

CHANGE LIST for

MDOT Traffic and Safety, MDOT Traffic Sign Design, Placement, and Application Guidelines:

February 2023

MDOT Traffic Sign Design, Placement, and Application Guidelines:

Page 15: No Passing Control Signs has been added and Passing Lane Traffic Control Signs has been revised.

Page 16: No Passing Control at Railroad Crossings has been revised.

Page 17: No Camping or Overnight Parking has been added.

Page 21: Corrected Superscript on Table 3.

Pages 22 and 23: Corrected borders on Table 4.

Page 66: Railroad Structures has been removed.

Appendices:

Appendix Updates Expressed in Writing Appendix A Updates/Changes:

Write-up updates:

- The write-up for Appendix A has no changes.

General Notes:

- Font height and width has been updated to be consistent in all typicals.
- Font has been updated to Arial.
- Sheet pages have been numbered according to the current corresponding typicals.
- All SignCAD templates have been imported.

A-2:

- M8-1b has been removed.
- E11-4 (1.2) has been updated to E11-4b.
- The note, "All signs are ground mounted unless as otherwise indicated", has been added.
- "Marshall" in E11-4b has been updated to "Lansing".

A-3:

- M8-1b has been removed.
- E6-1 (1.11) II has been updated to E6-1k
- The left sign support has been removed on E6-1k

- E1-1m has been labeled on the sign with no sign code.
- E1-1m cell has been positioned properly.
- “KEEP LEFT” on E1-1m has been updated to “KEEP RIGHT”.
- E11-4 (1.2) has been updated to E11-4b.
- “Marshall” in E11-4b has been updated to “Lansing”.

A-4:

- M8-2 has been removed as an “OR” option but was added to the opposite side of the structure.
- E6-1 (1.12) II has been updated to E6-1m.
- The “OR” option of M8-2b and E6-1m has been repositioned accordingly.
- E1-1m has been labeled on the sign with no sign code.
- “KEEP LEFT” on E1-1m has been updated to “KEEP RIGHT”.
- The “xx” in M2-2 was replaced with “14”.

A-5:

- E6-1 (1.6) II DET 2 has been updated to E6-1f.
- E1-1 (1.4) II has been updated to E1-1j.
- E6-1 (1.6) II DET 2 has been updated to E6-1f.
- E1-1m has been labeled on the sign with no sign code.
- “KEEP LEFT” on E1-1m has been updated to “KEEP RIGHT”.
- The “xx” in M2-2 was replaced with “14”.
- The note, “USE m2-2 FOR MULTIPLE SHIELDS”, has been replaced with the note, “Where trunkline is a Dual shield designation, use M2-2. All subsequent signs shall carry dual shields as designated”.

A-12:

- Text has been updated.

A-13:

- Text has been updated.

A-14:

- Text has been updated.

A-15:

- Text has been updated.

A-16:

- Text has been updated.

A-17:

- Text has been updated.

A-18:

- Text has been updated.

Appendix B Updates/Changes:

Write-up updates:

- The write-up for Appendix B has no changes.

General Notes:

- Font height and width has been updated to be consistent in all typicals.
- Font has been updated to Arial.
- Sheet pages have been numbered according to the current corresponding typicals.
- 2 sheets have been removed
- All SignCAD templates have been imported.
- Optional signs are indicated where necessary with the text “(Optional)” and a dashed leader line.
- Optional signs represented by dashed leader lines have been replaced with solid leader lines to represent that the sign is not optional.

B-7:

- The notes at the bottom of the page have been removed and replaced with a single note that reads, “Warning signs may also be required for lane ends situations (See appropriate sections of the MMUTCD)”.
- The roadway corresponding to the heading, “LANE ENDS AND RIGHT TURN LANE”, has been rotated 90 degrees counterclockwise.
- W4-2R sign has been added to the roadway.
- The heading, “LEFT-TURN LANE AND DOUBLE RIGHT-TURN LANES FOR DIVIDED ROADWAY OR ONE-WAY STREET” has been removed along with its corresponding roadway and signs.

B-8:

- The structure was modified.
- The text, “Zone Without Sufficient Passing Distance” has been removed.
- The text, “Distance “L” (see table)” has been removed.
- The text, “Minimum Sign Spacing” higher on the sheet has been replaced with “~50”.
- The text, “Minimum Sign Spacing” lower on the sheet has been replaced with “~250”.
- Capitalization has been corrected.
- The table on this page has been removed.

B-9:

- The descriptions next to the chevron in the upper left have been realigned.
- Instead of having 2 notes in the bottom left, we now have 6. It goes as follows:

- 1. The appropriate spacing “S” on the curve found from the formula $S=3(\text{square root of } R-50)$ where “R” is the radius curve in feet.
- 2. The signs should be spaced evenly.
- 3. The target arrow replaces a chevron, it is not additional to the chevrons.
- 4. If a target arrow is used, a target arrow in each direction should be placed first in target position and then the chevrons evenly spaced after that.
- 5. Do not attach chevron signs to existing sign installations or spaced delineators.

B-10:

- In the General Note, the word “utilize” was previously used, but it has now been changed to “use”.
- Also in the General Note, “W13-6 or W13-6a” has been changed to “W13-6 or W13-7”.
- “Run-Off-Road” has been changed to “run-off-road”.
- The whole bottom third of this sheet has been removed.
- In the now bottom warrant, the word “can” is changed to “may”.

B-11:

- “English” has been removed.

B-12:

B-13:

B-14:

- D3-2 (1.7) has been updated to D3-2j.
- Intersection was added eastbound on the bottom right of the page.
- D3-2 has been added to the roadway.
- R5-1a sign code was placed below the sign D3-2 on each side of the one-way road.

B-15:

- The “optional” under the R3-31R sign has been removed.
- Intersection was added eastbound on the bottom right of the page.
- D3-2 has been added to the bottom left of the road.
- R5-1a sign code was placed below the sign D3-2 on each side of the one-way road.
- The note “*An additional sign may be placed on the right.” Was added next to D3-2.

B-16:

- D3-2 (1.7) has been updated to D3-2j.
- The one-way signs have been removed in the top right.
- The note, “**Sign shall not exceed 10ft in width,” has been removed.
- “TCD must be rescinded,” has been added as an additional sentence to the bottom note.

B-17:

- The note, “A use of stop or yield requires TCD (Traffic Control Determinations),” has been added.

B-18:

- The note, “A use of stop or yield requires TCD (Traffic Control Determinations),” has been added.
- MEDIAN > 30 Ft is now in the title.

B-19:

- Note 2, “A Use of stop or yield requires TCD (Traffic Control Determinations),” has been removed.
- MEDIAN < 30 Ft is now in the title.

B-20:

- The sign code AAA-1 has been updated to AAB-1.
- “Carpool Lots” has been updated to “Carpool Lot.”

