

National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022
Phone/Text: 231-4-NCUTCD (231-462-8823)
E-mail: secretary@ncutcd.org Website: <https://ncutcd.org>

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

Federal Register Item Number: 257 – 271

NPA MUTCD Section Number: 2H

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

- Addition to NPA text: Added text proposed by NCUTCD.
- Deletion of NPA text: ~~Deleted text proposed by NCUTCD.~~
- Moving NPA text: Moved text proposed by NCUTCD.
- NPA text added by FHWA and not previously approved by Council: NPA text not previously approved by Council but recommended for approval.
- Explanatory note: [Note that explains purpose of recommended change.]
- References in 00X-XXX-00 format refer to previous NCUTCD recommendations approved by Council and sent to FHWA, which may be seen on the NCUTCD website at <https://ncutcd.org>.

The following pages present the GMI Technical Committee recommendations for changes to the MUTCD NPA proposed text and figures for Chapter 2H. Below is a summary of the GMI Technical Committee positions on these portions of Chapter 2H in the NPA Federal Register notice.

- NPA #257, Section 2H.01: Changes recommended based on Council action in spring 2021
- NPA #258, Section 2H.02: Changes recommended based on Council action in spring 2021
- NPA #259, Section 2H.03: NCUTCD agrees with NPA content (no changes recommended)
- NPA #260, Section 2H.04: NCUTCD agrees with NPA content (no changes recommended)
- NPA #261, Section 2H.05: NCUTCD agrees with NPA content (no changes recommended)
- NPA #262, Section 2H.06: NCUTCD agrees with NPA content (no changes recommended)
- NPA #263, Section 2H.07: Changes recommended based on Council action in spring 2021
- NPA #264, Section 2H.08: Changes recommended based on Council action in spring 2021
- NPA #265, Section 2H.09: NCUTCD agrees with NPA content (no changes recommended)
- NPA #266, Section 2H.10: NCUTCD agrees with NPA content (no changes recommended)
- NPA #267, Section 2H.11: NCUTCD agrees with NPA content (no changes recommended)
- NPA #268, Section 2H.12: NCUTCD agrees with NPA content (no changes recommended)
- NPA #269, Former Section 2H.07: NCUTCD agrees with NPA content
- NPA #270, Section 2H.13: Changes recommended based on Council action in spring 2021
- NPA #271, Section 2H.14: Changes recommended based on Council action in spring 2021

Section 2H.01 Comments: NCUTCD recommends revising the proposed sign designations in Figure 2H-1 and Table 2H-1 back to those currently used in the 2009 MUTCD as these new sign designations will have a negative effect on highway agencies who would be forced to alter sign inventory programs to account for these revisions. These revisions may also introduce sign variation if some agencies choose to keep existing designations. NCUTCD also recommends including the existing I-11 Recycling sign in Fig. 2H-1 and Table 2H-1 as some areas do not offer curbside pickup and directional information to recycling centers is still necessary.

Section 2H.01 Scope

Support:

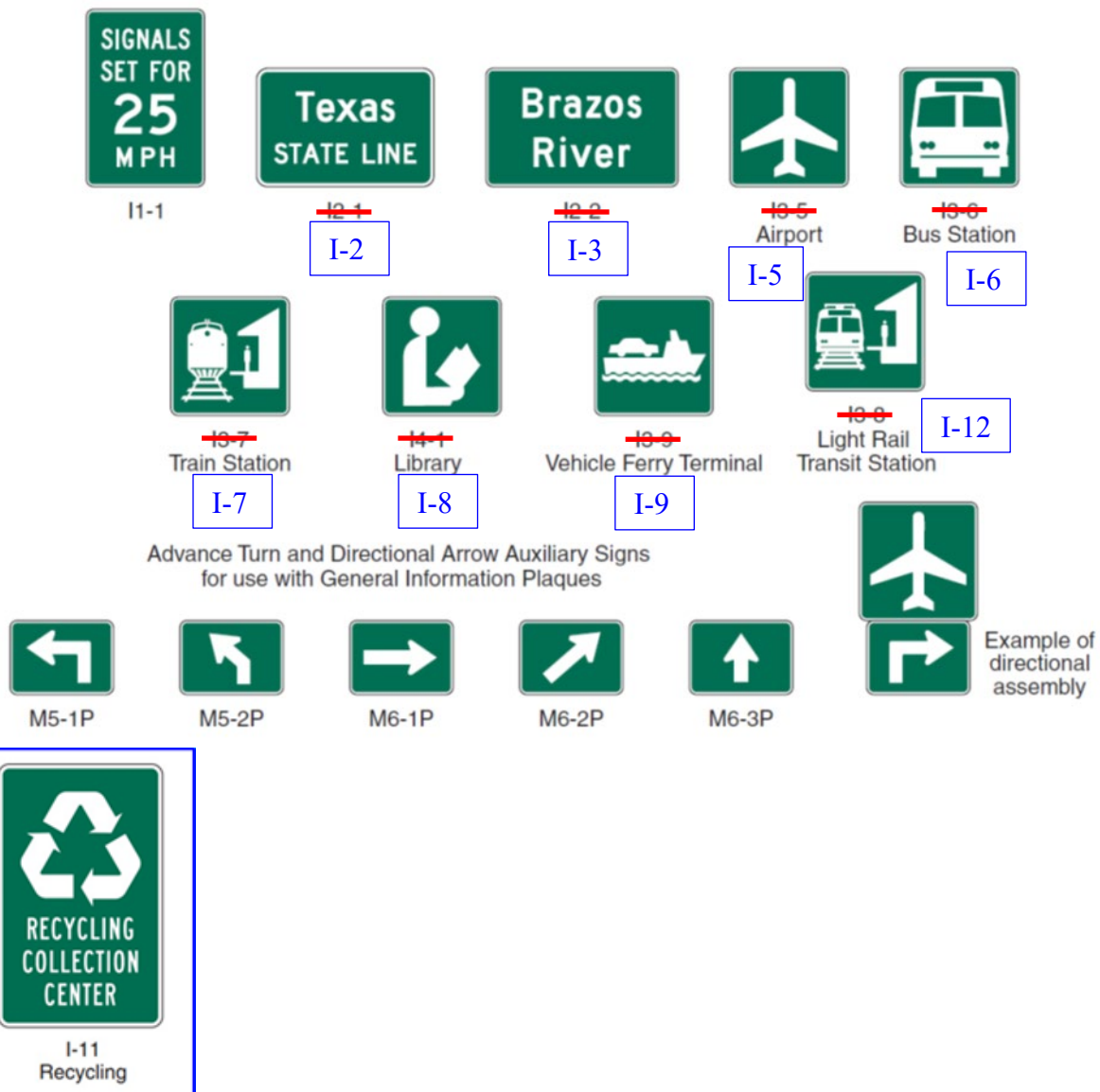
General Information signs provide road users with navigational or orientation, geographic, or other information useful for traffic operational purposes. They include such items as State lines, city limits, time zones, stream names, elevations, landmarks, and similar geographic features. Section 1D.09 discusses unnecessary traffic control devices. Section 2A.03 discusses the excessive use of signs and sign clutter.

