

LOCAL TECHNICAL ASSISTANCE PROGRAM

**MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES (MUTCD)
11TH EDITION**

MAY 7, 2026



pennsylvania

DEPARTMENT OF TRANSPORTATION

LOCAL TECHNICAL ASSISTANCE PROGRAM

SESSION BEING RECORDED

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INSTRUCTOR INFORMATION

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PA LTAP

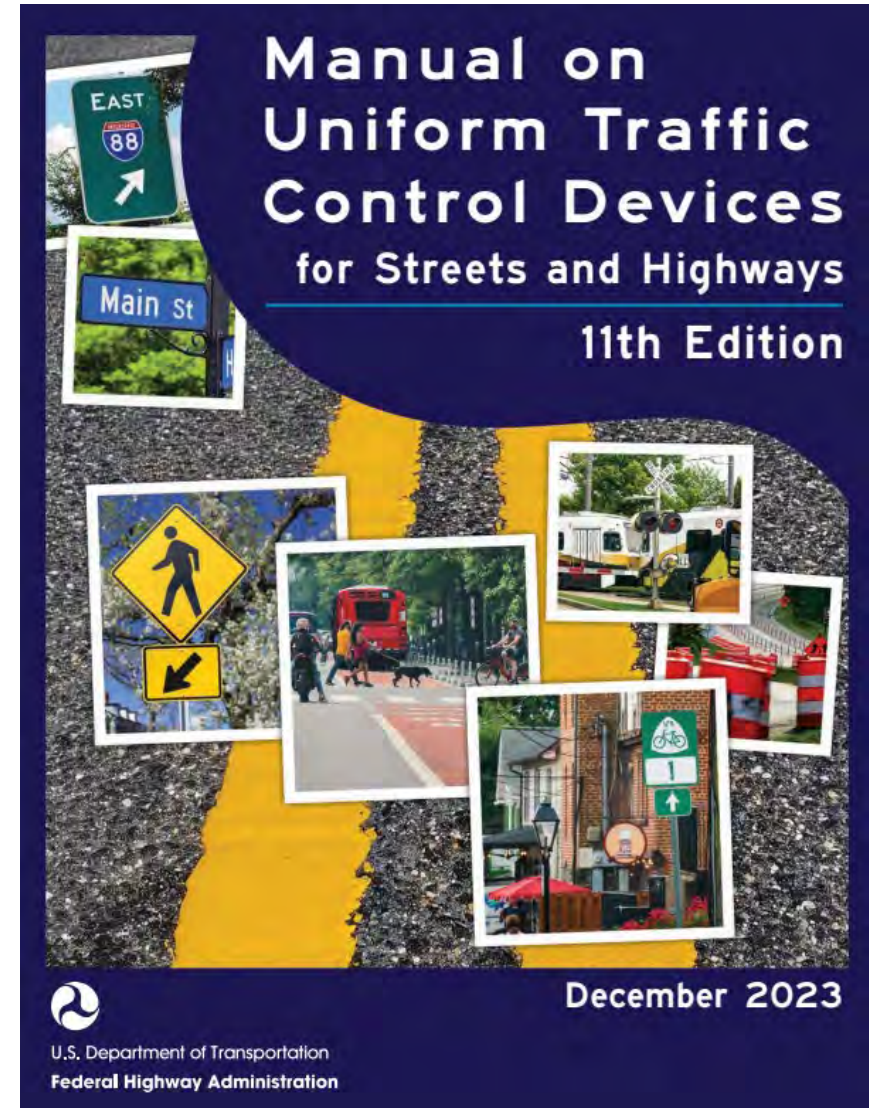
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AGENDA

**Part 1: PA Adaptation to the MUTCD
11th Edition**

Part 2: All-Way Stop Control

**Part 3: Pedestrian Traffic Control
Devices**

MUTCD 11TH EDITION



Part 1: PA Adaptation to the MUTCD 11th Edition

PART 1: PA SUPPLEMENT TO MUTCD

67 Pa Code §212.2 Adoption of Federal Standards

“...Department hereby adopts the MUTCD, as published by the Federal Highway Administration. The MUTCD is adopted in its totality except where this chapter clearly indicates that it is not being adopted, or that additional warrants or criteria are being provided.”

67 Pa Code §212.4 Application

“This chapter applies to the approval, location, installation, revision, operation, maintenance and removal of all traffic signs, signals, markings and other traffic-control devices on all streets and highways in this Commonwealth...”

PART 1: PA MUTCD ADOPTION

- Dec. 2025 [MUTCD 11th Edition, Revision 1 Published](#)
- Jan. 2026: [PA Bulletin – PA Adoption Made Effective](#)
- Jan. 2028, 2032... [MUTCD v12, v13 Expected](#)

PART 1: ACCESS MUTCD

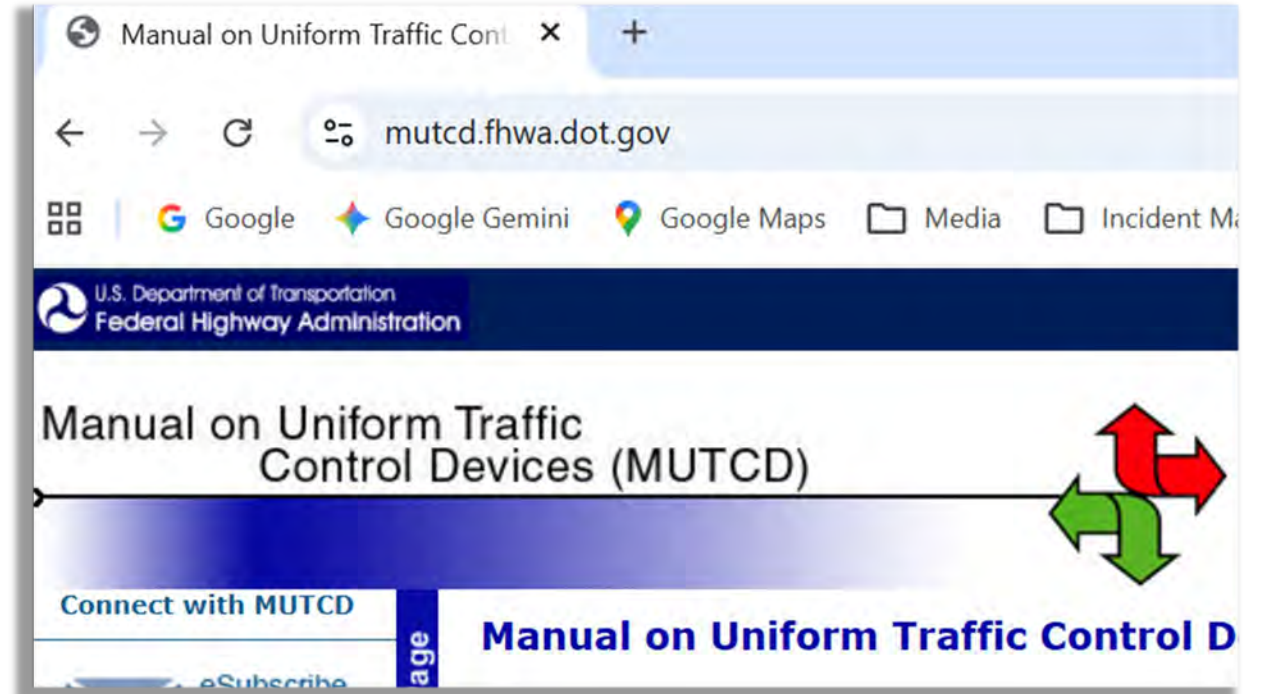
[MUTCD.FHWA.GOV](https://mutcd.fhwa.gov)

Old and New Versions

Amendment History

Links, such as Sign Standards

Experimentations



PART 1: ACCESS PENNDOT PUBS.

