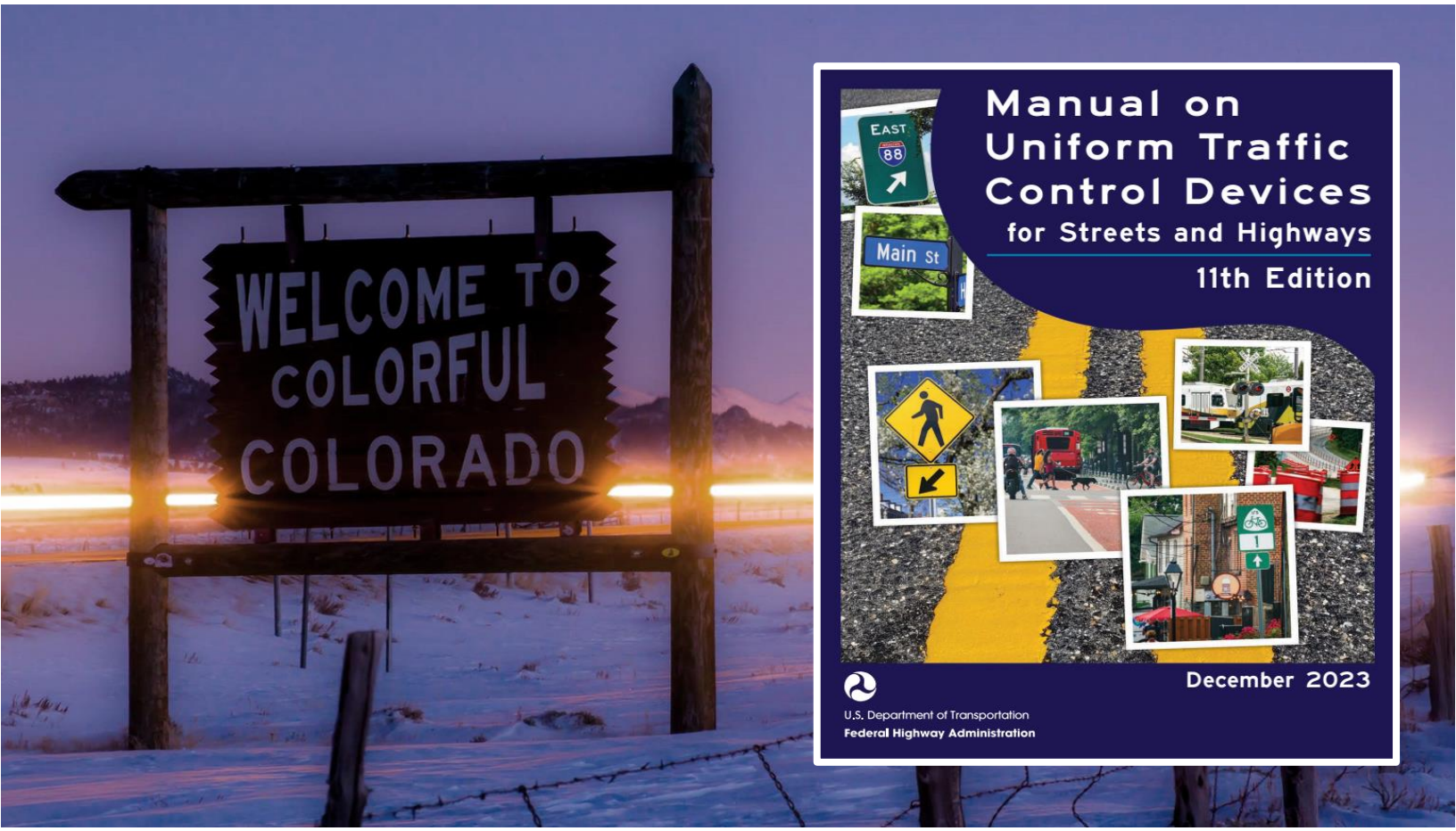
COLORADO STATE SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (11TH EDITION)



Adopted by the Transportation Commission of Colorado
Effective January 18, 2026

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COLORADO STATE SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 11TH EDITION

- A paragraph of the MUTCD contained within the Colorado Supplement shall replace the existing paragraph in the MUTCD in the entirety.
- Tables and Figures of the MUTCD contained within the Colorado Supplement shall revise or replace the existing Table or Figure in the MUTCD.
- If a Section, Table, or Figure from the MUTCD is not contained within this Supplement, the Section, Table, or Figure shall remain unchanged.

WITHIN THE COLORADO STATE SUPPLEMENT:

- Black text denotes content unchanged from the MUTCD (11TH Edition).
- Additions are noted in underline blue text.
- Deletions are noted in ~~strikeout red~~ text.

FOREWORD

On December 17, 2025, the Transportation Commission of Colorado (TC) adopted the 11th Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD) for use in Colorado per TC Resolution 20251203. The MUTCD is a national publication that outlines the proper usage of traffic control devices. It contains national standards for the design, application, and placement of signs, signals, pavement markings and other types of traffic control devices. It describes how traffic control devices are to be used in a variety of situations such as local street operations, bicycle and pedestrian crossings, school zones, and work zones. Use of the MUTCD is mandatory on all public highways, roads and streets in Colorado. This is pursuant to section 42-4-104 and 42-4-105 of the Colorado Revised Statutes.

The Colorado Supplement has been established to adjust and interpret where necessary for the proper and lawful application of the MUTCD in Colorado in compliance with state statutes, and to address traffic regulatory situations not provided for in the MUTCD. Section numbers in the Supplement refer to sections in the federal MUTCD.

COLORADO SUPPLEMENT TO THE 11TH EDITION OF THE MUTCD:
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PART 1 GENERAL

CHAPTER 1A. GENERAL

Section 1A.05 of the National MUTCD is revised to read:

Section 1A.05 Relation to Other Publications

Standard:

01 **To the extent that they are incorporated by specific reference, the latest editions of the following publications, shall be a part of this Manual: "Standard Highway Signs" publication (FHWA), ~~and~~ "Color Specifications for Retroreflective Sign and Pavement Marking Materials" (appendix to Subpart F of Part 655 of Title 23 of the Code of Federal Regulations), and "Colorado Standard Highway Signs" publication.**

Support:

02 The "Standard Highway Signs" publication includes standard alphabets and symbols and arrows for signs and pavement markings. The "Colorado Standard Highway Signs" includes Colorado-specific signs and special Colorado-specific designs intended for use as appropriate on all roadways and pathways in Colorado and can be found at https://www.codot.gov/safety/traffic-safety/design/signing-and-markings.

Section 1A.06 of the National MUTCD is revised to read:

Section 1A.06 Uniform Vehicle Code – Rules of the Road

~~Guidance~~ Standard:

02 ~~*The actions required of road users to obey regulatory devices should be specified by State statute, or in cases not covered by State statute, in local ordinances or resolutions. Such statutes, ordinances, and resolutions should be consistent with the "Uniform Vehicle Code."*~~ **When official traffic control devices are used to make known traffic regulations prescribed by law, the statutory definitions of such devices shall apply if a definition exists. These definitions are found in C.R.S Sec. 42-1-102 Whenever words and phrases are not defined in state statutes, the definitions in or adopted by reference in the body of the MUTCD shall apply.**

CHAPTER 1C. DEFINITIONS, ACRONYMS, AND ABBREVIATIONS USED IN THIS MANUAL

Section 1C.02 of the National MUTCD is revised to read:

Section 1C.02 Definitions of Words and Phrases Used in this Manual

Standard:

01 **~~Unless otherwise defined~~ Definitions contained in this Section, or other Parts of this Manual, ~~words or phrases shall have the meaning(s) as defined in "Uniform Vehicle Code,"~~ shall apply unless otherwise defined by C.R.S Sec. 42-1-102 or in other parts of Title 42, C.R.S, in which case the C.R.S definitions are adopted by reference. Unless otherwise defined by the statutory definitions or herein, the definitions contained in the most recent edition of the "AASHTO Transportation Glossary (Highway Definitions)," ~~or~~ and other appropriate publications specified in this section are incorporated and adopted by reference.**

