Dr	Southwest	SW*
East	E*	Square	Sq
Expressway	Expwy	Street	St
Extension	Ext	Terrace	Ter
Freeway	Fwy	Thruway	Thwy
Highway	Hwy	Trafficway	Trfwy
Lane	La, Ln	Trail	Tr
Landing	Lndg	Turnpike	Tpk
North	N*	West	W*
Northeast	NE*		

\* For pre- or post-directional designations or cardinal orientations, such as E Main St or 3rd St SW.

GMI Comments: Add Alt for Alternate, CR for crossing. Merge this Table with Table 1D-1. For the descriptor of Avenue, allow the abbreviation option of either Ave or Av.

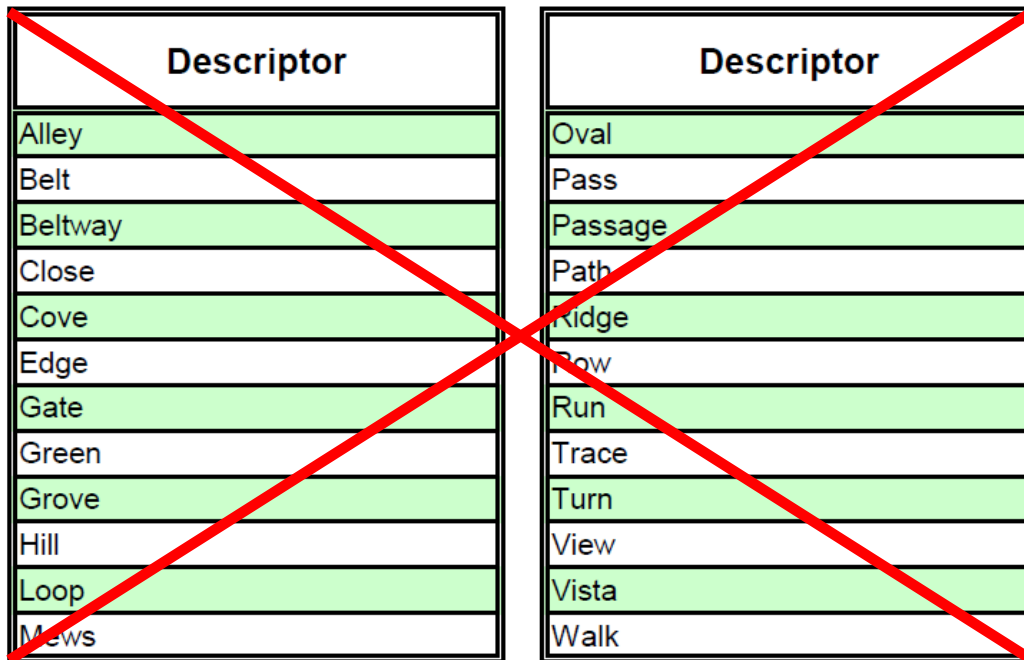
355  
 356  
 357

358 NCUTCD recommends deleting Table 2D-4, combining its content with Table 1D-3, and  
359 changing all references to Table 1D-3.

360  
361

**Table 2D-4. Street Name Descriptors Not Acceptable for Abbreviation**

**Table 2D-4. Street Name Descriptors Not Acceptable for Abbreviation**



The image shows two tables side-by-side, both of which are crossed out with a large red 'X'. Each table has a header row labeled 'Descriptor' and a list of street name descriptors below it. The first table lists: Alley, Belt, Beltway, Close, Cove, Edge, Gate, Green, Grove, Hill, Loop, and Mews. The second table lists: Oval, Pass, Passage, Path, Ridge, Row, Run, Trace, Turn, View, Vista, and Walk. The rows in both tables alternate between white and light green backgrounds.

362  
363  
364

365 **Section 2D.08 Comments:** NCUTCD generally agrees with 2D.08 as presented in the NPA, but  
366 recommends the term “circular intersection” be changed to “roundabout” to clarify the  
367 appropriate use of the Type E arrow.

368

369 **Section 2D.08 Arrows**

370 Support:

371 Arrows are used for lane assignment and to indicate the direction toward designated routes or  
372 destinations. Figure 2D-4 shows the various standard arrow designs that have been approved for use on  
373 guide signs. Detailed drawings and standardized sizes based on ranges of letter heights are shown for  
374 these arrows in the “Standard Highway Signs” publication (see Section 1A.11).

375 **Standard:**

376 On overhead signs where it is desirable to indicate a lane to be followed, a down arrow shall be  
377 positioned over the approximate center of the lane and shall point vertically downward toward the  
378 approximate center of that lane. Down arrows shall be used only on overhead guide signs that  
379 restrict the use of specific lanes to traffic bound for the destination(s) and/or route(s) indicated by  
380 these arrows. Down arrows shall not be used unless an arrow can be located over and pointed to  
381 the approximate center of each lane that can be used to reach the destination displayed on the sign.

382 If down arrows are used, having more than one down arrow pointing to the same lane on a  
383 single overhead sign (or on multiple signs on the same overhead sign structure) shall not be  
384 permitted.

385 Where a roadway is leaving the through lanes, a directional arrow shall point upward at an  
386 angle that approximates the alignment of the exit roadway in the vicinity of the point of departure.

387 The Type E directional arrow for roundabouts circular intersections shall not be used on any  
388 sign that is not associated with a roundabout circular intersection.

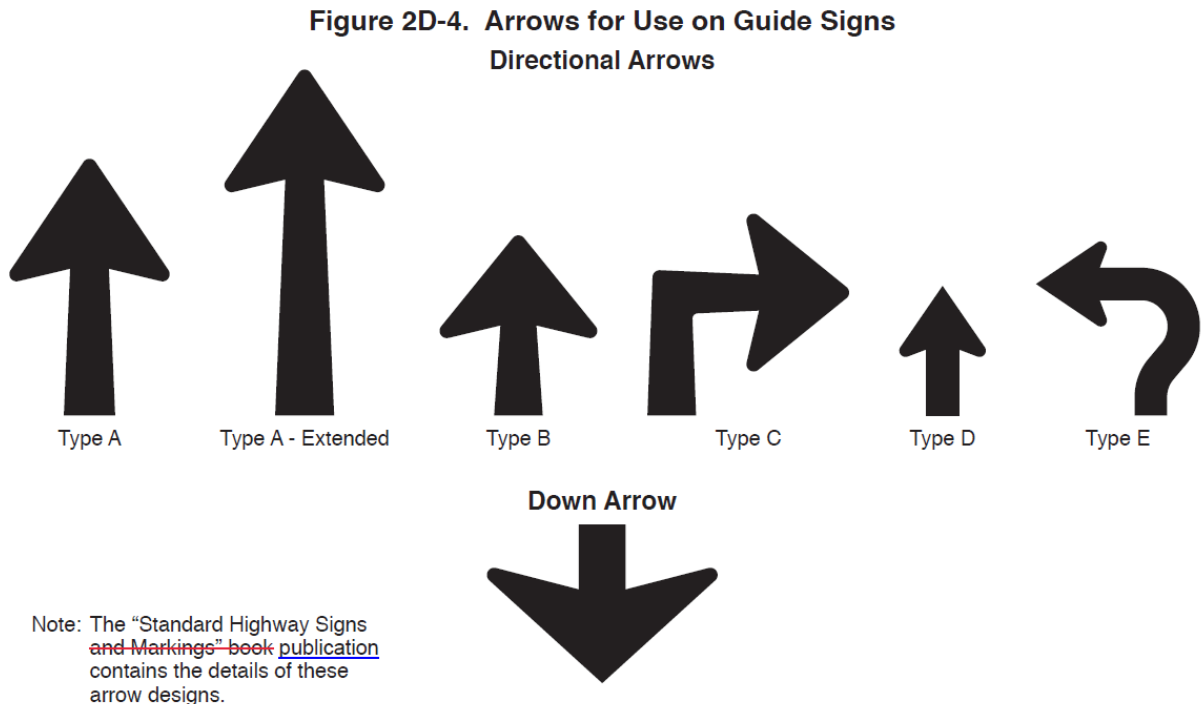
389

390 **Figure 2D-4. Arrows for Use on Guide Signs**

391 NCUTCD generally agrees with Figure 2D-4 as presented in the NPA, but recommends revising  
392 the note to refer to the “Standard Highway Signs publication”.

393

394



395

396 *Guidance:*

397 *The Type A directional arrow should be used on guide signs on freeways, expressways, and*  
398 *conventional roads to indicate the direction to a specific destination or group of destinations, except as*  
399 *otherwise provided in this Section and in Section 2E.19.*

400        *When a directional arrow in a vertical, upward-pointing orientation is placed to the side of a group*  
401 *of destinations to indicate a through movement, the Type A directional arrow should be used. When a*  
402 *directional arrow in a vertical, upward-pointing orientation is placed to the side of a single destination or*  
403 *under a destination or group of destinations, the Type B directional arrow should be used.*

404        *The Type B directional arrow should be used on guide signs on conventional roads when placed at*  
405 *any angle to the side of a single destination or when placed in a horizontal orientation to the side of a*  
406 *group of destinations.*

407        *The Type C advance turn directional arrow should be used on conventional road guide signs placed*  
408 *in advance of an intersection where a turn must be made to reach a posted destination or group of*  
409 *destinations.*

410        *The Type D directional arrow should be used primarily for sign applications other than guide signs,*  
411 *except as provided in Paragraph 15 of this Section.*

412        *If the Type E directional arrow is used, the principles set forth in Sections 2D.26 through 2D.29*  
413 *should be followed.*

414        Option:

415        The Type A-Extended directional arrow may be used on guide signs where additional emphasis  
416 regarding the direction is needed relative to the amount of legend on the sign.

417        The Type C directional arrow may be used to the side of the legend of an overhead guide sign to  
418 accentuate a sharp turn exit maneuver from a mainline roadway (see Section 2E.36 for additional  
419 information regarding Exit Direction signs for low advisory ramp speeds).

420        On conventional roads on the approach to an intersection where the Combination Lane-  
421 Use/Destination overhead guide sign (see Section 2D.38) is not used, the Type C advance turn directional  
422 arrow may be used beneath the legend of an overhead guide sign to indicate the fact that a turn must be  
423 made from a mandatory movement lane over which the sign is placed to reach the destination or  
424 destinations displayed on the sign.

425        The Type D directional arrow may be used on post-mounted guide signs on conventional roads with  
426 lower operating speeds if the height of the text on the sign is 8 inches or less.

427        The Type E directional arrow (see Figure 2D-4) may be used on guide signs on approaches to  
428 roundabouts circular intersections to represent the intended driver paths to destinations involving left-turn  
429 movements around the circulatory island.

430        The directional and down arrows shown in Figure 2D-4 may be used on signs other than guide signs  
431 for the purposes of providing directional guidance and lane assignment.

432        *Guidance:*

433        *Arrows used on guide signs to indicate the directions toward designated routes or destinations should*  
434 *be pointed at the appropriate angle to clearly convey the direction to be taken. A horizontally oriented*  
435 *directional arrow design should be used at right-angle intersections.*

436        *On a post-mounted guide sign, a directional arrow for a straight-through movement should point*  
437 *upward. Except as provided in Section 2D.50, for a turn, the arrow on a guide sign should point*  
438 *horizontally or at an upward angle that approximates the sharpness of the turn.*

439        *At an exit, an arrow should be placed at the side of the sign that will reinforce the movement of*  
440 *exiting traffic. The directional arrow design should be used.*

441        Option:

442        Arrows may be placed below the principal sign legend or on the appropriate side of the legend that is  
443 consistent with the direction of the movement.

444 On a post-mounted sign at an exit where placement of the arrow to the side of the legend farthest  
445 from the roadway would create an unusually wide sign that limits the road user's view of the arrow, the  
446 directional arrow may be placed at the bottom portion of the sign, centered under the legend.

447 *Guidance:*

448 *The width across the arrowhead for the Types A, B, and C directional arrows should be between 1.5*  
449 *and 1.75 times the height of the upper-case letters of the principal legend on the sign. The width across*  
450 *the arrowhead for the Type D directional arrow should be at least equal to the height of the upper-case*  
451 *letters of the principal legend on the sign. For down arrows used on overhead signs, the width across the*  
452 *arrowhead should be approximately two times the height of the upper-case letters of the principal legend*  
453 *on the sign.*

454 *Arrows used in Overhead Arrow-per-Lane and Diagrammatic guide signing, if used on conventional*  
455 *roads, except for signs on approaches to roundabouts, should comply with the provisions of Section*  
456 *2E.19. Arrows used in Diagrammatic guide signing on approaches to roundabouts should follow the*  
457 *principles set forth in Section 2D.39.*

458 **Support:**

459 The “Standard Highway Signs” publication (see Section 1A.11) contains design details and  
460 standardized sizes of the various arrows based on ranges of letter heights of principal legends.

461

## 462 **ROUTE SIGNS AND AUXILIARY PLAQUES**

463

464 **Section 2D.09 Comments: NCUTCD agrees with 2D.09 as presented in the NPA.**

465

### 466 **Section 2D.09 Numbered Highway Systems**

467 **Support:**

468 The purpose of numbering and signing highway systems is to identify routes and facilitate travel.

469 The Interstate and United States (U.S.) highway systems are numbered by the American Association  
470 of State Highway and Transportation Officials (AASHTO) upon recommendations of the State highway  
471 organizations because the respective States own these systems. State and county road systems are  
472 numbered by the appropriate authorities.

473 The basic policy for numbering the Interstate and U.S. highway systems is contained in the following  
474 Purpose and Policy statements published by AASHTO (see Page i for AASHTO’s address):

- 475 A. “Establishment and Development of United States Numbered Highways,” and
- 476 B. “Establishment of a Marking System of the Routes Comprising the National System of Interstate  
477 and Defense Highways.”

478 *Guidance:*

479 *The principles of these policies should be followed in establishing the highway systems described in*  
480 *Paragraph 2 and any other systems, with effective coordination between adjacent jurisdictions. Care*  
481 *should be taken to avoid the use of numbers or other designations that have been assigned to Interstate,*  
482 *U.S., or State routes in the same geographic area. Overlapping numbered routes should be kept to a*  
483 *minimum.*

484 **Standard:**

485 **Route systems shall be given preference in this order: Interstate, United States, State, and**  
486 **county. The preference shall be given by installing the highest-priority route number on the top or**  
487 **the left of the sign, except as provided in Paragraph 7.**

488 **Interstate route numbering shall be approved by FHWA.**

489 Option:

490 The prioritization of route systems may be modified when a different prioritization would better  
491 accommodate the expectancy of the road user and provide more effective direction, such as for separate  
492 decision points for routes that are encountered in a particular order.

493 Support:

494 Section 2D.56 contains information regarding the signing of unnumbered highways to enhance route  
495 guidance and facilitate travel.

496

---

497

498 **Section 2D.10 Comments:** NCUTCD agrees with 2D.10 as presented in the NPA.

499

## 500 **Section 2D.10 Route Signs and Auxiliary Plaques**

501 **Standard:**

502 **Except as provided in Paragraph 9 of Section 2D.29, all numbered highway routes shall be**  
503 **identified by route signs and auxiliary plaques.**

504 **The signs for each system of numbered highways, which are distinctive in shape and color, shall**  
505 **be used only on that system and the approaches thereto.**

506 Option:

507 Route signs and auxiliary plaques may be proportionally enlarged where greater conspicuity or  
508 legibility is needed.

509 Support:

510 Route signs are typically mounted in assemblies with auxiliary plaques.

511 Section 2D.57 contains information regarding the signing for National Scenic Byways.

512 Section 2H.07 contains information regarding the signing for State-designated scenic byways, historic  
513 trails, and auto tour routes.

514

---

515

516 **Section 2D.11 Comments:** NCUTCD generally agrees with 2D.11 as presented in the NPA, but  
517 recommends adding two instances of “Except as otherwise provided in this Manual” to minimum  
518 sign size Standard text, since there are a number of route signs (such as for county highways and  
519 bicycle routes) that use sizes smaller than 24”.

520

## 521 **Section 2D.11 Design of Route Signs**

522 **Standard:**

523 **The design of standard route signs shall conform to the designs provided in the “Standard**  
524 **Highway Signs” publication (see Section 1A.11). The design of other route signs shall be**  
525 **established by the authority having jurisdiction and shall be in general conformance with the**  
526 **designs provided in the “Standard Highway Signs” publication.**

527 **Interstate Route (M1-1 and M1-1a) signs (see Figure 2D-5) shall consist of a cutout shield, with**  
528 **the route number in white letters on a blue background, the word INTERSTATE in white upper-**



529 case letters on a red background, and a white border. This sign shall be used on all Interstate  
530 routes and in connection with route sign assemblies on intersecting highways.

531 Except as otherwise provided in this Manual, a 24 x 24-inch minimum sign size shall be used for  
532 Interstate route numbers with one or two digits, and a 30 x 24-inch minimum sign size shall be used  
533 for Interstate route numbers having three digits.

534

### 535 **Figure 2D-5. Route Signs**

536 Option:

537 When the Interstate Route sign is used in a Route Sign assembly (see Section 2D.29), the M1-1a sign,  
538 containing the State name in white upper-case letters on a blue background as detailed in the “Standard  
539 Highway Signs” publication, may be used in place of the M1-1 sign.

540 **Standard:**

541 Use of the M1-1a sign shall be limited to Route Sign assemblies.

542 **Off-Interstate Business Route (M1-2 and M1-3) signs** (see Figure 2D-5) shall consist of a cutout  
543 shield **displaying** the number of the connecting Interstate route and the words **BUSINESS** and  
544 either **LOOP (when the route rejoins the same Interstate route)** or **SPUR (when the route leaves the**  
545 **corresponding Interstate route and does not rejoin)** in upper-case letters. The legend and border  
546 shall be white on a green background, and the shield shall be the same shape and dimensions as the  
547 Interstate Route sign. In no instance shall the word **INTERSTATE** appear on the Off-Interstate  
548 Business Route sign.

549 Option:

550 The Off-Interstate Business Route sign may be used on a major highway that is not a part of the  
551 Interstate system, but one that serves the business area of a city from an interchange on the system.

552 **Standard:**

553 **U.S. Route signs** (see Figure 2D-5) shall consist of black numerals on a white shield surrounded  
554 by a rectangular black background without a border. This sign shall be used on all U.S. routes and  
555 in connection with route sign assemblies on intersecting highways.

556 Except as otherwise provided in this Manual, a 24 x 24-inch minimum sign size shall be used  
557 for U.S. route numbers with one or two digits, and a 30 x 24-inch minimum sign size shall be used  
558 for U.S. route numbers having three digits.

559 **State Route signs shall be designed by the individual State highway agencies.**

560 The legend on State Route signs shall conform to the Standard Alphabets contained in the  
561 “Standard Highway Signs” publication.

562 *Guidance:*

563 *State Route signs (see Figure 2D-5) should be rectangular and should be approximately the same size*  
564 *as the U.S. Route sign. State Route signs should also be similar to the U.S. Route sign by containing*  
565 *approximately the same size black numerals on a white area surrounded by a rectangular black*  
566 *background without a border, and should be devoid of complex graphics. The shape of the white area*  
567 *should be circular in the absence of any determination to the contrary by the individual State concerned.*

568 *Where U.S. or State Route signs are used as components of guide signs, only the distinctive shape of*  
569 *the shield itself and the route numerals within should be used. The rectangular background upon which*  
570 *the distinctive shape of the shield is mounted, such as the black area around the outside of the shields on*  
571 *the M1-4 and standard M1-5 signs, should not be included on the guide sign. Where U.S. or State Route*  
572 *signs are used as components of other signs of non-contrasting background colors, the rectangular*  
573 *background should be used to so that recognition of the distinctive shape of the shield can be maintained.*

574 **Standard:**

575 If county road authorities elect to establish and identify a special system of important county  
576 roads, a statewide policy for such signing shall be established that includes a uniform numbering  
577 system to uniquely identify each route. The County Route (M1-6) sign (see Figure 2D-5) shall  
578 consist of a pentagon shape with a yellow county name and route number and border on a blue  
579 background. Except as otherwise provided in this Manual, County Route signs shall be a minimum  
580 size of 24 x 24 inches.

581 If a jurisdiction uses letters instead of numbers to identify routes, all references to numbered  
582 routes in this Chapter shall be interpreted to also include lettered routes.

583 *Guidance:*

584 *If used with other route signs in common assemblies, the County Route sign should be of a size*  
585 *compatible with that of the other route signs.*

586 **Standard:**

587 The design of the National Forest Route (M1-7) sign (see Figure 2D-5) shall be as detailed in the  
588 “Standard Highway Signs” publication. Route signs for other park and forest roads shall be  
589 designed with an appropriate level of distinctiveness and adequate legibility, but in general  
590 compliance with the design principles for route signs and of a size compatible with other route signs  
591 used in common assemblies.

---

592

593 **Section 2D.12 Comments:** NCUTCD generally agrees with 2D.12 as presented in the NPA,  
594 with minor editorial revisions.

595

## 596 Section 2D.12 Design of Route Sign Auxiliary Plaques

597 **Standard:**

598 Route sign auxiliary plaques ~~auxiliaries~~ displaying word legends, except the JCT auxiliary  
599 plaque, shall have a minimum standard size of 24 x 12 inches. The JCT auxiliary plaque and those  
600 auxiliary plaques displaying arrows shall have a minimum standard size of 21 x 15 inches. All  
601 route sign auxiliary plaques shall match the color combination of the route sign that they  
602 supplement.