B-21:

- The R4-16 note, “Repeat as necessary along added line,” has been added as an additional sentence to the note, “*A half-mile maximum spacing is recommended. Locate after major (paved) crossroads.”
- In the sign code, R2-1, XX is replaced by 55.
- In the sign code, D-17, 2 is filled in the blank to represent 2 miles.
- The sign code W9-1 has been changed to W9-1R.
- Pavement notes have been removed.

B-22:

- The note, “**Left or right may be subsided in sign message,” has been removed.
- The R4-16 note, “Repeat as necessary along added line,” has been added as an additional sentence to the note, “*A half-mile maximum spacing is recommended. Locate after major (paved) crossroads.”
- Note 2 on the bottom, “No sight restrictions are assumed under actual field conditions, no-passing zones for the single direction may be required,” Has been removed. Therefore, note 3 on the bottom is now note 2.
- In the sign code, R2-1, XX is replaced by 55.
- In the sign code, D-17, 2 is filled in the blank.
- The sign code W9-1 has been changed to W9-1R.

B-23:

- All electronic signs are symbolized with *.

B-24:

- All electronic signs are symbolized with *.

B-25:

- All electronic signs are symbolized with *.

B-26:

B-27:

B-28:

- “Half of” on the last 2 signs has been removed.
- The note, “Only for situations where you cannot meet condition A,” has been removed and replaced with, “For situations where you cannot meet Table 3: Condition A, use half of Condition A.

B-29:

- The note “**Alternate W1 series signs may be used depending on field conditions.”
- The Note, “Note: Placement of signs may need to be field adjusted based on field conditions.” Was added in the bottom left, under the previous note.

B-30:

- Detail B has been removed.
- Instead of having “500 ft” right below the W13-3c and R5-16 signs, “From Table 3” has been placed there.
- R8-3a and R3-81P have been removed.
- D5-5f has been added.

Appendix C Updates/Changes:

Write-up updates:

- The write-up for Appendix C has been removed.

General Notes:

- Font height and width has been updated to be consistent in all typicals.
- Font has been updated to Arial.
- Sheet pages have been numbered according to the current corresponding typicals.
- The distance of each necessary sign (in miles) has been re-positioned and updated.
- Cases have been updated according to the current corresponding typicals.
- 4 sheets have been removed.
- Text has been cleaned up.
- All SignCAD templates have been imported.
- Distances have been updated.

C-2:

- The note, “Distances are measured from the 2’ mark”. was added in the top left corner.
- The note, “For Freeway to Non-Freeway System Interchanges with multi-lane exit:/See MMUTCD Figure 2E-11/See MMUTCD Figure 2E-12” has been added.
- The title, “1 Mile or Less Exit Lane” has been updated to “1 Mile Multi-Lane Exit”.
- E6-1 (1.15) has been updated to E6-1p.
- The closest E6-1p has been relocated to the 2’ point at the gore.
- E1-1 (1.16) has been updated to E1-1s.

- E1-1 (1.16) has been updated to E1-1s.
- “Note: Use sign at 2-mile point for major interchanges as spacing allows” has been added to the bottom left of the page.
- The note, “Overhead arrow-per-lane signs are to be used with all major interchanges with other expressways or freeways, high-volume multi-lane highways, principal urban arterials, or major rural routes where the volume of interchanging traffic is heavy or includes many road users unfamiliar with the area”, has been added.

C-3:

- The heading, “3/4 Mile or Less Exit Lane” has been updated to “Less than ½ Mile Exit Lane”.
- The note, “Distances are measured from the 2’ mark”. was added in the top left corner.
- E6-1 (1.15) has been updated to E6-1p.
- E1-1 (1.14) has been updated to E1-1p.
- E1-1 (1.14) has been updated to E1-1p.
- “Note: Use sign at 2-mile point for major interchanges as spacing allows” has been added to the bottom left of the page.
- The note, “Overhead arrow-per-lane signs are to be used with all major interchanges with other expressways or freeways, high-volume multi-lane highways, principal urban arterials, or major rural routes where the volume of interchanging traffic is heavy or includes many road users unfamiliar with the area”, has been added.

C-4:

- The note, “Distances are measured from the 2’ mark”, was added in the top left corner.
- E6-1 (1.16) has been updated to E6-1q.
- E1-1 (1.17) has been updated to E1-1t.
- E1-1 (1.17) has been updated to E1-1t.
- A duplicate E1-1t has been removed.
- The heading, “1/4 Mile or Less Exit Lane” has been replaced with “Dual Exit Destinations with an Option Lane”.
- “Note: Use sign at 2-mile point for major interchanges as spacing allows” has been added to the bottom left of the page.
- “Multiple exit destinations will show both destinations but will not be split by destination until the 0.5 mile location” has been added.

C-5:

- The note, “Distances are measured from the 2’ mark” was added in the top left corner.
- E6-2d has been added.
- The note, “Gore location is to be used....” Has been removed.
- E6-2 (1.3) Det II has been updated to E6-2c.
- E6-1 (1.15) has been updated to E6-1p.

- E6-1 (1.13) has been updated to E1-1s.
- E6-1 (1.13) has been updated to E1-1s.
- “Note: Use sign at 2-mile point for major interchanges as spacing allows” has been added to the bottom left of the page.
- “Arrow-per-lane sign omitted if gore location is used” has been added to the bottom left of the page.

C-6

- The heading, “Truss Elevation Type E (Right Column Shown)” has been replaced with “Truss Type E (Right Upright Shown).
- Older model truss replaces newer model truss.
- The description: “6’ max above truss chord when applicable for larger sign heights. Refer to Notes” has been added to the right side of the design panel.
- The descriptions: “6’ truss depth (less than or equal to 105”)”, and “8’ truss depth (equal to or greater than 110”)” have been added to the right side of the design panel as well, below the previous description.
- The description: “1.5’ max (3” min) below bottom truss chord when applicable for smaller sign heights. Refer to notes” has been added below the others.
- “17.5’ Min Sign – 18.5’ Max Sign Underclearance” has been updated to “17’-6”min – 18’-6”max underclearance”.
- “Varies (Top fdn Elev)” has been updated to “Varies”.
- “Drilled shaft Foundation Breakline” has been removed.
- “End Support Column” has been removed.
- List of notes has been updated.

Appendix D Updates/Changes:

Write-up updates:

- The previous write-up (pages D-2 – D-4) for Appendix D reads as follows:

“Appendix D

SUBJECT: Roundabout Signing Guidelines
PURPOSE: To Promote Uniform Application of Signs at Roundabouts
COORDINATING UNIT: Traffic Signing Unit

INFORMATION: The following describes the signing used at example roundabouts, and provides information about each sign in regards to when and where each sign can be used.

This document was formed using elements from the NCHRP Report 672 *Roundabouts: An Informational Guide*, the FHWA Roundabout Guide Chapter 7.1, and the 2011 Michigan Manual for Uniform Traffic Control Devices (MMUTCD).

Sizes of these signs shall match the required size per the 2011 MMUTCD and the current version of the Traffic Sign Design, Placement, and Application Guidelines (TSDPAG). Sign supports shall follow the standard sign support details in the TSDPAG. Any roundabout sign shall not combine any elements outside of their classification (i.e.: green and white guide signs shall not contain warning sign elements).