03 **The following words and phrases, when used in this Manual, shall have the following meanings:**

103. **Highway Traffic Signal—a power-operated traffic control device by which traffic is warned or directed to take some specific action. These devices do not include power-operated signs (except as provided in Chapters 4S and 4T), steadily-illuminated raised pavement markers, gates, flashing-light signals (see Section 8D.02), warning lights (see Section 6L.07), or steady-burning electric lamps. Highway traffic signals include:**

(a) **Flashing Beacon—see Beacon.**

(b) **In-Roadway Warning Lights—a special type of highway traffic signal installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to reduce speed and/or come to a stop.**

(c) **Lane-Use Control Signal—a signal face or comparable display on a full-matrix Changeable Message Sign (see Chapters 2L and 4T) displaying indications to permit or prohibit the use of specific lanes of a roadway or a shoulder where driving is sometimes permitted, or to indicate the impending prohibition of such use.**

(d) **Traffic Control Signal (Traffic Signal)—a highway traffic signal placed at intersections, movable bridges, fire stations, midblock crosswalks, alternating one-way sections of a single lane road, private driveways, or other locations that require conflicting traffic to be directed to stop and permitted to proceed in an orderly manner. These devices do not include pedestrian hybrid beacons (see Chapter 4J) or emergency-vehicle hybrid beacons (see Chapter 4N). Traffic control signals include vehicular signal indications, pedestrian signal indications, and bicycle symbol signal indications. Special traffic control signals include:**

(1) **Emergency-Vehicle Traffic Control Signal—a traffic control signal that directs all conflicting traffic to stop in order to permit the driver of an authorized emergency vehicle to proceed into the roadway or intersection.**

(2) **Movable Bridge Traffic Control Signal—a traffic control signal installed at a movable bridge to notify traffic to stop during periods when the roadway is closed to allow the bridge to open.**

(3) **Portable Traffic Control Signal—a temporary component of a traffic control signal on a mobile support with one or more signal faces that is designed so that it can be easily transported, deployed, or relocated as part of a temporary traffic control signal, or during construction and maintenance as a temporary part of a permanent traffic control signal installation.**

(4) **Pre-Signal—traffic control signal faces that are located upstream from a signalized intersection and are operated in conjunction with the traffic control signal faces at the downstream signalized intersection in a manner that is designed to keep the area between the stop line for the upstream traffic control signal faces and the stop line for the downstream signalized intersection clear of queued vehicles. When used in conjunction with a grade crossing, the pre-signal is operated for the purpose of preventing vehicles from queuing within the minimum track clearance distance. Supplemental near-side traffic control signal faces for the downstream signalized intersection are not considered to be pre-signals.**

(5) **Queue Cutter Signal—an independently-controlled traffic control signal (not operated in conjunction with the traffic control signal faces at a downstream signalized intersection) located at a grade crossing that controls traffic in one direction only on the roadway for the purpose of keeping the minimum track clearance distance clear of vehicles. The display of red signal indications is activated from a downstream queue detection system, by time of day, by approaching rail traffic, by an approaching bus on a busway, or by a combination of any of these methods.**

(6) **Ramp Control Signal (Ramp Meter)—a traffic control signal installed to control the merging flow of traffic onto a freeway at an entrance ramp or at a freeway-to-freeway ramp connection.**
(7) **Temporary Traffic Control Signal—a traffic control signal that is installed for a limited time period using fixed or portable traffic control signal units.**

219. **Shared-Use Path—a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. A shared-use path shall be paved and be a minimum of 10 feet wide.**

CHAPTER 1D. PROVISIONS APPLICABLE TO TRAFFIC CONTROL DEVICES IN GENERAL

Section 1D.03 of the National MUTCD is revised to read:

Section 1D.03 Engineering Study and Engineering Judgment

Guidance:

05 *The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment by an engineer, someone under the direct supervision of an engineer, or other individual as duly authorized by State law to engage in the practice of engineering. Thus, while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment. ~~Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.~~ Early in the processes of location and design of roads and streets, engineers should coordinate such location and design with the design and placement of the traffic control devices to be used with such roads and streets.*

06 *~~Early in the processes of location and design of roads and streets, engineers should coordinate such location and design with the design and placement of the traffic control devices to be used with such roads and streets.~~ Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of the roads and streets that the devices complement. Jurisdictions, or owners of private roads open to public travel, with responsibility for traffic control that do not have engineers on their staff who are trained and/or experienced in traffic control devices should seek engineering assistance from others, such as the State transportation agency, their county, a nearby large city, or a traffic engineering consultant.*

PART 2 SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Table 2B-1 of the National MUTCD is revised to add:

Table 2B-1. Regulatory Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Single Lane Conventional Road	Multi-Lane	Expressway	Freeway	Minimum	Oversized
Trucks Buses Fines Double (plaque)	R2-6qP_CO	2B.25	24 x 36	24 x 36	36 x 48	48 x 60	—	—
Begin Double Fines Zone	R2-10a_CO	2B.25	36 x 48	48 x 60	—	—	—	—
End Double Fines Zone	R2-11a_CO	2B.25	36 x 48	48 x 60	—	—	—	—
State Law Vehicles Over 26,000 GVWR XX	R2-20_CO	2B.21	—	—	36 x 48	48 x 72	—	—
Citywide Speed Limit XX MPH Except As Posted (plaque)	R2-5qP_CO	2B.21	24 x 24	30 x 30	—	—	—	—
Do Not Cross Double White Lines	R3-50_CO	2B.26	—	—	36 x 60	36 x 60	—	—
Do Not Cross Solid Line When Tolled	R3-50a_CO	2B.26	—	—	36 x 72	36 x 90	—	—
Truckers Vehicles Over 26.000 GVWR Use Right Lane No Passing X Miles	R4-5q_CO	2B.38	—	—	60 x 72	60 x 72	—	—
No Trucks Left Lane	R4-5r_CO	2B.38	—	—	30 x 48	30 x 48	—	—
Keep Right Except To Pass	R4-16a_CO	2B.39	36 x 48	48 x 72	—	—	—	—
$150 Fine C.R.S Sec. 42-4-1213 (plaque)	R7-113qP_CO	2B.53	12 x 6	12 x 6	—	—	—	—
No Parking Except Electric Vehicles Charging $150 Fine C.R.S Sec. 42-4-1213	R7-113q_CO	2B.53	12 x 18	12 x 18	—	—	—	—
No Parking Except EV $150 Fine C.R.S Sec. 42-4-1213	R7-113r_CO	2B.53	12 x 18	12 x 18	—	—	—	—

Note: Refer to the Colorado Standard Highway Signs for all Colorado-specific regulatory signs supplemented to the MUTCD.

Section 2B.21 of the National MUTCD is revised to read:

Section 2B.21 Speed Limit Sign (R2-1)

Standard:

19a **The CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), RESIDENTIAL (R2-5cP), and UNLESS OTHERWISE POSTED (R2-5P) plaques in the provisions of Paragraph 19b of this Section shall not be posted on Colorado State Highways and the CITYWIDE XX MPH EXCEPT AS POSTED (R2-5qP_CO) plaque shall not be posted on Interstates.**

Option:

19b If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

19c If a jurisdiction has statutory requirements for citywide speed limits, a CITYWIDE XX MPH EXCEPT AS POSTED (R2-5qP_CO) plaque may be mounted below the posted Speed Limit sign (see Figure 2B-3) and placed on State Highways at or near the boundary of the city. The R2-5qP_CO plaque may be posted on exit ramps.