[PennDOT Publications via PennDOT.pa.gov](https://www.pennDOT.pa.gov)



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Forms and Publications

PART 1: PA MUTCD SUPPLEMENT

PennDOT Publication 212
Official Traffic Control Devices

OFFICIAL TRAFFIC CONTROL DEVICES

Main body echoes 67 Pa. Code §212

Appendix is PA policy

PART 1: PA TRAFFIC PUB. STATUSES

PUBLICATION:

CURRENT EDITION:

13 <i>DM-2 Contextual Roadway Design</i>	2021-04 Change 9 (2025-12)
35 <i>Approved Construction Materials</i>	2026-05
46 <i>Traffic Engineering Manual</i>	2026-01
72 <i>Roadway Construction Standards</i>	2026-01 Change 1 (2026-04)
111 <i>Signing/Pvmt. Marking Standards</i>	2026-03
148 <i>Traffic Signal Standard Drawings</i>	2011-12 Change 3 (2026-04)

----- (Continued) -----

PART 1: PA TRAFFIC PUB. STATUSES

---- (Continued) ----

PUBLICATION:

CURRENT EDITION:

149 <i>Traffic Signal Design Handbook</i>	2013-05
212 <i>Official Traffic Control Devices</i>	2025-08
213 <i>Work Zone Traffic Control</i>	2022-04
236 <i>Handbook of Approved Signs</i>	2026-03
282 <i>HOP Manual</i>	2022-09 Change 1 (2024-02)
200 <i>CMS Operating Standards</i>	2021-11

PART 1: PA TRAFFIC PUB. STATUSES

Pub. 46 *Traffic Engineering Manual*

- First major update since 2012

Pub. 111 *Signing and Pavement Marking Standards*

- Over 50 additions, deletions or consequential changes

Pub. 236 *PA Handbook of Approved Signs*

- Over 300 additions, deletions or consequential changes

Forms

- Most revised to reflect current MUTCD references and policy

PART 1: RECENT PUBLICATION CHANGES

PennDOT Publication 46 *Traffic Engineering Manual* (2026-01) Integrated Strike-Off Letters & Clearance Transmittals

Number	Title
494-16-05	Special Event Film Shoot Permit
494-16-07	First Responder Solicitation
494-16-10	Convex Mirrors
494-18-08	Selection of Supplemental Destinations
494-19-01	Names on Pedestrian Bridges
495-16-03	Heavy User Signage
494-21-05	PSP Assistance Requests
494-21-06	FREEVAL-PA Assessment Tool
---- (Continued) ----	

PART 1: RECENT PUBLICATION CHANGES

PennDOT Publication 46 *Traffic Engineering Manual* (2026-01) Integrated Strike-Off Letters & Clearance Transmittals (Cont.)

Number	Title
494-25-01	Traffic Engineering Software
494-25-04	Snowmobile and ATV
494-21-03	Proprietary Items
495-21-04	Detours onto Posted Highways
494-22-08	Recessed Wet Reflective Pavement Markings
494-20-02	TTC RSL
494-18-07	RRFB at Uncontrolled Marked Crosswalks
T-25-008	Pub. 46 Traffic Engineering Manual
T-25-012	Pub. 46 Chapters 2, 3 & 9.2

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs

ID	Description
R1-4-1	STOP SIGN REMOVED FROM SIDE ST
R1-5R	YIELD HERE TO PED W/ RIGHT ARROW
R1-6	IN - STREET PEDESTRIAN CROSSING
R1-9	OVERHEAD PEDESTRIAN CROSSING
R2-2-1	TRUCKS OVER () LBS. SPEED
R2-2CP-1	TRUCKS OVER (X) TONS SPEED LIMIT PLAQUE
R3-7AP	EXCEPT BUSES PLAQUE
R3-7BP	EXCEPT BICYCLES (REGULATORY)

ID	Description
R3-7C	CENTER LANE MUST TURN LEFT
R3-7L	LEFT LANE MUST TURN LEFT
R3-7R	RIGHT LANE MUST TURN RIGHT
R3-7-1L	ALL TRAFFIC MUST TURN LEFT
R3-7-1R	ALL TRAFFIC MUST TURN RIGHT
R3-8-1	ADV INT LANE CTRL (TWO LANES)
R3-8A-1	ADV INT LANE CTRL (THREE LANES)
R3-8-2	ADV INT LANE CTRL Rb LT ONLY OPT

ID	Description
R3-12	HOV PREFERENTIAL LANE AHEAD
R3-15	HOV PREF. LANE AHEAD OVERHEAD
R3-17	BIKE LANE
R3-104	HORSE-DRAWN VEHICLE USE SHOULDER
R4-7	KEEP RIGHT
R4-110	THRU TRAFFIC STAY LEFT
R5-1	DO NOT ENTER
R5-1A	WRONG WAY

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
R5-1B	BICYCLE WRONG WAY
R5-2	NO TRUCK
R5-2AP	EXCEPT LOCAL DELIVERY PLAQUE
R5-2-4P	TRUCK WEIGHT (LENGTH) RESTRICTION
R5-2-5P	EXCEPT LOCAL TRAFFIC
R5-2P-6	TRUCK TRAILER LENGTH RESTRICTION
R5-2P-7	TRUCK WITH TRAILERS LENGTH RESTRICT
R6-1R	HORIZONTAL RIGHT ONE-WAY

ID	Description
R6-2R	VERTICAL RIGHT ONE-WAY
R6-3	DIVIDED HIGHWAY CROSSING
R6-3A	DIVIDED HIGHWAY SIDEROAD CROSSING
R6-4	RB DIRECTIONAL (2 CHEVRONS)
R6-4A	RB DIRECTIONAL (3 CHEVRONS)
R6-4B	RB DIRECTIONAL (4 CHEVRONS)
R7-4A-1	NO STOPPING OR STANDING
R7-5-1	LIMITED TIME PARKING

ID	Description
R 7-8AP	VAN ACCESSIBLE PLAQUE
R7-9A	NO PARKING BIKE LANE
R7-10	BACK-IN PARKING ONLY (ARROW)
R7-10-1	BACK-IN PARKING ONLY
R7-101	ONE HOUR PARKING EXCPT TPK EMPLOYEES
R7-102	TEMPORARY NO PARKING
R7-107 B-1	NO PARKING BUS STOP
R7-201 AP	TOW-AWAY ZONE PLAQUE

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
R9-3CP	RIDE WITH TRAFFIC
R9-20	BICYCLES MAY USE FULL LANE
R9-22	ALL BICYCLES MUST EXIT
R10-6P-1	LEFT LANE PLAQUE
R10-11	NO TURN ON RED SYMBOL
R10-11B	NO TURN ON RED SQUARE-SHAPED
R10-12A	LT YIELD ON FLASHING YELLOW ARROW
R10-17A	RIGHT (LEFT) ON RED ARROW AFTER STOP

ID	Description
R10-18A	(TRAFFIC SIGNAL) PHOTO ENFORCED
R10-19P	PHOTO ENFORCED (WHITE) PLAQUE
R10-25	PUSH BUTTON TO TURN ON WARNING LIGHTS
R10-30	RIGHT TURN ON RED MUST YIELD TO U-TURN
R10-40	BIKE SIGNAL MAND MVMT (TURN)
R10-40A	BIKE SIGNAL MAND MVMT (THRU)
R10-41	BIKE SIGNAL MAND MVMT (THRU & TURN)
R10-41A	BIKE SIGNAL MAND MVMT (LT AND RT)

ID	Description
R10-41B	BIKE SIGNAL MAND MVMT (ALL)
R10-41C	BIKE SIGNAL MAND MVMT (LEFT AND THRU)
R11-3	ROAD CLOSED - LOCAL TRAFFIC ONLY
R11-3B	BRIDGE OUT - LOCAL TRAFFIC ONLY
R12-1	WEIGHT LIMIT () TONS
R12-1AP	BRIDGE (for R12-1 & W16-103P)
R12-1BP	WEIGHT LIMIT FOR SAFETY PLAQUE (for R5-2, R12-1, R12-5A)
R12-1CP	SEASONAL WEIGHT LIMIT (for R12-1)

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
R12-1DP	EXCEPT COMBINATIONS (____) TONS (for R12-1)
R12-101	BRIDGE LIMITED TO ONE TRUCK
R12-102	102-INCH TRAILER ADV PROHIBITED
R12-102A	102-INCH WIDE TRAILER PROHIBITED
R13-1-1	ALL TKS & BUSES MUST ENTER WEIGH STATION
R14-1	TRUCK ROUTE
R15-1	RAILROAD CROSSBUCK
R15-2P	TRACKS PLAQUE (for R15-1)

ID	Description
R15-3P	EXEMPT (REGULATORY)
R15-101P	HIGH SPEED TRAINS
R16-4	MINOR CRASHES MOVE VEH FRM TRAVEL LANE
R16-105	NO LOITERING WITHIN 50 FT OF INT
R20-4P	THREE OR MORE AXLE TRUCKS
R22-2	TURN OFF 2-WAY RADIOS AND CELLS
R23-101	ACTIVE WORK ZONE SPEED ENFORCEMENT
R24-101P	MEMORIAL DAY WEEKEND THRU SEPT

ID	Description
R24-102P	DAYLIGHT HOURS ONLY
W 1-6	LARGE SINGLE ARROW
W 1-7	LARGE DOUBLE ARROW
W 1-8	CHEVRON ALIGNMENT
W 1-13L	TRUCK ROLLOVER LEFT CURVE
W 1-13R	TRUCK ROLLOVER RIGHT CURVE
W1-15	CHEVRON ALIGNMENT
W2-4	"T" INTERSECTION