Option:

An information symbol sign (I3-5 through I3-9) may be used to provide direction to a transportation (I3series signs) or General Information (I4 series signs) facility. The symbol sign may be supplemented by an educational plaque where necessary; also, the name of the facility may be used if needed to distinguish between similar facilities in the same area.

The Advance Turn (M5 series) or Directional Arrow (M6 series) auxiliary plaques shown in Figure 2H-1 with white arrows on green backgrounds may be used with General Information symbol signs to create a General Information Directional Assembly.

Figure 2H-1. General Information and Miscellaneous Information Signs



NCUTCD recommends keeping current sign designations from the 2009 MUTCD in Figure 2H-1 and keeping the I-11 sign as a standard sign.

Guidance:

General Information signs should not be installed within a series of guide signs, or at other equally critical locations, unless there are specific reasons for orienting the road user or identifying control points for activities that are clearly in the public interest. On all such signs, the designs should be simple and dignified, devoid of any tendency toward advertising, such as complex graphics or unnecessary messages, and in general compliance with other guide signing.

Standard:

Promotional descriptive messages that are not relevant to navigation and orientation, such as “Scenic” or “Historic,” shall not be included in the legends of General Information

79 signs, except as provided otherwise in this Chapter or in cases in which these terms are
80 part of an official name, such as for a Scenic Byway or Historic District.

81 Except for State Welcome signs (see Section 2H.07), Acknowledgment signs (see Section
82 2H.13), and Alternative Fuels Corridor signs (see Section 2H.14), General Information
83 signs shall have white legends and borders on green rectangular-shaped backgrounds.
84

85
86 **Section 2H.02 Comments:** NCUTCD agrees with 2H.02 as presented in the NPA.
87

88 **Section 2H.02 Sizes of General Information Signs**

89 **Standard:**

90 Except as provided in Section 2A.11, the sizes of General Information signs that have a
91 standardized design shall be as shown in Table 2H-1.

92 **Support:**

93 Section 2A.11 contains information regarding the applicability of the various columns in
94 Table 2H-1.

95 **Option:**

96 Signs larger than those shown in Table 2H-1 may be used (see Section 2A.11), except where
97 a maximum allowable size is specified.

Table 2H-1. General Information Sign and Plaque Sizes

Sign	Sign Designation	Section	Conventional Road	Freeway or Expressway
Reference Location (1 digit)	D10-1	2H.05	10 x 18	12 x 24
Intermediate Reference Location (2 digits)	D10-1a	2H.05	10 x 27	12 x 36
Reference Location (2 digits)	D10-2	2H.05	10 x 27	12 x 36
Intermediate Reference Location (3 digits)	D10-2a	2H.05	10 x 36	12 x 48
Reference Location (3 digits)	D10-3	2H.05	10 x 36	12 x 48
Intermediate Reference Location (4 digits)	D10-3a	2H.05	10 x 48	12 x 60
Enhanced Reference Location	D10-4	2H.06	18 x 54	18 x 54
Intermediate Enhanced Reference Location	D10-5	2H.06	18 x 60	18 x 60
Signals Set for XX MPH	I1-1	2H.03	24 x 36	—
Jurisdictional Boundary	I-2	I2-1	Varies x 18** Varies x 24 (O)	Varies x 36** Varies x 42 (O)
Geographical Feature	I-3	I2-2	Varies x 18** Varies x 24 (O)	Varies x 36**
Grade Separation Identification	I2-3	2H.10	—	Varies x 18
Grade Separation Identification (2 lines)	I2-3a	2H.10	—	Varies x 24
Future Interstate Corridor	I2-4	2H.08	54 x 36	72 x 48
Future I-XX Corridor	I2-4a	2H.08	48 x 36	66 x 48
Project Information Sign	I2-5	2H.09	Varies x 24	Varies x 36
Airport	I-5	I3-5	24 x 24	30 x 30
Bus Station	I-6	I3-6	24 x 24	30 x 30
Train Station	I-7	I3-7	24 x 24	30 x 30
Light Rail Transit Station	I-8	I3-8	24 x 24	—
Vehicle Ferry Terminal	I-9	I3-9	24 x 24	30 x 30
Recycling Collection Center	I-11	2H.02	30 x 48	—
Library	I-10	I4-1	24 x 24	30 x 30
Acknowledgment	I20-1	2H.13	36 x 30*	72 x 48*
Acknowledgment	I20-2	2H.13	36 x 30*	72 x 48*
Acknowledgment	I20-3	2H.13	42 x 24*	96 x 36*
Acknowledgment - Rest Area	I20-4	2H.13	56 x 36*	72 x 48*
Acknowledgment (plaque)	I20-5P	2H.13	Varies x Varies***	Varies x Varies***

* The size shown is the maximum size for the corresponding roadway classification. The size of the sign and acknowledgment logo should be appropriately reduced where shorter legends are used.

** The size shown is for the typical sign illustrated in the figure. The size should be determined based on the number of lines of legend on the sign.

*** Limitations on the size of Acknowledgment plaques are provided in Section 2H.13.

Notes: 1. Larger signs may be used when appropriate, except for the I20 series signs and plaque

2. (O) denotes Oversized

3. Dimensions are in inches shown as width x height

NCUTCD recommends keeping current sign designations from the 2009 MUTCD and keeping the I-11 sign as a standard sign.

Section 2H.03 Comments: NCUTCD agrees with 2H.03 as presented in the NPA.

Section 2H.03 Airport Signs

Support:

Guide signs for commercial service airports and non-carrier airports may be provided from the nearest Interstate, other freeway, or conventional highway intersection directly to the airport, normally not to exceed 15 miles. The Airport (I-5) symbol sign along with a supplemental plaque may be used to indicate the specific name of the airport. An Airport symbol sign, with or without a supplemental name plaque or the word AIRPORT, and an arrow may be used as a trailblazer.

Standard:

Airport pictographs or other graphical representation of the specific airport shall not be used with or in place of the specific airport name on guide signs.