Guidance:

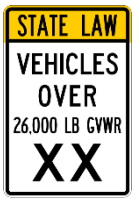
19d *When there is a step-down speed limit on a State Highway entering a city boundary, the CITYWIDE XX MPH EXCEPT AS POSTED (R2-5qP_CO) plaque should be posted below the last step-down speed limit sign.*

Figure 2B-3 of the National MUTCD is revised to add:

Figure 2B-3. Speed Limit Signs and Plaques

R2-5qP_CO

R2-2qP_CO



R2-20_CO

R2-10a_CO

R2-11a_CO

Section 2B.22 of the National MUTCD is revised to read:

Section 2B.22 Vehicle Speed Limit Plaques (R2-2P Series)

Standard:

01 **Where a special speed limit applies to certain classes of vehicles, the Truck Speed Limit (R2-2P) plaque, Bus Speed Limit (R2-2aP) plaque, Truck-Bus Speed Limit (R2-2bP) plaque, or Vehicles over X Tons Speed Limit (R2-2cP) plaque (see Figure 2B-3) shall be displayed below the Speed Limit (R2-1) sign, except as provided in Paragraph 2 of this Section. C.R.S Sec. 42-4-1102, authorizes setting a special speed limit that applies to certain vehicles. When restricting vehicle speeds based upon GVWR, the R2-20_CO plaque (see Figure 2B-3) should be mounted below the legend Speed Limit XX on a separate plaque.**

Section 2B.25 of the National MUTCD is revised to read:

Section 2B.25 ~~Higher~~ Double Fines Signs and Plaque (R2-6P, R2-10a, and R2-11a)

Support:

01a C.R.S Sec. 42-4-614 and C.R.S Sec. 42-4-615 authorizes the use of signs to notify drivers of increased fines with the use of the R2-10a_CO sign, R2-11a_CO sign and R2-6aP plaque.

Standard:

01b **Except as provided in Paragraph 3 of this Section, if increased fines are imposed for traffic violations within a designated zone of a roadway, a ~~BEGIN HIGHER FINES ZONE (R2-10)~~ BEGIN DOUBLE FINES ZONE (R2-10a_CO) sign (see Figure 2B-3) or a ~~FINES HIGHER (R2-6P)~~ FINES DOUBLE (R2-6aP) plaque (see Figure 2B-3) shall be used to provide notice to road users.**

02 **If an ~~R2-10~~ R2-10a_CO sign or an ~~R2-6P~~ R2-6aP plaque is posted to provide notice of increased fines for traffic violations, an ~~END HIGHER FINES ZONE (R2-11)~~ END DOUBLE FINES ZONE (R2-11a_CO) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.**

Option:

03 The ~~BEGIN HIGHER FINES ZONE (R2-10)~~ BEGIN DOUBLE FINES ZONE (R2-10a_CO) sign or ~~FINES HIGHER (R2-6P)~~ FINES DOUBLE (R2-6aP) plaque may be omitted where the higher fines zone is established by statute.

Guidance:

04 *The ~~BEGIN HIGHER FINES ZONE~~ BEGIN DOUBLE FINES ZONE sign or ~~FINES HIGHER~~ FINES DOUBLE plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.*

05 *Agencies should limit the use of the ~~Higher~~ Double Fines signs and plaque to locations where work is actually underway, or to locations where the roadway, shoulder, or other conditions, including the presence of a school zone and/or a reduced school speed limit zone, require a speed reduction or extra caution on the part of the road user.*

Standard:

06 **The ~~Higher~~ Double Fines signs and plaque shall have a black legend and border on a white rectangular background. All supplemental plaques mounted below the ~~Higher~~ Double Fines signs and plaque shall have a black legend and border on a white rectangular background.**

07 **The FINES ~~HIGHER~~ DOUBLE plaque shall be mounted below an applicable regulatory or warning sign in a temporary traffic control zone (see Section 6G.08), a school zone (see Section 7B.06), or other applicable designated zone.**

Option:

08 Alternate legends such as BEGIN (or END) ~~DOUBLE~~ HIGHER FINES ZONE may also be used (R2-10 and R2-11 signs).

Standard:

11 **A TRUCKS BUSES FINES DOUBLE (R2-6qP_CO) plaque shall be mounted below a Speed Limit (R2-1) sign at the beginning of a designated steep downhill grade zone.**

Section 2B.26 of the National MUTCD is revised to read:

Section 2B.26 Movement Prohibition Signs (R3-1 through R3-4, R3-18, and R3-27)

Support:

19 C.R.S Sec. 42-4-104 and C.R.S Sec. 42-4-603 authorizes prohibiting crossing movements where a wide solid single white line along both edges of the buffer space is supplemented with the R3-50_CO sign. Refer to Table 3E-1 requirements on preferential lanes.

Standard:

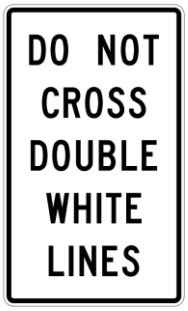
20 **A DO NOT CROSS SOLID LINE WHEN TOLLED (R3-50a_CO) sign (see Figure 2B-4) shall be used to notify road users of the prohibited crossing movement for preferential lanes and the periods of operation during which travel is allowed on a paved shoulder.**

Option:

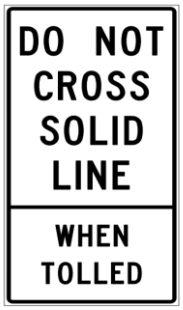
21 Where used, the $250 FINE (R2-6bP) plaque may be mounted below the DO NOT CROSS SOLID LINE WHEN TOLLED (R3-50a_CO) or DO NOT CROSS DOUBLE WHITE LINES (R3-50_CO) signs.

Figure 2B-4 of the National MUTCD is revised to add:

Figure 2B-4. Movement Prohibition and Lane Control Signs and Plaques



R3-50_CO



R3-50a_CO

Section 2B.38 of the National MUTCD is revised to read:

Section 2B.38 Keep Right Except to Pass Sign (R4-16), Slower Traffic Keep Right Sign (R4-3), and Trucks Use Right Lane Sign (R4-5)

Option:

07 The STATE LAW - KEEP RIGHT EXCEPT TO PASS (R4-16a_CO) sign may be used on multi-lane roadways to direct drivers out of the left-hand lane except when they are passing another vehicle.

Guidance:

08 *If used, the STATE LAW - KEEP RIGHT EXCEPT TO PASS (R4-16a_CO) sign should be installed just beyond the beginning of a multi-lane roadway where the speed limit is sixty-five miles per hour (in accordance with C.R.S Sec. 42-4-1013) and at selected locations along multi-lane roadways for additional emphasis.*

Option:

09 A NO TRUCKS LEFT LANE (R4-5r_CO) sign (see Figure 2B-10) may be used to prohibit commercial vehicles from traveling in the farthest left lane on designated highway segments (in accordance with C.R.S. Sec. 42-4-1014).

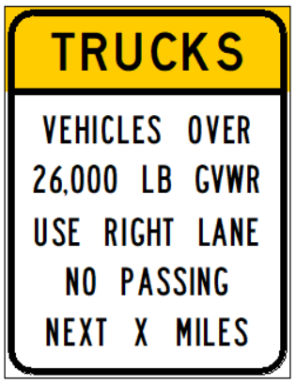
10 A TRUCKS VEHICLES OVER 26,000 GVWR USE RIGHT LANE NO PASSING X MILES (R4-5q_CO) sign (see Figure 2B-10) may be used to direct commercial vehicles to stay in the right-hand lane along designated highway segments.

Figure 2B-10 of the National MUTCD is revised to add:

Figure 2B-10. Passing, Keep Right, and Slow Traffic Signs

R4-16a_CO

R4-5r_CO



R4-5q_CO

Section 2B.52 of the National MUTCD is revised to read:

Section 2B.52 Parking, Standing, and Stopping Signs (R7 and R8 Series)

Support:

05 C.R.S Sec. 42-4-1202, C.R.S Sec 42-4-1204, C.R.S Sec. 42-4-1205, and C.R.S Sec. 42-4-1208 provide for parking prohibitions that are effective without sign postings. Other parking restrictions or prohibitions and those not specified by statute must be signed to make the regulations known. Special care should be taken, using arrows or supplemental word messages, to ensure that the motorist is fully aware of the limits of the regulated zone.