603 *Guidance:*

604 *The background, legend, and border of a route sign auxiliary plaque should have the same colors as*  
605 *those of the route sign with which the auxiliary plaque is mounted in a route sign assembly (see Section*  
606 *2D.29). For a route sign design that uses multiple background colors, such as the Interstate route sign,*  
607 *the background color of the corresponding auxiliary plaque should be that of the background area on*  
608 *which the route number is placed on the route sign.*

609 **Option:**

610 A route sign and any auxiliary plaques used with it may be combined on a single sign as a guide sign.

611 **Standard:**

612 If a route sign and its auxiliary plaques are combined to form a **signal single** guide sign, the  
613 background color of the sign shall be green and the design shall comply with the basic principles for  
614 the design of guide signs. The auxiliary messages shall be white legends placed directly on the green  
615 background. Auxiliary plaques shall not be mounted directly to a guide sign or other type of sign.

616

617 **Support:**

618 Chapter 2F contains information regarding auxiliary plaques for toll highways.

619

620

621

622 **Section 2D.13 Comments:** NCUTCD agrees with 2D.13 as presented in the NPA.

623

624 **Section 2D.13 Junction Auxiliary Plaque (M2-1P)**

625 **Standard:**

626 The Junction (M2-1) auxiliary plaque (see Figure 2D-6) shall display the abbreviated legend  
627 JCT and shall be mounted at the top of an assembly (see Section 2D.30) directly above the route  
628 sign, the sign for an alternative route (see Section 2D.17) that is part of the route designation, or the  
629 Cardinal Direction auxiliary plaque where access is available only to one direction of the  
630 intersected route. The minimum size of the Junction auxiliary plaque shall be 21 x 15 inches for  
631 compatibility with auxiliary plaques displaying arrow symbols.

632

633 **Figure 2D-6. Route Sign Auxiliaries Auxiliary Plaques**

634 NCUTCD generally agrees with Figure 2D-6 as presented in the NPA, but recommends revising  
635 the title from “Route Sign Auxiliaries” to “Route Sign Auxiliary Plaques”.

636

637

638 **Section 2D.14 Comments:** NCUTCD agrees with 2D.14 as presented in the NPA.

639

640 **Section 2D.14 Combination Junction Sign (M2-2)**

641 **Option:**

642 As an alternative to the standard Junction assembly where more than one route is to be intersected or  
643 joined, a rectangular guide sign may be used displaying the word JUNCTION above the route numbers.

644 **Standard:**

645 The Combination Junction (M2-2) sign (see Figure 2D-6) shall have a green background with  
646 white border and lettering for the word JUNCTION.

647 **Guidance:**

648 *The Combination Junction sign should comply with the specific provisions of Section 2D.11*  
649 *regarding the incorporation of the route signs as components of guide signs.*

650 *Although the size of the Combination Junction sign will depend on the number of routes involved, the*  
651 *numerals should be large enough for clear legibility and should be of a size comparable with those in the*  
652 *individual route signs.*

653

654

655 **Section 2D.15 Comments:** NCUTCD agrees with 2D.15 as presented in the NPA.

656

657 **Section 2D.15 Cardinal Direction Auxiliary Plaques (M3-1P through M3-4P)**

658 *Guidance:*

659 *Cardinal Direction auxiliary plaques (see Figure 2D-6) displaying the legend NORTH, EAST,*  
660 *SOUTH, or WEST should be used to indicate the general direction of the entire route.*

661 **Standard:**

662 **To improve the readability and recognition of the cardinal directions, the first letter of the**  
663 **cardinal direction words shall be ten percent larger, rounded up to the nearest whole number size.**

664 **If used, the Cardinal Direction auxiliary plaque shall be mounted directly above a route sign or,**  
665 **if used, an auxiliary plaque for an alternative route.**

666

---

667

668 **Section 2D.16 Comments: NCUTCD agrees with 2D.16 as presented in the NPA.**

669

### 670 **Section 2D.16 Auxiliary Plaque for Alternative Routes (M4-1P through M4-4P)**

671 *Option:*

672 *Auxiliary plaques, displaying legends such as ALTERNATE, BY-PASS, BUSINESS, or TRUCK,*  
673 *may be used to indicate an alternate route of the same number between two points on that route.*

674 **Standard:**

675 **If used, the auxiliary plaques for alternative routes shall be mounted directly above a route**  
676 **sign.**

677

---

678

679 **Section 2D.17 Comments: NCUTCD agrees with 2D.17 as presented in the NPA.**

680

### 681 **Section 2D.17 ALTERNATE Auxiliary Plaques (M4-1P, M4-1aP)**

682 *Option:*

683 *The ALTERNATE (M4-1P) or the ALT (M4-1aP) auxiliary plaque (see Figure 2D-6) may be used to*  
684 *indicate an officially designated alternate routing of a numbered route between two points on that route.*

685 **Standard:**

686 **If used, the ALTERNATE or ALT auxiliary plaque shall be mounted directly above a route**  
687 **sign.**

688 **The M4-1P Series plaques shall not be used to sign an alternative routing that is not officially**  
689 **designated and incorporated into the numbered highway system, such as alternative routings for**  
690 **incident management or emergency detours.**

691 *Guidance:*

692 *The shorter (time or distance) or better-constructed route should retain the regular route number,*  
693 *and the longer or worse-constructed route should be designated as the alternate route.*

694

---

695

696 **Section 2D.18 Comments: NCUTCD agrees with 2D.18 as presented in the NPA.**

697

698 **Section 2D.18 BY-PASS Auxiliary Plaque (M4-2P)**

699 Option:

700 The BY-PASS (M4-2P) auxiliary plaque (see Figure 2D-6) may be used to designate a route that  
701 branches from the numbered route through a city, bypasses a part of the city or congested area, and  
702 rejoins the numbered route beyond the city.

703 **Standard:**

704 **If used, the BY-PASS auxiliary plaque shall be mounted directly above a route sign.**

---

705

706

707 **Section 2D.19 Comments: NCUTCD agrees with 2D.19 as presented in the NPA.**

708

709 **Section 2D.19 BUSINESS Auxiliary Plaque (M4-3P)**

710 Option:

711 The BUSINESS (M4-3P) auxiliary plaque (see Figure 2D-6) may be used to designate an alternate  
712 route that branches from a numbered route, passes through the business portion of a city, and rejoins the  
713 numbered route beyond that area.

714 **Standard:**

715 **If used, the BUSINESS auxiliary plaque shall be mounted directly above a route sign.**

---

716

717

718 **Section 2D.20 Comments: NCUTCD agrees with 2D.20 as presented in the NPA.**

719

720 **Section 2D.20 TRUCK Auxiliary Plaque (M4-4P)**

721 Option:

722 The TRUCK (M4-4P) auxiliary plaque (see Figure 2D-6) may be used to designate an alternate route  
723 that branches from a numbered route, when it is desirable to encourage or require commercial vehicles to  
724 use the alternate route.

725 **Standard:**

726 **If used, the TRUCK auxiliary plaque shall be mounted directly above a route sign.**

---

727

728

729 **Section 2D.21 Comments: NCUTCD agrees with 2D.21 as presented in the NPA.**

730

731 **Section 2D.21 TO Auxiliary Plaque (M4-5P)**

732 Option:

733 The TO (M4-5P) auxiliary plaque (see Figure 2D-6) may be used to provide directional guidance to a  
734 particular road facility from other highways in the vicinity (see Section 2D.34).

735 **Standard:**  
736 **If used, the TO auxiliary plaque shall be mounted directly above a route sign or an auxiliary**  
737 **plaque for an alternative route. If a Cardinal Direction auxiliary plaque is also included in the**  
738 **assembly, the TO auxiliary plaque shall be mounted directly above the Cardinal Direction auxiliary**  
739 **plaque.**

---

741  
742 **Section 2D.22 Comments: NCUTCD agrees with 2D.22 as presented in the NPA.**

743  
744 **Section 2D.22 END Auxiliary Plaque (M4-6P)**

745 *Guidance:*

746 *The END (M4-6P) auxiliary plaque (see Figure 2D-6) should be used where the route being traveled*  
747 *ends, usually at a junction with another route.*

748 **Standard:**

749 **If used, the END auxiliary plaque shall be mounted either directly above a route sign or above a**  
750 **sign for an alternative route that is part of the designation of the route being terminated.**

---

752  
753 **Section 2D.23 Comments: NCUTCD agrees with 2D.23 as presented in the NPA.**

754  
755 **Section 2D.23 BEGIN Auxiliary Plaque (M4-14P)**

756 *Option:*

757 *The BEGIN (M4-14P) auxiliary plaque (see Figure 2D-6) may be used where a route begins, usually*  
758 *at a junction with another route.*

759 **Standard:**

760 **If used, the BEGIN auxiliary plaque shall be mounted at the top of the first Confirming**  
761 **assembly (see Section 2D.33) for the route that is beginning.**

762 *Guidance:*

763 *If a BEGIN auxiliary plaque is included in the first Confirming assembly, a Cardinal Direction*  
764 *auxiliary plaque should also be included in the assembly.*

765 **Standard:**

766 **If a Cardinal Direction auxiliary plaque is also included in the assembly, the BEGIN auxiliary**  
767 **plaque shall be mounted directly above the Cardinal Direction auxiliary plaque.**

---

769  
770 **Section 2D.24 Comments: NCUTCD agrees with 2D.24 as presented in the NPA.**

771  
772 **Section 2D.24 TEMPORARY Auxiliary Plaques (M4-7P, M4-7aP)**

773 *Option:*

774 The TEMPORARY (M4-7P) or the TEMP (M4-7aP) auxiliary plaque (see Figure 2D-6) may be used  
775 for an interim period to designate a section of highway that is not planned as a permanent part of a  
776 numbered route, but that connects completed portions of that route.

777 **Standard:**

778 If used, the TEMPORARY or TEMP auxiliary plaque shall be mounted directly above the  
779 route sign, above a Cardinal Direction auxiliary plaque, or above an auxiliary plaque for an  
780 alternate route that is a part of the route designation.

781 TEMPORARY or TEMP auxiliary plaques shall be promptly removed when the temporary  
782 route is abandoned.

783

784

785 **Section 2D.25 Comments:** NCUTCD agrees with 2D.25 as presented in the NPA.

786

787 **Section 2D.25 Temporary Detour Signs and Auxiliary Plaques**

788 Support:

789 Chapter 6F contains information regarding Temporary Detour signs and Auxiliary plaques.

790

791

792 **Section 2D.26 Comments:** NCUTCD generally agrees with 2D.26 as presented in the NPA, but  
793 recommends the term “circular intersection” be changed to “roundabout” to clarify the  
794 appropriate use of the M5-3 plaque.

795

796 **Section 2D.26 Advance Turn Arrow Auxiliary Plaques (M5-1P, M5-2P, M5-3P)**

797 **Standard:**

798 If used, the Advance Turn Arrow auxiliary plaque (see Figure 2D-7) shall be mounted directly  
799 below the route sign in Advance Route Turn assemblies, and shall display a right or left arrow, the  
800 shaft of which is bent at a 90-degree angle (M5-1) or at a 45-degree angle (M5-2).

801 If used, the Roundabout Circular Intersection Advance Turn Arrow auxiliary (M5-3P) plaque  
802 shall be used only on the approach to a roundabout circular intersection to depict a movement  
803 along the circulatory roadway around the central island and to the left, relative to the approach  
804 roadway and entry into the intersection.

805 *Guidance:*

806 If the M5-3P plaque is used, then this arrow type should also be used consistently on any regulatory  
807 lane-use signs (see Chapter 2B), Destination signs (see Section 2D.36), and pavement markings (see Part  
808 3) for a particular destination or movement.

809

810 **Figure 2D-7. Advance Turn and Directional Arrow Auxiliary Signs**

811 **NCUTCD agrees with Figure 2D-7 as presented in the NPA.**

812

813

814

815

816 **Section 2D.27 Comments:** NCUTCD agrees with 2D.27 as presented in the NPA.

817

818 **Section 2D.27 Lane Designation Auxiliary Plaques (M5-4P, M5-5P, M5-6P)**

819 Option:

820 A Lane Designation (M5-4P, M5-5P, or M5-6P) auxiliary plaque (see Figure 2D-7) may be mounted  
821 directly below the route sign in an Advance Route Turn assembly on multi-lane roadways to allow road  
822 users to move into the appropriate lane prior to reaching the intersection or interchange.

823 **Standard:**

824 If used, the Lane Designation auxiliary plaques shall be used only where the designated lane is a  
825 mandatory movement lane and shall be located adjacent to the full-width portion of the mandatory  
826 movement lane. The Lane Designation auxiliary plaques shall not be installed adjacent to a  
827 through lane in advance of a lane that is being added or along the taper for a lane that is being  
828 added.

829

---

830

831 **Section 2D.28 Comments:** NCUTCD generally agrees with 2D.28 as presented in the NPA, but  
832 recommends the term “circular intersection” be changed to “roundabout” to clarify double-  
833 headed arrows are prohibited specifically at roundabouts.

834

835 **Section 2D.28 Directional Arrow Auxiliary Plaques (M6 Series)**

836 **Standard:**

837 If used, the Directional Arrow auxiliary plaque (see Figure 2D-7) shall be mounted below the  
838 route sign and any other auxiliary plaques in Directional assemblies (see Section 2D.32), and shall  
839 display a single- or double-headed arrow pointing in the general direction that the route follows.

840 A Directional Arrow auxiliary plaque that displays a double-headed arrow shall not be  
841 mounted in any Directional assembly in advance of or at a roundabout ~~circular intersection~~.

842 Option:

843 The downward pointing diagonal arrow auxiliary (M6-2aP) plaque may be used in a Directional  
844 assembly at the far corner of an intersection to indicate the immediate entry point to a freeway or  
845 expressway entrance ramp (see Section 2D.50).

846 **Standard:**

847 The M6-2aP plaque shall not be used on the approach to or on the near side of an intersection,  
848 such as to designate an approach lane.

849



**SIGN ASSEMBLIES**

**Section 2D.29 Comments:** NCUTCD generally agrees with 2D.29 as presented in the NPA, but recommends moving Guidance language and the reference to Figure 2D-8 to the end of this section since it makes sense to first present the standard case of route sign assemblies in full before presenting the consolidation of such assemblies thereof. NCUTCD also recommends the term “circular intersection” be changed to “roundabout” to clarify the appropriate use of D1-5 and D1-5a signs.

**Section 2D.29 Route Sign Assemblies**

**Standard:**

A Route Sign assembly shall consist of a route sign and auxiliary plaques that further identify the route and indicate the direction. Except as provided in Paragraph 9, Route Sign assemblies shall be installed on all approaches to numbered routes that intersect with other numbered routes.

Where two or more routes follow the same section of highway, the route signs for Interstate, U.S., State, and county routes shall be mounted in that order from the left in horizontal arrangements and from the top in vertical arrangements. Subject to this order of precedence, route signs for lower-numbered routes shall be placed at the left or top.

Within groups of assemblies, information for routes intersecting from the left shall be mounted at the left in horizontal arrangements and at the top or center of vertical arrangements. Similarly, information for routes intersecting from the right shall be at the right or bottom, and for straight-through routes at the center in horizontal arrangements or top in vertical arrangements.

Route Sign assemblies shall be mounted in accordance with the general specifications for signs (Chapter 2A), with the lowest sign in the assembly at the height prescribed for single signs.

*Guidance:*

*Assemblies for two or more routes, or for different directions on the same route, should be mounted in groups on a common support.*

*Where more than four Route signs would be needed in a single Advance Route Turn or Directional assembly, the Route signs should instead be mounted in a Guide sign to minimize the need for repetition of the same information on multiple Cardinal Direction and Directional Arrow auxiliary plaques (see Figure 2D-8).*

**~~Figure 2D-8. Example of Consolidation of Directional Assembly into Direction Guide Sign~~**

**Option:**

Route Sign assemblies may be installed on the approaches to numbered routes on unnumbered roads and streets that carry an appreciable amount of traffic destined for the numbered route.

**The diagrammatic route guide sign format, such as the D1-5 and D1-5a signs shown in Figure 2D-12, may be used on approaches to roundabout circular intersection.**

If engineering judgment indicates that groups of assemblies that include overlapping routes or multiple turns might be confusing, route signs or auxiliary signs may be omitted or combined, provided that clear directions are given to road users.

Route Sign assemblies may be omitted for routes that are part of an agency’s internal numbering system, such as for maintenance or other purposes, and are not publicly mapped or intended to be used for navigational purposes by the general public.

**Support:**

894 Figure 2D-9 shows typical placements of route signs.

895

896 **Figure 2D-9. Illustration of Directional Assemblies and Other Route Signs (Sheets 1-4)**

897 NCUTCD agrees with Figure 2D-9 as presented in the NPA.

898

899 Guidance:

900 Assemblies for two or more routes, or for different directions on the same route, should be mounted  
901 in groups on a common support.

902 Where more than four Route signs would be needed in a single Advance Route Turn or Directional  
903 assembly, the Route signs should instead be mounted in a Guide sign to minimize the need for repetition  
904 of the same information on multiple Cardinal Direction and Directional Arrow auxiliary plaques (see  
905 Figure 2D-8).

906 **Figure 2D-8. Example of Consolidation of Directional Assembly into Direction Guide Sign**

907

908

909 **Section 2D.30 Comments:** NCUTCD agrees with 2D.30 as presented in the NPA.

910

911 **Section 2D.30 Junction Assembly**

912 **Standard:**

913 A Junction assembly shall consist of a Junction auxiliary plaque (see Section 2D.13) and a route  
914 sign. The route sign shall display the number of the intersected or joined route.

915 The Junction assembly shall be installed in advance of every intersection where a numbered  
916 route is intersected or joined by another numbered route.

917 Guidance:

918 In urban areas, the Junction assembly should be installed in the block preceding the intersection. In  
919 urban areas where speeds are low, the Junction assembly should not be installed more than 300 feet in  
920 advance of the intersection.

921 In rural areas, the Junction assembly should be installed at least 400 feet in advance of the  
922 intersection. In rural areas, the minimum distance between a Junction assembly and either a Destination  
923 sign or an Advance Route Turn assembly should be 200 feet.

924 Where speeds are high, greater spacings should be used.

925 Option:

926 Where two or more routes are to be indicated, a single Junction auxiliary plaque may be used for the  
927 assembly and all route signs grouped in a single mounting, or a Combination Junction (M2-2) sign (see  
928 Section 2D.14) may be used.

929

930

931 **Section 2D.31 Comments:** NCUTCD generally agrees with 2D.31 as presented in the NPA,  
932 with minor editorial revisions.

933

934 **Section 2D.31 Advance Route Turn Assembly**

935 **Standard:**

936 An Advance Route Turn assembly shall consist of a route sign, an Advance Turn Arrow or  
937 word message auxiliary plaque, and a Cardinal Direction auxiliary plaque, if needed. It shall be  
938 installed in advance of an intersection where a turn must be made to remain on the indicated route.

939 **Option:**

940 The Advance Route Turn assembly may be used to supplement the required Junction assembly in  
941 advance of intersecting routes.

942 *Guidance:*

943 *Where a multi-lane highway approaches an interchange or intersection with a numbered route, the*  
944 *Advance Route Turn assembly should be used to provide advance notice so that turning vehicles are*  
945 *positioned in the correct lanes from which to make their turn. (editorial - improve readability)*

946 **Option:**

947 Lane Designation auxiliary plaques (see Section 2D.27) may be used in Advance Route Turn  
948 Assemblies in place of the Advance Turn Arrow auxiliary plaques where engineering judgment indicates  
949 that specific lane information associated with each route is needed and overhead signing is not practical  
950 and the designated lane is a mandatory movement lane. An assembly with the Lane Designation auxiliary  
951 plaques may supplement or substitute for an assembly with Advance Turn Arrow auxiliary plaques.

952 *Guidance:*

953 *In low-speed areas, the Advance Route Turn assembly should be installed not less than 200 feet in*  
954 *advance of the turn. In high-speed areas, the Advance Route Turn assembly should be installed not less*  
955 *than 300 feet in advance of the turn. In rural areas, the minimum distance between an Advance Route*  
956 *Turn assembly and either a Destination sign or a Junction assembly should be 200 feet.*

957 **Standard:**

958 An assembly that includes an Advance Turn Arrow auxiliary plaque shall not be placed where  
959 there is an intersection between it and the designated turn.

960 *Guidance:*

961 *Sufficient distance should be allowed between the assembly and any preceding intersection that could*  
962 *be mistaken for the indicated turn.*

963

964

965 **Section 2D.32 Comments:** NCUTCD agrees with 2D.32 as presented in the NPA.

966

967 **Section 2D.32 Directional Assembly**

968 **Standard:**

969 A Directional assembly shall consist of a Cardinal Direction auxiliary plaque, if needed; a route  
970 sign; and a Directional Arrow auxiliary plaque. The various uses of Directional assemblies shall be  
971 as provided in Items A through D:

- 972 A. Turn movements (indicated in advance by an Advance Route Turn assembly) shall be  
973 marked by a Directional assembly with a route sign displaying the number of the turning  
974 route and a single-headed arrow pointing in the direction of the turn.  
975 B. The beginning of a route (indicated in advance by a Junction assembly) shall be marked by  
976 a Directional assembly with a route sign displaying the number of that route and a single-  
977 headed arrow pointing in the direction of the route.

- 978 C. An intersected route (indicated in advance by a Junction assembly) on a crossroad where  
979 the route is designated on both legs shall be designated by:
- 980 1. Two Directional assemblies, each with a route sign displaying the number of the  
981 intersected route, a Cardinal Direction auxiliary plaque, and a single-headed arrow  
982 pointing in the direction of movement on that route; or
  - 983 2. A Directional assembly with a route sign displaying the number of the intersected route  
984 and a double-headed arrow, pointing at appropriate angles to the left, right, or ahead.
- 985 D. An intersected route (indicated in advance by a Junction assembly) on a side road or on a  
986 crossroad where the route is designated only on one of the legs shall be designated by a  
987 Directional assembly with a route sign displaying the number of the intersected route, a  
988 Cardinal Direction auxiliary plaque, and a single-headed arrow pointing in the direction of  
989 movement on that route.