Guidance:

If airport guide signs are used, adequate trailblazer signs should be used to provide motorist direction to the airport.

Support:

Location and placement of all airport guide signs depends upon the availability of longitudinal spacing on highways.

Section 2H.04 Comments: NCUTCD agrees with 2H.04 as presented in the NPA.

Section 2H.04 Traffic Signal Speed Sign (I1-1)

Option:

The Traffic Signal Speed (I1-1) sign (see Figure 2H-1) displaying the legend SIGNALS SET FOR XX MPH may be used to indicate a section of street or highway on which the traffic control signals are coordinated into a progressive system timed for a specified speed at all hours during which they are operated in a coordinated mode.

If different system progression speeds are set for different times of the day, a changeable message element may be used for the numerals of the Traffic Signal Speed sign. If the system is operated in coordinated mode only during certain times, a blank-out version of the Traffic Signal Speed sign may be used to display the entire message only during those times.

Standard:

An electronic-display changeable section of the Traffic Signal Speed sign shall be a white legend on a black opaque or green background.

Guidance:

If used, the sign should be mounted as near as practical to each intersection where the timed speed changes, and at intervals of several blocks throughout any section where the timed speed remains constant.

Section 2H.05 Comments: NCUTCD agrees with 2H.05 as presented in the NPA.

Section 2H.05 Jurisdictional Boundary (I2-1) Signs

Option:

The Jurisdictional Boundary (I2-1) sign may be used to mark the location of a jurisdictional boundary of a State, county, or municipality or the limits of an unincorporated municipal-level community.

Guidance:

If used, the Jurisdictional Boundary sign should be located at or as near as practicable to the jurisdictional boundary without interfering with higher priority traffic control devices. Notices of statutes or local ordinances should be located separately using regulatory signs (see Chapter 2B).

If used for an unincorporated community, the community should be one that is readily identifiable on official maps and be consistent with postal mailing addresses.

Standard:

In accordance with Section 2H.01, the Jurisdictional Boundary sign shall be rectangular in shape and shall have a white legend on a green background. The sign shall display only the name of the State, county, municipality, or other identifiable community, and an appropriate legend such as ENTERING, STATE LINE, County, or the municipal classification.

Names of elected officials or promotional messages, such as notable accomplishments or claims, shall not be displayed on a Jurisdictional Boundary sign.

Option:

A pictograph representing the jurisdiction may be displayed on the Jurisdictional Boundary sign.

Standard:

If a pictograph is displayed on the Jurisdictional Boundary sign, it shall be the official seal of the jurisdiction and shall comply with the provisions of Section 2A.06. The pictograph shall be placed to the left of the legend. The height of the pictograph shall not exceed two times the height of the initial upper-case letter of the principal legend.

Support:

Signs are not normally warranted to identify the boundaries of special-purpose governmental districts, such as school districts, sanitary districts, or improvement districts. Such signs are generally promotional in nature and do not provide navigational or orientation assistance in conjunction with official maps that are available to the general public.

Section 2H.07 contains information on State Welcome signs.

Section 2H.06 Comments: NCUTCD generally agrees with 2H.06 as presented in the NPA, but offers one editorial correction.

Section 2H.06 Geographical Feature (I2-2) Signs

Option:

The Geographical Feature (I2-2) sign may be used to mark the locations of land features such as river and stream crossings, and summits, that are identifiable on maps or serve as landmarks in providing navigational orientation or reference to the road user.

Guidance:

If used, the Geographical Feature (I2-2) sign should display only the name of the geographical feature. Additional information that is unnecessary for navigational or orientation purposes, such as watershed or tributary names, should not be displayed on the sign.

Section 2H.07 Comments: NCUTCD recommends the first paragraph of the standard statement be deleted, since this requirement is already covered in Section 1D.04 and several states currently use overhead mounted State Welcome Signs. NCUTCD also recommends a revision to use the term “scanning graphics” to match recommended language for Section 2A.04.

Section 2H.07 State Welcome Signs

Support:

The design, placement, and function of State Welcome signs differ from Jurisdictional Boundary (I2-1) signs (see Section 2H.05) that are used to identify State lines. Because of these differences, it is necessary to distinguish State Welcome signs from State line Jurisdictional Boundary signs.

Option:

A State Welcome sign may be located at or in the vicinity of the State boundary except as prohibited in Paragraph 4.

State Welcome signs may display the State seal, the officially adopted State motto or slogan, and the name of the Governor, in addition to the State name. State Welcome signs may use legend and background colors that provide adequate visual contrast other than the standard sign colors.

Standard:

~~State Welcome signs shall not be located where they could interfere with or detract from other traffic control devices. If used, State Welcome signs shall be installed as independent, post-mounted sign assemblies.~~

State Welcome signs shall not display changeable or other electronic-display messages (see Chapter 2L). State Welcome signs shall not display messages that emulate promotional advertising of any type. State Welcome signs shall not incorporate Acknowledgment signs or messages (see Section 2H.13), or business identification sign panels or logos (see Section 2J.03) into their legends or assemblies. In accordance with Section 2A.04 of this Manual, telephone numbers, Internet addresses and e-mail addresses, including domain names and uniform resource locators (URL), and ~~scanning graphics quick-response (QR) codes, bar codes, or other graphics intended for optical scanning~~ for the purpose of obtaining information shall not be displayed in the legends of State Welcome signs or on their supports.

Guidance:

State Welcome signs should be located farther from the edge of the roadway than other traffic control devices.

The size of a State Welcome sign should be consistent with the prevailing size of other guide signs based on the roadway type.

Section 2H.08 Comments: NCUTCD recommends revising language that references an incorrect sign. The sign that shows the proposed interstate designation number (I2-4a) shall not be used if the designation has yet to be approved by FHWA.

Section 2H.08 Future Interstate Signs (I2-4, I2-4a)

Option:

The Future Interstate Route (I2-4) or Future Interstate Corridor (I2-4a) sign (see Figure 2H-2) may be used sparingly along an existing route that will be reconstructed as an Interstate route or along an existing route adjacent to a corridor through which an Interstate route will be constructed, in accordance with the Policy and Conditions stated in 23 CFR 470, Appendix C.

Where the route number has been approved by the FHWA, either the I2-4 or I2-4a sign may be used.

Standard:

The I2-4a sign shall not be used where the route number has not been approved by the FHWA.

Future Interstate signs shall not be located where they could interfere with or detract from other traffic control devices. If used, Future Interstate signs shall be installed as independent, post-mounted sign assemblies.