Section 2B.53 of the National MUTCD is revised to read:

Section 2B.53 Design of Parking, Standing, and Stopping Signs

Guidance:

19a *Where parking spaces are only designated for charging of electric vehicles, an ~~R7-113~~ R7-113q_CO sign or ~~R7-114~~ R7-113r_CO series sign (see Drawing E in Figure 2B-25) should be installed adjacent to the designated spaces.*

Standard:

19b **Where parking spaces are only designated for charging of electric vehicles, an R7-113qP_CO shall be mounted below the appropriate signs as described in Section 2B.01 (see Table 2B-1).**

Figure 2B-25 of the National MUTCD is revised to add:

Figure 2B-25. Parking, Standing, and Stopping Signs and Plaques (R7 and R8 Series) E - Electric Vehicle Parking and Charging Signs and Plaques

R7-113q_CO

R7-113r_CO

R7-113qP_CO

CHAPTER 2C. WARNING SIGNS AND OBJECT MARKERS

Table 2C-1 of the National MUTCD is revised to add:

Table 2C-1. Warning Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Single Lane Conventional Road	Multi-Lane	Expressway	Freeway	Minimum	Oversized
Right Truck Rollover	W1-13q_CO	2C.05	48 x 48	48 x 48	48 x 48	48 x 48	—	—
Trucks Winding Road Next XX Miles	W1-5q_CO	2C.05	48 x 78	48 x 78	48 x 78	48 x 78	—	—
Reverse Curve Horseshoe	W1-4a_CO	2C.07	36 x 36	36 x 36	36 x 36	36 x 36	—	—
Range Cattle	W11-52_CO	2C.74	36 x 36	48 x 48	—	—	30 x 30	—
Open Range	W11-53_CO	2C.74	36 x 36	48 x 48	—	—	30 x 30	—

Note: Refer to the Colorado Standard Highway Signs for all Colorado-specific warning signs supplemented to the MUTCD.

Section 2C.05 of the National MUTCD is revised to read:

Section 2C.05 Horizontal Alignment Warning Signs - General

Support:

02 The following list identifies treatments that might be used in advance of or within a change in horizontal alignment:

A. Horizontal alignment (Turn (W1-1), Curve (W1-2, W1-10 series, W1-11, W1-13, W1-13q_CO, W1-15), Reverse Turn (W1-3), Reverse Curve (W1-4), Reverse Curve Horseshoe (W1-4a_CO),

Winding Road (W1-5), Trucks Winding Road Next X Miles (W1-5q_CO), Exit Speed (W13-2), Ramp Speed (W13-3), and Combination Horizontal Alignment (Advisory Exit or Ramp Speed W13-6 through W13-11)) signs (see Sections 2C.07, 2C.09, and 2C.12)

B. Advisory Speed (W13-1P) plaque (see Section 2C.59)
C. Chevron Alignment (W1-8) signs (see Section 2C.08)
D. Delineators (see Chapter 3G)
E. One-Direction Large Arrow (W1-6) sign (see Section 2C.10)
F. Raised Retroreflective Pavement Markers (see Sections 3B.15 through 3B.17)
G. Sign or marking conspicuity enhancements (see Section 2A.11)
H. Wide edge lines (see Section 3A.04)
I. Pavement word, symbol and arrow markings (symbol or words) (see Sections 3B.20 through 3B.22)
J. Rumble strips (see Chapter 3K)
K. Vehicle Speed Feedback Sign (see Section 2C.13)
L. Speed reduction markings (see Section 3B.28)

Figure 2C-1 of the National MUTCD is revised to add:

Figure 2C-1. Horizontal Alignment Signs and Plaques

W1-4a_CO

W1-5q_CO

W1-13q_CO

Section 2C.07 of the National MUTCD is revised to read:

Section 2C.07 Horizontal Alignment Signs (W1-1 through W1-5, W1-11, and W1-15)

Option:

06a A NEXT XX MILES (W7-3aP) supplemental distance plaque (see Section 2C.61) may be installed below the Winding Road sign where continuous roadway curves exist for a specific distance.

06b A Trucks Winding Road NEXT XX MILES (W1-5q_CO) sign may be installed to notify commercial vehicles where continuous roadway curves exist for a specific distance.

07 If the curve has a change in horizontal alignment of 135 degrees or more, the Hairpin Curve (W1-11) sign may be used instead of a Turn or Curve sign. The Reverse Curve Horseshoe (W1-4a_CO) sign may be used if two such changes occur consecutively in opposite directions separated by a tangent distance of less than 600 feet.

Guidance:

09 *When the Hairpin Curve sign, Reverse Curve Horseshoe (W1-4a_CO) sign or the 270-degree Loop sign is installed, either a One-Direction Large Arrow (W1-6) sign or Chevron Alignment (W1-8) signs should be installed on the outside of the turn or curve.*

Section 2C.11 of the National MUTCD is revised to read:

Section 2C.11 Truck Rollover Sign (W1-13)

Standard:

03a **If a Truck Rollover (W1-13 or W1-13q_CO) sign is used, it shall be accompanied by an Advisory Speed (W13-1P) plaque indicating the recommended speed for vehicles with a higher center of gravity.**

Option:

03b If the advisory speed is the same as the posted speed limit, statutory speed limit or 85th percentile speed on the approach the advisory plaque may be omitted.

The National MUTCD is revised to add Section 2C.74:

Section 2C.74 Other Warning Signs

Support:

01 C.R.S. 35-46-102 establishes obligation to fence livestock. In addition, C.R.S. 35-46-105 and C.R.S. 35-47-101 provides laws that address livestock running at large on public highways and in municipalities.

Option:

02 In unfenced rural areas where livestock may graze close to the highway or wander onto or across the road, the Cattle (W11-4) sign or the Colorado Department of Transportation designed Open Range (W11-53_CO) sign may be used (See Figure 2C-18).

The National MUTCD is revised to add Figure 2C-18:

Figure 2C-18. Other Warning Signs

W11-53_CO

CHAPTER 2D. GUIDE SIGNS – CONVENTIONAL ROADS

Section 2D.01 of the National MUTCD is revised to read:

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

Support:

02 ~~Guide signs direct road users along streets and highways; inform them of intersecting routes; direct them to cities, towns, villages, or other important destinations; identify nearby rivers and streams, parks, forests, and historical sites; and provide information that will help them along their way in the most simple and direct manner possible.~~ The Colorado Department of Transportation has adopted "Guide Signing Policies and Procedures" on the use of official guide signs on conventional highways on the State Highway System.

Table 2D-1 of the National MUTCD is revised to add and delete:

Table 2D-1. Conventional Road Guide Sign and Plaque Sizes

Sign or Plaque	Designation	Section	Conventional Road	Minimum	Oversized
Colorado Scenic Byways Columbine	D6-4c_CO	2D.58	24 x 24	—	—
Byway Identification	M10-2bP_CO	2D.58	24 x 12	—	—
~~State Scenic Byway System~~	~~M10-3~~	~~2D.58~~	~~24 x 24~~	—	—
~~State Scenic Byway – Simple Graphic and Byway Identification~~	~~M10-3a~~	~~2D.58~~	~~24 x 24~~	—	—

Note: Refer to the Colorado Standard Highway Signs for all Colorado-specific guide signs supplemented to the MUTCD.

Section 2D.11 of the National MUTCD is revised to read:

Section 2D.11 Design of Route Signs

Standard:

01 **The design of standard route signs shall conform to the designs provided in the "Standard Highway Signs" publication (see Section 1A.05). The design of other route signs shall be established by the authority having jurisdiction and shall be in general conformance with the designs provided in the "Standard Highway Signs" publication. The State Highway System Route Marker shall consist of a square plate or panel, at least 24 inches in size, carrying in the upper portion a representation of the Colorado State flag and in the lower portion the State Highway route number in black on a white**

background. County Road Markers shall be distinguishable from the State Highway System Route Marker.

Guidance:

12 *State Route signs (see Figure 2D-4) should be rectangular and should be approximately the same size as the U.S. Route sign. State Route signs should also be similar to the U.S. Route sign by containing approximately the same size black numerals on a white area surrounded by a rectangular black background without a border, and should be devoid of complex graphics. The shape of the white area should be circular in the absence of any determination to the contrary by the individual State concerned. The design of the Colorado State Highway System Route Marker (M1-5a_CO) sign can be accessed on the CDOT website at https://www.codot.gov/safety/traffic-safety/design/signing-and-markings (see Section 1A.05).*

Section 2D.58 of the National MUTCD is revised to read:

Section 2D.58 State-Designated Scenic Byway, Historic Trail, and Auto Tour Route Signs

Support:

01 All National Scenic Byways and other select roads have been designated by the Colorado Transportation Commission as Colorado Scenic Byways based on their archeological, cultural, historic, natural, recreational, or scenic qualities. Signing for State-designated scenic byways, historic trails, and auto tour routes, is similar in concept to that for National Scenic Byways as provided in Section 2D.57.