990 *Guidance:*

991 *Straight-through movements should be indicated by a Directional assembly with a route sign*  
992 *displaying the number of the continuing route and a vertical arrow. A Directional assembly should not*  
993 *be used for a straight-through movement in the absence of other assemblies indicating right or left turns,*  
994 *as the Confirming assembly sign beyond the intersection normally provides adequate guidance.*

995 *Directional assemblies should be located on the near right corner of the intersection. At major*  
996 *intersections and at Y or offset intersections, additional Directional assemblies should be installed on the*  
997 *far right or left corner to confirm the near-side assemblies. When the near-corner position is not*  
998 *practical for Directional assemblies, the far right corner should be the preferred alternative, with*  
999 *oversized signs, if necessary, for legibility. Where unusual conditions exist, the location of a Directional*  
1000 *assembly should be determined by engineering judgment with the goal being to provide the best possible*  
1001 *combination of view and safety.*

1002 *Support:*

1003 It is more important that guide signs be readable, and that the information and direction displayed  
1004 thereon be readily understood, at the appropriate time and place than to be located with absolute  
1005 uniformity.

1006 Figure 2D-9 shows typical placements of Directional assemblies.

---

1008 **Section 2D.33 Comments: NCUTCD agrees with 2D.33 as presented in the NPA.**

1011 **Section 2D.33 Confirming or Reassurance Assemblies**

1012 **Standard:**

1013 **If used, Confirming or Reassurance assemblies shall consist of a Cardinal Direction auxiliary**  
1014 **plaque and a route sign. Where the Confirming or Reassurance assembly is for an alternative**  
1015 **route, the appropriate auxiliary plaque for an alternative route (see Section 2D.16) shall also be**  
1016 **included in the assembly.**

1017 *Guidance:*

1018 *A Confirming assembly should be installed just beyond intersections of numbered routes. It should be*  
1019 *placed 25 to 200 feet beyond the far shoulder or curb line of the intersected highway.*

1020 *If used, Reassurance assemblies should be installed between intersections in urban areas as needed,*  
1021 *and beyond the built-up area of any incorporated city or town.*

1022       Route signs for either confirming or reassurance purposes should be spaced at such intervals as  
1023 necessary to keep road users informed of their routes.

1024

1025

---

1026

1027   **Section 2D.34 Comments: NCUTCD agrees with 2D.34 as presented in the NPA.**

1028

1029   **Section 2D.34 Trailblazer Assembly**

1030   Support:

1031       Trailblazer assemblies provide directional guidance to a particular road facility from other highways  
1032 in the vicinity. This guidance is accomplished by installing Trailblazer assemblies at strategic locations to  
1033 indicate the direction to the nearest or most convenient point of access. The use of the word TO indicates  
1034 that the road or street where the sign is posted is not a part of the indicated route, and that a road user is  
1035 merely being directed progressively to the route.

1036   **Standard:**

1037       A Trailblazer assembly shall consist of a TO auxiliary plaque (M4-5, see Section 2D.21), a route  
1038 sign for a numbered or named highway (see Section 2D.56) or an identification sign for a byway,  
1039 historic trail, or auto tour route sign (see Section 2D.57 and 2D.58), and a single-headed Directional  
1040 Arrow auxiliary plaque pointing in the direction leading to the route. Where the Trailblazer  
1041 assembly is for an alternative route, the appropriate auxiliary plaque for an alternative route (see  
1042 Section 2D.16) shall also be included in the assembly.

1043   Option:

1044       A Cardinal Direction auxiliary plaque (see Section 2D.15) may be used in a Trailblazer assembly  
1045 where the direction leading to the route provides access only to one direction of travel for that route.

1046   Guidance:

1047       *The TO auxiliary plaque, Cardinal Direction auxiliary plaque, and Directional Arrow auxiliary*  
1048 *plaque should be of the standard size provided for auxiliary plaques of their respective type. The route*  
1049 *sign should be the size provided in Section 2D.11.*

1050   Option:

1051       Trailblazer assemblies may be installed with other Route Sign assemblies, or alone, in the immediate  
1052 vicinity of the designated facilities.

1053

1054 **DESTINATION AND DISTANCE SIGNS**

1055  
1056 **Section 2D.35 Comments:** NCUTCD generally agrees with 2D.35 as presented in the NPA,  
1057 with minor editorial revisions.

1058  
1059 **Section 2D.35 Destination and Distance Signs**

1060 Support:

1061 In addition to guidance by route numbers, it is desirable to supply the road user information  
1062 concerning the destinations that can be reached by way of numbered or unnumbered routes. This is done  
1063 by means of Destination signs and Distance signs.

1064 Option:

1065 Route shields and cardinal directions may be included on the Destination sign with the destinations  
1066 and arrows.

1067 *Guidance:*

1068 *If Route shields and cardinal directions are included on a Destination sign, the height of the Route*  
1069 *shields should be at least two times the height of the upper-case letters of the principal legend and not*  
1070 *less than 18 inches, and the letter height of cardinal directions should be at least the minimum letter*  
1071 *height specified for these signs.*

1072 *If used, destination names on low-volume rural roads should be as specific and descriptive as*  
1073 *possible. Destinations such as campgrounds, ranger stations, and recreational areas should be clearly*  
1074 *indicated so that they are not interpreted to be communities or locations with road user services.*

---

1075  
1076 **Section 2D.36 Comments:** NCUTCD generally agrees with 2D.36 as presented in the NPA,  
1077 with a minor editorial revision.

1078  
1079  
1080 **Section 2D.36 Destination Signs (D1 Series)**

1081 **Standard:**

1082 **Except on approaches to interchanges (see Section 2D.49), the Destination (D1-1 through D1-3)**  
1083 **sign (see Figure 2D-10), if used, shall be a horizontal rectangle displaying the name of a city, town,**  
1084 **village, or other traffic generator, and a directional arrow.**

1085 Option:

1086 The distance (see Section 2D.43) to the place named may also be displayed on the Destination (D1-1a  
1087 through D1-3a) sign (see Figure 2D-10). If several destinations are to be displayed at a single point, the  
1088 several names may be placed on a single sign with an arrow (and the distance, if desired) for each name.  
1089 If more than one destination lies in the same direction, a single arrow may be used for such a group of  
1090 destinations.

1091 *Guidance:*

1092 *Adequate separation should be made between any destinations or group of destinations in one*  
1093 *direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy*  
1094 *lines entirely across the sign, or separate signs.*

## Figure 2D-10. Destination and Distance Signs

NCUTCD agrees with Figure 2D-10 as presented in the NPA.

Support:

Separation of destinations by direction by the use of a horizontal separator line can enhance the readability of a Destination sign by relating an arrow and its corresponding destination(s) and by eliminating the need for multiple arrows that point in the same direction and excessive space between lines of legend.

**Standard:**

**Except as otherwise provided in this Manual, an arrow pointing to the right shall be at the extreme right of the sign, and an arrow pointing left or up shall be at the extreme left. The distance numerals, if used, shall be placed to the right of the destination names.**

Option:

An arrow pointing up may be placed at the extreme right of the sign when the sign is mounted to the left of the traffic to which it applies.

*Guidance:*

*Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.*

*If several individual name signs are assembled into a group, all signs in the assembly should be of the same horizontal width.*

*Destination signs should be used:*

- A. At the intersections of U.S. or State numbered routes with Interstate, U.S., or State numbered routes; and*
- B. At points where they serve to direct traffic from U.S. or State numbered routes to the business section of towns, or to other destinations reached by unnumbered routes.*

**Standard:**

**Where a total of three or fewer destinations are displayed on the Advance guide (see Section 2E.33) and Supplemental guide (see Section 2E.35) signs, no more than three destination names shall be displayed on a Destination sign. Where four destinations are displayed on the Advance guide and Supplemental guide signs, no more than four destination names shall be displayed on a Destination sign.**

*Guidance:*

*If space permits, four destinations should be displayed on two separate signs at two separate locations.*

Option:

Where space does not permit, or where all four destinations are in one direction, a single sign may be used. Where a single sign is used and all destinations are in the same direction, the arrow may be placed below the destinations for the purpose of enhancing the conspicuity of the arrow.

**Standard:**

**Where a single four-name sign assembly is used, a heavy line approximating the width of the sign border entirely across the sign or separate signs shall be used to separate destinations by direction.**

*Guidance:*

*The closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order. The destination displayed for each*

1141 *direction should ordinarily be the next county seat or the next principal city, rather than a more distant*  
1142 *destination. In the case of overlapping routes, only one destination should be displayed in each direction*  
1143 *for each route.*

1144 **Standard:**

1145 **If more than one destination is displayed in the same direction, the name of a nearer destination**  
1146 **shall be displayed above the name of a destination that is farther away.**

1147 Support:

1148 Overhead destination guide signs are sometimes helpful on multi-lane conventional roadways with  
1149 complex or unusual roadway alignments or geometrics at intersecting highways to provide positive  
1150 direction to destinations and to assign lanes to be used for destinations.

1151 Option:

1152 Overhead signs using the Arrow-Per-Lane sign design configuration (See Figure 2E-35) may  
1153 be used to provide lane assignments for some or all lane destinations at the approach to a multi-  
1154 lane intersection (See Section 2D.37).

1155

1156

1157 **Section 2D.37 Comments:** NCUTCD recommends revising 2D.37 to clearly distinguish  
1158 between overhead Arrow-Per-Lane signs on freeways and expressways versus signs on  
1159 conventional roadways and to note that not all lanes will have arrows, add a reference to Figure  
1160 2A-4, and revise “option lane” to “optional movement lane” in the Guidance statement.

1161

1162 **Section 2D.37 Overhead Arrow-Per-Lane Destination Guide Signs**

1163 Support:

1164 Overhead Arrow-Per-Lane destination guide signs are sometimes used on multi-lane conventional  
1165 roadways to provide positive direction to destinations and to indicate lanes to be used for those  
1166 destinations. These locations typically include complex or unusual roadway alignments or geometrics,  
1167 such as those found at Diverging Diamond Interchanges. [Overhead Arrow-Per-Lane signs on](#)  
1168 [conventional roads do not always have arrows for every roadway lane. Unlike the Combined Lane-](#)  
1169 [Use/Destination \(D15-1\) sign Overhead Arrow Per Lane signs can be used to provide lane assignments](#)  
1170 [where the designated lane is not a mandatory movement lane.](#) Figure 2A-4 Sheet 2 shows an example of  
1171 the use of an Overhead Arrow-Per-Lane Guide sign on a conventional road.

1172 Option:

1173 At complex intersection approaches involving multiple lanes and destinations, an Overhead Arrow-  
1174 Per-Lane guide sign may be used to provide destination information for some or all of the lanes.  
1175 Destination information may include cardinal direction, route numbers, street names, and/or place names.

1176 As opposed to ~~a the~~ Combination Lane-Use/Destination sign, ~~an the~~ Overhead Arrow-Per-Lane signs  
1177 may be used to ~~indicate allowable movements from an optional~~ ~~provide lane assignments where the~~  
1178 ~~designated lane is not a mandatory~~ movement lane.

1179 Guidance:

1180 Destination information should be kept to a minimum necessary to provide positive guidance without  
1181 overloading the road user.

1182 Option:

1183 Overhead Arrow-Per-Lane signs may be used on conventional roads to indicate lane assignments for turns  
1184 that do not include an optional [movement](#) lane (See Figure 2D-11).

1185

1186 **Standard:**



1187 The height of the straight arrow on an Overhead Arrow-Per-Lane sign use on a conventional  
1188 road shall be a minimum of 36 inches.

1189 Guidance:

1190 Arrow heights greater than 36 inches should be used on high speed approaches to provide adequate  
1191 time for road users to enter the proper lane for their destination.

1192

1193 NCUTCD recommends revising Figure 2D-11 as follows:

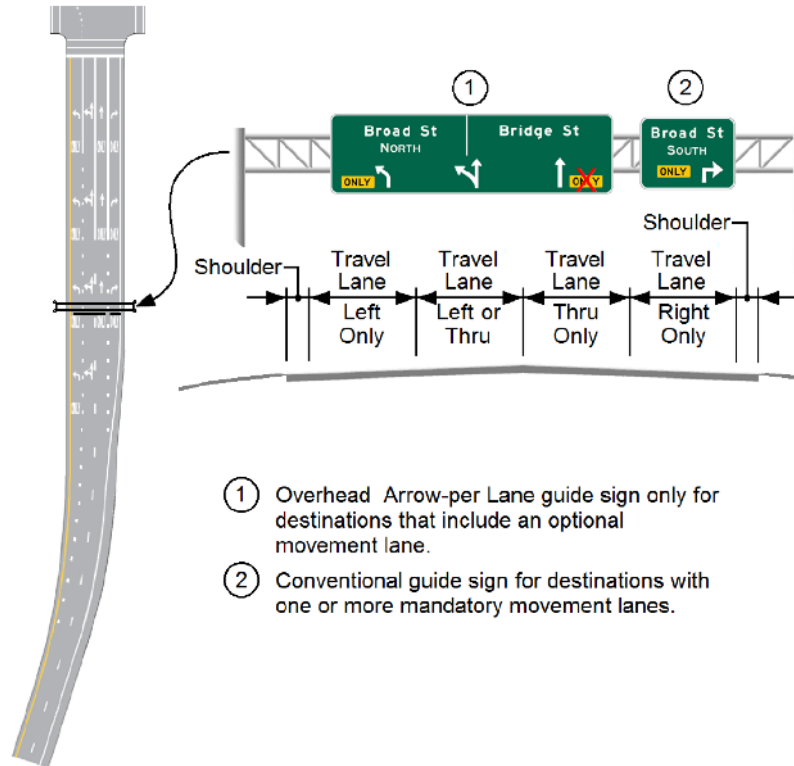
1194 • Sign #1: remove the black on yellow ONLY plaque, since this is not typically used for the  
1195 through movement

1196 • Use the figure title as presented in the NPA figures document

1197

1198 **Figure 2D-11. Overhead Arrow-Per-Lane Guide Sign for a Multi-Lane Exit with an**  
1199 **Option Lane**

Figure 2D-11. Example of Overhead Arrow-per-Lane Sign at an Intersection



1200

1201

1202

1203 **Section 2D.38 Comments:** NCUTCD generally agrees with 2D.38 as presented in the NPA,  
1204 but recommends deleting the reference to Figure 2A-5 for the usage of the D15-1 sign. Figure  
1205 2A-5 does not provide an example of the usage of D15-1 signs, and there currently is not a  
1206 Figure for this anywhere in the NPA.

1207 **Section 2D.38 Combination Lane-Use/Destination Overhead Guide Sign (D15-1)**

1208 Option:

1209 At complex intersection approaches involving multiple turn lanes and destinations, a Combination  
1210 Lane-Use/Destination (D15-1) overhead guide sign that combines a lane-use regulatory sign with  
1211 destination information such as a cardinal direction, a route number, a street name, and/or a place name  
1212 may be used.

1213 Support:

1214 At such locations, the combined information on the D15-1 signs can be even more effective than  
1215 separate lane-use and guide signs for conveying to unfamiliar drivers which lane or lanes to use for a  
1216 particular destination.

1217 Figure 2D-10 shows an example of a D15-1 sign that combines lane-use and route number  
1218 information and an example of a D15-1 sign that combines lane-use and street name information. [Figure](#)  
1219 [2A-5 shows an example of the use of the D15-1 sign.](#)

1220 **Standard:**

1221 **The Combination Lane-Use/Destination (D15-1) overhead guide sign shall be used only where**  
1222 **the designated lane is a mandatory movement lane. The D15-1 sign shall not be used for lanes with**  
1223 **optional movements.**

1224 **The D15-1 sign shall have a green background with a white border. As shown in Figure 2D-10,**  
1225 **the lane-use sign (see Chapter 2B) shall be placed near the bottom of the sign and the destination**  
1226 **information shall be placed near the top of the sign. The D15-1 sign shall be located over the**  
1227 **approximate center of the lane to which it applies.**

1228

1229

1230 **Section 2D.39 Comments:** NCUTCD recommends revising 2D.39 to change multiple references  
1231 of “circular intersection” to “roundabout” since these signs are intended specifically for  
1232 roundabouts, and revise “Chapter 3C” to “Chapter 3D” in the last Support statement.

1233

1234 **Section 2D.39 Destination Signs at [Roundabouts](#) ~~Circular Intersections~~**

1235 **Standard:**

1236 Destination signs that are used at [roundabouts](#) ~~circular intersections~~ shall comply with the  
1237 provisions of Section 2D.36, except as provided in this Section.

1238 Option:

1239 Exit destination (D1-1d, D1-1e) signs (see Figure 2D-12) with diagonal upward-pointing arrows or  
1240 Directional assemblies (see Section 2D.32) may be used to designate a particular exit from a [roundabout](#)  
1241 ~~circular intersection~~.

1242 Destination (D1-2d, D1-3d) signs (see Figure 2D-12) with curved-stem arrows may be used on  
1243 approaches to [roundabouts](#) ~~circular intersections~~ to represent the left-turn movements.

1244 Curved-stem arrows on [roundabout](#) ~~circular intersection~~ destination signs may point in diagonal  
1245 directions to depict the location of an exit relative to the approach roadway and entry into the intersection.

1246 Destination (D1-5 or D1-5a) signs (see Figure 2D-12) with a diagram of the [roundabout circular](#)  
1247 [intersection](#) may be used on approaches to [roundabouts circular intersections](#).

1248  
1249 NCUTCD generally agrees with Figure 2D-12 as presented in the NPA, but recommends  
1250 revising the title from “Destination Signs for Circular Intersections” to “Destination Signs for  
1251 Roundabouts” since these signs are intended specifically for roundabouts.

1252 **Figure 2D-12. Destination Signs for [Roundabouts Circular Intersections](#)**

1253  
1254 *Guidance:*

1255 *If curved-stem arrows are used on destination signs, then this arrow type should also be used*  
1256 *consistently on any regulatory lane-use signs (see Chapter 2B), Directional assemblies (see Section*  
1257 *2D.32), and pavement markings (see Part 3) for a particular destination or movement.*

1258 *Support:*

1259 Figure 2D-13 illustrates examples of guide signing for [roundabouts circular intersections](#).

1260 Diagrammatic guide signs (D1-5 or D1-5a) might be preferable where space is available and where  
1261 the geometry of the [roundabout circular intersection](#) is non-typical, such as where more than four legs  
1262 are present or where the legs are not at approximately 90-degree angles to each other. In such cases,  
1263 minimizing the amount of legend for each destination and designing the sign so that the arrows for each  
1264 destination clearly align with the roadway geometry will aid road user understanding of the sign and  
1265 navigation through the area.

1266 **Standard:**

1267 **If used, diagrammatic guide signs for [roundabouts circular intersections](#) shall not depict the**  
1268 **number of lanes within the intersection’s circulatory roadway, or on its approaches or exits,**  
1269 **through the use of lane lines, multiple arrow shafts for the same movement, or other methods.**

1270 *Support:*

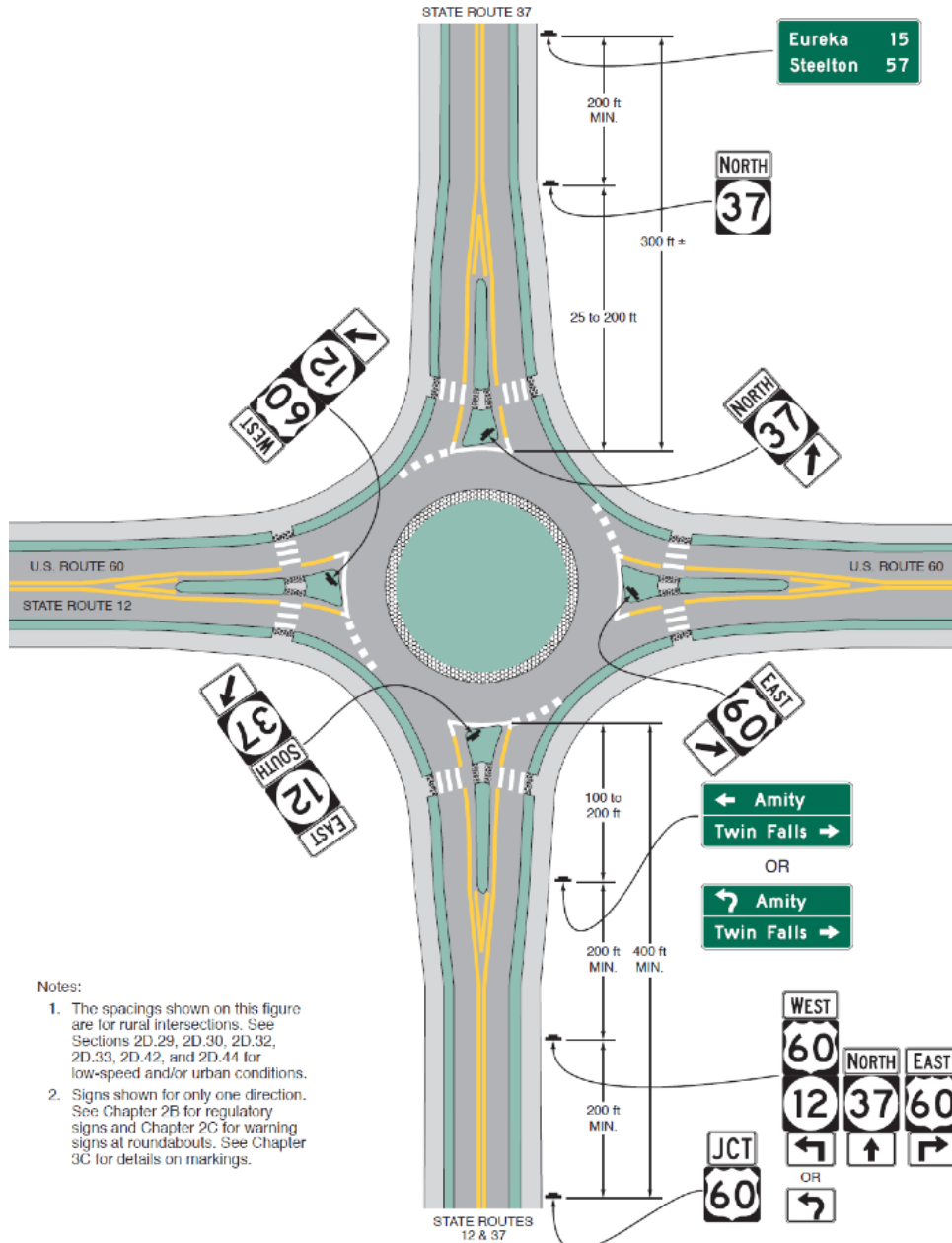
1271 Chapter 2B contains information regarding regulatory signs at [roundabouts circular intersections](#),  
1272 Chapter 2C contains information regarding warning signs at [roundabouts circular intersections](#), and  
1273 Chapter ~~3C~~ 3D contains information regarding pavement markings at [roundabouts circular](#)  
1274 [intersections](#).