Future Interstate signs shall display a word legend only and shall not display the Interstate route marker or likeness thereof. Future Interstate signs shall not imply that an existing route has already been designated and marked as an Interstate route. Signs indicating that an existing route is designated as a future Interstate route or corridor shall not provide directional or distance information. Route Sign assemblies (see Section 2D.29) of any type shall not be used to sign a route as a future Interstate or other route.

Figure 2H-2. Future Interstate Signs (I2-4, I2-4a)



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

Guidance:

Future Interstate signs should be limited to strategic locations, such as at the beginning of the designated route or corridor, or beyond interchanges connecting from existing Interstate highways.

Section 2H.09 Comments: NCUTCD agrees with 2H.09 as presented in the NPA.

Section 2H.09 Project Information Sign (I2-5)

Support:

The Project Information (I2-5) sign (see Figure 2H-3) provides limited information about a highway construction project on which work is ongoing.

Standard:

Project Information signs shall not be installed prior to the commencement of work or be used to provide advance notification of road work that will begin at some future date. Project Information signs shall be removed at the conclusion of work on the project, even if the final inspection or project closeout has not yet occurred.

The number of Project Information signs shall be limited to one per direction of travel on the roadway on which the project is based. The location of the Project Information sign shall not interfere with the temporary traffic control zone devices.

Figure 2H-3. Example of a Project Information Sign



NCUTCD agrees with Figure 2H-3 as presented in the NPA.

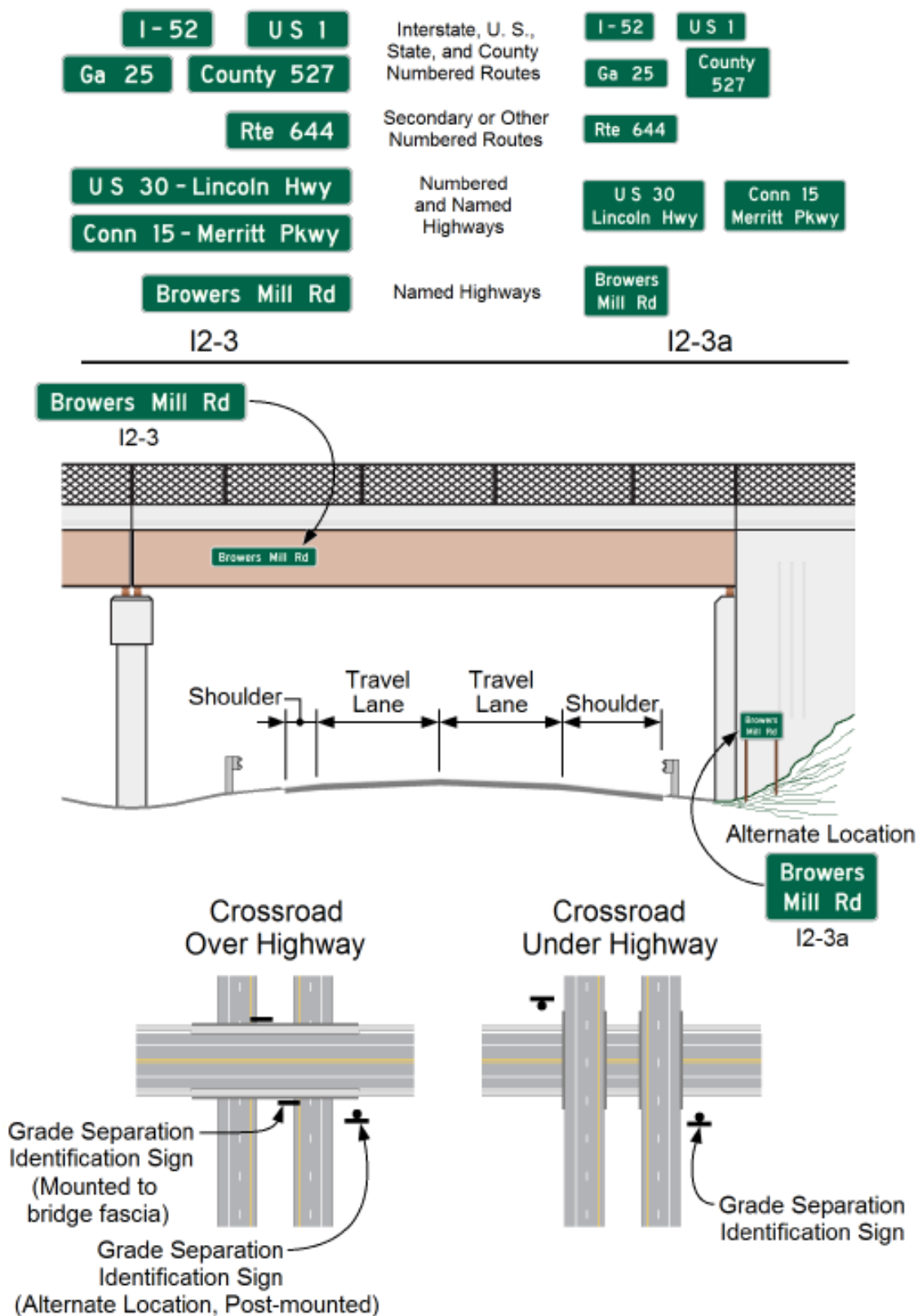
Section 2H.10 Comments: NCUTCD agrees with 2H.10 as presented in the NPA.

Section 2H.10 Grade Separation Identification Signs (I2-43, I2-43a)

Option:

The Grade Separation Identification (I2-43, I2-43a) signs (see Figure 2H-4) may be used to identify a grade separation of another highway or other transportation facility such as a railway, bikeway, or pathway.

Figure 2H-4. Examples and Typical Placement of Grade Separation Identification Signs



NCUTCD agrees with Figure 2H-4 as presented in the NPA.

302 Guidance:

303 Except as provided in Paragraph 4, when used to identify an overcrossing structure, the I2-
304 43 sign should be mounted to the fascia of the structure above the travel lanes or shoulder of the
305 highway below. Adequate separation from other overhead signs that are mounted to the
306 structure should be provided.

307 When used to identify an undercrossing structure, the I2-43 or I2-43a sign should be post-
308 mounted in advance of the structure as near to it as practicable.

309 Option:

310 When used to identify an overcrossing structure, the I2-43 or I2-43a sign may be post-
311 mounted in front of an overcrossing or may be mounted to the abutment of the overcrossing
312 facing approaching traffic.

315 **Section 2H.11 Comments:** NCUTCD agrees with 2H.11 as presented in the NPA.