The following paragraphs describe each sign. All referenced figures refer to the figures within this document.

Signs on Roundabout Approaches:

- W2-6 (Circular Intersection Sign) – This sign shall be required to be the first sign on the approach of a roundabout. The sign shall be clustered with the “Roundabout” plaque (W16-17P) and the appropriate advisory speed (W13-1). Page D-6 provides an example for these signs.
 - o For tear-drop roundabouts, the W2-6 sign shall be replaced with a W6-1 sign, and the W16-17P shall be eliminated.
- A guide sign shall be required to be the second sign on the approach of a roundabout. This sign will give destination information so the driver can decide what turn movement is required. The D1-2d series and the D1-3d series shall be used to provide the driver direction on what direction to turn. Freeway off-ramp applications shall use the D1-5 sign or some variation of it (see Page D-6 for freeway and non-freeway examples).
- A regulatory lane-control sign shall be the third sign on the approach of a roundabout if multiple approach lanes continue into the roundabout. If the roundabout has a single lane approach, a lane-control sign shall not be used. Sign details R3-7g and R3-7h are examples of the lane-control signs (see page D-6).
- Route Marker Clusters – These signs should be used in advance of the roundabout after the W2-6, Guide Sign, and (if any exists) lane control sign (see D-6).
- R4-7 (Keep Right Sign) – This sign shall be placed at the nose of the splitter island on each approach to the roundabout (see page D-6).
- W3-2 (Yield Ahead Sign) – These signs shall not be used in normal circumstances. The W3-2 shall only be used when the sight distance of the yield sign is severely limited.
- Movement prohibition signs (R3-1, 2, 3, and 4) are prohibited within and approaching roundabouts.
- R2-1 (Yield Sign) – All roundabouts shall be required to have a yield sign placed on both the left and right hand side of the entry into a roundabout (see page D-1).
- W11-2 (Pedestrian Crossing Signs) – Pedestrian crossing signs are only required on roundabouts with established pedestrian crossings. For all roundabout approaches with pedestrian crossings, the W11-2 shall be placed on the right-hand side of the road, placed just beyond the pedestrian crossing. For roundabouts with multiple approach lanes and pedestrian crossings, a W11-2 shall be placed on both the left-hand side and the right-hand side of the roadway just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R) (see page D-6).

Signs within Roundabouts:

- R6-4a, 4b (Roundabout Directional Arrow Sign(s)) – The central island of a roundabout shall have one roundabout directional arrow sign per approach. These signs shall be placed in the central island of the roundabout in target position of the approach lanes and shall be mounted with 4' bottom height. The R6-4a sign shall be used on single lane roundabouts and the R6-4b shall be used on roundabouts with multi-lane approaches (see page D-7).
- Street name “exit” signs shall be placed in the splitter island at the exit of a roundabout. These signs shall be one of five options (see page D-7):
 - I) Route marker cluster with M6-2 as the arrow
 - II) D1-1d (1.1) – Legend only
 - III) D1-1d (1.2) – Legend only
 - IV) D1-1d (1.3) – Legend and route marker in the same sign
 - a. *only to be used at roundabouts at junctions*
 - V) Nothing

Signs leaving Roundabouts:

- After exiting a roundabout on a state trunkline highway, a confirmatory route marker cluster shall be erected within 200' from the edge of circulating traffic.
 - o If the roundabout lies at a junction of two state trunklines, typical junction signing shall be followed (Route, Speed, Distance). Speed and distance signs are optional if the roundabout is not at a junction.
- W11-2 (Pedestrian Crossing Sign) – Roundabout exits with an established pedestrian crossing shall have a W11-2 sign placed on the right-hand side of the road just beyond the pedestrian crossing. If there are multiple lanes exiting from the roundabout with an established pedestrian crossing, the W11-2 sign shall be placed on both the left-hand and right-hand side of the road just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R).
- W4-2R (Lane Ends Sign) - If lanes exiting a roundabout merge, a lane ends sign shall be placed at the beginning of the lane taper (see page D-8).
 - o If pedestrian signs are used at the multiple lane exit of the roundabout and sign spacing is insufficient to place a W4-2R, the signs shall be spaced so that the pedestrian signs are placed in the required spot (at the ped x-ing) and the W4-2R will be placed as far back as possible to be seen after the pedestrian sign, or at the start of the lane taper.

Signs on Freeway Off-Ramps:

- All previous signing principles shall be followed for roundabouts at freeway interchanges. The freeway off-ramps shall be treated as a roundabout approach.
- Overhead signing may be used for roundabouts on freeway off-ramps or for locations with special circumstances. Span wires, trusses, and cantilevers may be used.
 - o All other signing options shall be considered prior to placing signs overhead. Overhead signing shall be avoided if possible.
 - o Only guide sign information (D1-5) or regulatory lane-control signs (R3-5d Series) (see Figure D-9) may be placed on overhead structures, but they shall not be placed on the same structure.

Signs for Right-Turn Bypass Lanes:

- The roundabout approach shall contain the circular intersection cluster (see Page D-10) and a guide sign (see Page D-10).
- The regulatory lane-control sign shall be incorporate a normal right turn only arrow while maintaining the appropriate roundabout arrows for the other lane(s). Sign details R3-7g Mod and R3-7h Mod are examples of the lane-control signs (see Page D-10).
- The route marker cluster should be used in advance of the bypass lane after the W2-6, Guide Sign, and lane control sign.
- W12-1 (Double Arrow Sign) – Shall be placed at the nose of the splitter island splitting the bypass lane from the through lanes (see D-10).
- W11-2 (Pedestrian Crossing Sign) – Roundabout bypass lanes with an established pedestrian crossing shall have a W11-2 sign placed on the right-hand side of the road just beyond the pedestrian crossing. If there are multiple bypass lanes exiting from the roundabout with an established pedestrian crossing, the W11-2 sign shall be placed on both the left-hand and right-hand side of the road just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R).
- W4-1 (Merge Sign) – The merge sign shall be placed at the far end of the splitter island where the bypass lane merges with the exiting lane (see page D-10).
- W4-2R (Lane Ends Sign) – The lane ends sign shall be placed at the beginning of the lane taper where the bypass lane merges with the exiting lane.

The signs shown in page D-6 through D-10 at the end of this document show the preferred sign layout for the entrance, interior, and exit of a roundabout, roundabouts on freeway off-ramps, and roundabouts with a right-turn bypass lane. The signs in these figures shall be present at all times when signing a roundabout except as designed in the preceding paragraphs. As in any case, engineering judgment can be applied to deviate from these guidelines. Due to the number

of signs for roundabouts, proper sign spacing is not achievable. For this reason, sign spacing may be reduced to a minimum of 150' (for roundabout signing only)".

- The write-up for Appendix D (pages D-2 – D-4) has now been updated to read as follows:

“Appendix D

Roundabout Signing Guidelines

INFORMATION: The following describes the signing used at example roundabouts and provides information about each sign regarding when and where each sign can be used.