1275  
1276

1277 NCUTCD generally agrees with Figure 2D-13 as presented in the NPA, but recommends  
 1278 revising the “Water St NEXT CIRCLE” sign on sheet 2 to use either a NEXT INTERSECTION  
 1279 OR NEXT ROUNDABOUT message.  
 1280  
 1281  
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**Figure 2D-13. Examples of Guide Signs for Roundabouts**

Figure 2D-13. Examples of Guide Signs for Roundabouts (Sheet 1 of 3)



1283

Figure 2D-13. Examples of Guide Signs for Roundabouts (Sheet 2 of 3)

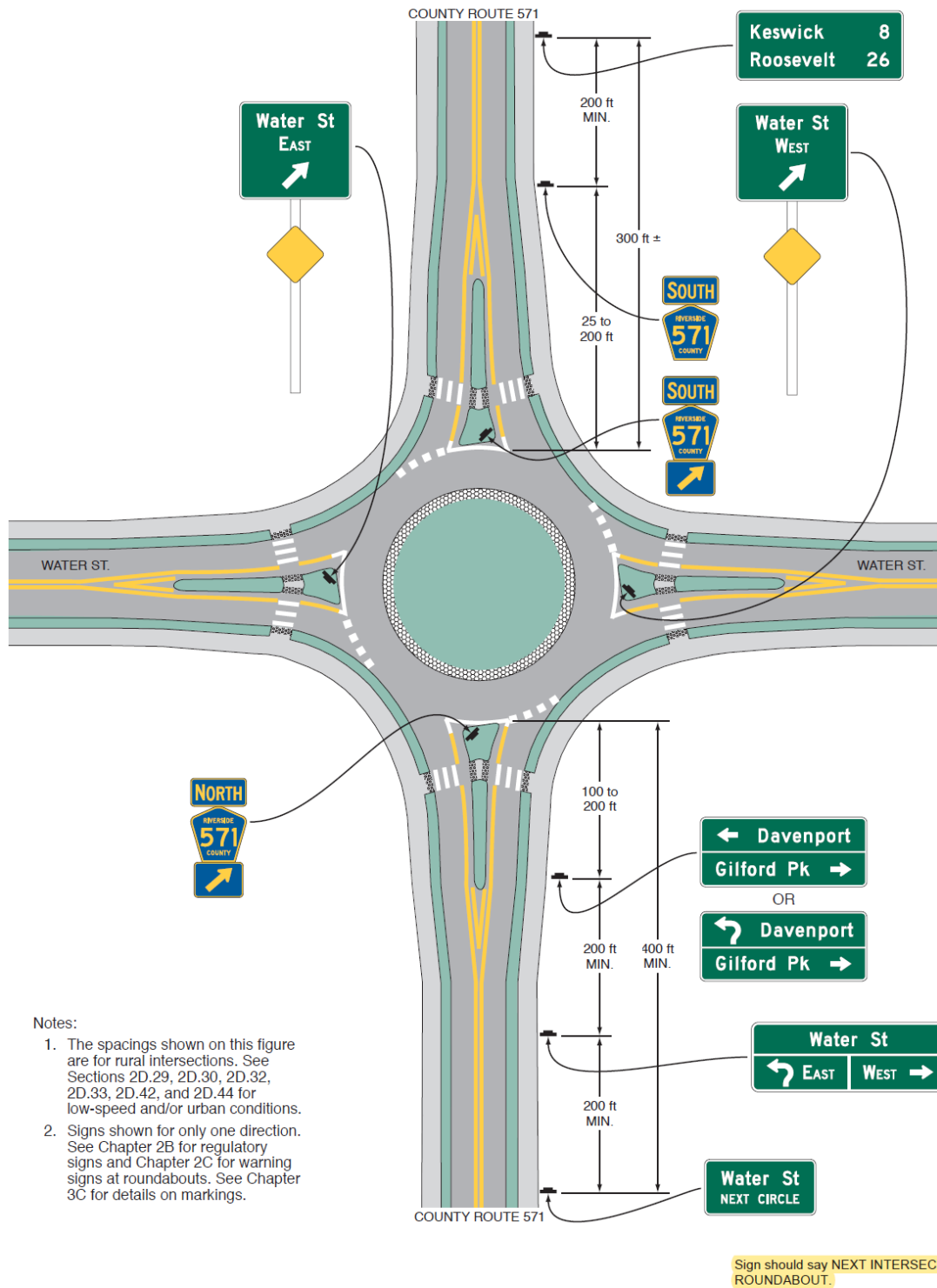
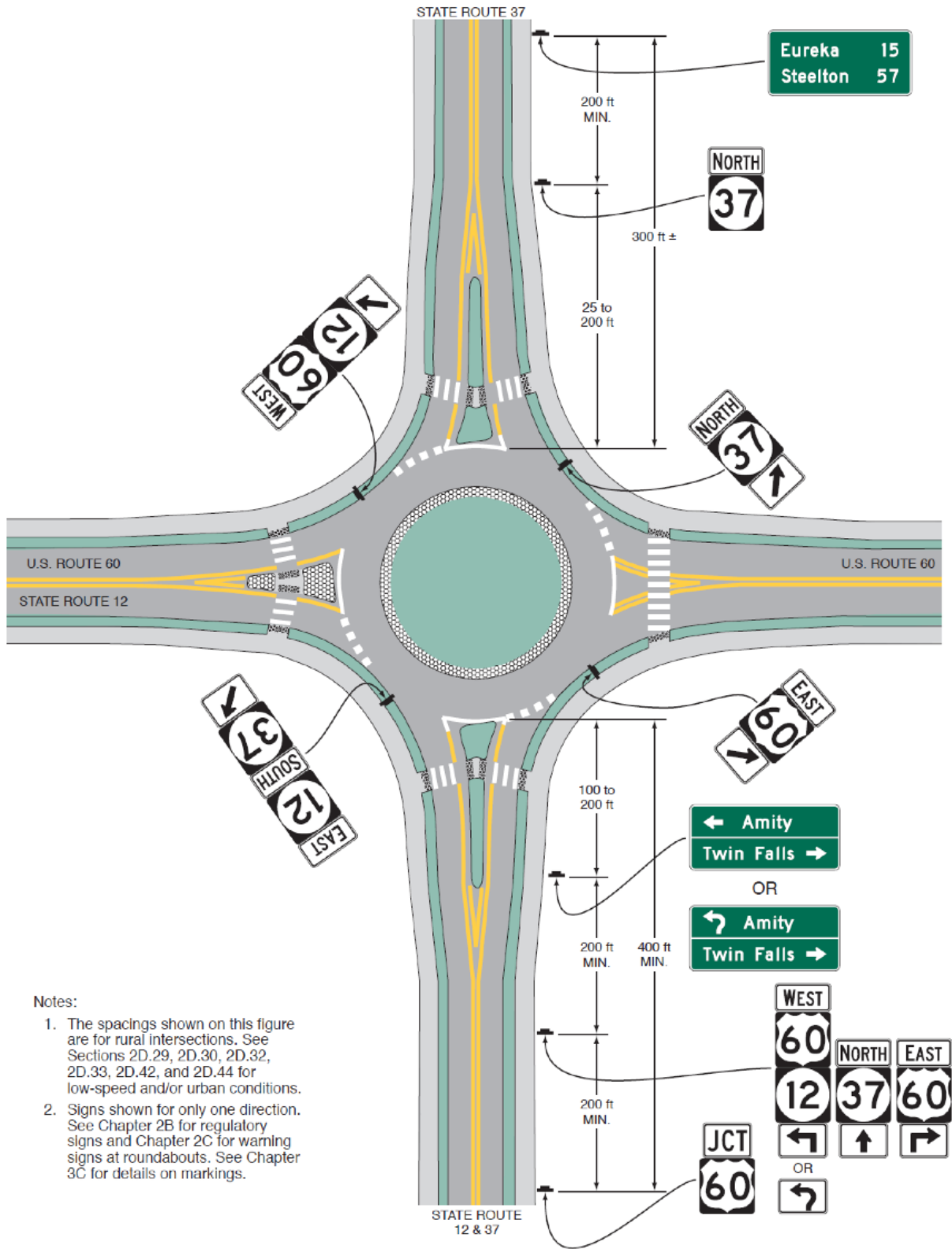


Figure 2D-13. Examples of Guide Signs for Roundabouts (Sheet 3 of 3)



Notes:

1. The spacings shown on this figure are for rural intersections. See Sections 2D.29, 2D.30, 2D.32, 2D.33, 2D.42, and 2D.44 for low-speed and/or urban conditions.
2. Signs shown for only one direction. See Chapter 2B for regulatory signs and Chapter 2C for warning signs at roundabouts. See Chapter 3C for details on markings.

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**Section 2D.40 Comments:** NCUTCD recommends revising 2D.40 to restore the Option statement from the 2009 MUTCD referencing engineering judgment on guide signing at jughandles. There are many areas of the US where jughandles are not common, and diagrammatic signs have been used to help educate drivers and help them turn at the correct location. NCUTCD also recommends correcting the figure reference from 2B-5 to 2B-9.

**Section 2D.40 Destination Signs at Jughandles**

**Standard:**

Destination signs that are used at jughandles shall comply with the provisions of Section 2D.36.

Option:

If engineering judgment indicates that standard destination signs alone are insufficient to direct road users to their destinations at a jughandle, a diagrammatic guide sign depicting the appropriate geometry may be used to supplement the normal destination signs.

Support:

Section 2B.36 contains information regarding regulatory signs for jughandle turns. Figure 2B-5 9 shows examples of regulatory and destination guide signing for various types of jughandle turns.

---

**Section 2D.41 Comments:** NCUTCD generally agrees with 2D.41 as presented in the NPA, with minor editorial revisions.

**Section 2D.41 Destination Signs at Intersections with Indirect Turning Movements**

Guidance:

A system of guides signs along with associated lane markings should be used to direct traffic through intersections with indirect turning movements.

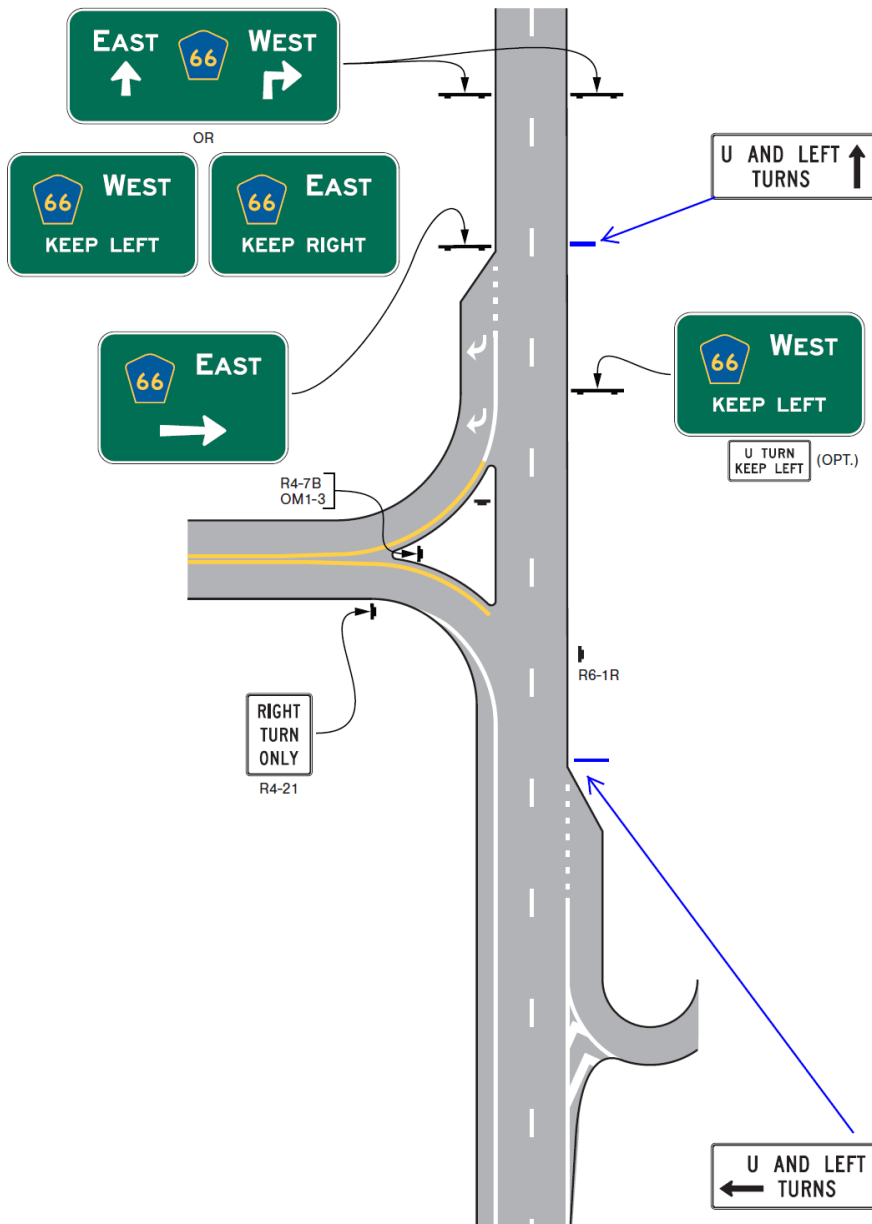
Support:

Figures 2D-14 shows examples of destination guide signing for intersections with indirect turning movements.

1320 NCUTCD generally agrees with Figure 2D-14 as presented in the NPA, but recommends  
 1321 revising as follows:  
 1322 • Select either the title in the NPA text or the title in the figures document as the final table title  
 1323 • Add leader lines between the U AND LEFT TURN signs and sign locations on sheet 1  
 1324

1325 **Figure 2D-14. Example of Signing for Intercepted Crossroad with left Turn Prohibited**

Figure 2D-14 Example of Signing for Intersection with Indirect Left Turns  
 A - Intercepted Crossroad with Left Turns Prohibited (Sheet 1 of 3)



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1328 **Section 2D.42 Comments:** NCUTCD agrees with 2D.42 as presented in the NPA.

1329

1330 **Section 2D.42 Location of Destination Signs**

1331 *Guidance:*

1332 *When used in high-speed areas, Destination signs should be located 200 feet or more in advance of*  
1333 *the intersection, and following any Junction or Advance Route Turn assemblies that might be required.*  
1334 *In rural areas, the minimum distance between a Destination sign and either an Advance Route Turn*  
1335 *assembly or a Junction assembly should be 200 feet.*

1336 *Option:*

1337 *In urban areas, shorter advance distances may be used.*

1338 *Because the Destination sign is of lesser importance than the Junction, Advance Route Turn, or*  
1339 *Directional assemblies, the Destination sign may be eliminated when sign spacing is critical.*

1340 *Support:*

1341 *Figure 2D-9 shows typical placements of Destination signs.*

1342

1343

1344 **Section 2D.43 Comments:** NCUTCD agrees with 2D.43 as presented in the NPA.

1345

1346 **Section 2D.43 Distance Signs (D2 Series)**

1347 **Standard:**

1348 **If used, the Distance (D2-1 through D2-3) sign (see Figure 2D-10) shall be a horizontal rectangle**  
1349 **of a size appropriate for the required legend, displaying the names of no more than three cities,**  
1350 **towns, junctions, or other traffic generators, and the distance (to the nearest mile) to those places.**

1351 **The distance numerals shall be placed to the right of the destination names as shown in Figure**  
1352 **2D-10.**

1353 *Guidance:*

1354 *The distance displayed should be selected on a case-by-case basis by the jurisdiction that owns the*  
1355 *road or by statewide policy. A well-defined central area or central business district should be used where*  
1356 *one exists. In other cases, the layout of the community should be considered in relation to the highway*  
1357 *being signed and the decision based on where it appears that most drivers would feel that they are in the*  
1358 *center of the community in question.*

1359 *The top name on the Distance sign should be that of the next place on the route having a post office*  
1360 *or a railroad station, a route number or name of an intersected highway, or any other significant*  
1361 *geographical identity. The bottom name on the sign should be that of the next major destination or*  
1362 *control city. If three destinations are displayed, the middle line should be used to indicate communities of*  
1363 *general interest along the route or important route junctions.*

1364 *Option:*

1365 *The choice of names for the middle line may be varied on successive Distance signs to give road*  
1366 *users additional information concerning communities served by the route.*

1367 *Guidance:*

1368 *The control city should remain the same on all successive Distance signs throughout the length of the*  
1369 *route until that city is reached.*

1370 Option:

1371 If more than one distant point may properly be designated, such as where the route divides at some  
1372 distance ahead to serve two destinations of similar importance, and if these two destinations cannot  
1373 appear on the same sign, the two names may be alternated on successive signs.

1374 On a route continuing into another State, destinations in the adjacent State may be displayed.

1375

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1376

1377 **Section 2D.44 Comments: NCUTCD agrees with 2D.44 as presented in the NPA.**

1378

1379 **Section 2D.44 Location of Distance Signs**

1380 *Guidance:*

1381 *If used, Distance signs should be installed on important routes leaving municipalities and just beyond*  
1382 *intersections of numbered routes in rural areas. If used, they should be placed just outside the municipal*  
1383 *limits or at the edge of the built-up area if it extends beyond the limits.*

1384 *Where overlapping routes separate a short distance from the municipal limits, the Distance sign at*  
1385 *the municipal limits should be omitted. The Distance sign should be installed approximately 300 feet*  
1386 *beyond the separation of the two routes.*

1387 *Where, just outside of an incorporated municipality, two routes are concurrent and continue*  
1388 *concurrently to the next incorporated municipality, the top name on the Distance sign should be that of*  
1389 *the place where the routes separate; the bottom name should be that of the city to which the greater part*  
1390 *of the through traffic is destined.*

1391 Support:

1392 Figure 2D-9 shows typical placements of Distance signs.

1393

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**STREET NAME AND PARKING SIGNS**

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1399 **Section 2D.45 Comments:** NCUTCD generally agrees with 2D.45 as presented in the NPA, but  
1400 recommends revising as follows:

- 1401 • Delete text specifying legend heights and replace with references to Table 2D-5)
- 1402 • Revise the reference for “Section 2A.13” to “Section 2A.08”
- 1403 • Revise Guidance in accordance with NCUTCD recommendation 14A-GMI-02  
1404 recommending display of street name signs front and back, as street name signs are also  
1405 viewed by pedestrians traveling both directions on one-way streets

1406

1407 **Section 2D.45 Street Name Signs (D3-1, D3-1a)**

1408 *Guidance:*

1409 *Street Name (D3-1 or D3-1a) signs (see Figure 2D-15) should be installed in urban areas at all street*  
1410 *intersections regardless of other route signs that might be present and should be installed in rural areas*  
1411 *to identify important roads that are not otherwise signed.*

1412 *To minimize wrong-way movements onto freeway or expressway exit ramps, Street Name signs should*  
1413 *not be used at the intersection of a freeway or expressway exit ramp with the crossroad to display the*  
1414 *name of the freeway or expressway to traffic on the crossroad.*

1415 *Option:*

1416 For streets that are part of a U.S., State, or county numbered route, a D3-1a Street Name sign (see  
1417 Figure 2D-15) that incorporates a route shield may be used to assist road users who might not otherwise  
1418 be able to associate the name of the street with the route number.

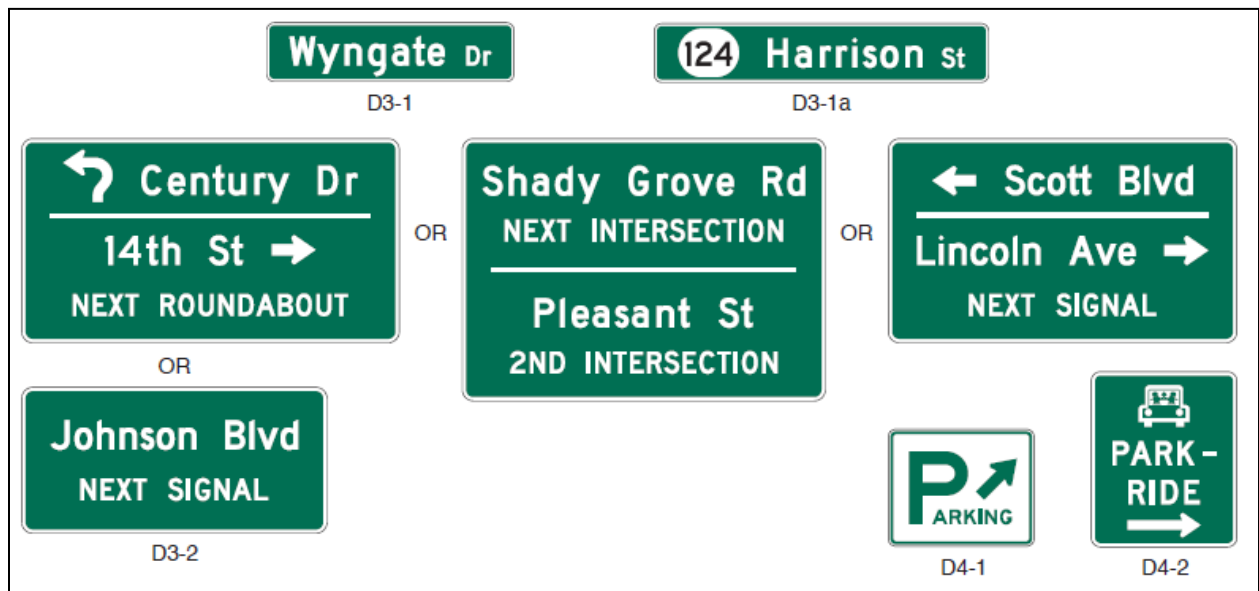
1419

1420 NCUTCD agrees with Figure 2D-15 as presented in the NPA.

1421

1422 **Figure 2D-15. Street Name and Parking Signs**

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**Standard:**

The lettering for names of streets and highways on Street Name signs shall be composed of a combination of lower-case letters with initial upper-case letters (see Section 2A.1308).