317 **Section 2H.11 Reference Location Signs (D10-1 through D10-3) and Intermediate**
318 **Reference Location Signs (D10-1a through D10-3a)**

319 **Support:**

320 There are two types of reference location signs:

- 321 A. Reference Location (D10-1, 2, and 3) signs show an integer distance point along a
322 highway, and
- 323 B. Intermediate Reference Location (D10-1a, 2a, and 3a) signs also show a decimal between
324 integer distance points along a highway.

325 **Standard:**

326 **Except when Enhanced Reference Location signs (see Section 2H.12) are used instead,**
327 **Reference Location (D10-1 through D10-3) signs shall be placed on all expressway facilities**
328 **that are**
329 **located on a route where there is reference location sign continuity and on all freeway**
330 **facilities to assist road users in estimating their progress, to provide a means for identifying**
331 **the location of emergency incidents and traffic crashes, and to aid in highway maintenance**
332 **and servicing.**

333 **Option:**

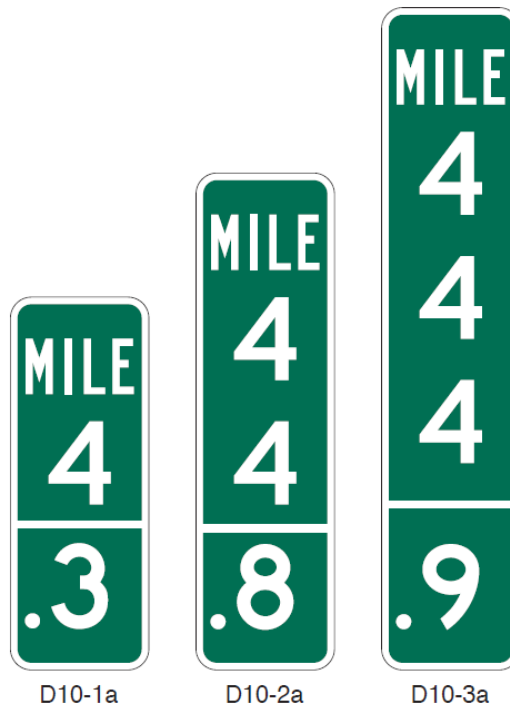
334 Reference Location (D10-1 through D10-3) signs (see Figure 2H-5) may be installed along
335 any section of a highway route or ramp to assist road users in estimating their progress, to
336 provide a means for identifying the location of emergency incidents and traffic crashes, and to
337 aid in highway maintenance and servicing.

338 To augment the reference location sign system, Intermediate Reference Location (D10-1a to
339 D10-3a) signs (see Figure 2H-6), which show the tenth of a mile with a decimal point, may be
340 installed at one tenth of a mile, two tenths of a mile, or one-half mile intervals.

Figure 2H-5. Reference
Location Signs



Figure 2H-6. Intermediate
Reference Location Signs



NCUTCD agrees with Figure 2H-5 and 2H-6 as presented in the NPA.

Standard:

When Intermediate Reference Location (D10-1a through D10-3a) signs are used to augment the reference location sign system, the reference location sign at the integer mile point shall display a decimal point and a zero numeral.

Reference location signs shall have a minimum mounting height of 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the roadway, and shall not be governed by the mounting height requirements prescribed in Section 2A.18.

The distance numbering shall be continuous for each route within a State, except where overlaps occur (see Section 2E.31). Where routes overlap, reference location sign continuity shall be established for only one of the routes. If one of the overlapping routes is an Interstate route, that route shall be selected for continuity of distance numbering.

Guidance:

The route selected for continuity of distance numbering should also have continuity in interchange exit numbering (see Section 2E.31).

On a route without reference location sign continuity, the first reference location sign beyond the overlap should indicate the total distance traveled on the route so that road users will have a means of correlating their travel distance between reference location signs with that shown on their odometer.

Standard:

For divided highways, the distance measurement shall be made on the northbound and eastbound roadways. The reference location signs for southbound or westbound roadways shall be set at locations directly opposite the reference location signs for the northbound or eastbound roadways.

Guidance:

Zero distance should begin at the south and west State lines, or at the south and west terminus points where routes begin within a State.

Standard:

Except as provided in Paragraph 13, reference location signs shall be installed on the right-hand side of the roadway.

Option:

Where conditions limit or restrict the use of reference location signs on the right-hand side of the roadway, they may be installed in the median. On two-lane conventional roadways, reference location signs may be installed on one side of the roadway only and may be installed back-to-back. Reference location signs may be placed up to 30 feet from the edge of the pavement.

If a reference location sign cannot be installed in the correct location, it may be moved in either direction as much as 50 feet.

Guidance:

If a reference location sign cannot be placed within 50 feet of the correct location, it should be omitted.

Section 2H.12 Comments: NCUTCD generally agrees with 2H.12 as presented in the NPA, but offers one punctuation correction.

Section 2H.12 Enhanced Reference Location Signs (D10-4) and Intermediate Enhanced Reference Location Signs (D10-5)

Support:

There are two types of enhanced reference location signs:

- A. Enhanced Reference Location signs (D10-4), and
- B. Intermediate Enhanced Reference Location signs (D10-5).

Option:

Enhanced Reference Location (D10-4) signs (see Figure 2H-7), which enhance the reference location sign system by identifying the route, may be placed on freeways or expressways (instead of Reference Location signs) or on conventional roads.

To augment an enhanced reference location sign system, Intermediate Enhanced Reference Location (D10-5) signs (see Figure 2H-7), which show the tenth of a mile with a decimal point, may be installed along any section of a highway route or ramp at one tenth of a mile intervals, or at some other regular spacing.

Figure 2H-7. Enhanced Reference Location Signs



NCUTCD agrees with Figure 2H-7 as presented in the NPA.

Standard:

When Intermediate Enhanced Reference Location (D10-5) signs are used to augment the reference location sign system, the enhanced reference location sign at the integer mile point shall display a decimal point and a zero numeral.

If enhanced reference location signs are used, they shall be vertical signs having a green background with white legends and borders, except for the route shield, which shall be the standard color and shape. The top line shall display the cardinal direction for the roadway. The second line shall display the applicable route shield for the roadway. The third line shall identify the mile reference for the location and the bottom line of the Intermediate Enhanced Reference Location sign shall give the tenth of a mile reference for the location. The bottom line of the Intermediate Enhanced Reference Location sign shall contain a decimal point.

Support:

The provisions in Section 2H.11 regarding mounting height, distance numbering and measurements, sign continuity, and placement with respect to the right-hand shoulder and/or median for reference location signs also apply to enhanced reference location signs.