This document was formed using elements from the NCHRP Report 672 *Roundabouts: An Informational Guide*, the FHWA Roundabout Guide Chapter 7.1, and the 2011 Michigan Manual for Uniform Traffic Control Devices (MMUTCD).

Sizes of these signs shall match the required size per the current version of the MMUTCD and the Traffic Sign Design, Placement, and Application Guidelines (TSDPAG). Sign supports shall follow the standard sign support details in the TSDPAG. Any roundabout sign detail shall not combine any elements outside of the primary classification (i.e.: green and white guide signs shall not contain warning sign elements).

The following paragraphs describe each sign. All referenced figures refer to the figures within this document.

Signs on Roundabout Approaches:

- W2-6 (Circular Intersection Sign) – This sign shall be required to be the first sign on the approach of a roundabout. The sign may be clustered with the appropriate advisory speed (W13-1).
 - o For tear-drop roundabouts, the W2-6 sign shall be replaced with a W6-1 sign.
- A guide sign shall be required to be the second sign on the approach to a roundabout. This sign will give destination information so the driver can decide what turn movement is required. The D1-2d series and the D1-3d series shall be used to provide the driver direction on what direction to turn. Freeway off-ramp applications shall use the D1-5 sign or a variation of that sign.
- A regulatory lane-use control sign shall be the third sign on the approach to a roundabout if there are multiple approach lanes that continue into the roundabout. If the roundabout has a single lane approach, a lane-use control sign is not necessary. Sign details R3-8an-R, R3-8ao-R, R3-8ap-R, and R3-8aq-R are examples of the lane-use control signs.
- Route Marker Clusters – These signs should be used in advance of the roundabout after the W2-6, Guide Sign, and (if any exists) lane-use control sign.
- W3-2 (Yield Ahead Sign) – These signs shall not be used in normal circumstances. The W3-2 shall only be used when the sight distance of the yield sign is severely limited.
- Movement prohibition signs (R3-1, 2, 3, and 4) are prohibited within and approaching roundabouts.

- R1-2 (Yield Sign) – All roundabouts shall be required to have a yield sign placed on the right-hand side of the entry into a roundabout. A yield sign may be placed on the left-hand side of the roundabout if desired.
- W11-2 (Pedestrian Crossing Signs) – Pedestrian crossing signs are only required on roundabouts with established pedestrian crossings. For all roundabout approaches with pedestrian crossings, the W11-2 shall be placed on the right-hand side of the road, placed just beyond the pedestrian crossing. For roundabouts with multiple approach lanes and pedestrian crossings, a W11-2 shall be placed on both the left-hand side and the right-hand side of the roadway just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R).

Signs within Roundabouts:

- R6-4a, 4b (Roundabout Directional Arrow Sign(s)) – The central island of a roundabout shall have one roundabout directional arrow sign per approach. These signs shall be placed in the central island of the roundabout in target position of the approach lanes and shall be mounted with 4-foot bottom height. The R6-4a sign shall be used on single lane roundabouts and the R6-4b shall be used on roundabouts with multi-lane approaches.
- Street name “exit” signs shall be placed in the splitter island at the exit of a roundabout. These signs shall be one of five options:
 - VI) Route marker cluster with M6-2 as the arrow
 - VII) D1-1b – Legend only
 - VIII) D1-1c – Legend only
 - IX) D1-1d – Legend and route marker in the same sign

Signs Leaving Roundabouts:

- After exiting a roundabout on a state trunkline highway, a confirmatory route marker cluster shall be erected within 200’ from the edge of circulating traffic.
 - o If the roundabout lies at a junction of two state trunklines, typical junction signing shall be followed (Route, Speed, Distance). Speed and distance signs are optional if the roundabout is not at a junction.
- W11-2 (Pedestrian Crossing Sign) – Roundabout exits with an established pedestrian crossing shall have a W11-2 sign placed on the right-hand side of the road just beyond the pedestrian crossing. If there are multiple lanes exiting from the roundabout with an established pedestrian crossing, the W11-2 sign shall be placed on both the left-hand and right-hand side of the road just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R).

- W4-2R (Lane Ends Sign) - If lanes exiting a roundabout merge, a lane ends sign shall be placed at the beginning of the lane taper.

Signs on Freeway Off-Ramps:

- All previous signing principles shall be followed for roundabouts at freeway interchanges. The freeway off-ramps shall be treated as a roundabout approach.
- Overhead signing may be used for roundabouts on freeway off-ramps or for locations with special circumstances. All other signing options shall be considered prior to placing signs overhead. Overhead signing shall be avoided if possible. Only guide sign information or regulatory lane-control signs may be placed on overhead structures, but they shall not be placed on the same structure.

Signs for Right-Turn Bypass Lanes:

- The roundabout approach shall contain the circular intersection cluster and a guide sign.
- The regulatory lane-use control sign shall incorporate a normal right turn only arrow while maintaining the appropriate roundabout arrows for all other lanes.
- The route marker cluster should be used in advance of the bypass lane after the W2-6, Guide Sign, and lane-use control sign.
- W12-1 (Double Arrow Sign) – Shall be placed at the nose of the island splitting the bypass lane from the through lanes.
- W11-2 (Pedestrian Crossing Sign) – Roundabout bypass lanes with an established pedestrian crossing shall have a W11-2 sign placed on the right-hand side of the road just beyond the pedestrian crossing. If there are multiple bypass lanes exiting from the roundabout with an established pedestrian crossing, the W11-2 sign shall be placed on both the left-hand and right-hand side of the road just beyond the pedestrian crossing.
 - o If used, the W11-2 shall be combined with the diagonal arrow plaque, W16-7P (L or R).
- W4-1 (Merge Sign) – The merge sign shall be placed at the far end of the splitter island where the bypass lane merges with the “exiting” lane.
- W4-2R (Lane Ends Sign) – The lane ends sign shall be placed at the beginning of the lane taper where the bypass lane merges with the “exiting” lane.

The signs shown in page D-6 through D-10 at the end of this document show the preferred sign layout for the entrance, interior, and exit of a roundabout, roundabouts on freeway off-ramps, and roundabouts with a right-turn bypass lane. If proper sign spacing proper is not achievable then sign spacing may be reduced to a minimum of 150 feet (for roundabout signing only)”.

General Notes:

- Font height and width has been updated to be consistent in all typical.

- Font has been updated to Arial.
- Sheet pages have been numbered according to the current corresponding typical.
- Optional signs are indicated where necessary with the text “(Optional)” and a dashed leader line.
- Updated language in write-up based on current drawings.