*Guidance:*

*The determination of letter heights to be used on Street Name signs should be based on, but not limited to the following considerations:*

*A. Use of Advance Street Name signs (see Section 2D.46);*

*B. Number of lanes on the intersection approach;*

*C. Length of turn lanes;*

*D. Distance the Street Name sign is located across the intersection (if a sign is not provided on the near side of the intersection).*

*Lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 6 inches in height and lower-case letters at least 4.5 inches in height.*

*On multi-lane streets with speed limits greater than 40 mph, the lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 8 inches in height and lower-case letters at least 6 inches in height.*

*Letter heights on street name signs should be as shown in Table 2D-5.*

**Option:**

~~For two-lane local roadways with speed limits of 25 mph or less, the lettering on post-mounted Street Name signs may be composed of initial upper-case letters at least 4 inches in height and lower-case letters at least 3 inches in height.~~

*Guidance:*

~~If overhead Street Name signs are used, the lettering should be composed of initial upper-case letters at least 12 inches in height and lower-case letters at least 9 inches in height.~~

**Support:**

The recommended minimum letter heights for Street Name signs are summarized in Table 2D-5. The speed limits specified and the recommended minimum letter heights provided in this Section apply to the roadway that each Street Name sign faces rather than to the street that has its name displayed on the Street Name sign. The letter heights specified in Table 2D-5 are the initial upper-case letter of a mixed-case legend.

1460 NCUTCD generally agrees with Table 2D-5 as presented in the NPA, but recommends deleting  
 1461 all columns and references to lower case letter height, as this has been misinterpreted as  
 1462 specifying a smaller ascender height for lower case text, not as a loop height (see comments on  
 1463 Section 2D.05)

1464  
 1465 **Table 2D-5. Minimum Letter Heights for Street Name Signs**  
 1466

**Table 2D-5. Minimum Letter Heights  
 on Street Name Signs**

Type of Mounting	Type of Street or Highway	Speed Limit	Recommended Minimum Letter Height *	
			Initial Upper-Case	<del>Lower Case</del>
Overhead	All types	All speed limits	12 inches	<del>9 inches</del>
Post-mounted	Multi-lane	More than 40 mph	8 inches	<del>6 inches</del>
Post-mounted	Multi-lane	40 mph or less	6 inches	<del>4.5 inches</del>
Post-mounted	2-lane	All speed limits	6 inches**	<del>4.5 inches**</del>

\* Letter heights shown are for the street name. Descriptors or other supplementary legend may be displayed in smaller lettering of at least 3 inches.

\*\* On two-lane local streets with speed limits of 25 mph or less, 4-inch initial upper-case letters with 3-inch lower-case letters may be used.

1467  
 1468 Option:

1469 Each Street Name sign in a sign assembly may use different letter heights determined by the speed  
 1470 limit of the street that each sign faces.

1471 The letter height of the street name descriptor (such as St, Ave, or Rd), the directional legend (such as  
 1472 NW) or any other supplemental legend such as block or house numbers (see Paragraph 15) on the D3-1  
 1473 and D3-1a signs may be smaller than that of the street name itself.

1474 Guidance:

1475 The letter height of the street name descriptor, the directional legend, or any other supplemental  
 1476 legend on the D3-1 and D3-1a signs should be at least two-thirds of the letter height of the street name  
 1477 itself, but not less than 3 inches for the initial upper-case letters and not less than 2.25 inches for the  
 1478 lower-case letters.

1479 Conventional abbreviations (see Section 1A.15) should be used except for the street name itself.  
 1480 Acceptable abbreviations for street name descriptors such as "Ave" for Avenue and "Blvd" for  
 1481 Boulevard should be as provided in Table 2D-3 (see Section 2D.07). Table 2D-4 provides street name  
 1482 descriptors that should not be abbreviated (see Section 2D.07).

1483 Option:

1484 Block or house numbers may be displayed as a supplemental legend on a Street Name sign to aid  
 1485 emergency responders and road users in locating addresses.

1486 Guidance:

1487 If block or house numbers are displayed on a Street Name sign where only a single Street Name sign  
 1488 is provided for the cross street, the block or house numbers for the left and right blocks should be  
 1489 positioned at the left and right sides of the sign, respectively.

1490 *If block or house numbers are displayed on a Street Name sign where two Street Name signs are*  
1491 *provided for the cross street, such as on diagonally opposite corners of an intersection, each Street Name*  
1492 *sign should display only the block or house numbers associated with that block of the cross street.*

1493 Option:

1494 A pictograph (see definition in Section 1A.13) representing the municipality (ADD TO GRAPHIC)  
1495 may be used on a D3-1 sign.

1496 **Standard:**

1497 **Pictographs shall not be displayed on D3-1a or Advance Street Name (D3-2) signs (see Section**  
1498 **2D.46).**

1499 **If a pictograph is used on a D3-1 sign, the height and width of the pictograph shall not exceed**  
1500 **the upper-case letter height of the principal legend of the sign.**

1501 Guidance:

1502 *The pictograph should be positioned to the left of the street name.*

1503 **Standard:**

1504 **The Street Name sign shall be retroreflective or illuminated in accordance with the provisions**  
1505 **of Section 2A.07**

1506 Option:

1507 The border may be omitted from a post-mounted Street Name sign.

1508 Guidance:

1509 *The decision to omit the border from a post-mounted Street Name sign should be based on such*  
1510 *factors as the visual complexity of the environment and the degree of conspicuity needed to provide for*  
1511 *adequate recognition of the sign by the road user.*

1512 Option:

1513 An alternative background color (see Paragraph 27) other than the standard guide sign color of green  
1514 may be used for Street Name (D3-1 or D3-1a) signs where the highway agency determines this is  
1515 necessary to assist road users in determining jurisdictional authority for roads.

1516 **Standard:**

1517 **Alternative background colors shall not be used for Advance Street Name (D3-2) signs (see**  
1518 **Section 2D.46).**

1519 **The only acceptable alternative background colors for Street Name (D3-1 or D3-1a) signs shall**  
1520 **be blue, brown, or white. Regardless of whether green, blue, or brown is used as the background**  
1521 **color for Street Name (D3-1 or D3-1a) signs, the legend (and border, if used) shall be white. For**  
1522 **Street Name signs that use a white background, the legend (and border, if used) shall be black.**

1523 Guidance:

1524 *An alternative background color for Street Name signs, if used, should be applied to the Street Name*  
1525 *(D3-1 or D3-1a) signs on all roadways under the jurisdiction of a particular highway agency.*

1526 *In business or commercial areas and on principal arterials, Street Name signs should be placed at*  
1527 *least on diagonally opposite corners. In residential areas, at least one Street Name sign should be*  
1528 *mounted at each intersection. Signs naming both streets should be installed at each intersection. They*  
1529 *should be mounted with their faces parallel to the streets they name.*

1530 *Where used, especially in urban areas, Street Name signs should display their legends on both the*  
1531 *front and back sides of the sign to facilitate navigation for pedestrians.*

1532 Option:

1533 To optimize visibility, Street Name signs may be mounted overhead. Street Name signs may also be  
1534 placed above a regulatory or STOP or YIELD sign with no required vertical separation.

1535 Guidance:

1536 *In urban or suburban areas, especially where Advance Street Name signs for signalized and other*  
1537 *major intersections are not used, the use of overhead Street Name signs should be strongly considered.*

1538 Option:

1539 At intersection crossroads where the same road has two different street names for each direction of  
1540 travel, both street names may be displayed on the same sign along with directional arrows, except where

1541 the arrow would point in a direction opposing the flow of traffic on a one-way street or where a turn in the  
1542 direction of the arrow is not allowed.

1543 On lower speed roadways, historic street name signs within locally identified historic districts that are  
1544 consistent with the criteria contained in 36 CFR 60.4 for such structures and districts may remain in  
1545 service without complying with the provisions of Paragraphs 3, 4, 6, 9, 12 through 14, and 18 through 20  
1546 of this section.

1547 *Guidance:*

1548 Streets or segments of a street that have been memorialized or dedicated should not use a second  
1549 Street Name sign to display the memorial or dedication name (see Section 2D.56). When signed, the  
1550 Memorial or Dedication sign should be located to minimize its conspicuity to and potential for confusion  
1551 by vehicular traffic.

1552 Support:

1553 Information regarding the use of street names on supplemental plaques for use with intersection-  
1554 related warning signs is contained in Section 2C.58.

1555 Information regarding the identification of overcrossing and undercrossing roadways at grade  
1556 separations is contained in Section 2H.10.

1557

1558

1559 **Section 2D.46 Comments:** NCUTCD generally agrees with 2D.46 as presented in the NPA, but  
1560 recommends a minor editorial revision and revising the term “circular intersection” to  
1561 “roundabout” to clarify appropriate use of curved-stem arrows.

1562

### 1563 **Section 2D.46 Advance Street Name Signs (D3-2 Series)**

1564 Support:

1565 Advance Street Name (D3-2) signs (see Figure [2D-15](#) ~~2D-16~~ identify a downstream intersection.  
1566 Although this is often the next intersection, it could also be several intersections away in cases where the  
1567 next signalized intersection is referenced.

1568 **Standard:**

1569 **Advance Street Name (D3-2) signs, if used, shall supplement rather than be used instead of the**  
1570 **Street Name (D3-1) signs at the intersection.**

1571 Option:

1572 Advance Street Name (D3-2) signs may be installed in advance of signalized or unsignalized  
1573 intersections to provide road users with advance information to identify the name(s) of the next  
1574 intersecting street to prepare for crossing traffic and to facilitate timely deceleration and/or lane changing  
1575 in preparation for a turn.

1576 *Guidance:*

1577 *On arterial highways in rural areas, Advance Street Name signs should be used in advance of all*  
1578 *signalized intersections and in advance of all intersections with exclusive turn lanes.*

1579 *In urban areas, Advance Street Name signs should be used in advance of all signalized intersections*  
1580 *on major arterial streets, except where signalized intersections are so closely spaced that advance*  
1581 *placement of the signs is impractical.*

1582 *The heights of the letters on Advance Street Name signs should comply with the provisions of Section*  
1583 *2D.05.*

1584 **Standard:**

1585 **If used, Advance Street Name signs shall have a white legend and border on a green**  
1586 **background. Alternative background colors shall not be used on Advance Street Name signs.**

1587 **If used, Advance Street Name signs shall provide the name(s) of the intersecting street(s) on the**  
1588 **top line(s) of the legend and the distance to the intersecting streets or messages such as NEXT**  
1589 **SIGNAL, NEXT INTERSECTION, NEXT ROUNDABOUT, or directional arrow(s) on the bottom**  
1590 **line of the legend.**

1591 **Pictographs shall not be displayed on Advance Street Name signs.**

1592 Option:

1593 Directional arrow(s) may be placed to the right or left of the street name or message such as NEXT  
1594 SIGNAL, as appropriate, rather than on the bottom line of the legend. Curved-stem arrows may be used  
1595 on Advance Street Name signs on approaches to [roundabouts](#) ~~circular intersections~~.

1596 For intersecting crossroads where the same road has a different street name for each direction of  
1597 travel, the different street names may be displayed on the same Advance Street Name sign along with  
1598 directional arrows.

1599 In advance of two closely-spaced intersections where it is not practical to install separate Advance  
1600 Street Name signs, the Advance Street Name sign may include the street names for both intersections  
1601 along with appropriate supplemental legends for both street names, such as NEXT INTERSECTION,  
1602 2ND INTERSECTION, or NEXT LEFT and NEXT RIGHT, or directional arrows.

1603 *Guidance:*

1604 *If two street names are used on the Advance Street Name sign, the street names should be displayed*  
1605 *in the following order:*

- 1606 A. *For a single intersection where the same road has a different street name for each direction of*  
1607 *travel, the name of the street to the left should be displayed above the name of the street to the*  
1608 *right; or*  
1609 B. *For two closely-spaced intersections, the name of the first street encountered should be displayed*  
1610 *above the name of the second street encountered, and the arrow associated with the second street*  
1611 *encountered should be an advance arrow, such as the arrow shown on the W16-6P arrow plaque*  
1612 *(see Figure 2C-12).*

1613 Option:

1614 An Advance Street Name (W16-8P or W16-8aP) plaque (see Section 2C.64) with black legend on a  
1615 yellow background, installed to supplement an Intersection (W2 series) or Advance Traffic Control (W3  
1616 series) warning sign may be used instead of an Advance Street Name guide sign.

1617

1618

1619 **Section 2D.47 Comments: NCUTCD agrees with 2D.47 as presented in the NPA.**

1620

## 1621 **Section 2D.47 Parking Area Guide Sign (D4-1)**

1622 Option:

1623 The Parking Area (D4-1) guide sign (see Figure 2D-15) may be used to show the direction to a  
1624 nearby public parking area or parking facility.

1625 **Standard:**

1626 **The smaller size of 18 x 15 inches for the Parking Area guide sign shall be limited to minor, low-**  
1627 **speed streets.**

1628 *Guidance:*



1629 *If used, the Parking Area guide sign should be installed on major thoroughfares at the nearest point*  
1630 *of access to the parking facility and where it can advise drivers of a place to park. The sign should not be*  
1631 *used more than four blocks from the parking area.*

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1632

1633

1634 **Section 2D.48 Comments:** NCUTCD agrees with 2D.48 as presented in the NPA.

1635

1636 **Section 2D.48 PARK - RIDE Sign (D4-2)**

1637 Option:

1638 PARK - RIDE (D4-2) signs (see Figure 2D-15) may be used to direct road users to park - ride  
1639 facilities.

1640 **Standard:**

1641 **The signs shall display the word message PARK - RIDE and direction information (arrow or**  
1642 **word message).**

1643 Option:

1644 PARK - RIDE signs may display the local transit pictograph and/or carpool symbol.

1645 **Standard:**

1646 **If used, the local transit pictograph and/or carpool symbol shall be located in the top part of the**  
1647 **sign above the message PARK - RIDE. In no case shall the vertical dimension of the local transit**  
1648 **pictograph and/or carpool symbol exceed 18 inches.**

1649 *Guidance:*

1650 *If the function of the parking facility is to provide parking for persons using public transportation, the*  
1651 *local transit pictograph should be used on the guide sign. If the function of the parking facility is to serve*  
1652 *carpool riders, the carpool symbol should be used on the guide sign. If the parking facility serves both*  
1653 *functions, both the pictograph and carpool symbol should be used.*

1654 **Standard:**

1655 **These signs shall have a retroreflective white legend and border on a rectangular green**  
1656 **background. The carpool symbol shall be as shown for the D4-2 sign. The color of the local transit**  
1657 **pictograph shall be selected by the local transit authority.**

1658 Option:

1659 To increase the target value and contrast of the local transit pictograph, and to allow the local transit  
1660 pictograph to retain its distinctive color and shape, the pictograph may be included within a white border  
1661 or placed on a white background.

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**FREEWAY ENTRANCE SIGNS**

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**Section 2D.49 Comments:** NCUTCD generally agrees with 2D.49 as presented in the NPA, but recommends changing the term “transposed-alignment crossroads for a diamond interchange” to the commonly-used “diverging diamond interchange”.

**Section 2D.49 Signing on Conventional Roads on Approaches to Interchanges**

Support:

Because there are a number of different ramp configurations that are commonly used at interchanges with conventional roads, drivers on the conventional road cannot reliably predict whether they will be required to turn left or right in order to enter the correct ramp to access the freeway or expressway in the desired direction of travel. Consistently applied signing for conventional road approaches to freeway or expressway interchanges is highly desirable.

**Standard:**

**On multi-lane conventional roads approaching an interchange, guide signs shall be provided to identify which direction of turn is to be made and/or which specific lane to use for ramp access to each direction of the freeway or expressway.**

*Guidance:*

*The signing of conventional roads with one lane of traffic approaching an interchange should consist of a sequence containing the following signs (see Figure 2D-16):*

- A. Junction Assembly*
- B. Destination sign*
- C. Directional Assembly or Entrance Direction sign for the first ramp*
- D. Advance Route Turn Assembly or Advance Entrance Direction sign with an advance turn arrow*
- E. Directional Assembly or Entrance Direction sign for the second ramp*

**Figure 2D-16. Example of Interchange Crossroad Signing for a One-Lane Approach**

NCUTCD agrees with Figure 2D-16 as presented in the NPA.

**Standard:**

**If used, the Entrance Direction sign shall consist of a white legend and border on a green background. It shall contain the freeway or expressway route shield(s), cardinal direction, and directional arrow(s).**

Option:

The Entrance Direction sign may contain a destination(s) and/or an action message such as NEXT RIGHT.

At minor interchanges, the following sequence of signs may be used (see Figure 2D-17):

- A. Junction Assembly
- B. Directional Assembly for the first ramp
- C. Directional Assembly for the second ramp

1709 **Figure 2D-17. Example of Minor Interchange Crossroad Signing**

1710

1711 **NCUTCD agrees with Figure 2D-17 as presented in the NPA.**

1712

1713 *Guidance:*

1714 *On multi-lane conventional roads approaching an interchange, the sign sequence should contain the*  
1715 *following signs (see Figures 2D-18 through 2D-20):*

1716 *A. Junction Assembly*

1717 *B. Advance Entrance Direction sign(s) for both directions (if applicable) of travel on the freeway or*  
1718 *expressway*

1719 *C. Entrance Direction sign for first ramp*

1720 *D. Advance Turn Assembly*

1721 *E. Entrance Direction sign for the second ramp*

1722 *Support:*

1723 *Advance Entrance Direction signs are used to direct road users to the appropriate lane(s).*

1724 **Standard:**

1725 **The Advance Entrance Direction sign shall consist of a white legend and border on a green**  
1726 **background. It shall contain the freeway or expressway route shield(s) and cardinal direction(s).**

1727 *Option:*

1728 *The Advance Entrance Direction sign may have destinations, directional arrows, and/or an action*  
1729 *message such as KEEP LEFT, NEXT LEFT, or SECOND RIGHT. Signs in this sequence may be*  
1730 *mounted overhead to improve visibility as shown in Figures 2D-18 through 2D-20.*

1731 *Support:*

1732 *A post-mounted Advance Entrance Direction diagrammatic guide sign (see Figure 2D-21), within the*  
1733 *sequence of approach guide signing described in Paragraphs 3, 6, and 7, might be helpful in depicting the*  
1734 *location of a freeway or expressway entrance ramp that is in close proximity to an intervening intersection*  
1735 *on the same side of the approach roadway and where signing for only the ramp might cause confusion to*  
1736 *road users.*

1737

1738 **Figure 2D-18. Examples of Multi-Lane Crossroad Signing for a Diamond Interchange**

1739

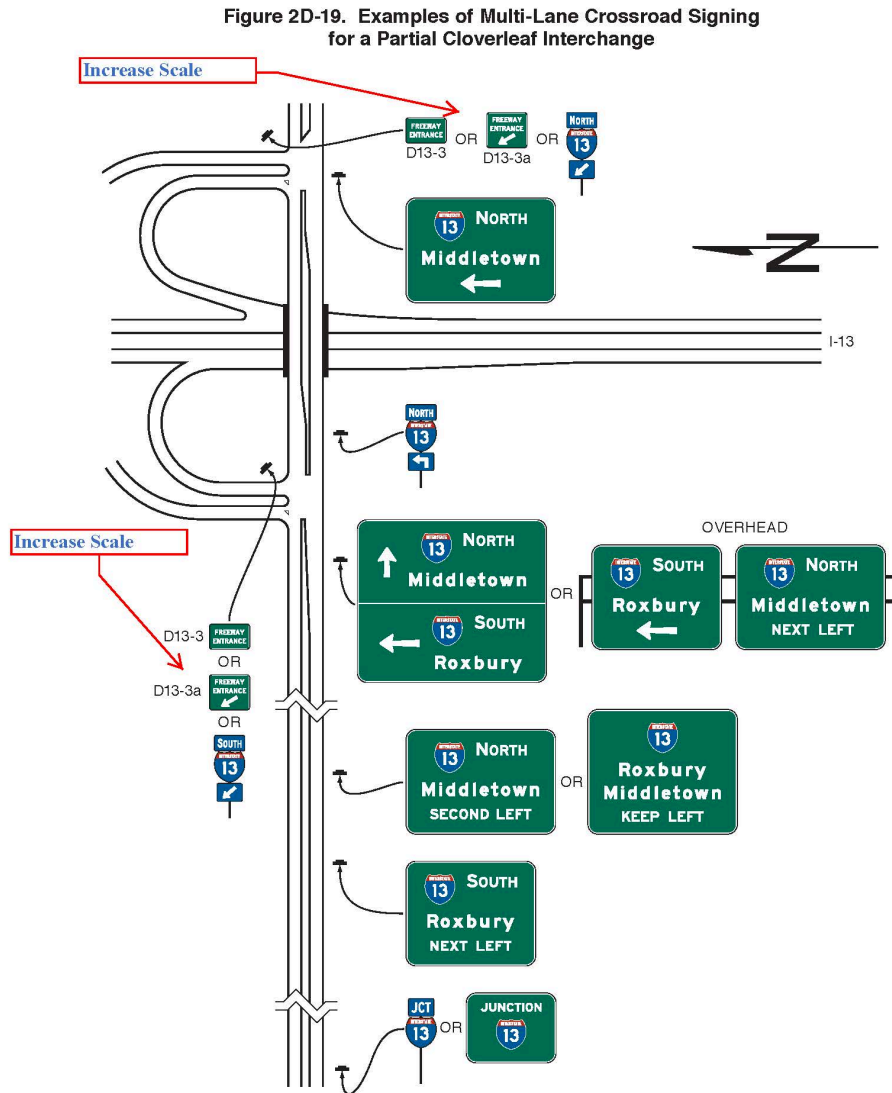
1740 **NCUTCD agrees with Figure 2D-18 as presented in the NPA.**

1741

1742

1743 NCUTCD generally agrees with Figure 2D-19 as presented in the NPA, but recommends  
 1744 increasing the size of the FREEWAY ENTRANCE signs on the figure to be more readable.  
 1745 NCUTCD also recommends adding a note on Figure 2D-19 that reads: “Regulatory signs to deter  
 1746 wrong way movements are not shown. See Figure 2B-19 for examples of regulatory signing and  
 1747 pavement markings to deter wrong-way entry” to address measures deterring wrong-way  
 1748 movements at partial cloverleaf interchanges because the entrance and exit ramps are adjacent.