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
W2-5	"Y" INTERSECTION
W2-6	CIRCULAR INTERSECTION
W3-2	YIELD AHEAD
W3-4	BE PREPARED TO STOP
W4-2L	LANE ENDS (LEFT)
W4-2R	LANE ENDS (RIGHT)
W4-5	ENTERING ROADWAY MERGE
W4-5AP	NO MERGE AREA PLAQUE

ID	Description
W4-8	SINGLE-LANE TRANSITION
W4-13	WEAVE AREA
W5-3	ONE LANE BRIDGE
W5-3A	ONE LANE UNDERPASS
W7-1	HILL
W7-4DP	SAND PLAQUE
W7-4EP	GRAVEL PLAQUE
W7-4FP	PAVED PLAQUE

ID	Description
W7-6	HILL BLOCKS VIEW
W8-1	BUMP
W8-2	DIP
W8-5P	WHEN WET
W8-15P	MOTORCYCLE PLAQUE
W8-109	RAISE PLOW
W9-1L	LEFT LANE ENDS
W9-1R	RIGHT LANE ENDS

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
W9-2L	LANE ENDS MERGE LEFT
W9-2R	LANE ENDS MERGE RIGHT
W9-3	CENTER LANE MUST SHIFT LEFT
W9-5A	BICYCLES MERGING
W9-101	CENTER LANE CLOSED
W10-1	GRADE CROSSING ADVANCE WARNING
W10-1AP	EXEMPT (WARNING)
W10-5	LOW GROUND CLEARANCE GRADE CROSSING

ID	Description
W10-5P	LOW GROUND CLEARANCE
W10-9P	NO TRAIN HORN PLAQUE
W10-12	SKEWED CROSSING
W10-14P	NEXT CROSSING
W11-1	BICYCLE WARNING
W11-2	PEDESTRIAN
W11-2B	HIKER CROSSING
W11-3	DEER CROSSING

ID	Description
W11-4	CATTLE CROSSING
W11-7	EQUESTRIAN CROSSING
W11-9	HANDICAPPED AREA
W11-10	TRUCK
W11-11	GOLF CART CROSSING
W11-12P	EMERGENCY SIGNAL AHEAD PLAQUE
W11-14	HORSEDRAWN VEHICLE
W11-15	COMBINED BICYCLE / PEDESTRIAN

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
W11-15P	TRAIL CROSSING
W12-2A	LOW CLEARANCE (OVERHEAD)
W13-2	ADVISORY EXIT SPEED
W13-6	COMB HORIZ ALGNMT/ ADVISORY EXIT SPEED - 270-DEGREE LOOP
W13-7	COMB HORIZ ALGNMT/ ADVISORY RAMP SPEED - 270-DEGREE LOOP
W14-3	NO PASSING ZONE
W14-11	VEHICLES ARE CLOSER THAN THEY APPEAR

ID	Description
W14-22	ARE YOUR TURN SIGNALS ON ?
W16-1P	IN ROAD
W16-1AP	IN STREET
W16-7PL	DIAGONAL DOWNWARD LEFT POINTING ARROW
W16-7PR	DIAGONAL DOWNWARD RIGHT POINTING ARROW
W16-8P	SINGLE-LINE ADVANCE STREET NAME PLAQUE
W16-8AP	DOUBLE-LINE ADVANCE STREET NAME PLAQUE

ID	Description
W16-9P	AHEAD PLAQUE
W16-10P	PHOTO ENFORCED (YELLOW) PLAQUE
W16-10AP	PHOTO ENFORCED PLAQUE
W16-10-1	RED LIGHT PHOTO ENFORCED
W16-11P	EXCEPT BICYCLES
W16-12P	TRAFFIC CIRCLE PLAQUE
W16-12AP	ROUNDBOUT PLAQUE

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
W16-17P	TOLL PLAQUE
W16-101	SHARE THE ROAD
W20-5AL	LEFT TWO LANES CLOSED
W20-5AR	RIGHT TWO LANES CLOSED
W20-7	FLAGGER SYMBOL
W20-10A	BE PREPARED TO STOP NEXT () MI
W20-104	ROAD OPEN
W21-8	MOWING AHEAD

ID	Description
W21-16	NO PAVEMENT MARKINGS
W21-104	SPECIAL EVENT AHEAD
W22-1	BLASTING ZONE AHEAD
W22-3	END BLASTING ZONE
W23-2	NEW TRAFFIC PATTERN AHEAD
W23-101	THIS BRIDGE TO BE CLOSED FOR MAINT
W25-1	ONCOMING TRAFFIC HAS EXT GREEN
W25-2	ONCOMING TRAFFIC MAY HAVE EXT GREEN

ID	Description
W25-4	EXIT GORE
W25-103	FUNDRAISER EVENT AHEAD
W35-1	SAFETY CORR-FINES DOUBLED NEXT X MILES
W35-2	END FINES DOUBLED CORRIDOR
W35-3	LITTER ENF CORRIDOR - INCREASED PENALTIES
W36-101	USE BOTH LANES TO MERGE POINT
W36-102	MERGE HERE TAKE YOUR TURN
G20-6	DETOUR FOLLOW RED ARROW

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
G20-6-1	RED ARROW
G20-6-2	DETOUR
G70-1	USE BOTH LANES TO MERGE POINT
G70-2	MERGE HERE TAKE YOUR TURN
G80-1	LANE CLOSED DO NOT PASS
M 1-5A	PENNSYLVANIA TURNPIKE (marker)
M1-8A-1	BICYCLEPA ROUTE (marker)
M1-8A-2	BICYCLEPA ROUTE MARKER TURN ASSEMBLY

ID	Description
M2-1P	JUNCTION (marker)
M2-1P-1	INTERSTATE JUNCTION (marker)
M3-1P	NORTH (marker)
M3-1P-1	INTERSTATE NORTH (marker)
M3-1P-2	INTERSTATE BUSINESS NORTH (marker)
M3-2P	EAST (marker)
M 3-2P-1	INTERSTATE EAST (marker)
M3-2P-2	INTERSTATE BUSINESS EAST MARKER

ID	Description
M3-3P	SOUTH (marker)
M3-3P-1	INTERSTATE SOUTH (marker)
M3-3P-2	INTERSTATE BUSINESS SOUTH (marker)
M3-4P	WEST (marker)
M3-4P-1	INTERSTATE WEST (marker)
M3-4P-2	INTERSTATE BUSINESS WEST MARKER
M4-1P	ALTERNATE MARKER
M4-2P	BY- PASS (marker)

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
M4-3P	BUSINESS (marker)
M4-4P	TRUCK (marker)
M4-5P	TO (marker)
M4-5P-1	INTERSTATE TO (marker)
M4-5P-2	TURNPIKE TO (GREEN)
M4-6P	END (marker)
M4-6P-1	END MARKER (TURNPIKE)
M4-8P	DETOUR (marker)

ID	Description
M4-8P-1	CAR DETOUR (marker)
M4-8P-2	TRUCK DETOUR (marker)
M4-11CP	EMERGENCY ROUTE TO
M4-101P	END (for D11-1)
M4-102P	TO (for D11-1)
M4-103P	BEGIN (for D11-1)
M5-1PL	ADVANCE 90° LEFT TURN (marker)
M5-1P-1L	INTERSTATE ADVANCE 90° LEFT TURN (marker)

ID	Description
M5-1PR	ADVANCE 90° RT (marker)
M5-1P-1R	INTERSTATE ADVANCE 90° RT (marker)
M5-1P-2L	BUSINESS/TPK ADV 90 DEG RT MKR (GREEN)
M5-1P-2R	BUSINESS/TPK ADV 90 DEG LT MKR (GREEN)
M5-2PL	ADVANCE 45° LEFT TURN (marker)
M5-2P-1L	INTERSTATE ADVANCE 45° LT (marker)
M5-2PR	ADVANCE 45° RIGHT TURN (marker)
M5-2P-1R	INTERSTATE ADVANCE 45° RT (marker)

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
M5-2P-2L	BUSINESS/TPK ADV 45 DEG LT (GREEN)
M5-2P-2R	BUSINESS/TPK ADV 45 DEG RT MARKER
M5-3P	CURVED-STEM ADVANCE TURN ARROW
M5-3P-1	INTST CURVED-STEM ADV TURN ARROW MKR
M 6-1	90° TURN (marker)
M6-1P-1	INTERSTATE 90° TURN (marker)
M6-1P-2	BUSINESS/TURNPIKE 90 DEGREE TURN MARKER
M6-2PL	45° LEFT TURN (marker)

ID	Description
M6-2P-1L	INTERSTATE 45° LEFT TURN (marker)
M6-2PR	45° RIGHT TURN (marker)
M6-2P-1R	INTERSTATE 45° RIGHT TURN (marker)
M6-2P-2L	BUSINESS/TURNPIKE 45 DEGREE LT MARKER
M6-2P-2R	BUSINESS/TURNPIKE 45 DEGREE RT MARKER
M6-3P	STRAIGHT THROUGH (marker)
M6-3P-1	INTERSTATE STRAIGHT THROUGH
M6-3P-2	BUSINESS/TURNPIKE STR THROUGH MARKER