03a Section 1D.09 provides information on the authority for placement of traffic control devices within the highway right-of-way.

03b CDOT Guide Signing Policies and Procedures provides information on the authority for design and placement of guide signing within the highway right-of-way.

~~**Option**~~ **Standard:**

05 **Identification ~~signs~~ plaques for a State scenic byway ~~may~~ shall be installed along conventional roads that have been designated as part of a State scenic byway system. A Byway Identification (M10-2bP_CO) ~~sign~~ plaque (see Figure 2D-34) with the name of the byway displayed ~~may~~ shall be installed in a Directional or Confirming assembly ~~with the SCENIC BYWAY (M10-3bP) plaque (see Figure 2D-34)~~ mounted below the M10-2 sign.**

06 **Where a National Scenic Byway is part of a State scenic byway system, the National Scenic Byways (M10-1aP) plaque (see Section 2D.57) ~~may~~ shall be installed in a Directional or Confirming assembly below the ~~Byway Identification (M10-2) sign or State Scenic Byway (M10-3 or M10-3a)~~ Colorado Scenic Byways Columbine (D6-4c_CO) sign (see Figure 2D-34) for the State scenic byway.**

07 **A ~~State Scenic Byway System (M10-3)~~ Colorado Scenic Byways Columbine (D6-4c_CO) sign ~~may~~ shall be installed in a Directional or Confirming assembly with the name of the byway displayed on a Byway Identification (M10-2~~a~~bP) plaque below the sign (see Figure 2D-34).**

08 **~~A State Scenic Byway (M10-3a) sign with a simple graphic and the name of the byway displayed may be installed in a Directional or Confirming assembly with the SCENIC BYWAY (M10-3bP) plaque mounted below the M10-3a sign.~~ The Colorado Scenic Byways Columbine (D6-4c_CO) sign shall be installed at the beginning or end of a route that has been recognized by the Colorado Transportation Commission as a Colorado Scenic Byway. Independent Directional (see Section 2D.32) or Reassurance (see Section 2D.33) assemblies shall be installed at 10-mile increments and decision points along the designated route, and near intersections where the designated route turns or follows a different numbered highway.**

Option:

09a The Colorado Scenic Byways Columbine (D6-4c_CO) sign with the National Scenic Byways (M10-1aP) plaque mounted below on National Scenic Byways or All-American Roads) may be installed below a route sign in a Reassurance assembly. At locations where roadside features have been developed to

enhance the traveler's experience such as rest areas, historic sites, interpretive facilities, pull-offs, or scenic overlooks, the Colorado Scenic Byways Columbine (D6-4c_CO) sign may be placed on the associated sign assembly to inform travelers that the site contributes to the byway travel experience.

09b Identification signs for a historic trail, such as the National Historic Trails administered by the National Park Service, may be installed along segments of conventional roads that coincide with the original route of the trail. National Historic Trail Identification (M11-1) signs (see Figure 2D-34) may be installed in a Directional or Confirming assembly with a HISTORIC ROUTE (M11-1aP), CROSSING (M11-1bP), or AUTO TOUR ROUTE (M11-1cP) auxiliary plaque (see Figure 2D-34) mounted below the M11-1 sign. The beginning and end of a historic trail route or auto tour route may be indicated with a BEGIN (M4-14P) or END (M4-6P) auxiliary plaque (see Figure 2D-5) with a white legend and border on a brown background mounted above the historic trail identification sign. The length of the route may be identified by a NEXT XX MILES (M11-1dP) auxiliary plaque mounted below the M11-1aP or M11-1cP auxiliary plaque.

Figure 2D-34A of the National MUTCD is revised to add:

Figure 2D-34A. Byway Identification, State Scenic Byway, and National Historic Trails Signs and Plaques

D6-4c_CO

M10-2bP_CO

Figure 2D-34A of the National MUTCD is revised to delete:

Figure 2D-34A. Byway Identification, State Scenic Byway, and National Historic Trails Signs and Plaques

~~M10-3~~

~~M10-3a~~

Figure 2D-34B of the National MUTCD is replaced with the following figure:

Figure 2D-34B. Examples of Directional Assemblies for National and State Scenic Byways

CHAPTER 2E. GUIDE SIGNS – FREEWAYS AND EXPRESSWAYS

Section 2E.01 of the National MUTCD is revised to read:

Section 2E.01 Scope of Freeway and Expressway Guide Sign Standards

Standard:

03 ~~**The provisions of this Chapter shall apply to any highway that meets the definition of freeway or expressway facilities.**~~ **The Colorado Department of Transportation has adopted "Guide Signing Policies and Procedures" on the use of official guide signs on all highways of the State Highway System.**

Figure 2E-17 of the National MUTCD is replaced with the following figure:

Figure 2E-17. Exit Only and Left Sign Panels

E11-1s_CO

Section 2E.42 of the National MUTCD is revised to read:

Section 2E.42 Signing for Intermediate and Minor Interchange Multi-Lane Exits with an Option Lane

Guidance:

07 ~~*When conventional signing is used, the option lane should not be signed on the Interchange Advance guide signs. For such exits that involve the addition of an auxiliary lane that is not present at the Interchange Advance guide sign locations, but do not involve a lane drop (see Figure 2E-47), a sequence of post-mounted or overhead-mounted Interchange Advance guide signs should be used, located in accordance with the interchange classification (see Section 2E.11). The Exit Direction sign should be located at the theoretical gore and should display a diagonally upward-pointing directional arrow above each lane that departs from the mainline alignment. The Exit Direction sign should not contain the EXIT ONLY legend.*~~ *Signing for an intermediate or minor interchange that has a multi-lane exit with an option lane that also carries the through route should use the same basic principles as those for a conventional exit. For such exits that include the addition of an auxiliary lane that is not present at the Advance Guide sign locations, but do not involve a lane drop (see Figure 2E-47), a sequence of post-mounted or overhead-mounted Advance Guide signs should be used, located in accordance with the interchange classification (see Section 2E.11). The Exit Direction sign should be located between the theoretical gore and the point of exit curvature (typically 100-200 feet upstream of the theoretical gore) and display a diagonally upward-pointing directional arrow above each lane that departs from the mainline alignment. The Exit Direction sign should contain the EXIT ONLY legend.*

08 ~~*For such interchanges that also have a lane drop (see Figure 2E-46), the Interchange Advance guide and Exit Direction signs should follow the provisions of Section 2E.28. The Exit Direction sign should be located at the theoretical gore and should contain the EXIT ONLY (E11-1e) sign panel.*~~ *For such interchanges that also have a lane drop (see Figure 2E-46), the Advance Guide and Exit Direction signs should follow the provisions of Section 2E.28. The Exit Direction sign should be located between the theoretical gore and the point of exit curvature (typically 100-200 feet upstream of the theoretical gore) and should contain the EXIT ONLY (E11-1e) sign panel.*

Figure 2E-46 of the National MUTCD is replaced with the following figure:

Figure 2E-46. Example of Signing for a Two-Lane Intermediate or Minor Interchange Exit with an Option Lane and a Dropped Lane