1749 **Figure 2D-19. Examples of Multi-Lane Crossroad Signing for a Partial Cloverleaf**  
 1750 **Interchange**



1751 [Regulatory signs to deter wrong way movements are not shown. See Figure 2B-19 for examples of regulatory signing and](#)  
 1752 [pavement markings to deter wrong-way entry.](#)  
 1753

1754

1755 NCUTCD agrees with Figure 2D-20 as presented in the NPA.

1756 **Figure 2D-20. Examples of Multi-Lane Crossroad Signing for a Cloverleaf Interchange**

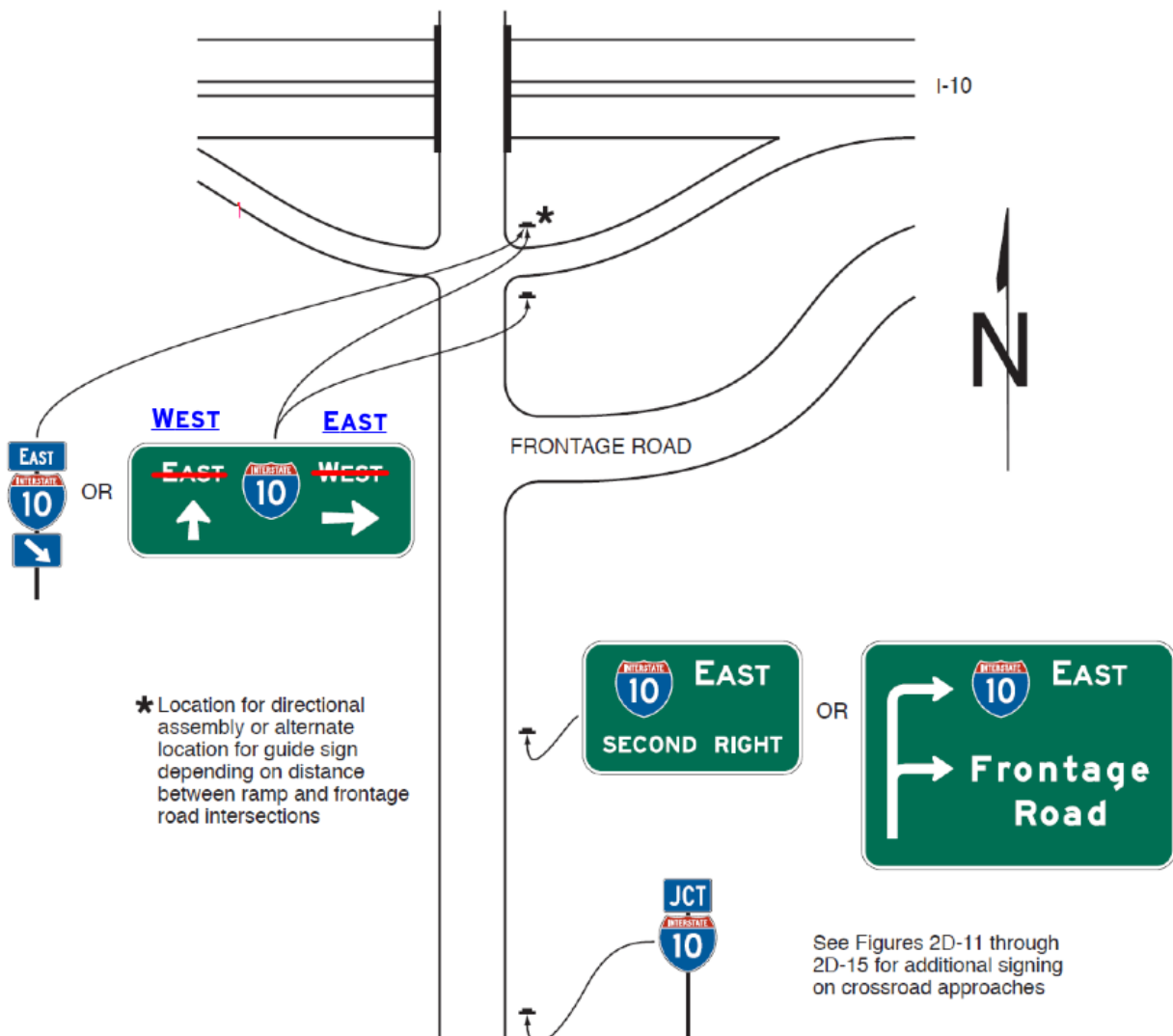
1757

1758

1759 NCUTCD generally agrees with Figure 2D-21 as presented in the NPA, but recommends  
1760 switching the cardinal directions on the guide sign at the ramp, as it is inconsistent with the other  
1761 signs.

1762 **Figure 2D-21. Example of Crossroad Signing for an Exit Ramp with a Nearby Frontage  
1763 Road**

**Figure 2D-21. Example of Crossroad Signing for an Entrance Ramp with a Nearby Frontage Road**



1764

1765

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1767 **Standard:**

1768 **If used, the post-mounted Advance Entrance Direction diagrammatic guide sign shall display**  
1769 **only the two successive turns from the same side of the roadway, one of which shall be the entrance**  
1770 **ramp. The post-mounted Advance Entrance Direction sign shall depict only the successive turns**  
1771 **and shall not depict lane use with lane lines, multiple arrow shafts for the approach roadway,**  
1772 **action messages, or other representations.**

1773 Support:

1774 Examples of guide signing for single-point urban intersection and ~~diverging transposed alignment~~  
1775 ~~crossroads for a~~ diamond interchange are shown in Figures 2D-22 and 2D-23.

1776 Section 2D.50 contains information regarding the use of a Directional assembly or a FREEWAY  
1777 ENTRANCE sign to mark the entrance to a freeway or expressway at the far corner of an intersection.

1778

1779

1780 NCUTCD generally agrees with Figure 2D-22 as presented in the NPA, but recommends  
 1781 revising as follows:  
 1782 • Revise the title from “Guide Signs for Transposed-Alignment Crossroads at a Diamond  
 1783 Interchange” to the commonly-used “Guide Signs for a Diverging Diamond Interchange”  
 1784 • Add “TO” as sign legend adjacent to or above the NORTH cardinal direction on both of the  
 1785 dual diagonal arrow advanced direction guide signs to be consistent with the route assembly  
 1786  
 1787 **Figure 2D-22. Guide Signs for a Diverging Transposed-Alignment Crossroads at a**  
 1788 **Diamond Interchange**

Figure 2D-22. Guide Signs for ~~Transposed-Alignment Crossroads at a~~ Diverging Diamond Interchange

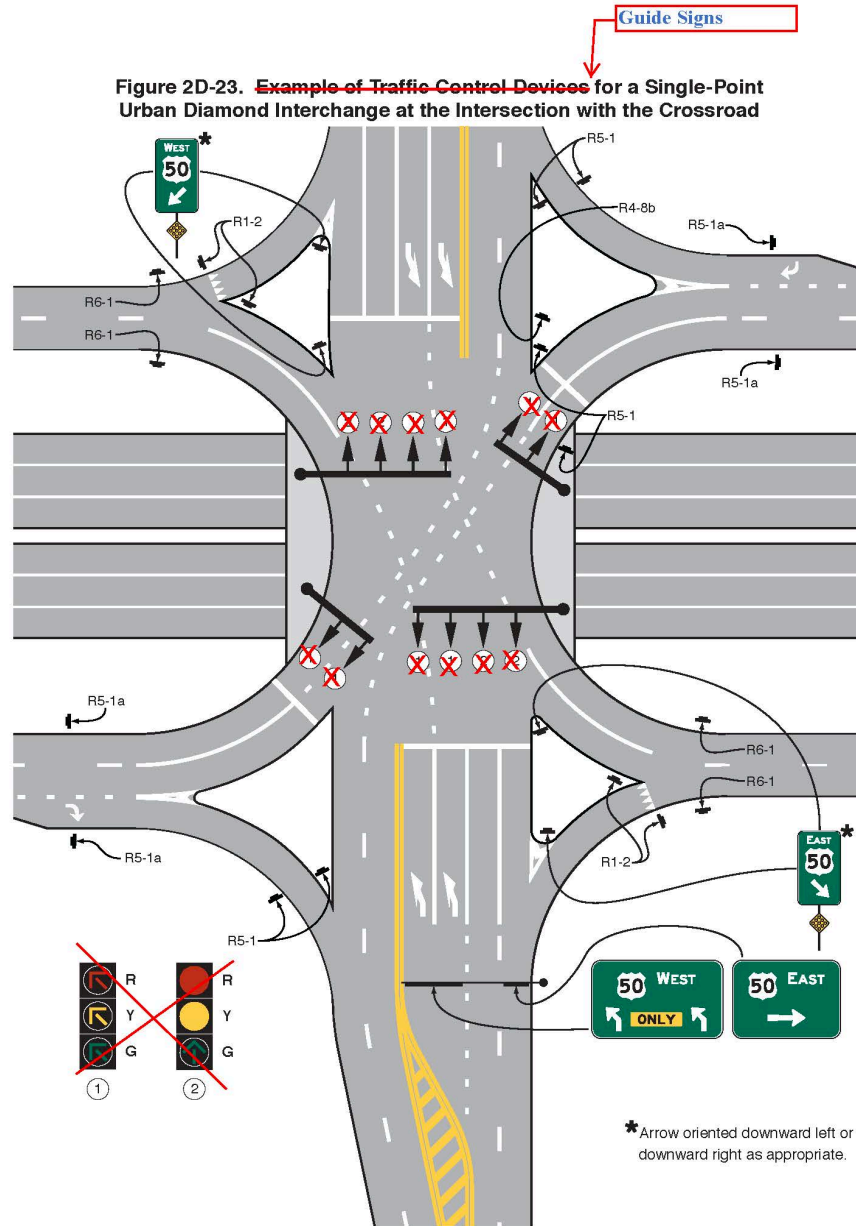


1789

1790 NCUTCD generally agrees with Figure 2D-23 as presented in the NPA, but recommends  
1791 revising as follows:

- 1792 • Revise the first part of the title from “Example of Traffic Control Devices” to “Guide Signs”  
1793 to convey that guide signs are the primary focus of this figure
- 1794 • Delete all traffic signal items
- 1795 • Rotate the pavement marking arrow on the top right of the detail 90 degrees clockwise to  
1796 show the correct orientation

1797 **Figure 2D-23. ~~Example of Traffic Control Devices~~ Guide Signs for a Single-Point Urban**  
1798 **Diamond Interchange at the Intersection with the Crossroad**



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**Section 2D.50 Comments: NCUTCD agrees with 2D.50 as presented in the NPA.**

**Section 2D.50 Freeway Entrance Signs (D13-3, D13-3a)**

Option:

FREEWAY ENTRANCE (D13-3) signs or FREEWAY ENTRANCE with downward pointing diagonal arrow (D13-3a) signs (see Figure 2D-19) may be used on entrance ramps near the crossroad to inform road users of the freeway or expressway entrance, as appropriate.

The D13-3 and D13-3a signs may display an alternate legend in place of FREEWAY, such as EXPRESSWAY or PARKWAY, as appropriate, or may display the name of an unnumbered highway.

A Directional assembly (see Section 2D.32) with a downward pointing diagonal arrow auxiliary (M6-2a) plaque (see Section 2D.28) may be used at the far left-hand corner of an intersection with a freeway or expressway entrance ramp as an alternative to the D13-3a sign, facing left-turning traffic on the conventional road approach to indicate the immediate point of entry to the freeway or expressway and distinguish the entrance ramp from an adjoining exit ramp terminal at the same intersection with the conventional road (see Figure 2D-19). A similar Directional assembly may be used at the far right-hand corner of an intersection with a freeway or expressway entrance ramp where the entrance ramp and a crossroad or side road follow one another in close succession on the conventional road approach and the point of entry to the freeway or expressway might be difficult for the road user to distinguish from the crossroad or side road on the conventional road approach (see Figure 2D-19).

Support:

Section 2B.41 contains information regarding the use of regulatory signs to deter wrong-way movements at intersections of freeway or expressway ramps with conventional roads, and in the area where entrance ramps intersect with the mainline lanes.

1828 **WEIGH STATION, TRUCK LANE, PASSING LANE, CROSSOVER AND**  
1829 **EMERGENCY AND SLOW VEHICLE TURN-OUT SIGNS**

1830  
1831 **Section 2D.51 Comments:** NCUTCD recommends revising 2D.51 as follows:

- 1832 • Delete the second sentence of the first Support paragraph because permanent signing is  
1833 generally not installed for a temporary facility
- 1834 • Add “or Inspection” to the second Support paragraph because many of these facilities are  
1835 now designated as inspection stations
- 1836 • Revise the sign in list item A in the first Standard statement to a new “WEIGH STATION  
1837 AHEAD (D8-1a)” sign
- 1838 • Add an Option paragraph allowing omitting the weigh station exit gore sign where overhead signing  
1839 is provided
- 1840 • Revise the Option statement to allow alternate sign legends to better identify the purpose of the  
1841 station
- 1842 • Revise the Guidance statement to improve wording on placement of open/closed messages
- 1843 • Revise the final Standard statement to simplify wording

1844  
1845 **Section 2D.51 Inspection WEIGH STATION Signing (D8 Series)**

1846 Support:

1847 Independent facilities or areas have been added along many highways where certain commercial  
1848 vehicles are directed to stop to be weighed and/or inspected. ~~These areas are sometimes~~  
1849 ~~permanent, such as in a roadside area, or temporary mobile facilities deployed along the~~  
1850 ~~roadway.~~

1851 The general concept for signing permanent Weigh or Inspection Stations is similar to Rest Area  
1852 signing (see Section 2I.05) because in both cases traffic using either area remains within the right-of-way.

1853 **Standard:**

1854 **The standard sequence of signs for a Weigh Station ~~signing~~ on a conventional highway shall**  
1855 **include three basic signs (see Figure 2D-24):**

- 1856 A. Advance Weigh Station ~~Distance~~ Ahead (D8-1A) sign,
- 1857 B. Weigh Station Next Right (D8-2) sign, and
- 1858 C. Weigh Station Exit Directional (D8-3) sign.

1859 Guidance:

1860 An Exit Gore sign with the same basic legend as the Weigh Station Exit Direction (D8-3) sign should  
1861 also be used to emphasize the entrance to the weigh station.

1862 Option:

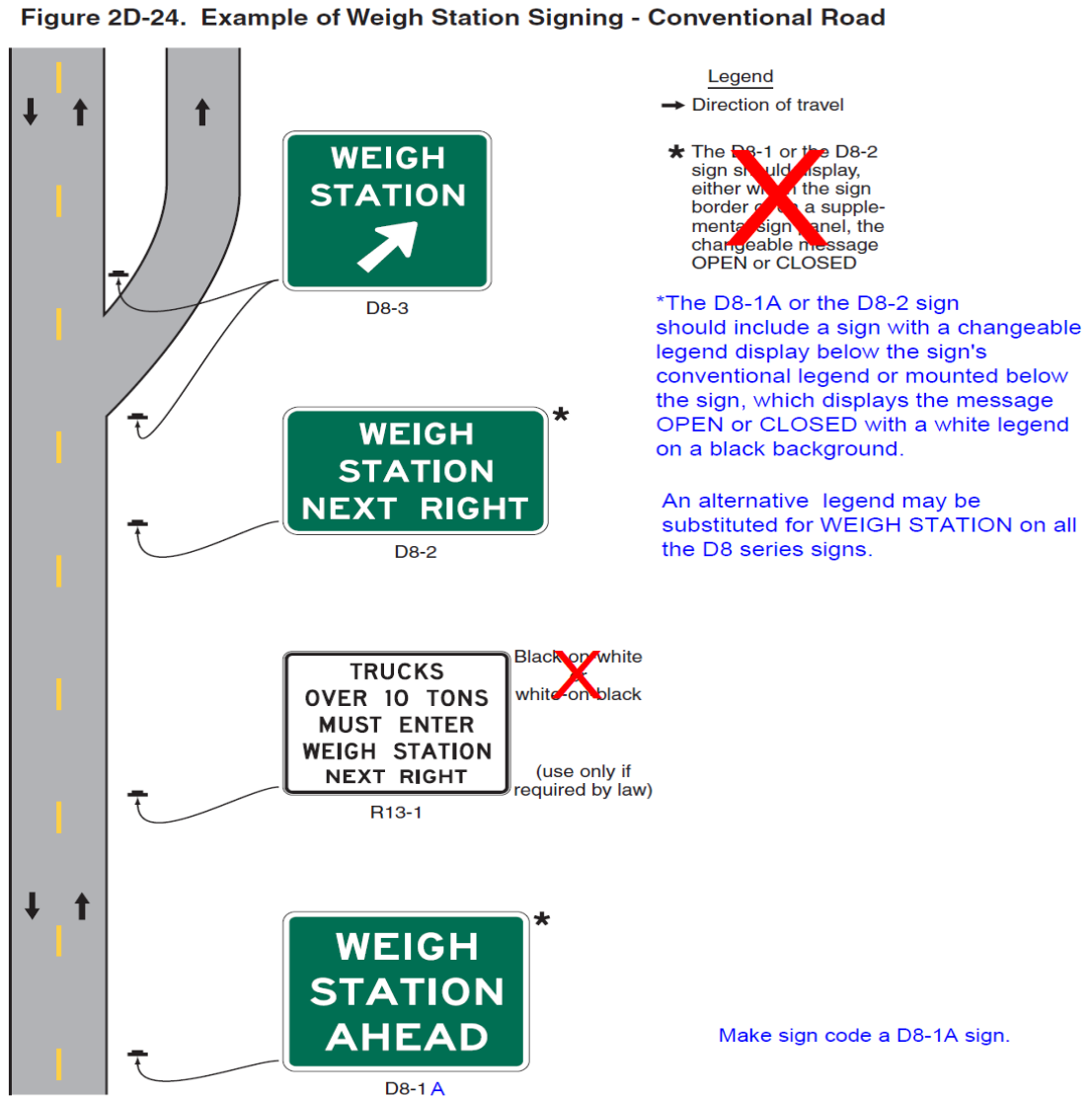
1863 When an overhead Weigh Station Exit Direction sign is provided, the Weigh Station Exit Gore sign  
1864 may be omitted.

- 1867 NCUTCD recommends Figure 2D.24 be revised as follows:
- 1868 • Revise the note referencing placement of open/closed messages
- 1869 • Add a note stating “an alternative legend may be substituted for WEIGH STATION on all
- 1870 D8 series signs” to be consistent with Section 2E.53
- 1871 • Delete the note adjacent to the R13-1 sign that allows white on black to be consistent with
- 1872 Section 2B.67

1873 **Figure 2D-24. Example of WEIGH STATION Signing**

1874

1875



- 1876 Option:
- 1877
- 1878 Where State law requires trucks of a certain weight to enter the Weigh Station, a Weigh Station (R13-
- 1879 1) regulatory sign (see Section 2B.60) may be located following the Advance Weigh Station Ahead
- 1880 Distance sign (see Figure 2D-24).
- 1881 Where only commercial vehicle inspections are conducted in the inspection area, the WEIGH
- 1882 STATION legend of the D8 series signs may be replaced with the alternate legend, COMMERCIAL

1883 ~~VEHICLE INSPECTION AREA.~~ Where the location conducts only one specific type of inspection, the  
1884 D8 sign series Weigh Station legend may be replaced by an alternative legend such as “INSPECTION”,  
1885 “AGRICULTURE”, “PORT OF ENTRY” or other appropriate legend to match the specific type of  
1886 inspection conducted at the station.

1887 *Guidance:*

1888 The *Weigh Station Next Right (D8-2) Sign* or the *Advance Weigh Station Ahead Distance (D8-1A)*  
1889 *sign* should display, either ~~within the sign border~~ on the sign or on a supplemental plaque or sign panel,  
1890 the changeable legend *OPEN* or *CLOSED*.

1891 **Standard:**

1892 When the WEIGH STATION legend of the D8 series signs is replaced with an alternative the  
1893 ~~COMMERCIAL VEHICLE INSPECTION AREA~~ legend, as provided in Paragraph 6 of this  
1894 Section, the WEIGH STATION legend of the R13-1 sign shall be replaced with the alternate legend.  
1895 ~~INSPECTION AREA.~~

1896

1897

1898 **Section 2D.52 Comments:** NCUTCD agrees with 2D.52 as presented in the NPA.