ID	Description
M6-4P	90° RIGHT AND LEFT TURN (marker)
M7-1P	HORIZONTAL ARROW (for D11-1)
M7-2P	VERTICAL ARROW (for D11-1)
M7-3P	DOUBLE HEADED DIAG ARROW (for D11-1)
M7-4P	DIAGONAL ARROW (for D11-1)
M7-5P	DOUBLE HEADED HORIZ ARROW (for D11-1)
M7-6P	HORIZONTAL & VERT ARROW (for D11-1)
M7-7P	VERTICAL & DIAGONAL ARROW (for D11 1)

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
D1-1	SINGLE-LINE DESTINATION
D1-1A	SINGLE-LINE DESTINATION MILEAGE
D1-2	DOUBLE-LINE DESTINATION
D1-2A	DOUBLE-LINE DESTINATION MILEAGE
D1-3	TRIPLE-LINE DESTINATION
D1-3A	TRIPLE-LINE DESTINATION MILEAGE
D2-1	SINGLE-LINE DISTANCE
D2-2	DOUBLE-LINE DISTANCE

ID	Description
D2-3	TRIPLE-LINE DISTANCE
D3-1	STREET NAME
D3-2	SINGLE-LINE ADVANCE STREET NAME
D3-3	DOUBLE-LINE ADVANCE STREET NAME
D3-4	SINGLE-LINE OVERHEAD STREET NAME
D3-5	DOUBLE-LINE OVERHEAD STREET NAME
D4-2	PARK AND RIDE
D4-3	BICYCLE PARKING

ID	Description
D7-4	ATTRACTION
D7-101	MEMORIAL HIGHWAY/BRIDGE
D8-2	WEIGH STATION NEXT RIGHT
D8-3	WEIGH STATION
D9-11	DIESEL
D9-11A	COMPRESSED NATURAL GAS
D9-11B	ELECTRIC VEHICLE CHARGING
D9-11D	LIQUIFIED NATURAL GAS

PART 1: RECENT PUBLICATION CHANGES

Pub. 236 (2026-03) Added, Deleted or Modified Signs (Cont.)

ID	Description
D9-11E	LIQUIFIED PETROLEUM GAS
D9-11F	HYDROGEN FUEL
D9-11-1P	USE LAST - DESIGNED FOR ACCESSIBILITY
D9-22	WIRELESS INTERNET
D11-1	BIKE ROUTE
D14-103	ALL TRAFFIC MUST EXIT
D16-101	HORSE-DRAWN VEHICLE TURNOUT (X) MILES
D16-102	HORSE-DRAWN VEHICLE TURNOUT (ARROW)

ID	Description
I1-101	SPEED CHECK (marker)
I3-5	AIRPORT
I3-5-1P	SPECIFIC NAME (for I-5, I-6, and I-7)
I3-6	BUS STATION
I3-6-1P	STATION
I3-7	RAILROAD STATION
I4-1	LIBRARY
I4-2	RECYCLING CENTER

ID	Description
I13-1	EMERGENCY NOTIFICATION
I2-101	WELCOME TO PENNSYLVANIA
I2-101A	WELCOME TO PENNSYLVANIA (ALTERNATE)
I2-102	MOUNTAIN SUMMIT AND ELEVATION
I18-1	OVERHEAD ROADWAY ID (NUMBERED TR)
I20-2-1	ADOPT-A-HIGHWAY, NEXT 2 MILES
I20-2-2	ADOPT-A-HIGHWAY, NEXT (____) MILES
I20-2-3	ADOPT-A-HIGHWAY, INTERCHANGE AREA

PART 1: SIGN CHANGE EXAMPLES

R1-6 New Dimensions

R1-6
IN-STREET PEDESTRIAN CROSSING SIGN

(a) Justification. The In-Street Pedestrian Crossing Sign (R1-6) is authorized for use on the face of a Yield to Pedestrian Channelizing Device which may be positioned on the centerline of low-speed roadways in a marked unsignalized crosswalk to remind drivers that they must legally yield the right of way to pedestrians in the crosswalk. The Yield to Pedestrian Device shall satisfy national breakaway requirements and the Department's specification, and be of a type approved by the Department and listed in Bulletin 15.

(b) Placement. When used, the R1-6 sign /Yield to Pedestrian Device shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. It should not be positioned on roadways with a speed limit greater than 35 mph or with a clear roadway width of less than 20 feet. In addition, it should not be used at locations where it will adversely affect the turning radius of motor vehicles.

DIMENSIONS - IN																
SIGN SIZE A x B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	S
12" x 36"	1	2D	0.75	2	7.8	1.2	1.5D	8.2	1.5C	3.7	2.5	1.1	2.8	4.7	0.25	1.5

COLOR:
YIELD SYMBOL AND THE YIELD LEGEND:
RED (REFLECTORIZED)
OTHER LEGEND, SYMBOL AND INTERNAL BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
OUTSIDE OF BORDER:
FLUORESCENT YELLOW-GREEN (REFLECTORIZED)
INSIDE OF BORDER:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION
By: *De C Row* Date: 02-29-12
Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations

OLD

R1-6
IN-STREET PEDESTRIAN CROSSING SIGN

(a) Justification. The In-Street Pedestrian Crossing Sign (R1-6) is authorized for use on the face of a Yield to Pedestrian Channelizing Device which may be positioned on the centerline of low-speed roadways at a marked unsignalized crosswalk to remind drivers that they must legally yield the right of way to pedestrians in the crosswalk. The Yield to Pedestrian Device shall satisfy national breakaway requirements and the Department's specification, and be of a type approved by the Department and listed in Bulletin 15.

(b) Placement. When used, the R1-6 sign /Yield to Pedestrian Device shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. It should not be positioned on roadways with a speed limit greater than 35 mph or with a clear roadway width of less than 20 feet. In addition, it should not be used at locations where it will adversely affect the turning radius of motor vehicles. In addition, the R1-6 sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

DIMENSIONS - IN																
SIGN SIZE A x B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T
12" x 36"	1.0	2D	0.75	2.0	7.8	1.2	1.5D	8.2	1.5C	3.7	2.5	1.1	0.7	4.7	0.25	1.5

COLOR:
YIELD SYMBOL AND THE YIELD LEGEND:
RED (REFLECTORIZED)
OTHER LEGEND, SYMBOL AND INTERNAL BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
OUTSIDE OF BORDER:
FLUORESCENT YELLOW-GREEN (REFLECTORIZED)
INSIDE OF BORDER:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION
By: *R. Roberts* Date: 03-16-26
Manager, Traffic Engineering and Permits Section,
Bureau of Operations

NEW

PART 1: SIGN CHANGE EXAMPLES

R3-8-2 New Sign

R3-8-2
ADVANCE INTERSECTION LANE CONTROL ROUNDABOUT LEFT TURN ONLY - OPTIONAL SIGN

The Advance Intersection Lane Control Roundabout Left Turn Only - Optional Sign (R3-8-2) may be used on a two-lane approach to a roundabout.

When used the R3-8-2 sign should be mounted an adequate distance in advance of the roundabout to allow motorists time to select the proper lane before reaching the roundabout. The R3-8-2 sign may also be placed at the roundabout or as a supplement to other lane control signs. The R3-8-2 sign shall not be mounted overhead.

DIMENSIONS - IN												
SIGN SIZE A x A	B	C	D	E	F	G	H	J	K	L	M	N
36" x 36"	2.8	7.6	8.9	3.0	4.8	9.0	5.5	2.0	4D	18.0	0.8	10.3

DIMENSIONS - IN														
SIGN SIZE A x A	O	P	Q	R	S	T	U	V	W	X	Y	MAR- GIN	BOR- DER	BLANK STD.
36" x 36"	8.0	4.0	16.3	3.5	6.5	5.4	6.1	6.0	6.5	17.6	5.4	0.6	0.8	B3-36

COLOR:
LEGEND, SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION
By: *R. Roberts* Date: 03-16-26
Manager, Traffic Engineering and Permits Section,
Bureau of Operations

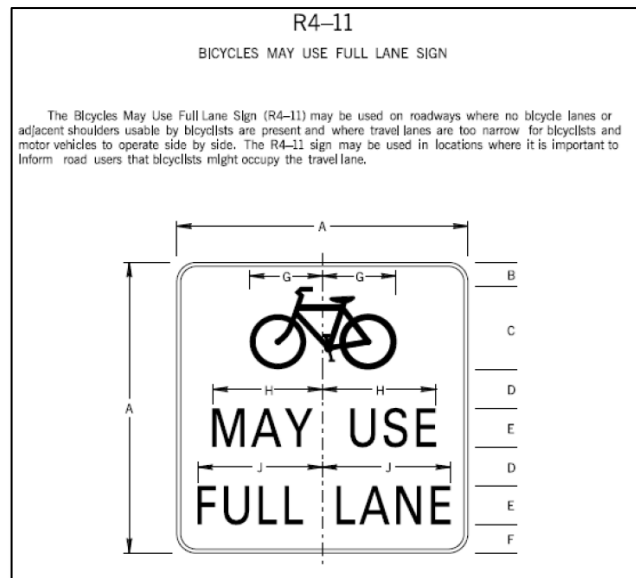
BACKGROUND:
WHITE (REFLECTORIZED)