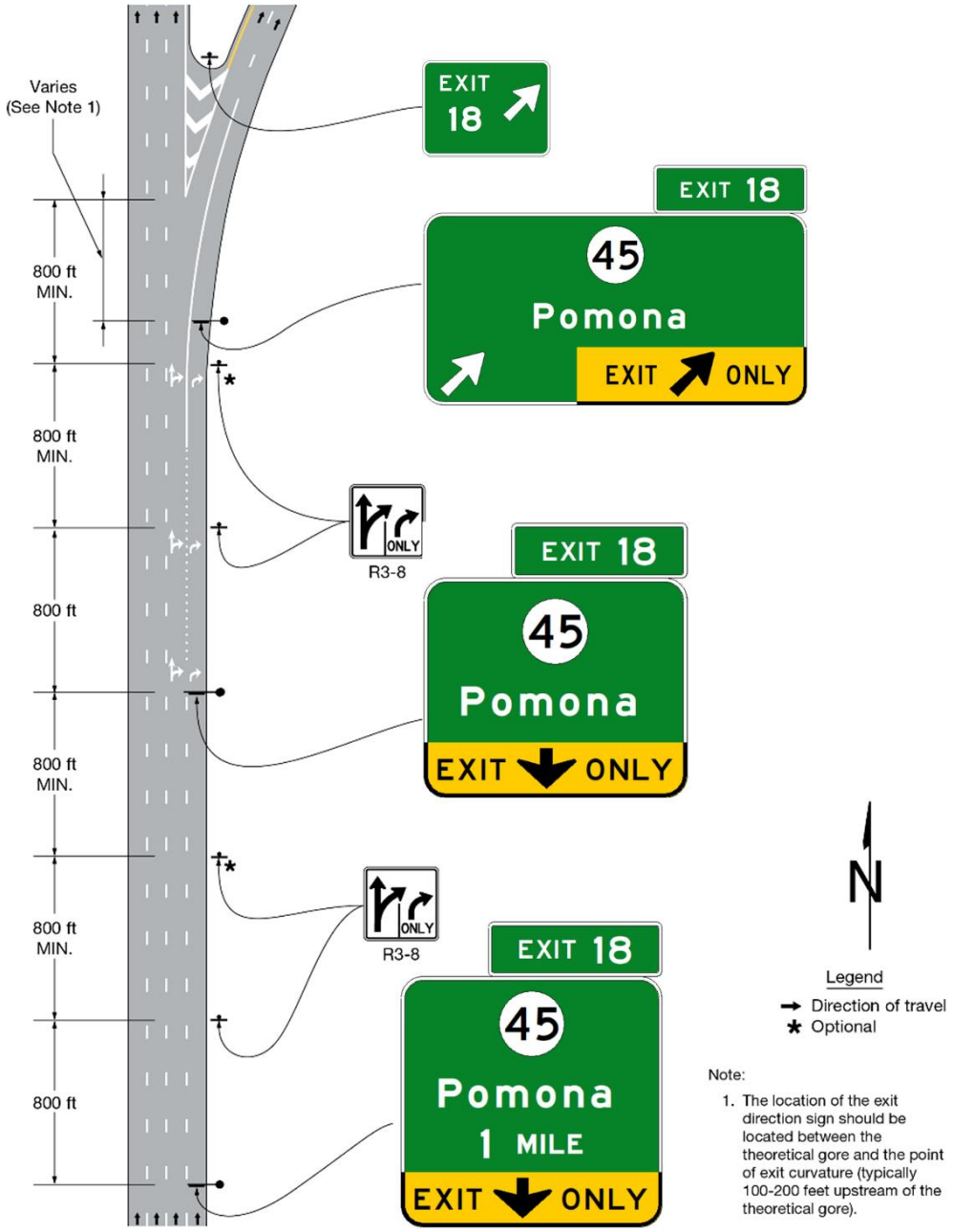
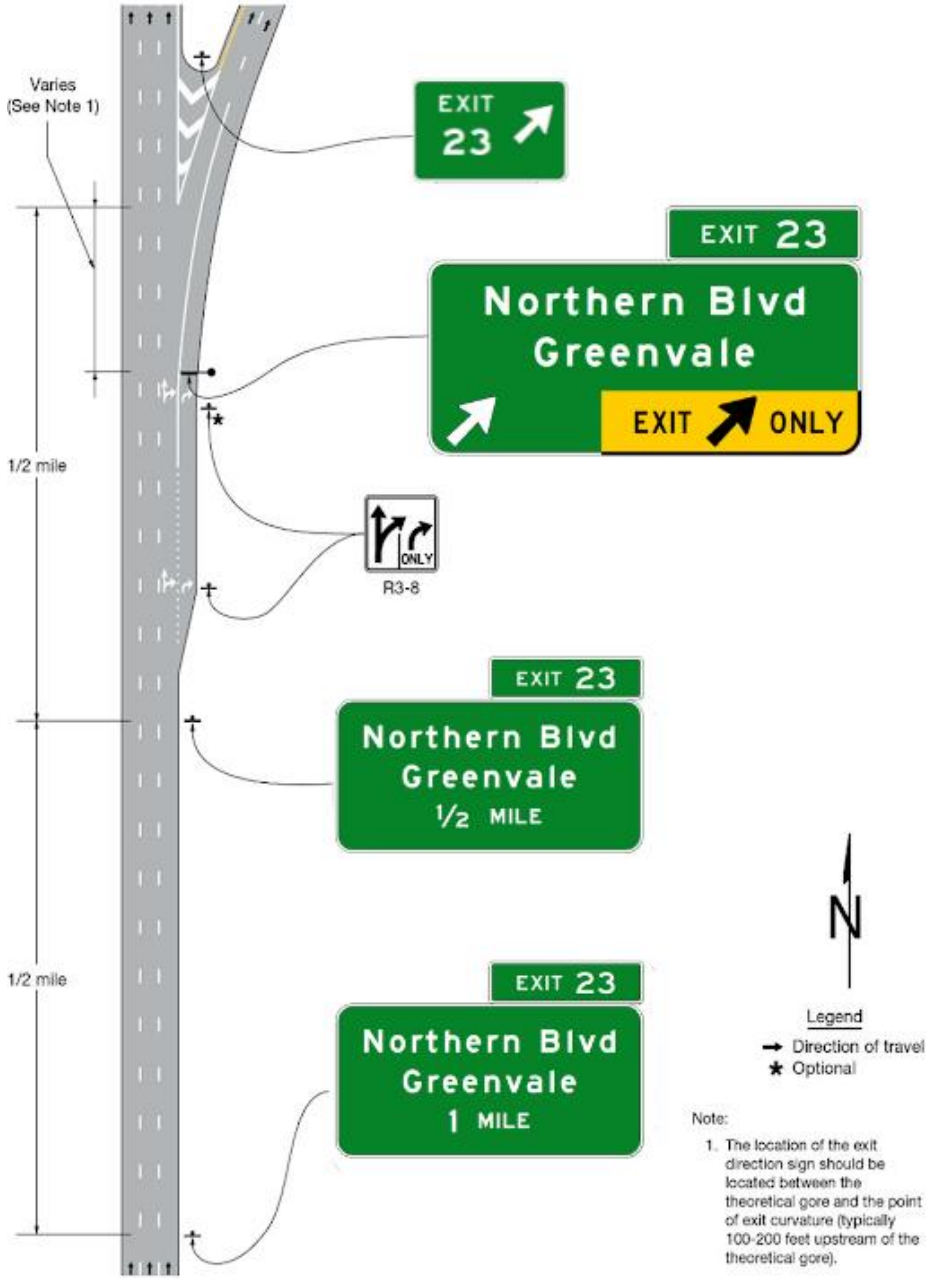


Figure 2E-47 of the National MUTCD is replaced with the following figure:

Figure 2E-47. Example of Signing for a Two-Lane Intermediate or Minor Interchange with Option and Auxiliary Lanes



CHAPTER 2F. TOLL ROAD SIGNS

Section 2F.04 of the National MUTCD is revised to read:

Section 2F.04 Regulatory Signs for Toll Plazas

Option:

18 The MOTORCYCLES ALLOWED (R3-11hP) plaque (see Figure 2G-1) may be used where motorcycles are permitted to use priced managed lanes.