D-5:

- R6-5p has been added below R1-2.
- R3-8u-R has been updated to R3-8as-R
- R3-8v-R has been updated to R3-8at-R
- W16-17P (Optional) has been removed.
- R1-2 and R6-5P signs are now indicated as optional.
- W11-2 and W16-7P(L) signs are now indicated as optional.
- Notes with corresponding numbers have been replaced with these following notes:
 - *Only use for multi-lane approach.
 - ** W2-6, W13-1P combination required on approaches equal to or greater than 40mph and also within freeway interchanges.
 - Spacing between signs may be reduced where proper spacing cannot be achieved.
- * Is placed next to the Example Lane Control Signs.
- ** is placed next to the W2-6 and W13-1P signs.

D-6:

- The note, “The signs at the roundabout exit shall be one of 5 options:” has been updated to, “The signs at the roundabout departure shall be one of 4 options:”
- Options 3 and 4 are outside only.
- “5. Nothing” has been removed.
- D1-1d (1.1) has been updated to D1-1b.
- D1-1d (1.2) has been updated to D1-1b.
- D1-1d (1.3) has been updated to D1-1b.
- A sign cell with an * indicating that it is optional has been added to the south-west part of the roundabout.

D-7:

- The numbers 1-4 have been removed.
- “Optional” is placed next to the W11-2 and W16-7P(R) signs.
- D2-1 and D2-3 signs have been removed.
- D2-2 is now represented by “D2 Series”.
- Notes have been removed and replaced by the note, “Spacing between signs may be reduced where proper spacing cannot be achieved”.

D-8:

- The dimensions for R5-1a have been removed.
- Notes with corresponding numbers have been removed and replaced with these following notes:
 - *Only use for multi-lane approach.
 - Spacing between signs may be reduced where proper spacing cannot be achieved.
- Sign cells and leader lines have been repositioned.
- W16-17P has been removed from the sign cluster.
- The left side sign cell pertaining to the W2-6 and W13-1P cluster has been removed.
- “D1-2d Series OR D1-3d Series OR D1-5” has been updated to “D1-2c, d OR D1-3c, d, e OR D1-5”.
- * Is placed next to Lane Control Sign.

D-9:

- * Is placed next to Example Lane Control Signs.
- Additional sign cell representing the W11-2 and W16-7P(L) sign cluster has been added.
- Optional signs are indicated where necessary with the text “Optional” and a dashed leader line.
- Notes with corresponding numbers have been removed and replaced with these following notes:
 - * Only use for multi-lane approach.
 - Spacing between signs may be reduced where proper spacing cannot be achieved.
 - Use all prior signing for Roundabout Approach, page D-1.

Appendix E Updates/Changes:

General Notes:

- Font height and width has been updated to be consistent in all typicals.
- Font has been updated to Arial.
- Sheet pages have been numbered according to the current corresponding typicals.

E-2:

- The heading has been updated to “Emergency Closure Plan Typical Sign Layout”
- Roadway with measurements has been added.
- The title has been moved to the top of the page.
- “EMERGENCY” in M8-1f has been updated to “ALTERNATE”.

E-3:

- The heading has been updated to “Segment “34 Emergency Freeway Closure Plan Example I-94 Freeway closed between M-66/I-94(Exit 98) and Beadle Lake (Exit 100)”.
- The roadway has been modified and more detail has been added.

E-4:

- Heading has been updated to “I-94 Emergency Closure Plan Detour Sign Legend Example”.
- A list of Sign Legends has been added.
- A list of Sign Cluster Legends (cars) has been added.
- A list of Sign Cluster Legends (trucks) has been added.

April 2020: The following updates were made:

MDOT Traffic Sign Design, Placement, and Application Guidelines:

Throughout:

- Various changes that were approved June 2018 but were never updated
- Reference hubs to control cities and link to tables
- Formatting and fixing links *IN PROGRESS*

Page Number 2:

- Removed the separation of freeway and non-freeway for roadway construction

Page Number 9, 13, 21:

- Add reflective strips to stop ahead, yield ahead, signal ahead, stop and yield for all situations

Page Number 9, 58, 59, 62:

- Add reflective strips on midblock ped, bike, trail, and school crossings

Page Number 10:

- Moved using a utility pole as a sign support to the sign support section

Page Number 17:

- Correct location of office
- Direct reader to online geometrics guidance

Page 18, 71:

- Signs on railroad structures

Page Number 22:

- All Way and Cross Traffic does not stop plaque criteria

Page Number 34:

- Use Signing on State Trunkline Guidelines on Page 53 and 54
- Historical marker signs

Page Number 37:

- Add D6-3 to table and change order

Page Number 42:

- Wrong Way Treatment (Must be discussed)

Page Number 46:

- Position of Exit Number and Left Exit

Page Number 55:

- Elaborate on who is signing

MDOT Traffic Sign Design, Placement, and Application Guidelines Appendix:

Page Number A-2 – A-5:

- Delete

Page Number A-6 – A-9:

- Full review
- Delete north arrow
- SignCAD files
- No need for multiple shields
- Sign Codes
- Distances
- File name

Page Number A-10 – A-11:

- Fixed Sign Codes and order
- Added thickness of plywood

Page Number A-12 – A-13:

- Delete

Page Number A-15:

- Remove letter designation for standard

Page Number B-2 – B-6:

- Added pedestrian yield to yield sign with sign codes
- Added and modified sign codes throughout
- Rearranged order of sign combinations
- Changed pavement width transition to lane ends
- Removed truck lane

Page Number B-7, B-15 – B-21:

- Full review
- Distances
- Possibly split up
- Directional cross overs
- SignCAD files

- Check Sign Codes
- File name
- TCO and TCD needed for stop/yield
- Legality of intersection at B-21

Page Number B-8, B-14:

- Full review
- Distances (Table 3)
- Vehicle Code
- Pavement
- Marking type
- SignCAD files
- Sign Codes
- File name
- Combined the two

Page Number B-9:

- Full review
- Different locations
- Included W1-6
- Reorganized font
- Minor changes
- No table changes

Page Number B-10, B-32:

- Full review
- Distances
- SignCAD files
- Sign Codes (W13-3c)
- File name
- Implemented B-10 into B-32 and removed B-32
- Removed unnecessary information
- Drew a mainline

Page Number B-11:

- Full review
- SignCAD files
- Made general note clear
- Fixed grammar
- Included a distance plaque
- Introduced flashers
- Give option of splitting diagrammatic sign into two signs

Page Number B-12 – B-13:

- Updated side friction factor to 2011 AASHTO
- Fixed font

Page Number B-22:

- Full review
- Added SignCAD files
- Included back to back carpool lot (get rid of park and ride)

Page Number B-23 – B-24:

- Improved description at the upper right corner
- SignCAD files

Page Number B-25 – B-27:

- Full review
- 65 mph for trucks
- SignCAD files
- New seat belt sign
- Distances
- File name
- Removed dimensions
- Moved electric sign note

Page Number B-28:

- Full review
- SignCAD files
- Sign Codes
- Table 3 for distances
- Route markers
- Changed junction runs concurrently
- References sign 110
- Change distances D

Page Number B-29 – B-31:

- Full review
- SignCAD files
- Sign Codes
- Distances required
- File name

Page Number C-11:

- Formatting
- Added note about guardrails
- Changed cut-fore slope to fill-fore
- Included top and bottom chord

Page Number D-6 – D10:

- Removed all information about the signs except Sign Code
- Removed mod signs

- Added Sign Codes when missing

February 2020: The following updates were made:

MDOT Signing on State Trunkline:

Throughout:

- Spelling, punctuation and formatting
- Removed reference to metric system
- Combined freeway and non-freeway information when applicable
- Reference/control hubs are now called control cities
- Removed revision stamp on individual pages
- Heritage routes are now called Michigan byways
- Introduced the MDOT Permit Gateway
- Provided links to referenced materials such as the construction permit manual, various forms, and outside websites

Prelude:

- Updated table of contents and transportation commission

Page Number 6-7:

- Included information about perforated steel square tube breakaway systems
- Included information about miscellaneous signing connections
- Included links to standards correlating with this information

Page Number 14-17:

- Introduced new images of regulatory, warning, and guide sign
- Removed the post office warrant

Page Number 18-23:

- Updated control cities

Page Number 24:

- Reordered information on advanced road and street name signs

Page Number 26-27:

- Updated hospital signing information for non-freeway to allow for the hospital name to be placed with the hospital symbol sign
- Included picture of hospital sign with name

Page Number 31:

- Updated information regarding to the LOGOs program and linked to site

Page Number 30:

- Removed carpool parking lot sign as it is not named

Page Number 31:

- Included airport text sign image

Page Number 37:

- Updated public carpool parking lot sign image

Page Number 38-45:

- Reorder Tables
- Reworded public access for boat launches
- Clarified linear state parks

Page Number 46-48:

- Removed post office requirement
- Removed economic excellence signs
- Renamed slogan signing to commemorative signing, included section explaining what commemorative signing can be used for

Page Number 52-55:

- Updated Adopt A Highway information and linked to site
- Updated the Pure Michigan Byways (formerly known as Michigan Heritage Routes) and linked to site
- Updated Memorial Highway Guidelines and linked to outside guide

Page Number 58:

- Included the requirement of crash worthy supports to the design of community wayfinding signing and added to glossary

Page Number 64:

- Updated Circle Tour Signing

Page Number 65:

- Included Tree City USA as a prohibited sign

Page Number 67:

- Updated MDOT Region Map

Page Number 68:

- Updated Glossary

Community Wayfinding Signing & Slogan Sign Options:

- Updated both documents based on changes in signing on state trunkline document

July 2019: The following updates were made:

MDOT Traffic Sign Design, Placement, and Application Guidelines:

Page Number 20:

- Criteria referenced in SIGN-145-A for All Way Stop(R1-3P) and Cross Traffic Does Not Stop (W4-4P) was placed

*Please note that a larger update will be placed later this year

November 2016: The following updates were made:

MDOT Traffic Sign Design, Placement, and Application Guidelines:

Page Numbers 7-8:

- Added in old Traffic and Safety note 512A “Signing Near Freeways”

Page Number 57:

- Added in old Traffic and Safety note 511A “Changeable “YOUR SPEED” Signs”

September 2016: The following updates were made:

MDOT Traffic Sign Design, Placement, and Application Guidelines:

Page Number 29:

- *STREET NAME AND ADVANCED STREET NAME SIGNS* – Changed second and third paragraphs to reflect the following changes to advance street name signs (D3-2):

The second line of text (NEXT INTERSECTION, NEXT SIGNAL, etc.) is required for:

- Rural arterials with traffic signals or exclusive left turn lanes
- Urban major arterials with traffic signals

The second line of text is optional for all other locations if the region chooses to sign for the intersection

The Crossroad warning sign may be used instead of the Advance Street Name Sign for any intersection. (Already explained in paragraph 4)

Page Numbers 32-34:

- Changed title from “Rest Area/Scenic Area Signs” to “Rest Area/Welcome Center Signs”.
- Changed mentions of Welcome Center signs to Welcome to Pure Michigan signs.
 - o Table 7:
 - Added sign codes
 - Added R5-1 and R5-1a
 - o Table 8:
 - Added sign codes

- Removed W14-1 sign
- Added New Table 9 – Additional Signs for Rest Area/Welcome Centers
- Added section for Roadside Parks/Scenic Turnout Signs
- Added New Table 10 – Sign Placement for Roadside Parks and Scenic Turnouts
- All tables following the new Table 9 and Table 10 have been renumbered

Page Number 59:

- *ADOPT-A-HIGHWAY SIGN REPLACEMENT* – Added Note 10, “All MDOT Adopt-A-Highway bottom panel signs called for removal in a project shall be removed and then returned to MDOT at no additional charge to the department. All MDOT Adopt-A-Highway top panel signs called for removal in a project will not be returned to MDOT.”

MDOT Traffic Sign Design, Placement, and Application Guidelines Appendix B:

Added Figure 26, “Typical Rest Area/Welcome Center Signing”.

March 2016: The following updates were made:

MDOT Traffic Sign Design, Placement, and Application Guidelines Appendix B:

Figures 9-12:

- Moved location for where the directional guide sign is allowed from gore area to the median prior to the R3-7L signs. Also added an additional note regarding the allowable size of this sign.

Figures 9, 10:

- Added D3-2 (1.6) signs in advance of the crossroad

Figure 16:

- Removed Sign D4-4 from right of entrance to carpool/park and ride.
- Removed note.
- Added dimensions for distances to D4-4b signs.
- Replaced the “Click it or Ticket” sign for the new version of the sign.

Figures 9-11, 13, 14:

- Provided sizes for regulatory signs

MDOT Traffic Sign Design, Placement, and Application Guidelines Appendix C:

Case 9:

- Completely redid Truss Elevation figure to match existing standards. Added seven notes to assist in design preparation.

July 2014 The following updates were made:

Traffic Signing, Design, Placement, and Application Appendix:

The following were removed and Traffic Signing, Design, Placement, and Application Guidelines contain footnote hyperlinks to all content directly from the source.

Removed Section A – Special Details

Removed Section B – MMUTCD

Removed Appendix G – Traffic Signing for School Areas

Removed TCO Section from Appendix D

Updated Figure 16 with new I13-1 - Click It or Ticket .in new Appendix B – Sign Layouts

Updated Figures 17 and 18 with current W6-5 - triple lane, W9-2 - LANE ENDS MERGE LEFT, and D17-3 – PASSING LANE AHEAD.in new Appendix B – Sign Layouts.

Traffic Signing, Design, Placement, and Application Guidelines:

Updated all footnote hyperlinks and references to appendices.

Updated Logo and TODS signing section so that it links to the most current information.

May 2014 The following updates were made:

Added Minimum Advance Warning Sign Placement Distance Table (Table 3 – Pg 24)

Added Applicable Warning Signs Table (Table 4 – Pgs 25 & 26)

Changed title of section from ADVANCE HORIZONTAL ALIGNMENT SIGNS AND WARNING SIGNS ADVANCE HORIZONTAL ALIGNMENT SIGNS to ADVANCE WARNING SIGNS AND ADVANCE HORIZONTAL ALIGNMENT SIGNS and changed much of the language in the section (Pgs 23 – 28).