R3_8_2.DGN

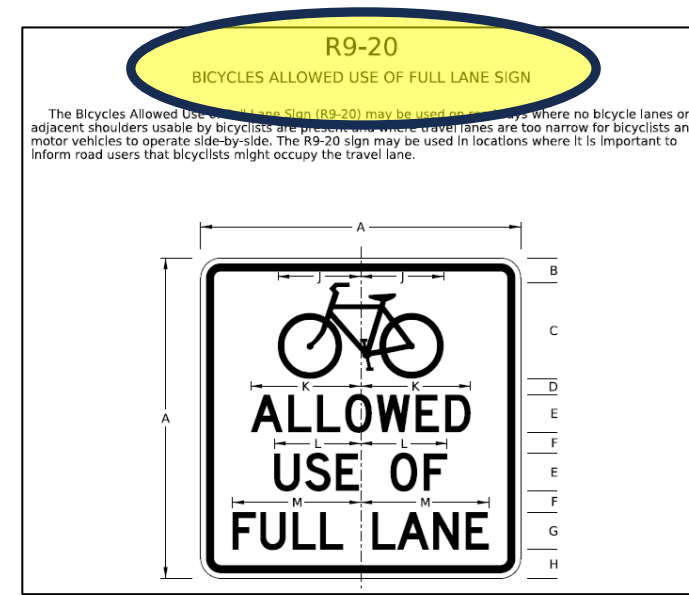
NEW

PART 1: SIGN CHANGE EXAMPLES

R9-20 New Nomenclature and Name



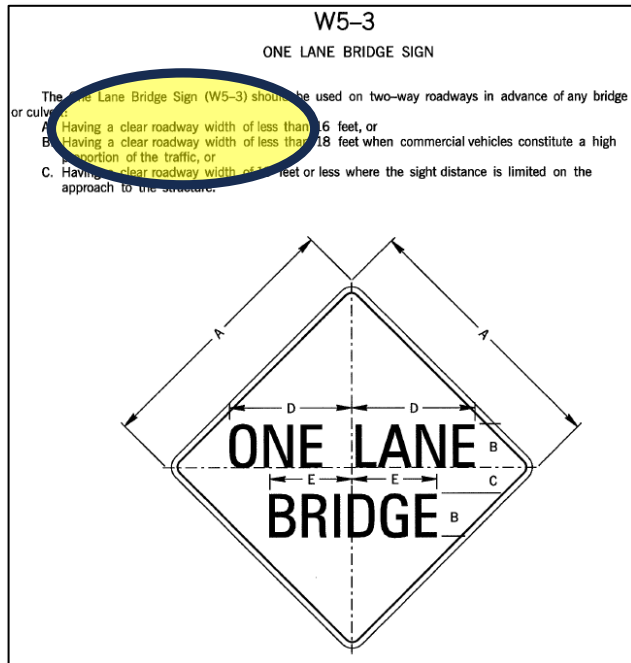
OLD



NEW

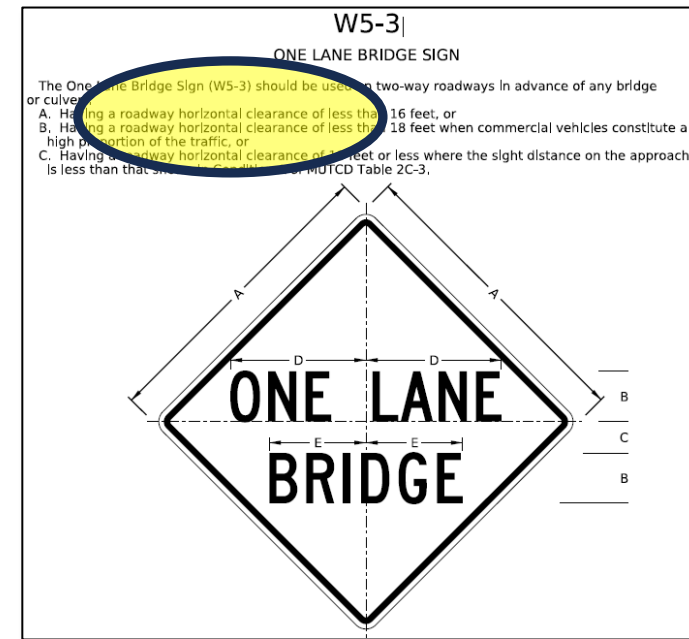
PART 1: SIGN CHANGE EXAMPLES

W5-3 New Description



OLD

**Says "clear roadway
Width"**

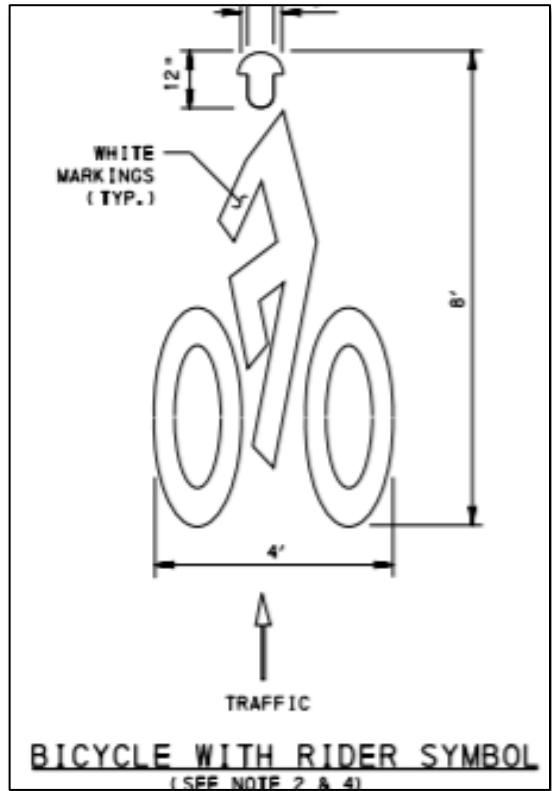


NEW

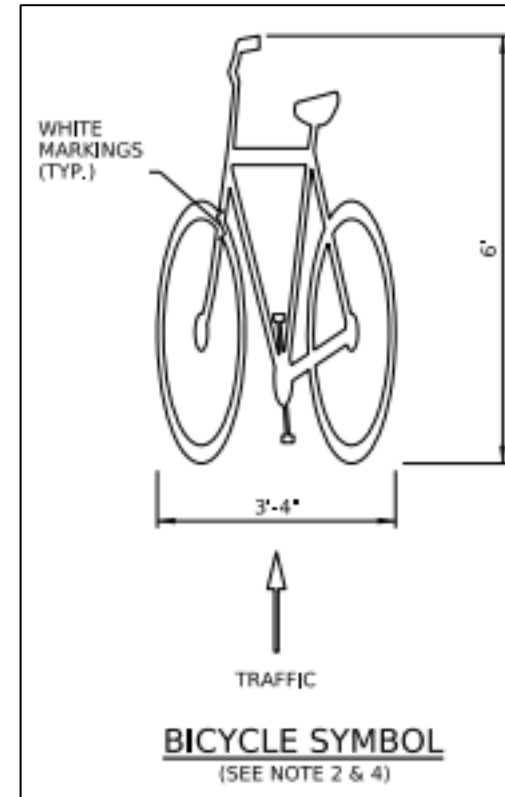
**Says "roadway
horizontal distance"**

PART 1: PVMT. MARKING CHANGE EXAMPLE

Pub. 111 Traffic Control Pavement Markings and Signing Standards



OLD



NEW

PART 1: TE FORM CHANGE EXAMPLE

TE-102 MULTIWAY STOP CONTROL

9. Does the existing legal parking layout affect sight distance for through or turning vehicles? YES NO N/A

10. Is the pavement condition free of potholes, washboard, slick surface, etc.? YES NO N/A

F - SITE DATA

DATE DATA COLLECTED	PERSON CONDUCTING STUDY	TITLE

1. Is the multiway stop being installed as an interim measure until the signal approval and installation is completed? YES NO

2. List the number of crashed for the previous 12 month period by type and/or causation factor.

3. 85th percentile speed of major approach is _____ MPH.

4a. Does the vehicular volume entering the intersection from the major street approaches average _____ per hour?