CHAPTER 2G. PREFERENTIAL AND MANAGED LANE SIGNS

Table 2G-1 of the National MUTCD is revised to add:

Table 2G-1. Managed and Preferential Lanes Sign and Plaque Minimum Sizes

Sign or Plaque	Sign Designation	Section	Single Lane Conventional Road	Multi-Lane	Expressway	Freeway	Oversized
Express Lane Vehicle Axle Limitation	R3-42q_CO	2G.18	54 x 72	66 x 102	—	—	—
Express Lane Vehicle Length Limitation	R3-42r_CO	2G.18	54 x 66	66 x 84	—	—	—

Section 2G.18 of the National MUTCD is revised to read:

Section 2G.18 Regulatory Signs for Priced Managed Lanes

Option:

10 The EXPRESS LANE VEHICLE AXLE LIMITATION (R3-42q_CO) and EXPRESS LANE VEHICLE LENGTH LIMITATION (R3-42r_CO) signs (see Figure 2G-18) may be used on managed lanes where limited design length is required for vehicles with more than two axles or those exceeding 25 feet in length.

Figure 2G-18 of the National MUTCD is revised to add:

Figure 2G-18. Regulatory Signs for Managed Lanes

R3-42q_CO

R3-42r_CO

CHAPTER 2J. SPECIFIC SERVICE SIGNS

Section 2J.01 of the National MUTCD is revised to read:

Section 2J.01 Eligibility

Standard:

01 **Specific Service signs shall be defined as guide signs that provide road users with business identification and directional information for eligible services. Eligible service categories shall be limited to gas, food, lodging, camping, attractions, and electric vehicle (EV) charging. Pursuant to C.R.S. Sec. 43-1-420, the Colorado Department of Transportation has adopted rules and regulations for the erection, administration and maintenance of specific information signs in Colorado.**

CHAPTER 2K. TOURIST-ORIENTED DIRECTIONAL SIGNS

Section 2K.01 of the National MUTCD is revised to read:

Section 2K.01 Purpose and Application

Standard:

04 ~~**The use of tourist-oriented directional signs shall be limited to rural highways (see definition in Section 1C.02). Tourist-oriented directional signs shall not be installed on conventional roads in urban or urbanized areas or on freeway or expressway main roadways or ramps.**~~ **Pursuant to C.R.S. Sec. 43-1-420, the Colorado Department of Transportation has adopted rules and regulations for the erection of Tourist Oriented Directional Signs.**

Section 2K.07 of the National MUTCD is revised to read:

Section 2K.07 State Policy

Standard:

01 **To be eligible for tourist-oriented directional signing, facilities shall comply with applicable State and Federal laws concerning the provisions of public accommodations without regard to race, religion, color, age, sex, or national origin, and with laws concerning the licensing and approval of service facilities. Each State that elects to use tourist-oriented directional signs shall adopt a policy that complies with these provisions. Pursuant to C.R.S. Sec. 43-1-420, the Colorado Department of Transportation has adopted rules and regulations for the erection, administration and maintenance of Tourist Oriented Directional Signs.**

PART 3 MARKINGS

CHAPTER 3A. GENERAL

Section 3A.01 of the National MUTCD is revised to read:

Section 3A.01 Standardization of Application

Standard:

05 **Markings that are no longer applicable for roadway conditions or restrictions and that might cause confusion for the road user shall be removed or obliterated to be unidentifiable as a marking as soon as practicable. When the option of non-reflective, preformed tape is used to temporarily mask markings as provided in Paragraph 06 of this Section, the temporary mask marking shall be maintained to always avoid conflict with full compliance markings that the roadways are open to public travel.**

Option:

06 Until they can be removed or obliterated, markings that are no longer applicable for roadway conditions or restrictions may be temporarily masked with non-reflective, preformed tape that is approximately the same color as the pavement surface.

Section 3A.03 of the National MUTCD is revised to read:

Section 3A.03 Colors

Standard:

08 **When pavement markings that simulate regulatory, warning, and route signs (see Section 3B.22) are used, the colors shall be the same as those that are used for the corresponding signs as provided in Part 2 of this manual. Pavement markings shall not simulate STOP and YIELD signs.**

CHAPTER 3E. PREFERENTIAL LANE MARKINGS FOR MOTOR VEHICLES

Table 3E-1 of the National MUTCD is revised to add and delete:

Table 3E-1. Standard Edge Line and Lane Line Markings for Preferential Lanes (Sheet 1 of 2)

Type of Preferential Lane	Left-Hand Line	Right-Hand Line
Barrier-Separated, Non-Reversible	A normal solid single yellow edge line	A normal solid single white edge line (see Drawing A in Figure 3E-1)
Barrier-Separated, Reversible	A normal solid single white edge line	A normal solid single white edge line (see Drawing B in Figure 3E-1)
Buffer-Separated, Left-Hand Side	A normal solid single yellow edge line	A wide solid double white line along both edges of the buffer space where crossing is prohibited (see Drawing A in Figure 3E-2). A wide solid single white line along both edges of the buffer space where crossing is discouraged (see Drawing B in Figure 3E-2). When engineering judgment determines a wide solid double white line along both edges of the buffer space cannot be provided, a wide solid single white line along both edges of the buffer space shall be supplemented with the DO NOT CROSS DOUBLE WHITE LINES (R3-50) sign when crossing is prohibited. A wide broken single white line along both edges of the buffer space, or a wide broken single white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing C in Figure 3E-2).
Buffer-Separated, Right-Hand Side	A wide solid double white line along both edges of the buffer space where crossing is prohibited, or a wide solid single white line along both edges of the buffer space where crossing is discouraged (see Drawing D in Figure 3E-2) A wide broken single white line along both edges of the buffer space, or a wide broken single white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing D in Figure 3E-2) A wide dotted single white line within the buffer space (resulting in wider lanes) where crossing is permitted for any vehicle to perform a right-turn maneuver (see Drawing D in Figure 3E-2)	A normal solid single white edge line (if warranted)

Table 3E-1. Standard Edge Line and Lane Line Markings for Preferential Lanes (Sheet 2 of 2)

Type of Preferential Lane	Left-Hand Line	Right-Hand Line
Contiguous, Left-Hand Side	A normal solid single yellow edge line	A wide solid double white lane line where crossing is prohibited (see Drawing A in Figure 3E-3) A wide solid single white lane line where crossing is discouraged (see Drawing B in Figure 3E-3) A wide broken single white lane line where crossing is permitted (see Drawing C in Figure 3E-3)
Contiguous, Right-Hand Side	A wide solid double white lane line where crossing is prohibited (see Drawing D in Figure 3E-3) A wide solid single white lane line where crossing is discouraged (see Drawing D in Figure 3E-3) A wide broken single white lane line where crossing is permitted (see Drawing D in Figure 3E-3) A wide dotted single white lane line where crossing is permitted for any vehicle to perform a right-turn maneuver (see Drawing D in Figure 3E-3)	A normal solid single white lane line (if warranted)

Notes:

1. If there are two or more preferential lanes, the lane lines between the preferential lanes shall be normal broken white lines.
2. The standard lane markings listed in this table are provided in a tabular format for reference.

PART 4 HIGHWAY TRAFFIC SIGNALS

CHAPTER 4A. GENERAL

Section 4A.02 of the National MUTCD is revised to read:

Section 4A.02 Meanings of Signal Indications

Support:

01 ~~The "Uniform Vehicle Code" (see Section 1A.06) is the primary source for the standards for the meanings of vehicular signal indications to both vehicle operators and pedestrians as provided in Sections 4A.03 and 4A.04, the standards for the meanings of separate bicycle signal face indications as provided in Section 4A.05, and the standards for the meanings of separate pedestrian signal head indications as provided in Section 4A.06.~~ C.R.S Sec. 42-4-604, C.R.S Sec. 42-4-605, and C.R.S Sec. 42-4-612 set forth the meaning of traffic control signal indications. These meanings shall apply uniformly throughout the State.