Existing Section 2H.07 Comments: NCUTCD agrees with relocating Section 2H.07 as presented in the NPA.

Section 2H.07 Auto Tour Route Signs

Section 2H.13 Comments: NCUTCD generally agrees with 2H.13 as presented in the NPA, but recommends minor edits as shown including use of the term “scanning graphics” to match RWSTC recommended language in Section 2A.04.

Section 2H.13 Acknowledgment Signs and Plaques (I20 Series)

Support:

Acknowledgment signs and plaques are a way of recognizing a company, business, or volunteer group that provides or sponsors a highway-related service. Acknowledgment signs include sponsorship signs for adopt-a-highway litter removal programs, maintenance of a parkway or interchange, and other highway maintenance or beautification sponsorship programs.

Guidance:

A State or local highway agency that elects to have a sponsorship acknowledgement program should develop a policy on Acknowledgment signs and plaques. The policy should require that eligible sponsoring organizations comply with State laws prohibiting discrimination based on race, religion, color, age, sex, national origin, and other applicable laws.

Standard:

The State or local acknowledgment sign policy shall include all of the provisions regarding placement and design of Acknowledgment signs and plaques that are contained in this Section.

Because regulatory, warning, and guide signs have a higher priority, acknowledgment signs shall only be installed where adequate spacing is available between the acknowledgment sign and other higher priority signs. Acknowledgment signs shall not be installed in a position where they would obscure the road users’ view of other traffic control devices.

Acknowledgment signs shall not be installed at any of the following locations:

- A. On the front or back of, adjacent to, or around any other traffic control device, including traffic signs, highway traffic signals, and changeable message signs;
- B. On the front or back of, adjacent to, or around the supports or structures of other traffic control devices, or bridge piers; or
- C. At key decision points where a road user’s attention is more appropriately focused on other traffic control devices, roadway geometry, or traffic conditions, including exit and entrance ramps, merging or weaving areas, lane terminations, intersections, grade crossings, toll plazas, temporary traffic control zones, and areas of limited sight distance.

Acknowledgment signs and plaques shall have a white legend on a blue background. Acknowledgment signs shall be independent post-mounted roadside installations only and shall not be overhead-mounted.

Option:

An Acknowledgment sign for the sponsor of a rest area or welcome center may be located on the highway mainline (one sign per direction of travel from which the rest area is accessible) at least 500 feet from other traffic control devices. An additional Acknowledgment sign may be used within the rest area provided that it is not visible from the highway mainline or ramps to and from the rest area.

Standard:

Acknowledgment signs for rest areas shall not display names or representations of specific products or services provided by the sponsor within the rest area.

Acknowledgment signs for rest areas shall display the legend REST AREA as the program activity, such as REST AREA SPONSORED BY. In accordance with Paragraph 4, the Rest Area and Welcome Center Acknowledgment (I20-4 and I20-4a) signs shall not be combined in the same sign assembly with or substitute for the Rest Area General Service guide signs (see Section 2I.05).

Option:

If a State has officially adopted and is actively promoting a program to encourage the use of safety rest areas through the use of a program name, then that program name may be displayed in smaller lettering below the legend REST AREA on the Rest Area Acknowledgment sign.

Standard:

Program name or slogans, as described in Paragraph 13, shall not be displayed on the rest area guide sign or other types of traffic signs.

Guidance:

The minimum spacing between acknowledgment signs and any other traffic control signs, except parking regulation signs, should be:

- A. 150 feet on roadways with speed limits of less than 30 mph,*
- B. 200 feet on roadways with speed limits of 30 to 45 mph, and*
- C. 500 feet on roadways with speed limits greater than 45 mph.*

If the placement of a newly-installed higher-priority traffic control device, such as a higher-priority sign, a highway traffic signal, or a temporary traffic control device, conflicts with an existing acknowledgment sign, the acknowledgment sign should be relocated, covered, or removed.

Option:

State or local highway agencies may use their own pictograph (see definition in Section 1A.13) and/or a brief jurisdiction-wide program name, such as “Adopt-A-Highway” or “Litter Removal,” as part of any portion of the acknowledgment sign, provided that the signs comply with the provisions for shape, sign and legend size, color, and lettering style in this Chapter and in Chapter 2A.

Guidance:

Acknowledgment signs should clearly indicate the type of highway services provided by the sponsor.

Standard:

In addition to the general provisions for signs described in Chapter 2A and the sign design principles covered in the “Standard Highway Signs” publication (see Section 1A.11), acknowledgment sign and plaque designs developed by State or local highway agencies shall comply with the following provisions:

- 515 A. Neither the sign or plaque design nor the sponsor acknowledgment name or logo
516 shall contain any contact information, directions, slogans (other than a brief
517 jurisdiction-wide program name, if used), telephone numbers, e-mail or Internet
518 addresses, including domain names and uniform resource locators (URL), metadata
519 tags (“hash-tags”), or ~~quick-response (QR) codes, bar codes, or similar scanning~~
520 graphics (see Section 2A.04);
- 521 B. Except for the sponsor acknowledgment logo, all of the lettering shall be in upper-
522 case letters of the Standard Alphabets as provided in the “Standard Highway Signs”
523 publication (see Section 1A.11);
- 524 C. If a logo, instead of a word legend, is used to represent the sponsor, the logo shall be
525 the primary logo that identifies the sponsoring entity. Secondary or alternate logos,
526 slogans, products, mascots, spokespersons, or other items associated with the
527 sponsoring entity’s commercial advertising or marketing shall not be displayed on
528 Acknowledgment signs or plaques;
- 529 D. In order to keep the main focus on the highway-related service and not on the
530 sponsor acknowledgment name or logo, the area reserved for the sponsor
531 acknowledgment name or logo (1) shall be a horizontally oriented rectangle with its
532 width at least 1.67 times its height; (2) shall not be located at the top of the sign or
533 plaque; (3) shall be a maximum of 8 square feet in area; and (4) for an
534 Acknowledgment sign, shall not exceed 1/3 of the total area of the sign;
- 535 E. The entire sign display area of an Acknowledgment sign assembly shall not exceed
536 24 square feet;
- 537 F. The sign or plaque shall not contain any messages, lights, symbols, or logos that
538 resemble any official traffic control devices;
- 539 G. The sign or plaque shall not contain any external or internal illumination, light-
540 emitting diodes, luminous tubing, fiber optics, luminescent panels, or other flashing,
541 moving, or animated features;
- 542 H. The sign or plaque shall not distract from official traffic control messages such as
543 regulatory, warning, or guidance messages;
- 544 I. The sign or plaque shall be a horizontally oriented rectangle with the horizontal
545 dimension longer than the vertical dimension;
- 546 J. The area of the plaque shall not exceed the lesser of 1/3 the area of the General
547 Service sign below which it is mounted or 24 square feet;
- 548 K. The plaque size shall be based on the standard sizes as specified in Table 2I-1. If the
549 size of the General Service sign is oversized for its application (greater than the size
550 specified for the corresponding roadway application in Table 2I-1), or if the size of
551 the General Service sign increases due to modification of the sign legend, a
552 corresponding increase in the size of the plaque shall not be allowed; and
- 553 L. The sign or plaque shall not display promotional or contact information about the
554 agency’s sponsorship program, including if the sign or plaque does not currently
555 display a sponsor.