4b. Does the combined vehicular, pedestrian and bicycle volume from the minor street approaches average _____ per hour, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle?

4c. If #3 > 40 MPH, then the minimum vehicular volume warrants are 70% of 4a and 4b.

OLD (2025-12)

F - WARRANTS AND JUSTIFICATION

1. Crash Experience Warrants. During the most-recent 36-month period of available crash data:

A. For a four-leg intersection, are there five or more reportable or non-reportable crashes in a 12-month period or six or more reportable or non-reportable crashes in the 36-month period that were of a type susceptible to correction by the installation of all-way stop control? YES NO N/A

B. For a three-leg intersection, are there four or more reportable or non-reportable crashes in a 12-month period or five or more reportable or non-reportable crashes in the 36-month period that were of a type susceptible to correction by the installation of all-way stop control? YES NO N/A

2. Sight Distance Warrants:

A. Is the sight distance on the minor-road approaches controlled by a STOP sign not adequate for a vehicle to turn onto or cross the major (uncontrolled) road? YES NO

B. Multiway stop applications may not be used because of limited available corner sight distance unless the following the following answer is no.; Is there a practical method of improving the sight distance or reducing the speed limit to satisfy the minimum corner sight distance values? YES NO N/A
If YES, explain the method in Section G Remarks.

3. Transition to Signal Control or Transition to Yield Control at a Circular Intersection Warrant:

A. Is all-way stop control being considered as an interim measure to control traffic while arrangements are being made for the installation of a traffic control signal or for the installation of yield control at a circular intersection? YES NO

NEW (2026-04)

Part 2: All-Way Stop Control

PART 2: ALL-WAY STOP CONTROL

All-Way Stop Control (Section 2B.12)

- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
- B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
- C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
- D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
- E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

PART 2: ALL-WAY STOP CONTROL

Warrant A: Crash Experience (Section 2B.13)

MUTCD	2009 Edition	11 th Edition
Basis:	Correctable crash patterns (e.g., right-angle, turning)	Same fundamental basis
Crash Types:	Focus on angle/turn crashes	Same, but more explicitly tied to safety patterns
Analysis Approach:	Threshold + engineering judgment	Stronger emphasis on data-driven safety analysis (HSM approach)
Philosophy:	Reactive (based on crash history)	Still reactive, but more aligned with systemic safety thinking

PART 2: ALL-WAY STOP CONTROL

Warrant B: Sight Distance (Section 2B.14)

MUTCD	2009 Edition	11 th Edition
Status:	Not a standalone warrant	New standalone warrant
Role:	Considered under "other factors"	Explicit justification category
Application:	Informal use in studies	Formal basis for AWSC installation
Justification:	Supplemental consideration	Can independently justify AWSC, but don't forget Pub. 212, Section 212.106

PART 2: ALL-WAY STOP CONTROL

Warrant C: Transition (Section 2B.15)

MUTCD	2009 Edition	11 th Edition
Purpose:	Temporary control before signal installation	Expanded transition applications
Scope:	Primarily signal transitions	Includes roundabouts and other control changes
Use Case:	Short-term operational control	Broader use for control type changes
Flexibility:	Limited	Expanded applicability

PART 2: ALL-WAY STOP CONTROL

Warrant D: 8-Hour Volume (Section 2B.16)

MUTCD	2009 Edition	11 th Edition
Users Considered:	Primarily vehicles	Vehicles + pedestrians + bicyclists
Threshold Basis:	Vehicle volumes only	Multimodal volumes
Application Context:	Vehicular congestion/conflicts	Multimodal conflict environment
Urban Applicability:	Sometimes limited	More applicable in urban/suburban areas

PART 2: ALL-WAY STOP CONTROL

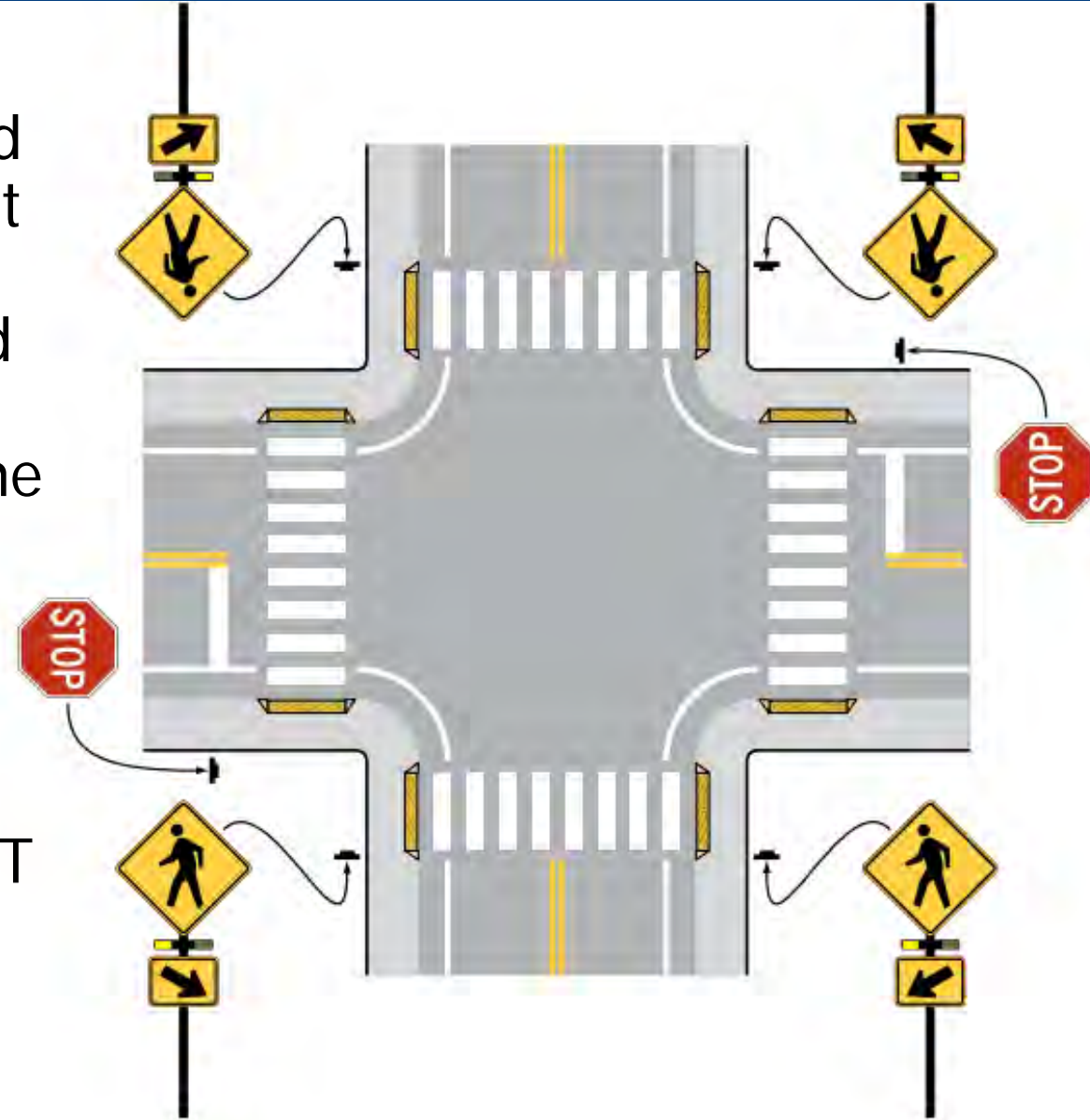
Warrant E: Other Factors (Section 2B.17)

MUTCD	2009 Edition	11 th Edition
Role:	Catch-all category	Still catch-all, but more structured
Typical Considerations:	Geometry, speeds, schools, etc.	Same factors, but more clearly recognized
Use of Judgment:	Allowed	Explicitly emphasized
Documentation:	Often minimal	Encourages clear justification and documentation

Part 3: Pedestrian Traffic Control Devices

PART 3: RRFBS (CHAPTER 4L)

- For any approach on which RRFBs are used to supplement post-mounted signs, at least two W11-2, S1-1, or W11-15 crossing warning signs (each with an RRFB unit and a W16-7P plaque) **shall** be installed at the crosswalk, one on the right-hand side of the roadway and one on the left-hand side of the roadway.
- Not in previous MUTCD (interim approval only).
- A study should still be conducted (PennDOT Publication 46).