1899 **Section 2D.52 Crossover Signs (D13-1, D13-2)**

1900 *Option:*

1901 Crossover signs may be installed on divided highways to identify median openings not otherwise  
1902 identified by warning or other guide signs.

1903 **Standard:**

1904 A CROSSOVER (D13-1) sign (see Figure 2D-25) shall not be used to identify a median opening  
1905 that is permitted to be used only by official or authorized vehicles.

1906 *Guidance:*

1907 If used, the CROSSOVER sign should be installed immediately beyond the median opening, either on  
1908 the right-hand side of the roadway or in the median.

1909 *Option:*

1910 The Advance Crossover (D13-2) sign (see Figure 2D-25) may be installed in advance of the  
1911 CROSSOVER sign to provide advance notice of the crossover.

1912 *Guidance:*

1913 The distance displayed on the Advance Crossover sign should be 1 MILE, 1/2 MILE, or 1/4 MILE,  
1914 unless unusual conditions require some other distance. If used, the sign should be installed either on the  
1915 right-hand side of the roadway or in the median at approximately the distance displayed on the sign.

1916

1917 NCUTCD agrees with Figure 2D-25 as presented in the NPA.

1918 **Figure 2D-25. Crossover Signs (D13-1, D13-2)**

1919

1920

1921 **Section 2D.53 Comments:** NCUTCD generally agrees with 2D.53 as presented in the NPA, but  
1922 recommends adding an Option statement to allow adjustment of the location and distance of the  
1923 D17-2 and D17-4 signs, plus minor editorial revisions.

1924

1925 **Section 2D.53 Truck and Passing Lane Signs (D17-1, D17-2, D17-3, D17-4)**

1926 *Guidance:*

1927 *If an extra lane has been provided to the right-hand side of the travel lanes for use by trucks and*  
1928 *other slow-moving traffic, a TRUCK LANE 1/2 MILE (D17-2) sign (see Figure 2D-26) should be*  
1929 *installed in advance of the lane.*

1930 *If a series of truck lanes are is provided along a highway, a NEXT TRUCK LANE XX MILES (D17-1)*  
1931 *sign (see Figure 2D-26) should be installed after each truck lane segment.*

1932 *If an extra lane has been provided to the left-hand side of the travel lane for passing slower moving*  
1933 *vehicles in the travel lane, a PASSING LANE 1/2 MILE (D17-4) sign (see Figure 2D-26) should be*  
1934 *installed in advance of the lane.*

1935 *If a series of passing lanes are provided along a highway, a NEXT PASSING LANE XX MILES (D17-*  
1936 *3) sign (See Figure 2D-26) should be installed after each passing lane segment.*

1937  
1938 Option:

1939 The location of and distance shown on the D17-2 and D17-4 signs may be adjusted, based on site  
1940 geometry, sight distance or other physical features.

1941 **Support:**

1942 An example of **signing signing** for a truck lane is shown in Figure 2D-27. An example of signing for  
1943 an intermittent passing lane is shown in Figure 2D-28.

1944 Section 2B.31 contains information regarding regulatory signs for these types of lanes.

1945

1946

1947 **NCUTCD agrees with Figure 2D-26 as presented in the NPA.**

1948 **Figure 2D-26. Truck and Passing Lane Signs (D17-1 through D17-4)**

1949

1950 **NCUTCD generally agrees with Figure 2D-27 as presented in the NPA, but recommends**  
1951 **showing all signs and dimensions consistently with other Figures in other chapters of the**  
1952 **MUTCD related to lane ends signing and markings.**

1953 **Figure 2D-27. Example of Signing for a Truck Lane**

1954

1955 **NCUTCD generally agrees with Figure 2D-28 as presented in the NPA, but recommends**  
1956 **showing all signs and dimensions consistently with other Figures in other chapters of the**  
1957 **MUTCD related to lane ends signing and markings.**

1958 **Figure 2D-28. Example of Signing for an Intermittent Passing Lane**

1959

1960

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1961

1962 **Section 2D.54 Comments:** NCUTCD generally agrees with 2D.54 as presented in the NPA, but  
1963 recommends revising the Guidance statement to also allow for emergency turn-out signing in  
1964 locations where there is part-time shoulder use consistent with Section 2G.23.

1965 **Section 2D.54 Emergency and Slow Vehicle Turn-Out Signs (D17-5 through D17-7)**

1966 *Guidance:*

1967 *If an emergency turn-out area has been provided where a shoulder is not available for emergency*  
1968 *stopping or where there is part-time shoulder use by traffic (see Section 2G.23), Emergency Turn-Out*  
1969 *signs should be installed. The Emergency Turn-Out advance (D17-5) sign (see Figure 2D-29) should be*  
1970 *installed between ¼ mile and 500 feet in advance of the turn-out area. The Emergency Turn-Out*  
1971 *directional (D17-6) sign should be installed near the beginning of the turn-out area*

1972 *If a slow vehicle turn-out area has been provided for slow-moving traffic, a SLOW VEHICLE TURN-*  
1973 *OUT XX MILES (D17-7) sign (see Figure 2D-29) should be installed in advance of the turn-out area.*

1974 Support:

1975 An example of signing for an emergency turn-out is shown in Figure 2D-30.

1976 Section 2B.35 contains information regarding regulatory signs for slow vehicle turn-out areas.

1977

1978 **NCUTCD agrees with Figure 2D-29 as presented in the NPA**

1979 **New Figure 2D-29. Emergency and Slow Vehicle Turn-Out Signs (D17-5 through D17-7)**

1980

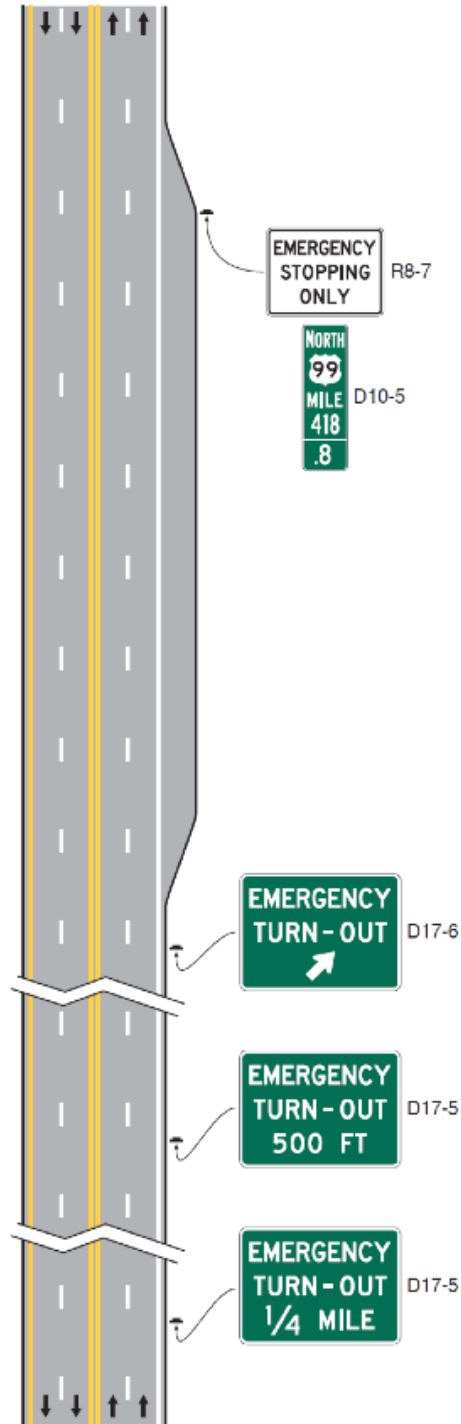
1981

1982 NCUTCD generally agrees with Figure 2D-30 as presented in the NPA, but recommends  
1983 revising the far left edge line to white (not yellow). NCUTCD notes the figure title is different in  
1984 the NPA text as compared to the NPA figures. NCUTCD recommends selecting one of these  
1985 titles as the final figure title.

1986 **New Figure 2D-30. Example of Emergency Turn-Out Signing**

**Figure 2D-30. Example of Signing for an Emergency Turnout**

The southbound right  
edgeline needs to be  
shown as white, not  
yellow.



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**OTHER GUIDE SIGNS**

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**Section 2D.55 Comments:** NCUTCD generally agrees with 2D.55 as presented in the NPA, but recommends using the term “scanning graphics” to agree with NCUTCD recommendations for Section 2A.04 and Section 2H.07, plus minor editorial revisions.

**Section 2D.55 Community Wayfinding Signs**

Support:

Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other similar secondary destinations within a city or a local urbanized or downtown area.

Community wayfinding guide signs are a type of destination guide sign for conventional roads with a common color and/or identification marker for destinations within an overall wayfinding guide sign plan for an area.

Figures 2D-31 through 2D-33 illustrate various examples of the design and application of community wayfinding guide signs.

**Standard:**

**The use of community wayfinding guide signs shall be limited to conventional roads. Community wayfinding guide signs shall not be installed on freeway or expressway mainlines or ramps. Direction to community wayfinding destinations from a freeway or expressway shall be limited to the use of a Supplemental Guide sign (see Section 2E.35) on the mainline and a Destination sign (see Section 2D.36) on the ramp to direct road users to the area or areas within which community wayfinding guide signs are used. The individual wayfinding destinations shall not be displayed on the Supplemental Guide and Destination signs except where the destinations are in accordance with the State or agency policy on Supplemental Guide signs.**

**Community wayfinding guide signs shall not be used to provide direction to primary destinations or highway routes or streets. Destination or other guide signs shall be used for this purpose as described elsewhere in this Chapter and shall have priority over any community wayfinding sign in placement, prominence, and conspicuity.**

**Because regulatory, warning, and other guide signs have a higher priority, community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and other higher priority signs. Community wayfinding guide signs shall not be installed in a position where they would obscure the road users' view of other traffic control devices.**

**Community wayfinding guide signs shall not be mounted overhead.**

*Guidance:*

*If used, a community wayfinding guide sign system should be established on a local municipal or equivalent jurisdictional level or for an urbanized area of adjoining municipalities or equivalent that form an identifiable geographic entity that is conducive to a cohesive and continuous system of signs. Community wayfinding guide signs should not be used on a regional or statewide basis where infrequent or sparse placement does not contribute to a continuous or coordinated system of signing that is readily identifiable as such to the road user. In such cases, Destination or other guide signs detailed in this Chapter should be used to direct road users to an identifiable area in which the type of eligible destination described in Paragraph 1 is located.*

*When a system of community wayfinding guide signs is being considered, the entire system of existing signs should be evaluated for serviceability and general conformance with the provisions of this Manual. Systematic upgrading (see Paragraphs 22 through 24 of the Introduction to this Manual) of higher*



2035 priority signs, such as regulatory, warning, and major Destination guide signs, should occur prior to the  
2036 installation of the community wayfinding signs.

2037

2038 NCUTCD generally agrees with Figure 2D-31 as presented in the NPA, but recommends  
2039 restoring sign details as seen in the 2009 MUTCD depicting color coding for destinations, as the  
2040 NPA content allows this option.

2041 **Figure 2D-31. Example of Community Wayfinding Guide Signs**

2042

2043

2044 NCUTCD agrees with Figure 2D-32 as presented in the NPA.

2045 **Figure 2D-32. Example of a Community Wayfinding Guide Sign System Showing**  
2046 **Direction from a Freeway or Expressway**

2047

2048

2049 NCUTCD generally agrees with Figure 2D-33 as presented in the NPA, but recommends  
2050 restoring sign details as seen in the 2009 MUTCD depicting color coding for destinations, as the  
2051 NPA content allows this option.

2052 **Figure 2D-33. Example of a Color-Coded Community Wayfinding Guide Sign System**

2053

2054 Support:

2055 The specific provisions of this Section regarding the design of community wayfinding sign legends  
2056 apply to vehicular community wayfinding signs and do not apply to those signs that are intended only to  
2057 provide information or direction to pedestrians or other users of a sidewalk or roadside area.

2058 *Guidance:*

2059 *Because pedestrian wayfinding signs typically use smaller legends that are inadequately sized for*  
2060 *viewing by vehicular traffic and because they can provide direction to pedestrians that might conflict with*  
2061 *that appropriate for vehicular traffic, wayfinding signs designed for and intended to provide direction to*  
2062 *pedestrians or other users of a sidewalk or other roadside area should be located to minimize their*  
2063 *conspicuity to vehicular traffic. Such signs should be located as far as practical from the street, such as*  
2064 *at the far edge of the sidewalk. Where locating such signs farther from the roadway is not practical, the*  
2065 *pedestrian wayfinding signs should have their conspicuity to vehicular traffic minimized by employing*  
2066 *one or a combination of the following methods:*

- 2067 A. *Locating signs away from intersections where high-priority traffic control devices are present.*  
2068 B. *Facing the pedestrian message toward the sidewalk and away from the street.*  
2069 C. *Cantilevering the sign over the sidewalk if the pedestrian wayfinding sign is mounted at a height*  
2070 *consistent with vehicular traffic signs, removing the pedestrian wayfinding signs from the line of*  
2071 *sight in a sequence of vehicular signs.*

2072 *To further minimize their conspicuity to vehicular traffic during nighttime conditions, pedestrian*  
2073 *wayfinding signs should not be retroreflective.*

2074 Support:

2075 Color coding is sometimes used on community wayfinding guide signs to help road users distinguish  
2076 between multiple potentially confusing traffic generator destinations located in different neighborhoods or  
2077 subareas within a community or area.

2078 Option:

2079 At the boundaries of the geographical area within which community wayfinding guide signing is  
2080 used, an informational guide sign (see Figures [2D-31](#) and [2D-33](#)) may be posted to inform road users  
2081 about the presence of wayfinding signing and to identify the meanings of the various color codes or  
2082 pictographs that are being used.

2083 **Standard:**

2084 **These informational guide signs shall have a white legend and border on a green background**  
2085 **and shall have a design similar to that illustrated in Figures [2D-2](#) and [2D-31](#) and shall be consistent**  
2086 **with the basic design principles for guide signs. These informational guide signs shall not be**  
2087 **installed on freeway or expressway mainlines or ramps.**

2088 **The color coding or a pictograph of the identification markers of the community wayfinding**  
2089 **guide signing system shall be included on the informational guide sign posted at the boundary of**  
2090 **the community wayfinding guide signing area. The color coding or pictographs shall apply to a**  
2091 **specific, identifiable neighborhood or geographical subarea within the overall area covered by the**  
2092 **community wayfinding guide signing. Color coding or pictographs shall not be used to distinguish**  
2093 **between different types of destinations that are within the same designated neighborhood or**  
2094 **subarea. The color coding shall be accomplished by the use of different colored square or**  
2095 **rectangular panels on the face of the informational guide sign, each positioned to the left of the**  
2096 **neighborhood or named geographic area to which the color-coding panel applies. The height of the**  
2097 **colored square or rectangular panels shall not exceed two times the height of the upper-case letters**  
2098 **of the principal legend on the sign.**

2099 **Option:**

2100 The different colored square or rectangular panels may include either a black or a white (whichever  
2101 provides the better contrast with the color of the panel) letter, numeral, or other appropriate designation to  
2102 identify the destination.

2103 Except for the informational guide sign posted at the boundary of the wayfinding guide sign area,  
2104 community wayfinding guide signs may use background colors other than green in order to provide a  
2105 color identification for the wayfinding destinations by geographical area within the overall wayfinding  
2106 guide signing system. Color-coded community wayfinding guide signs may be used with or without the  
2107 boundary informational guide sign displaying corresponding color-coding panels described in Paragraphs  
2108 13 through 16. Except as provided in Paragraphs 18 and 19, in addition to the colors that are approved in  
2109 this Manual for use on official traffic control signs (see Section 2A.10), other background colors may also  
2110 be used for the color coding of community wayfinding guide signs.

2111 **Standard:**

2112 **The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof,**  
2113 **fluorescent yellow-green, and fluorescent pink shall not be used as background colors for**  
2114 **community wayfinding guide signs, in order to minimize possible confusion with critical, higher-**  
2115 **priority regulatory and warning sign color meanings readily understood by road users.**

2116 **The minimum contrast value of legend color to background color for community wayfinding**  
2117 **guide signs shall be at least 0.70 (or 70%).**

2118 **All messages, borders, legends, and backgrounds of community wayfinding guide signs and any**  
2119 **identification markers shall be retroreflective (see Sections 2A.07 and 2A.08).**

2120 **Community wayfinding guide signs, exclusive of any identification marker used, shall be**  
2121 **rectangular in shape.**

2122 **Guidance:**

2123 *Simplicity and uniformity in design, position, and application as described in Section 2A.06 are*  
2124 *important and should be incorporated into the community wayfinding guide sign design and location*  
2125 *plans for the area.*

2126 *Community wayfinding guide signs should be limited to three destinations per sign (see Section*  
2127 *2D.06).*

2128 *Abbreviations (see Section 1A.15) should be kept to a minimum, and should include only those that*  
2129 *are commonly recognized and understood.*

2130 *Horizontal lines of a color that contrasts with the sign background color should be used to separate*  
2131 *groups of destinations by direction from each other.*

2132 Support:

2133 The basic requirement for all highway signs, including community wayfinding signs, is that they be  
2134 legible to those for whom they are intended and that they be understandable in time to permit a proper  
2135 response. Section 2A.06 contains additional information on the design of signs, including desirable  
2136 attributes of effective designs.

2137 *Guidance:*

2138 *Word messages should be as brief as practical and the lettering should be large enough to provide*  
2139 *the necessary legibility distance.*

2140 **Standard:**

2141 **The minimum specific ratio of letter height to legibility distance shall comply with the**  
2142 **provisions of Section 2A.13. The size of lettering used for destination and directional legends on**  
2143 **community wayfinding signs shall comply with the provisions of minimum letter heights as**  
2144 **provided in Section 2D.05.**

2145 **Interline and edge spacing shall comply with the provisions of Section 2D.05.**

2146 **Except as provided in Paragraph 33, the lettering style used for destination and directional**  
2147 **legends on community wayfinding guide signs shall comply with the provisions of Section 2D.04.**

2148 **The lettering for destinations on community wayfinding guide signs shall be a combination of**  
2149 **lower-case letters with initial upper-case letters (see Section 2D.04). All other word messages on**  
2150 **community wayfinding guide signs shall be in all upper-case letters.**

2151 *Guidance:*

2152 *Except as provided in Paragraphs 34 and 35, letters, numerals, and other characters should be*  
2153 *composed of the Standard Alphabets as detailed in the “Standard Highway Signs” publication.*

2154 Option:

2155 A lettering style other than the Standard Alphabets provided in the “Standard Highway Signs”  
2156 publication may be used on community wayfinding guide signs if an engineering study determines that  
2157 the legibility and recognition values for the chosen lettering style meet or exceed the values for the  
2158 Standard Alphabets for the same legend height and stroke width, as provided in Paragraph 32 of this  
2159 Section.

2160 **Standard:**

2161 **An alternative lettering style as provided in Paragraph 33 of this Section shall be conventional**  
2162 **in form. The letters, numerals, and other characters shall not be italic, oblique, script, highly**  
2163 **decorative, or of other unusual forms.**

2164 **In accordance with Section 1D.09, except for signs that are designed and located with the intent to**  
2165 **be viewed only by pedestrians, bicyclists stopped out of the flow of traffic, or occupants of parked**  
2166 **vehicles, Internet and e-mail addresses, including domain names and uniform resource locators**  
2167 **(URL), ~~scanning graphics quick-response (QR) codes, barcodes, or other graphics intended for~~**  
2168 **optical scanning to obtain information, shall not be displayed on any community wayfinding guide**  
2169 **sign or sign assembly.**

2170

2171 **The arrow location and priority order of destinations shall follow the provisions described in**  
2172 **Sections 2D.08 and 2D.36. Arrows shall be of the designs provided in Section 2D.08.**

2173 Option:

2174 Pictographs (see definition in Section 1A.13) may be used on community wayfinding guide signs.

2175 **Standard:**

2176 **If a pictograph is used, its height shall not exceed two times the height of the upper-case letters**  
2177 **of the principal legend on the sign.**

2178 **Except for pictographs, symbols that are not approved in this Manual for use on guide signs**  
2179 **shall not be used on community wayfinding guide signs.**

2180 **Business logos, commercial graphics, or other forms of advertising (see Section 1A.01) shall not**  
2181 **be used on community wayfinding guide signs or sign assemblies.**

2182 Option:

2183 Other graphics that specifically identify the wayfinding system, including identification markers, may  
2184 be used on the overall sign assembly and sign supports.

2185 Support:

2186 An identification marker consists of a shape, color, and/or pictograph that is used as a visual identifier  
2187 for the community wayfinding guide signing system for an area. Figure ~~2D-29~~ 31 shows examples of  
2188 identification marker designs that can be used with community wayfinding guide signs.

2189 Option:

2190 An identification marker may be used in a community wayfinding guide sign assembly, or may be  
2191 incorporated into the overall design of a community wayfinding guide sign, as a means of visually  
2192 identifying the sign as part of an overall system of community wayfinding signs and destinations.

2193 **Standard:**

2194 **The sizes and shapes of identification markers shall be smaller than the community wayfinding**  
2195 **guide signs themselves. Identification markers shall not be designed to have an appearance that**  
2196 **could be mistaken by road users as being a traffic control device.**

2197 *Guidance:*

2198 *The area of the identification marker should not exceed 1/5 of the area of the community*  
2199 *wayfinding guide sign with which it is mounted in the same sign assembly.*

2200

2201

2202 **Section 2D.56 Comments: NCUTCD agrees with 2D.56 as presented in the NPA.**

2203

2204 **Section 2D.56 Signing of Named Highways for Mapping and Address Purposes**

2205 Support:

2206 A highway name is the officially designated name of a freeway, expressway, or conventional road for  
2207 navigational, official mapping, and address purposes. Some highways are named in addition to or in lieu  
2208 of being assigned a highway route number. Memorial, honorary, ceremonial, or other secondary names,  
2209 such as touring route and byway names, are not considered to be highway names.