556 Option:

557 If a specific outlet of a business with multiple locations in the same area is the sponsoring
558 entity, such as a franchisee, the area reserved for the sponsor acknowledgment name or logo may
559 include the name of the municipality or neighborhood in which the sponsoring entity is located.

An Acknowledgment plaque may be mounted below the following General Service signs to acknowledge the sponsor of a corridor- or region-based highway-related service:

- A. Radio-Weather Information (D12-1) sign (see Section 2I.09);
- B. Radio-Traffic Information (D12-1a) sign (see Section 2I.09);
- C. TRAVEL INFO CALL 511 (D12-5 and D12-5a) signs (see Section 2I.12);
- D. Roadside Assistance (D12-6) sign (see Section 2I.13).

Standard:

An Acknowledgment plaque shall not be mounted in conjunction with any other sign or other traffic control device. An Acknowledgment plaque shall not be used alone or without one of the General Service signs specified in Paragraph 14.

The general restrictions on the type of content allowed for display on Acknowledgment signs (see Paragraph 13) shall apply to the legends of Acknowledgment plaques.

Support:

Examples of acknowledgment signs and plaques are shown in Figure 2H-8.

Figure 2H-8. Examples of Acknowledgment Sign Designs



NCUTCD agrees with Figure 2H-8 as presented in the NPA.

Section 2H.14 Comments: NCUTCD recommends revising the proposed Standard statement requiring general service signs on approaches to interchanges within a signed Alternative Fuels Corridor to a Guidance statement. This proposed language conflicts with the FHWA policy memorandum referenced in NPA item 271 which states that applicable General Service signs should be installed, not shall. NCUTCD also recommends including other minor edits as shown.

Section 2H.14 Alternative Fuels Corridor Sign

Support:

The Alternative Fuels Corridor sign (D9-19) is sometimes used to inform motorists of an Alternative Fuels Corridor highway segment that has^{ve} been designated by the Secretary of Transportation as alternative fuels “Corridor Ready.”

Option:

The D18-1 sign may be used to identify an Alternative Fuels Corridor highway segment designated by the Secretary of Transportation as “Corridor Ready”.

Standard:

Alternative Fuels Corridor signs shall only be used to designate alternative fuels corridor highway segments that have been designated by the Federal Highway Administration as “Corridor Ready.” The appropriate General Service signs or plaques identifying the alternative fuels available in the corridor shall be included with the Alternative Fuels Corridor signs in a sign assembly.

Alternative Fuels Corridor Signs shall only be post mounted on the side of the road and shall not be mounted in an overhead installation.

State or agency variations of the Alternative Fuels Corridor sign shall not be allowed. Acknowledgments of sponsors shall not be allowed in Alternative Fuels Corridor sign assemblies.

Support:

The Alternative Fuels Corridor sign provides limited information to travelers and therefore are used sparingly.

Standard:

Except as provided in Paragraph 8, Alternative Fuels Corridor signs shall be limited to one sign at or near the beginning of the Alternative Fuels Corridor in each direction of travel.

Option:

For long corridors, additional signs may be located beyond major intersections or major interchanges following the typical post-interchange sign sequence.

The beginning of an Alternative Fuels Corridor may be indicated with a BEGIN (M4-14) plaque with a white legend and border on a blue background mounted above the Alternative Fuels Corridor sign in the sign assembly.

The end of an Alternative Fuels Corridor may be indicated with an END (M4-6) plaque with a white legend and border on a blue background mounted above the Alternative Fuels Corridor sign in the sign assembly.

Standard:

The General Service signs shall not be used in the sign assembly indicating the end of a corridor.

Guidance:

When the availability of one or more of the alternative fuel facilities discontinues in an Alternative Fuels Corridor, the LAST IN CORRIDOR (W16-19P)(See Figure 2H-9) warning plaque should be included on the last General Service Directional Assembly on the approach to the interchange or intersection.

Option:

When the availability of one or more of the alternative fuel facilities discontinues in an Alternative Fuels Corridor, an Alternative Fuels Corridor sign with accompanying General Service signs indicating the types of fuels still available in the corridor may be provided beyond the intersection or interchange where the last discontinues fuel facilities were available.

634 **Standard:**

635 **The Alternative Fuels Corridor signs shall not be used as directional signs or be**
636 **combined with other signs, except as provided herein.**

637 **Option:**

638 Up to three General Service symbol signs displaying the alternative fuels available in the
639 designated corridor may be installed below the Alternative Fuels Corridor sign, arranged
640 horizontally (see Figure 2H-10).

641 **Standard:**

642 **The size of the General Service symbol signs for the alternative fuels available shall not**
643 **exceed 18 inches when mounted with the 24-inch Alternative Fuels Corridor sign and 24**
644 **inches when mounted with the 36-inch Alternative Fuels Corridor sign.**

645 **Guidance:**

646 *When the number of eligible alternative fuels available in the corridor exceeds three, a*
647 *separate plaque with the two- or three-letter designations (D9-11gP or D9-11hP) of each of the*
648 *fuels available should be used in place of the General Service symbol signs (see Figure 2H-10).*

649 *When the Alternative Fuels Corridor sign is used in a designated corridor on a freeway or*
650 *expressway, the applicable General Service sign(s) ~~shall~~ should be installed on the approach to*
651 *an interchange in the corridor from which the designated fuel services are available.*