PART 3: PENNDOT PUB. 46 TABLES

Roadway Cross-section	Roadway AADT and Speed Limit											
	Less than 9,000 AADT				9,000 to 12,000 AADT				12,000 to 15,000 AADT			
	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH
Two Lanes (undivided)	A	A	B	C	A	A	B	C	A	A	B	C
Three lanes with raised median	A	B	B	C	A	B	B	C	B	B	B	C
Three lanes without raised median	A	B	B	C	A	B	B	C	B	B	B	C
Four lanes with raised median	B	B	B	C	B	B	C	C	B	B	C	C
Four lanes without raised median	B	B	C	C	B	B	C	C	C	C	C	D
Five or more lanes with or without raised median	C	C	D	D	C	C	D	D	D	D	D	D

Legend

A	Marked crosswalk alone is appropriate if installed with minimum treatments described in Section V(A)
B	Additional pedestrian safety countermeasures are recommended in addition to minimum treatments described in Section V(A)
C	Additional pedestrian safety countermeasures are required in addition to minimum treatments described in Section V(A)
D	A marked crosswalk is not recommended unless combined with full signalization. Additional pedestrian safety countermeasures are recommended

Roadway Cross-section	Roadway AADT and Speed Limit							
	Less than 9,000 AADT				9,000 to 12,000 AADT			
	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
Two Lanes (undivided)	a	c	c	c	b	c	c	b
Three lanes with raised median	d	d e	d e	e	d	d e	d e	e
Three lanes with raised median	a b c	b c	b c	b	b c	b c	b c	b
Three lanes without median	a b c	b c	b c	b	b c	b c	b c	b
Four lanes with raised median	e f	e f	f	f	e f	e f	f	f
Five or more lanes (undivided)	b c	b c	b c	b	b c	b c	b c	b
Five or more lanes with or without raised median	d e f	d e f	d	f	d e f	d e f	d	f
Five or more lanes with or without raised median	g h i	g h i	g h i	g h i	g h i	g h i	g h i	g h i

Key:

- a – Countermeasure is a candidate treatment
- a̅ – Countermeasure should always be considered, but not mandated or required, based upon engineering judgment

- a - Raised crosswalk
- b - Advance Yield Here to Pedestrians sign and yield line, Advance Warning sign, and advance pavement markings
- c - Curb Extension
- d - Pedestrian Refuge Island
- e - Rectangular Rapid Flashing Beacon or Flashing Warning Device
- f - Road Diet
- g - Advance Warning Beacons
- h - Grade Separated
- i - Traffic Signal*

* See Traffic Signal Warrant section

PART 3: PEDESTRIAN SIGN PLACEMENT

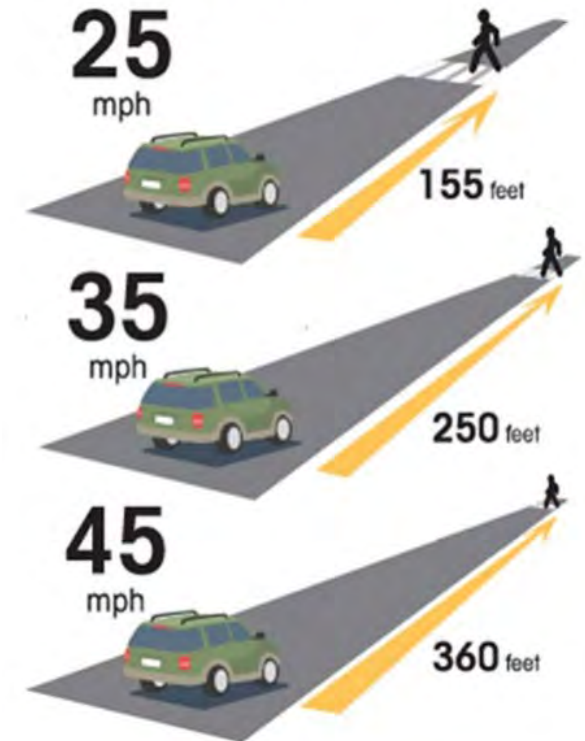
Warning Signs (Section 2C.04)

- Increases distance for advance placement of warning signs for a stop condition

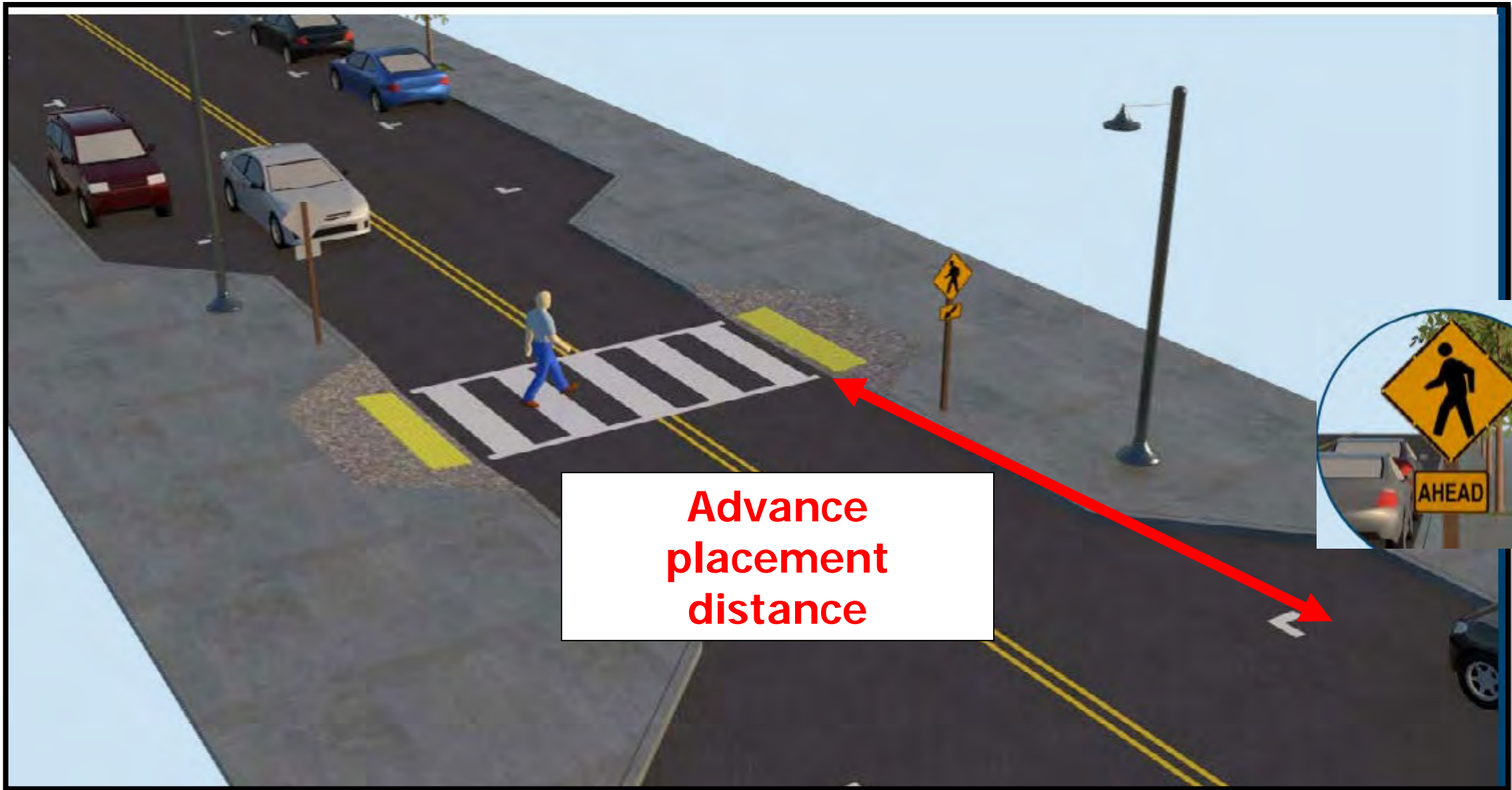
Table 2C-3. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance ¹									
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴	80 ⁴
20 mph	225 ft	115 ft	N/A ⁵	—	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
30 mph	460 ft	200 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
35 mph	565 ft	250 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
40 mph	670 ft	305 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—	—
45 mph	775 ft	360 ft	125 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft ⁶	—	—	—	—
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A ⁵	—	—	—
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft ⁶	—	—	—
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft ⁶	—	—
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—	—
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft ⁶	—
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	—
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