Changed all subsequent table numbers and references to table numbers

Removed all references to MMUTCD Table 2C-4

Made numerous corrections throughout guidelines

Traffic Sign Design, Placement, and Application Guidelines Appendix D (Pages 99 to 102): Added Figures 22-25.

February 2014 The following updates were made:

Added paragraph regarding distance used on signs. Pg.26 (REFERENCE HUBS FOR DIRECTIONAL SIGNING)

July 2013 The following updates were made:

Moved railroad advance sign location in Appendix D per MMUTCD. Pg.80 (No Passing Control At Railroad Crossings)

June 2013 The following updates were made:

Added information on the [QA/QC process](#) for signing on page 3

All W1 signs shall now have [reflective panels](#) on the supports on page 21

Removed STOP SIGNS section and added SIZE OF REGULATORY SIGNS with more information regarding the distinction between single lane and multi-lane roadways on pages 11 and 12.

April 2013 The following updates were made:

Allowed a veterans' hospitals and clinics to be signed with a [supplemental guide sign](#).

Multi-lane roads with speeds of 35 mph or lower [may use single lane R2-1 sizes](#)

[Non-Freeway destination signs](#) shall be center justified for the largest legend.

[PUBLIC ACCESS](#) should not be used for recreation signs, instead use facility name along with the corresponding symbol.

[Bridge Connection Cheat Sheet](#) added to the appendix.

November 2012 The following updates were made:

Added the following to [Section 6.C.9](#), "An overlay with the words Available shall be placed over the sponsor information if a sponsor ends its sponsorship."

October 2012 The following updates were made:

Changes are made to **Appendix D**, page **D-9**, altering the conventional Chevron size text from "18 x 24" to "24 x 30".

Changes are made to **SHS W-series (W1-8)**; the symbol "c" is now moved to 24 x 30.

August 2012 The following updates were made:

Non-Freeway trunkline to trunkline intersection signing sequence added.

Weigh Station signing layouts were added.

Roundabout signing guidelines were added.

June 2012 The following updates were made:

Chevron sizes are 24x30 for non freeway and 36x48, this is now reflected in the warning sign table.

Sign Size tables were consolidated.

Keep Right Except to Pass Signs are to be used on all 2 lane freeways and Trucks Use Right 2 Lanes are to be used on 3+ lane freeways.

Overhead Sign Structure information was added

Traffic Control Order Notes were reworked to follow the new Traffic Regulations Guidelines

April 2012 The following updates were made:

Arrow-Per-Lane Guidelines were added.

Give 'em a Break signs were removed.

March 2012 The following updates were made:

School Bus Stop Warning Sign guidance was added.

Railroad EXEMPT sign guidance was added.

Determination of Advisory Speed on Curves section was updated to reflect the most current version.

Appendix A was updated to reflect the changes in the SIGN Standards

January 2012: The following updates were made:

Yield Here To (Stop Here For) Pedestrians Signs were added.

School Area Signing was added to Appendix D.

Appendix B was updated to the 2011 MMUTCD.

December 2011: The following updates were made:

VA Hospitals and Clinics may be signed at the request of the individual facility.

Memorial Signs that currently have a green background shall be replaced with a brown background sign during corridor signing projects.

Do Not Enter & Wrong Way Signs on Freeway Ramps shall now be installed with a bottom height of four feet to help prevent wrong way crashes on the freeway. This includes the stand alone Wrong Way signs as well as the Do Not Enter/Wrong Way combination signs.

Passing Zone Signing was changed to use guide signs instead of regulatory signs.

Incorporating T&S Notes into subject guidelines:

- Added information about permanent signing projects from T&S Note 104
- Added information about experimental traffic control devices from T&S Note 103
- Added Information about sign combinations from T&S Note 102
- Added information about passing control at railroad crossings from T&S Note 127
- Added information about local parking ordinance signs from T&S Note 124
- Added information about curve advisory speeds from T&S Note 146
- Added information about snowmobile and ATV crossings from T&S Note 149
- Added information about travel information radio stations from T&S Note 165
- Added information about object markers from T&S Note 301
- Added information about route markers for local agencies from T&S Note 162
- Added information about engine brake signs from T&S Note 109
- Added information about shoulder driving from T&S Note 128
- Added information about ramp traffic from T&S Note 143
- Added information about deer crossing from T&S Note 147
- Added information about flooded roadways from T&S Note 141
- Added information about railroad structures from T&S Note 105

November 2011: The following updates were made:

Appendix A was updated to reflect the now approved Sign Standards. The following Special Details are now Standards:

- SIGN-100
- SIGN-150
- SIGN-160
- SIGN-200
- SIGN-207

SIGN-210
SIGN-760

June 2011: The following guide was approved and uploaded to the website above. The following are changes made related to the discontinued Freeway and Non-Freeway Design Placement and Application Guidelines and are included in the Traffic Sign Design, Placement, and Application Guidelines:

Freeway Signing

Interchange Types: Defined a major, intermediate, and minor interchange.

Overhead Arrow-Per-Lane and Diagrammatic Guide Signs: Section added in accordance to the 2009 Federal Manual on Uniform Traffic Control Devices.

Exit / Ramp Speed Advisory: A W13 series sign is now required for speed reductions of 20 mph or more.

Conventional Road Approach to a Freeway Interchange: Distinguished between single-lane and multi-lane roads.

Advisory Exit / Ramp Speed (Freeway): Sign coded changed from W13-2a, 2b, 3a, 3b to 13-6, 6a, 7, 7b

Non-Freeway Signing

Sign Sizes: New sign size requirements based on single lane or multi-lane roads for STOP, Turn Prohibition, ONE WAY

Speed Limit Signs: The minimum size for multi-lane roadway speed limit signs is now 30" x 36'

Two-Way Left-Turn Only Signs: Added a left turn lane sign for roads with an uneven lane distribution.

All Way Plaque: 4-WAY and 3-Way plaques are no longer used, instead use an ALL WAY plaque.

STOP / YIELD Sign Placement: No Sign shall be mounted back to back with a STOP / YIELD sign that obscures the shape of the sign. Previously, a DO NOT ENTER sign was allowed to obscure the shape.

Advanced Street Name Signs: Street name / advanced street name signs shall use lower case letters with initial upper case letters. Advanced street name signs should be supplemented with a description such as NEXT INTERSECTION,

NEXT SIGNAL, etc. A yellow warning sign shall not be used with a green background advanced street name sign.

Bicycle Signs: Added guidance for on the road bicycle signing.

Standard Letter Sizes For Guide Signs: Clearview font is now to be used on guide signs.

General Signing

Bridge Ices Before Road: Adopted federal sign and will replace Bridge may be icy.

MDOT Supplied Signs: Reduced the number of MDOT supplied signs.

Memorial / Dedicated Highway Signs: All new signs shall use a brown background.