2210 Option:

2211 Guide signs may contain street or highway names if the purpose is to enhance driver communication  
2212 and guidance; however, they are to be considered as supplemental information to route numbers.

2213 **Standard:**

2214 Highway names shall not replace official numeral designations.

2215 Memorial, honorary, or other secondary names (see Section 2M.10) shall not appear on  
2216 supplemental signs or on any other information sign on or along the highway or its intersecting  
2217 routes.

2218 The use of route signs shall be restricted to signs officially used for guidance of traffic in  
2219 accordance with this Manual and the “Purpose and Policy” statement of the American Association  
2220 of State Highway and Transportation Officials that applies to Interstate and U.S. numbered routes  
2221 (see Page i for AASHTO’s address).

2222 Option:

2223 Unnumbered routes having major importance to proper guidance of traffic may be signed if carried  
2224 out in accordance with the aforementioned policies. For unnumbered highways, a name to enhance route  
2225 guidance may be used where the name is applied consistently throughout its length.

2226 *Guidance:*

2227 *Only one name should be used to identify any highway, whether numbered or unnumbered.*

2228

2229

2230 **Section 2D.57 Comments:** NCUTCD generally agrees with 2D.57 as presented in the NPA, but  
2231 recommends deleting the second Support paragraph as it does not support the content in this  
2232 Section, and a proper system of signing routes and sites allows a driver to navigate without  
2233 taking their eyes off the road.

2234 **Section 2D.57 National Scenic Byways Sign and Plaque (D6-4, D6-4aP)**

2235 Support:

2236 Certain roads have been designated by the U.S. Secretary of Transportation as National Scenic  
2237 Byways or All-American Roads based on their archeological, cultural, historic, natural, recreational, or  
2238 scenic qualities.

2239 ~~Direction along routes and to sites relies primarily on touring maps rather than directional signing and~~  
2240 ~~route marking for the byway itself.~~

2241 Option:

2242 State and local highway agencies may install the National Scenic Byways (D6-4) sign or (D6-4aP)  
2243 plaque at entrance points to a route that has been recognized by the U.S. Secretary of Transportation as a  
2244 National Scenic Byway or an All-American Road. The D6-4 sign may be installed as independent  
2245 Directional (see Section 2D.32) or Confirming (see Section 2D.33) assemblies at periodic intervals along  
2246 the designated route and near intersections where the designated route turns or follows a different  
2247 numbered highway. The D6-4aP plaque may be installed below a Route sign in a Confirming assembly.  
2248 At locations where roadside features have been developed to enhance the traveler’s experience such as  
2249 rest areas, historic sites, interpretive facilities, or scenic overlooks, the National Scenic Byways sign or  
2250 plaque may be placed on the associated sign assembly to inform travelers that the site contributes to the  
2251 byway travel experience.

2252 *Guidance:*

2253 *Where the byway is identified only by the National Scenic Byways sign, the Directional assembly*  
2254 *should consist of the D6-4 sign and an M5 series or M6 series Auxiliary plaque when indication of a turn*  
2255 *is necessary to remain on the byway route.*

2256 *Where the name of the byway is to be displayed on identification signs along the byway route, the*  
2257 *name should be displayed in a Directional or Confirming assembly as follows:*

- 2258 *A. On a plaque mounted below the D6-4 sign; or*  
2259 *B. On an identification sign with the D6-4aP plaque mounted below the sign.*  
2260 *In either case, the size of the National Scenic Byways (D6-4) sign or the byway identification sign*  
2261 *should be consistent with that specified for route signs (see Section 2D.10) for the roadway classification.*  
2262 *Where the name of the byway is to be displayed along the byway route as provided in Paragraph 5 of*  
2263 *this Section, the byway Directional or Confirming assemblies should be located separately from any*  
2264 *Route Sign assemblies or Destination guide signs.*

2265 **Standard:**

2266 **When a National Scenic Byways sign is installed on a National Scenic Byway or an All-**  
2267 **American Road, the design shown for the D6-4 sign or D6-4aP plaque in Figure 2D-34 shall be**  
2268 **used. Use of this design shall be limited to routes that have been designated as a National Scenic**  
2269 **Byway or All-American Road by the U.S. Secretary of Transportation.**

2270 **If used, the D6-4 sign or D6-4aP plaque shall be placed such that the highway Route signs have**  
2271 **primary visibility for the road user.**

2272 **The D6-4 sign or the D6-4aP plaque shall not be installed as sign panels on a guide sign or as**  
2273 **part of a guide sign assembly.**  
2274

---

2275  
2276 **NCUTCD agrees with Figure 2D-34 as presented in the NPA.**

2277 **Figure 2D-34. Examples of Use of the National Scenic Byways Sign**  
2278

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2279  
2280 **Section 2D.58 Comments:** NCUTCD generally agrees with 2D.58 as presented in the NPA, but  
2281 recommends revising as follows:

- 2282 • Delete the second Support paragraph as it does not support the content in this Section, and a  
2283 proper system of signing routes and sites allows a driver to navigate without taking their eyes  
2284 off the road
- 2285 • Revise the Standard statement to clarify that scenic byway, historic trail and auto tour route  
2286 signs do not appear similar to highway route markers, so that the trail or byway is not  
2287 mistaken to be a route of equal importance
- 2288 • Delete the final Support sentence because Figure 2D-36 does not provide directions from a  
2289 freeway or expressway interchange

2290 **Section 2D.58 State-Designated Scenic Byway, Historic Trail, and Auto Tour Route Signs**  
2291 **Support:**

2292 Signing for historic trails, auto tour routes, and State-designated scenic byways, is similar in concept  
2293 to that for National Scenic Byways as provided in Section 2D.57. ~~Direction along routes and to sites~~  
2294 ~~relies primarily on touring maps rather than directional signing and route marking for the trail, tour route,~~  
2295 ~~or byway itself.~~

2296 Named highways are officially designated and shown on official maps and serve the purpose of  
2297 providing route guidance, primarily on unnumbered highways, and property addresses. A highway  
2298 designated as a trail, auto tour route, or byway is not considered to be a named highway for the purposes  
2299 of highway signing or road user navigation and orientation. Section 2D.56 contains provisions for the  
2300 signing of named highways.

2301 Section 1A.08 provides information on the authority for placement of traffic control devices within  
2302 the highway right-of-way.

2303 Guidance:

2304 Route Sign assemblies and Destination guide signs should have priority in visibility and location over  
2305 signing related to historic trails, auto tour routes, and byways.

2306 Option:

2307 Identification signs for a historic trail, such as the National Historic Trails administered by the  
2308 National Park Service, may be installed along segments of conventional roads that coincide with the  
2309 original route of the trail.

2310 Identification signs for a State scenic byway may be installed along conventional roads that have been  
2311 designated as part of a State scenic byway system.

2312 Where a National Scenic Byway is part of a State scenic byway system, the National Scenic Byways  
2313 (D6-4aP) plaque (see Section 2D.57) may be installed in a Directional or Confirming assembly below the  
2314 identification sign for the State scenic byway (see Figure 2D-35).

2315 A State scenic byway system sign may be installed in a Directional or Confirming assembly with the  
2316 name of the byway displayed on a plaque below the sign (see Figure 2D-35).

2317

2318

2319 **NCUTCD agrees with Figure 2D-35 as presented in the NPA.**

2320

2321 **Figure 2D-35. Example of Use of National Historic Trails, National, State Scenic Byways**  
2322 **Signs**

2323

2324 Guidance:

2325 The design and size of historic trail and State scenic byway identification or system signs should  
2326 comply with the general provisions and principles for Route signs (see Section 2D.10). Designs should  
2327 be simple, dignified, and devoid of complex graphics. The size of the signs should not exceed the size of  
2328 the Route signs used along a particular route.

2329 **Standard:**

2330 **Scenic byway, historic trail and auto tours route signs designs shall not incorporate highway**  
2331 **route signs or any component thereof. ~~standard highway sign legend elements into their design.~~**

2332 Guidance:

2333 Where used, historic trail and State scenic byway identification signs should be installed as  
2334 Directional (see Section 2D.32) or Confirming (see Section 2D.33) assemblies at independent locations,  
2335 separate from other Route Sign assemblies and Destination guide signs. Where used, confirming  
2336 assemblies for the trail or byway should be installed at less frequent intervals than Confirming assemblies  
2337 for the numbered route.

2338 Support:

2339 Where all or part of the original route of a historic trail does not follow a roadway, an auto tour route  
2340 is sometimes established along a conventional road in the general vicinity of the historical route of the  
2341 trail. Examples include auto tour routes following other routes that parallel the original routes of the  
2342 Lewis and Clark National Historic Trail, the Oregon National Historic Trail, and the Santa Fe National  
2343 Historic Trail. The auto tour route is shown on touring maps along State or other highways and provides  
2344 access to sites on the trail from those highways.

2345 A system of signing providing direction along conventional roads for a historic trail with an auto tour  
2346 route is shown in Figure 2D-36. ~~Examples of Destination and Supplemental guide signs (see Section~~

2347 ~~2E.55) providing direction to historic trail sites from a freeway or expressway interchange are shown in~~  
2348 ~~Figure 2D-36.~~

2349  
2350 NCUTCD agrees with Figure 2D-36 as presented in the NPA.

2351 **Figure 2D-36. Example of Guide and Directional Signing for a National Historic Trail**

2352  
2353  
2354 *Guidance:*

2355 *Signing for historic trails should be limited to Destination signs for the sites related to the trail and to*  
2356 *Directional and Confirming assemblies for the original portions of the trail itself. If an auto tour route*  
2357 *has been designated along other highways to provide access to sites along the original trail as described*  
2358 *in Paragraph 11, then the signing should be limited to Destination signs for those sites and directional*  
2359 *signing to access the original route of the trail. Identification signs for the auto tour route should not be*  
2360 *installed. Instead, direction along the auto tour route should rely on the touring map and other*  
2361 *directional signs for the highways that the auto tour route follows.*

2362 **Standard:**

2363 **Identification signs for historic trails, auto tour routes, and scenic byways shall not be installed**  
2364 **on freeways or expressways, except as necessary to provide continuity between discontinuous**  
2365 **segments of conventional roadways that are designated as a trail, auto tour route, or byway, for**  
2366 **which the freeway or expressway provides the only connection between the segments. If installed**  
2367 **on freeways or expressways, the identification signs shall be installed as independent trailblazer**  
2368 **assemblies (see Sections 2D.34 and 2E.27) and shall not be installed with other Route signs or**  
2369 **confirming assemblies or on guide signs. If installed on freeways or expressways, the trailblazer**  
2370 **assemblies for the trail, auto tour route, or byway shall be installed at less frequent intervals than**  
2371 **confirming assemblies for the highway route.**

2372 **Identification signs for historic trails, auto tour routes, and scenic byways shall not be installed**  
2373 **as sign panels on a guide sign or as part of a guide sign assembly.**

2374  
2375  
2376 **Section 2D.59 Comments:** The intent of this signing is to bypass incidents on the main route  
2377 rather than be a bypass for emergencies. Use of the term EMERGENCY for signing as  
2378 described in this proposal conflicts with the public’s more common understanding of the word  
2379 EMERGENCY, such as for medical, fire or evacuation. In some states, activation of a signed  
2380 emergency route would require an emergency declaration such as for regulations related to snow  
2381 emergency routes. The marking of emergency routes is also typically done as a response to a  
2382 declaration of an emergency (hurricane, snow emergency, etc.) Based on this, NCUTCD  
2383 recommends revising 2D.59 in accordance with NCUTCD recommendation 18A-GMI-01 as  
2384 follows:

- 2385 • **Revise the section title from “EMERGENCY ROUTE and EMERGENCY ROUTE TO**  
2386 **Signs and Plaques” to “INCIDENT BYPASS Signs and Plaques”**
- 2387 • **Change all instances of “EMERGENCY ROUTE and EMERGENCY ROUTE TO” to**  
2388 **“INCIDENT BYPASS”**
- 2389 • **Other editorial revisions as needed**

2390  
2391 **Section 2D.59 ~~EMERGENCY ROUTE and EMERGENCY ROUTE TO~~ INCIDENT**  
2392 **BYPASS Signs and Plaques**



2393 Support:

2394 As part of an agency's transportation incident management plan it is sometimes desirable to  
2395 permanently sign routes that provide rerouting of traffic around highway segments susceptible to  
2396 traffic incidents. Permanently installed ~~INCIDENT BYPASS EMERGENCY ROUTE and~~  
2397 ~~EMERGENCY ROUTE TO~~ signs and plaques (see Figure 2D-37) provide direction on  
2398 conventional roads from an exit off a highway upstream of an area susceptible to traffic incidents  
2399 back to the original route at a point downstream of the incident susceptible area.

2400 Option:

2401 ~~INCIDENT BYPASS EMERGENCY ROUTE and EMERGENCY ROUTE TO~~ signs or  
2402 plaques ~~mounted used~~ on a directional assembly may be permanently installed on conventional  
2403 roadways to provide ~~trailblazing along a pre-planned diversion route to bypass direction back to~~  
2404 ~~the highway when diverted off of it for~~ a traffic incident.

2405 Support:

2406 The purpose of ~~INCIDENT BYPASS EMERGENCY ROUTE and EMERGENCY ROUTE~~  
2407 ~~TO~~ signs is for corridor management along routes that have ~~reoccurring~~ recurring incidents and  
2408 have reasonable rerouting paths available. These signs are intended to be permanently installed  
2409 to provide instant rerouting guidance to motorists when backups first begin even before  
2410 emergency responders could provide temporary traffic control for rerouting traffic. These signs  
2411 can be used as a standalone system or be a part of a larger system which may incorporate other  
2412 devices such as dynamic message signs. These signs provide motorists assurance that a  
2413 ~~diversionary route given exit point~~ will lead them back to their original route of travel. ¶

2414 Standard:

2415 ~~INCIDENT BYPASS EMERGENCY ROUTE and EMERGENCY ROUTE TO~~ signs  
2416 shall only be installed at departure points and along diversion routes for directing  
2417 motorists around highway segments in areas that are more susceptible to traffic incidents;  
2418 see Figure 2D-38. ~~INCIDENT BYPASS EMERGENCY ROUTE and EMERGENCY~~  
2419 ~~ROUTE TO~~ signs shall be placed at each turning decision points along the designated route  
2420 until it rejoins the original route or until other directional signs leading back to the original  
2421 route are provided.

2422 ~~INCIDENT BYPASS EMERGENCY ROUTE and EMERGENCY ROUTE TO~~ signs  
2423 shall have a green background with white legend.

2424 Option:

2425 For emphasis the legend ~~INCIDENT BYPASS EMERGENCY ROUTE or EMERGENCY~~  
2426 ~~ROUTE TO~~ may be displayed in a yellow panel with black letters on the top of the sign; see  
2427 Figure 2D-37.

2428 Standard:

2429 Orange or pink shall not be used as alternate colors on permanently installed signs or  
2430 plaques for rerouting traffic during an incident or other event. If a route shield is  
2431 displayed as part of the message, the wording of the sign or plaque shall be ~~INCIDENT~~  
2432 ~~BYPASS EMERGENCY ROUTE TO~~ as shown in Figure 2D-37.

2433 Option:

2434 An ~~INCIDENT BYPASS EMERGENCY ROUTE TO~~ plaque with either a white legend on a  
2435 green background or black legend on a yellow background may be added to the top of a  
2436 conventional Route Assembly on a diversion route to provide ~~providing~~ direction back to the  
2437 original route ~~downstream of past~~ the incident; see Figure ~~2D-37, 2D-38.~~ ¶

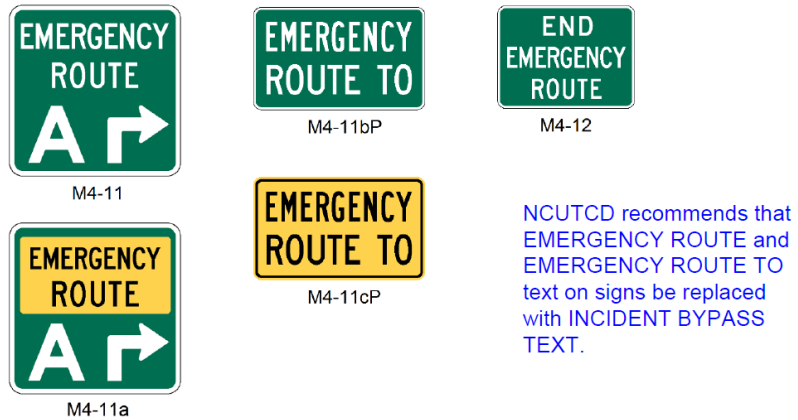
2438

2439 NCUTCD recommends revising Figure 2D-37 in accordance with NCUTCD recommendation  
2440 18A-GMI-01 as follows:

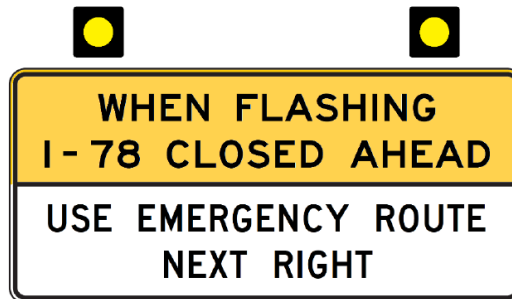
- 2441 • Select one of these titles as the final figure title
- 2442 • Revise all instances of “EMERGENCY ROUTE” and “EMERGENCY ROUTE TO” to  
2443 “INCIDENT BYPASS”

2444 **Figure 2D-37. Example of Guide Signs for Rerouting Due to Traffic Incidents**  
2445

Figure 2D-37. Signs for Rerouting Due to Traffic Incidents



Examples of guide signs for rerouting



Example of advance sign for rerouting

2446  
2447  
2448

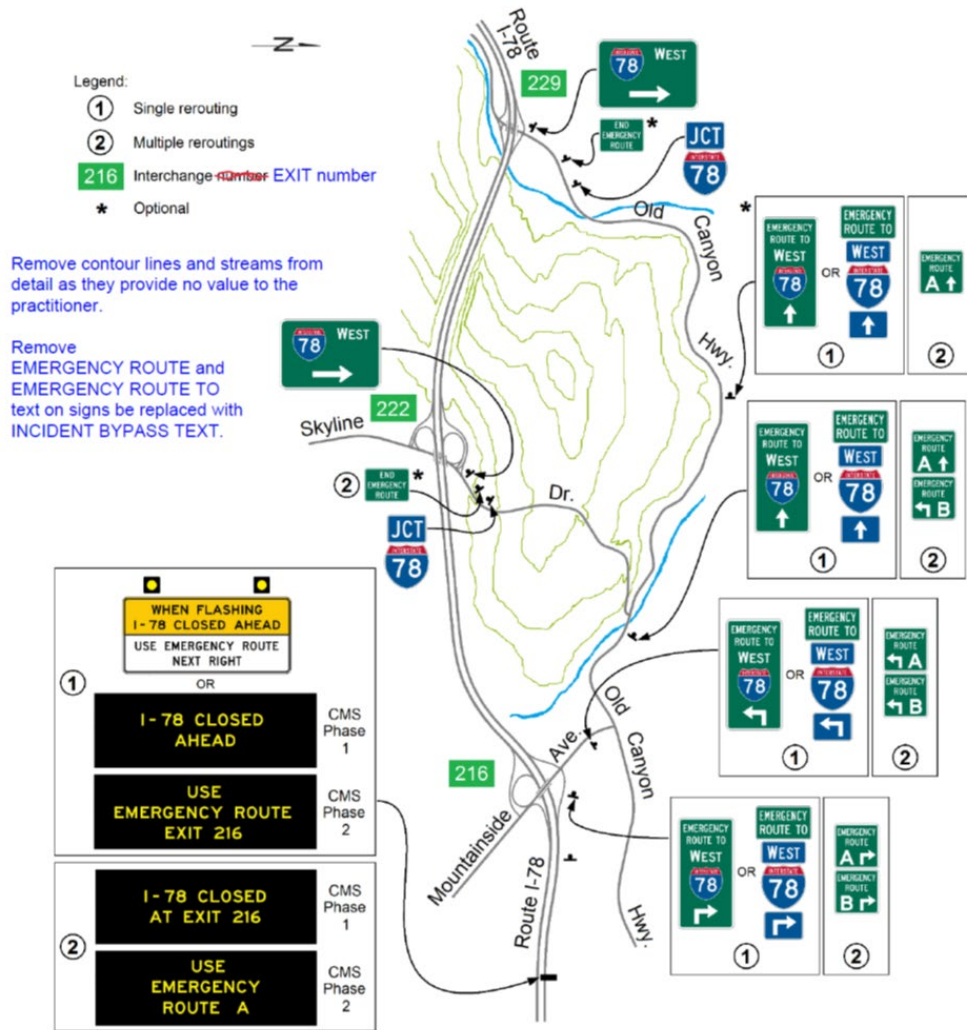
2449 NCUTCD recommends revising Figure 2D-38 in accordance with NCUTCD recommendation  
2450 18A-GMI-01 as follows:

- 2451 • Select one of these titles as the final figure title
- 2452 • Revise all instances of “EMERGENCY ROUTE” and “EMERGENCY ROUTE TO” to  
2453 “INCIDENT BYPASS”
- 2454 • Remove the contour and river/stream lines as they provide no value to the reader

2455  
2456

### Figure 2D-38. Example of Signing for Rerouting Due to Traffic Incidents

Figure 2D-38. Example of Permanent Guide Signing for Rerouting Due to Traffic Incidents



2457  
2458