STOPPING SIGHT DISTANCE AT 25, 35, AND 45 MPH

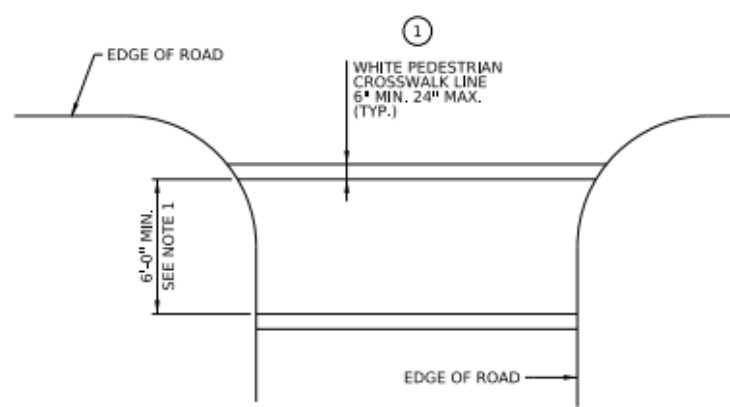


PART 3: PEDESTRIAN SIGN PLACEMENT

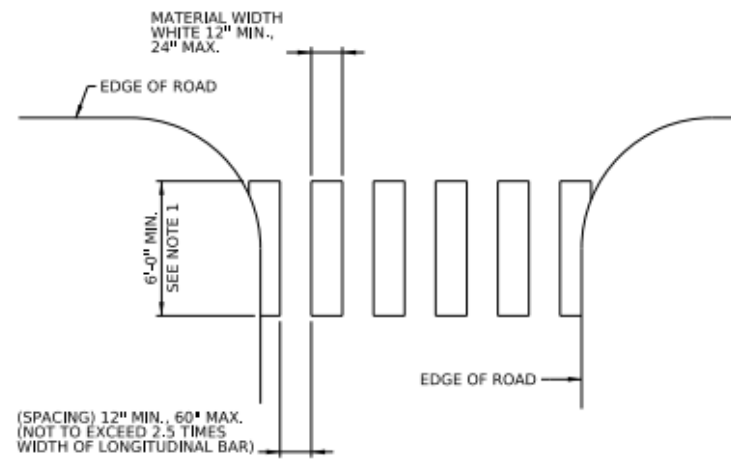


**Advance
placement
distance**

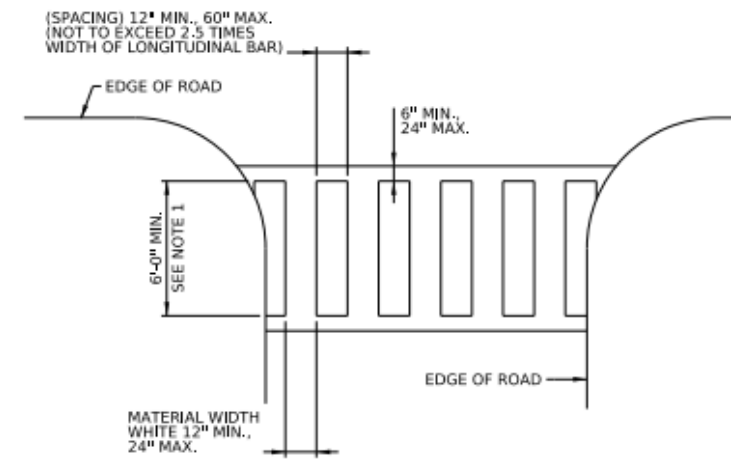
PART 3: CROSSWALK MARKINGS



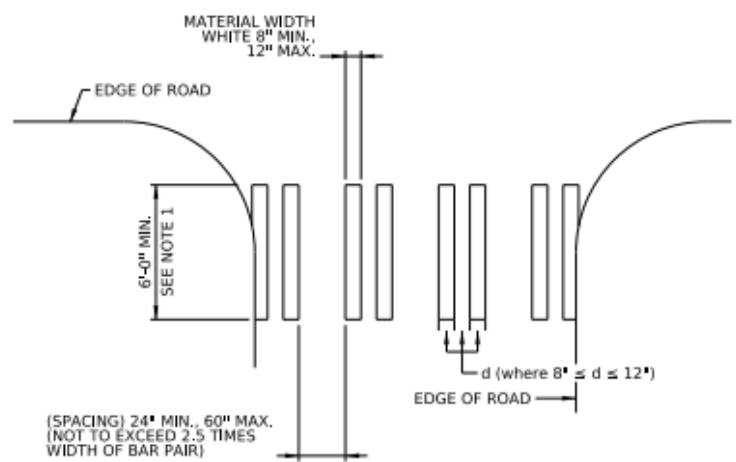
TYPE A - TRANSVERSE



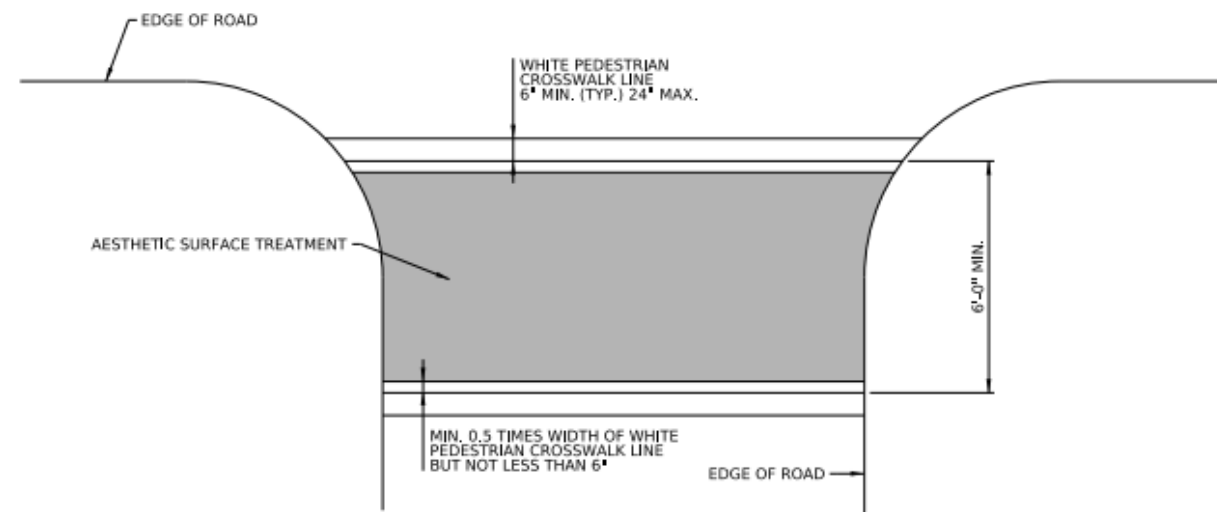
**TYPE B - LONGITUDINAL BAR
(HIGH-VISIBILITY)**
SEE NOTE 2



**TYPE C - LADDER
(HIGH-VISIBILITY)**
SEE NOTE 2



**TYPE D - BAR PAIR
(HIGH-VISIBILITY)**
SEE NOTE 2

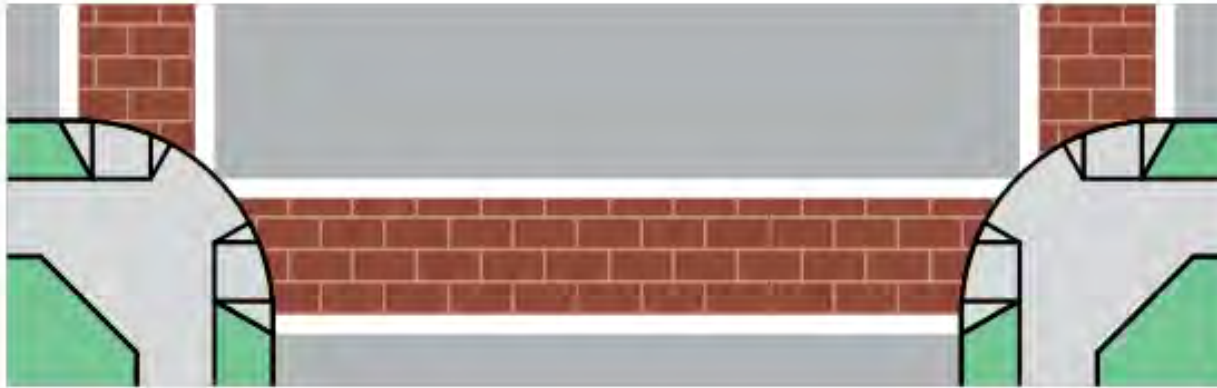


CROSSWALK WITH AESTHETIC SURFACE TREATMENT

PART 3: CROSSWALK MARKINGS

Figure 3H-1. Aesthetic Treatments for Transverse Crosswalks

Examples of:



Street art not compliant

Material



Brick



Stone

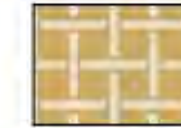


Paver

Geometry



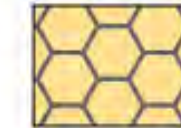
Lattice



Mesh



Grid



Polygon

Color



Red



Brown



Tan



Clay

Sect. 3H.03 to 3H.04

CONTACT LTAP

Address : Pennsylvania Department of Transportation
Bureau of Planning and Research
400 North Street, 6th Floor
Harrisburg, PA 17120



Pennsylvania
Department of Transportation
Local Technical Assistance Program

Website: <https://gis.penndot.pa.gov/ltap/>

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Fax: 717-783-9152

Email: ltap@pa.gov

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