Speed Reduction: Should be used when there is a speed reduction of 15 mph or more.

Horizontal Alignment Signs: Warning signs with advisory speed plaques and chevrons are now required depending on the difference between speed limit and advisory speed.

Guidelines for Signing on State Trunklines

January 2014: The following updates were made:

Added “During the past several years, post offices have been closed in some communities. If a sign was in place prior to the closing of the post office, the Department will retain the sign.” after the 2nd sentence of the paragraph under the Signing to Non-Governmental Communities header, P. 52

December 2012: The following updates were made:

Updated Adopt-A-Highway contacts, P. 56

Glossary: Added Trailblazer definition, P. 68, 68a

Several errors corrected:

Historical Sites and/or Districts: Corrected revision date to May 2012, P. 53, 54

Designation of Destinations: Corrected minor hub for US-41 revision from L’Anse to Baraga, P. 15

Memorial / Dedicated Highway Signs: Corrected color from green to brown and removed allowance for logos, P. 59

Glossary: Replaced missing page, P. 66, 67

September 2012: The following updates were made:

Specific Service (LOGO) Signing Program: Updated section to include the Attractions and 24-Hour Pharmacy categories and respected criteria. Added type of fuels permitted under the Gas category. Corrected licensing agencies.

Traffic Generators: Added Economic Development Corporations as governmental facilities, and Chamber of Commerce and Fraternal Organizations as community facilities that do not qualify for traffic generator signing In Tables I and II. Updated Notes.

Tourist Oriented Directional Sign (TODS) Program: Updated food criteria for North of M-46 and South of M-46. Corrected historical building criteria for lodging in the Lower Peninsula.

May 2012: The following updates were made:

Traffic Generator Signs: Added federally recognized Tribal Governmental Complexes to Warrant 11. Facilities within such recognized area are not eligible for traffic generator signing if the facility is within an area which is signed under Warrant 11.

Added City and Township Halls as governmental facilities that do not qualify for traffic generator signing In Tables I and II.

Historical Sites and/or Districts: For location requirements the distance from the non-freeway was increased to one mile. For the Site or District Requirements the site or district shall be listed in the State Register of Historic Sites or the National Register of Historic Places. A marker in place is no longer mandatory.

Updated Adopt-A-Highway contacts and MDOT map.

June 2011: The following updates were made:

Designation of Destinations: A minor hub for US-41 was changed from L'Anse to Baraga.

Memorial / Dedicated Highway Signs: All new signs shall use a brown background.

October 2010: The following updates were made:

Tourist Oriented Directional Sign (TODS) Program: Hours of operation changed to at least 40 hours per week. In addition, exceptions will be considered for those tourist oriented activities which are not open for this number of hours and days if the time of operation is typical for that industry and, thus, meets the expectation of the tourist.

Community Wayfinding Signing: Section revised in accordance to the 2009 Federal Manual on Uniform Traffic Control Devices.

Great Lakes Circle Tour Signing: Circle Tour Spur route information deleted.

August 2009: The following updates were made:

Temporary Signs: Revised reference to Construction Permit Manual and form number, pages 7 and 8.

Specific Service (LOGO) Signing Program: Revised phone requirement for Gas, Food, and Camping to emergency, pages 28 and 30.

Traffic Generator Signs: Added criteria for signing of trailheads of Linear State Parks, Linear Rail Trails, and Multi-Use Trails, pages 51, and 52.

General Information Signs:

Non-Traffic Governmental Signing - Revised reference to Construction Permit Manual and form number, pages 7 and 8.

Historical Sites and/or Districts – Updated State Historic Preservation Office contact information, page 54.

Adopt-A-Highway - Updated guides and Region Contacts, pages 55 and 56.

Heritage Routes Program – corrected sign colors, page 58a.

Procedure for Requesting Signs: Updated form list, page 64

February 2008: The following updates were made:

Emergency Services Signs: Revised hospital sign guidelines on freeways. The hospital will be limited to signing indicating the name of the facility to the closest interchange, within two miles, providing the most direct and appropriate route. If there are other interchanges within two miles of the hospital the department may allow one additional interchange to be signed with the hospital symbol sign.

Traffic Generator Signs: Deleted Veterans' Facilities as a facility that does not qualify for traffic generator signing on freeways and non-freeway in Tables I and II, pages 43 to 44.

March 2007: The following updates were made:

General Information Signs: Added sign criteria for Great Lakes Circle Tour Signing, pages 62c and 62d.

Glossary: Added new definitions, pages 66 to 68.

January 2007: The following updates were made:

General Information Signs: Updated Memorial Highways and Bridges sign design requirements regarding the use of reflectorized sign materials and placement of logos or symbols on the sign, pages 59 and 59a.

August 2005: The following updates were made:

Navigational Guide Signs: Added Designation of Destinations section, pages 14 to 16.

Emergency Services Signs: Added local police as eligible for law enforcement signing, pages 3, 18, and 66. Revised Tables I and II, pages 43 to 44.

Traffic Generator Signs: Deleted maintenance responsibility of requesting party for Warrants 11 and 12, page 42.

General Information Signs: Updated Adopt-A-Highway Region Contacts, page 56.

Added sign criteria for Heritage Routes, pages 58 to 58a.

Revised location criteria of TODS signs in response to Public Act 528 of 2004. Added requirement of incorporated city or village having ordinance permitting TODS signs within their jurisdiction on rural roadways. Changed number of TODS signs on a single sign assembly to three in response to the 2005 MMUTCD, page 60.

Added Wayfinding Signing Section, pages 62a to 62b.

Prohibited Signs: Add Dune Protection to list of prohibited signs, page 63.

Procedure for Requesting Signs: Corrected page number reference to MDOT Region and Transportation Service Centers Map, page 64.

July 2002: The following updates were made:

Sign Supports: Require 100 mm x 150 mm (4 in x 6 in) wood posts to be drilled, page 6.

General Information Signs: Updated Memorial Highways and Bridges signing in response to Public Act 142 of 2001, pages 59 to 59a.

September 2001: The following updates were made:

Emergency Services Signs: Revised definition of hospital to mean a health facility that is licensed under Part 215 of the Public Health Code, page 18. Also added option of hospitals adding their name on Emergency Services Signs in response to Public Act 47 of 2001, pages 19 to 20.

Freeway Signing Design, Placement and Application Guidelines

June 2011: The following guide was discontinued and is now included in the Traffic Sign Design, Placement, and Application Guidelines.

February 2007: The following updates were made:
The language and graphics on page 9 regarding speed limit signing has been revised to reflect the legislative change in 2006 raising the minimum speed limit to 55 mph and the truck speed limit to 60 mph for those freeways posted 70 mph.

October 2005: The following guides were approved by EOC and were loaded to the web site listed above.

Non-Freeway Signing Design, Placement and Application Guidelines

June 2011: The following guide was discontinued and is now included in the Traffic Sign Design, Placement, and Application Guidelines.

March 2007: The following guides were approved by EOC and were loaded to the web site listed above.