652 **Standard:**

653 ~~**When the Alternative Fuels Corridor sign is used in a designated corridor on a freeway**~~
654 ~~**or expressway, the applicable General Service sign(s) shall be installed on the approach to**~~
655 ~~**an interchange in the corridor from which the designated fuel services are available.**~~
656 ~~**(relocated to previous Guidance statement)**~~ **If General Service Signs are installed on the**
657 **approach to an interchange in the corridor from which the designated fuel services are**
658 **available, and ~~if~~ if the services are not visible from the ramp of a single-exit interchange, the**
659 **service signing shall be repeated at the intersection of the exit ramp and the crossroad.**
660 **Where the alternative fuel facility is not located along the crossroad, additional General**
661 **Service Directional Assemblies shall be installed in advance of each subsequent turn to**
662 **reach the facility.**

663 **Support:**

664 Because regulatory, warning, and guide signs are necessary for safe and efficient movement
665 of traffic they have a higher priority in placement location over Alternative Fuels Corridor signs.
666

Figure 2H-9

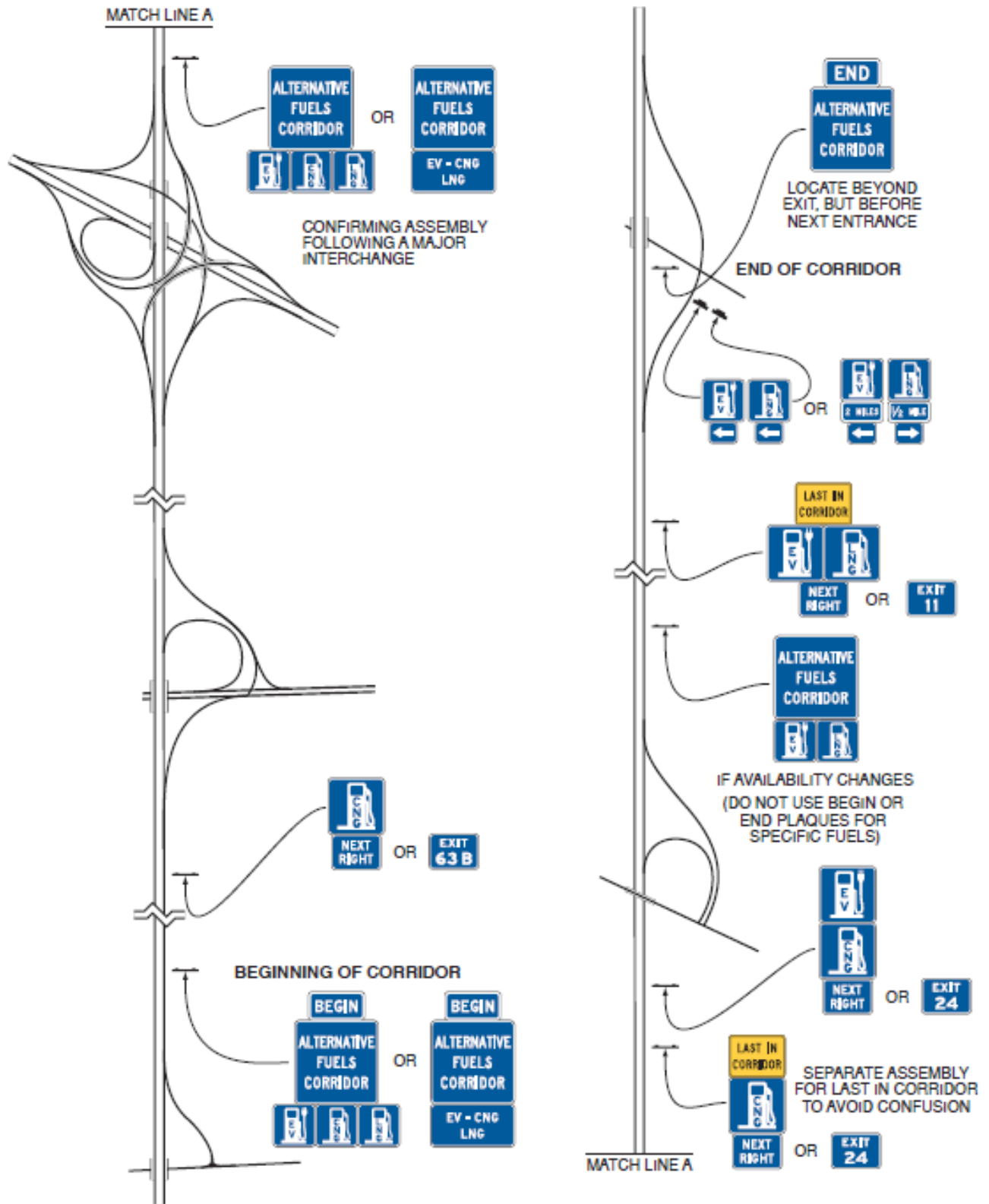


D9-19

667
668

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

Figure 2H-10, Example of Signing for an Alternative Fuels Corridor



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

671 **Standard:**

672 **Alternative Fuels Corridor sign assemblies shall be limited to those locations where**
673 **adequate spacing is available between the Alternative Fuels Corridor sign and other higher**
674 **priority signs. Alternative Fuels Corridor signs shall not be installed in a location where**
675 **they would obscure the road users' view of other traffic control devices or distract driver's**
676 **attention from the roadway in a complex roadway environment. Alternative Fuels**
677 **Corridor sign shall not be installed at any of the following locations:**

678 **A. On the front or back of, adjacent to, or around any other traffic control device,**
679 **including traffic signs, highway traffic signals, and changeable message signs;**

680 **B. On the front or back of, adjacent to, or around the supports or structures of other**
681 **traffic control devices;**

682 **C. At key decision points where a road user's attention is more appropriately focused**
683 **on other traffic control devices, roadway geometry, or traffic conditions, including**
684 **exit and entrance ramps, intersections, grade crossings, toll plazas, temporary**
685 **traffic control zones, and areas of limited sight distance; or**

686 **D. On routes other than those officially designated as Alternative Fuels Corridors, even**
687 **if to provide directional information to such corridors, i.e., they shall not appear on**
688 **supplemental signs or on any other information sign on or along the highway or its**
689 **intersecting routes.**

690 **The minimum spacing between Alternative Fuels Corridor signs and any other traffic**
691 **control signs, except parking regulation signs, should be:**

692 **A. 150 feet on roadways with speed limits of less than 30 mph,**

693 **B. 200 feet on roadways with speed limits of 30 to 45 mph, and**

694 **C. 500 feet on roadways with speed limits greater than 45 mph.**

695 **If the placement of a newly-installed, higher-priority traffic control device, such as a**
696 **higher-priority sign, a highway traffic signal, or a temporary traffic control device,**
697 **conflicts with an existing Alternative Fuels Corridor sign, the Alternative Fuels Corridor**
698 **sign shall be relocated, covered, or removed.**
699