Section 4A.06 of the National MUTCD is revised to read:

Section 4A.06 Meanings of Pedestrian Signal Indications

Standard:

01 **C.R.S Sec. 42-4-604, C.R.S Sec. 42-4-801 and C.R.S Sec. 42-4-802 set forth the meaning of pedestrian control signal indications. These meanings shall apply uniformly throughout the State.**

~~**Pedestrian signal indications shall have the following meanings:**~~

~~**A. A flashing WALKING PERSON (symbolizing WALK) signal indication has no meaning and shall not be used.**~~

~~**B. Pedestrians facing a steady WALKING PERSON (symbolizing WALK) signal indication shall be permitted to start to cross the roadway in the direction of the signal indication, possibly in conflict with turning vehicles. Pedestrians shall yield the right-of-way to vehicles lawfully within the intersection at the time that the WALKING PERSON (symbolizing WALK) signal indication is first shown.**~~

~~**C. Pedestrians facing a flashing UPRAISED HAND (symbolizing DONT WALK) signal indication shall not start to cross the roadway in the direction of the signal indication. Any pedestrian who has already started to cross the roadway on a steady WALKING PERSON (symbolizing WALK) signal indication shall continue to proceed to the far side of the traveled way of the street or highway, unless otherwise directed by a traffic control device to proceed only to the median of a divided highway or only to some other island or pedestrian refuge area (see Section 3C.12).**~~

~~**D. Pedestrians facing a steady UPRAISED HAND (symbolizing DONT WALK) signal indication shall not enter the roadway in the direction of the signal indication.**~~

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 of the National MUTCD is revised to read:

Section 4C.01 Studies and Factor for Justifying Traffic Signal Controls

Standard:

02b In accordance with the State Highway Access Code, 2 CCR 601-1, no traffic signal shall be authorized on state highways without the completion of an analysis of traffic signal system operation, design and safety as well as meeting MUTCD signal warrants.

CHAPTER 4D. DESIGN FEATURES OF TRAFFIC CONTROL SIGNALS

Section 4D.07 of the National MUTCD is revised to read:

Section 4D.07 Lateral Positioning of Signal Faces

Guidance:

05 *If ~~horizontally-arranged or~~ clustered signal faces are used, the minimum 8-foot horizontal separation between the two signal faces should be measured from the center of the right-most signal indication in the signal face on the left to the center of the left-most signal indication in the signal face on the right.*

10 *If a mandatory left-turn, right-turn, or U-turn lane is present on an approach and if a primary separate turn signal face controlling that lane is mounted over the roadway, the primary separate turn signal face ~~should not be positioned any farther to the right than the extension of the right-hand edge of the mandatory turn lane or any farther to the left than the extension of the left-hand edge of the mandatory turn lane~~ should be placed in the center of the lane but no further than the defined edges of the lane the signal head is controlling.*

CHAPTER 4E. TRAFFIC CONTROL SIGNAL INDICATIONS

Section 4E.03 of the National MUTCD is revised to read:

Section 4E.03 Positions of Signal Indications Within a Signal Face – General

Standard:

04 **The signal sections in a signal face shall be arranged in a vertical ~~or horizontal~~ straight line, except as otherwise provided in Section 4E.04.**

Option:

10 ~~Horizontally arranged and~~ Vertically-arranged signal faces may be used on the same approach provided they are separated to meet the lateral separation spacing required in Section 4D.07.

Section 4E.04 of the National MUTCD is revised to read:

Section 4E.04 Positions of Signal Indications Within a Vertical Signal Face

Option:

~~05 In a vertically-arranged signal face, signal sections that display signal indications of the same color may be arranged horizontally adjacent to each other at right angles to the basic straight line arrangement to form a clustered signal face (see Figures 4E-2, 4F-4, 4F-6, 4F-10, 4F-11, 4F-13, and 4F-15).~~

Section 4E.05 of the National MUTCD is revised to read:

Section 4E.05 Positions of Signal Indications Within a Horizontal Signal Face

Standard:

01 ~~**In each horizontally-arranged signal face, all signal sections that display red signal indications shall be located to the left of all signal sections that display yellow and green signal indications**~~. **For consistency in signalization throughout the state of Colorado and to meet driver expectations, horizontal signal faces shall not be used, except for bicycle signals.**

~~**02 In horizontally-arranged signal faces, each signal section that displays a YELLOW ARROW signal indication shall be located to the left of the signal section that displays the GREEN ARROW signal indication to which it applies.**~~

~~**03 The relative positions of signal sections in a horizontally-arranged signal face, from left to right, shall be as follows:**~~

~~**CIRCULAR RED**~~
~~**Steady and/or flashing left-turn RED ARROW**~~
~~**Steady and/or flashing right-turn RED ARROW**~~
~~**CIRCULAR YELLOW**~~
~~**Steady left-turn YELLOW ARROW**~~
~~**Flashing left-turn YELLOW ARROW**~~
~~**Left-turn GREEN ARROW**~~
~~**CIRCULAR GREEN**~~
~~**Straight-through GREEN ARROW**~~
~~**Steady right-turn YELLOW ARROW**~~
~~**Flashing right-turn YELLOW ARROW**~~
~~**Right-turn GREEN ARROW**~~

~~**04 If a bimodal signal section (see Section 4E.01) is used in a horizontally-arranged signal face, the signal section that displays the dual left-turn arrow signal indication shall be located immediately to the right of the signal section that displays the CIRCULAR YELLOW signal indication, the signal section that displays the straight-through GREEN ARROW signal indication shall be located immediately to the right of the signal section that displays the CIRCULAR GREEN signal indication, and the signal section that displays the dual right-turn arrow signal indication shall be located to the right of all other signal sections.**~~

~~**05 Except as otherwise provided in Sections 4F.04, 4F.08, 4F.11, and 4F.15 for a three-section separate turn signal face with a flashing YELLOW ARROW signal indication, the signal section that displays a flashing yellow signal indication during steady mode operation:**~~

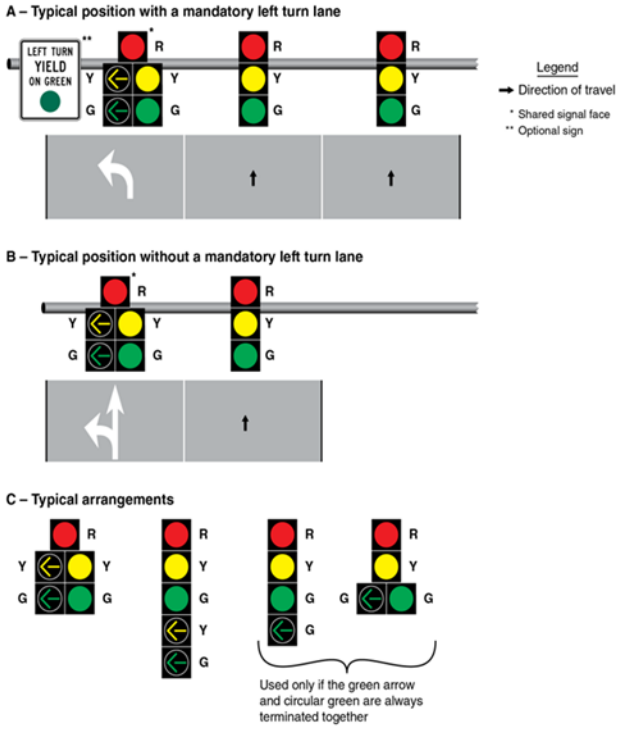
~~**A. Shall not be placed in the same horizontal position as the signal section that displays a steady yellow signal indication, and**~~
~~**B. Shall be placed to the right of the signal section that displays a steady yellow signal indication.**~~

The following figures in Section 4E are removed from the Colorado Supplement to the MUTCD 11th Edition: 4E-1, 4E-2B.

CHAPTER 4F. STEADY (STOP-AND-GO) OPERATION OF TRAFFIC CONTROL SIGNALS

Figure 4F-6 of the National MUTCD is replaced with the following figure:

Figure 4F-6. Typical Position and Arrangements of Shared Signal Faces for Protected/Permissive Mode Left Turns



The following figures in Section 4F are removed from the Colorado Supplement to the MUTCD 11th Edition: 4F-1B, 4F-2B, 4F-3B, 4F-4B, 4F-5B, 4F-6C, 4F-7B, 4F-8B, 4F-9B, 4F-10B, 4F-11B, 4F-12B, 4F-13B, 4F-14B, Note 1 on 4F-15 (Sheet 1 of 3), Note 2 on 4F-15 (Sheet 2 of 3), Note 3 on 4F-15 (Sheet 3 of 3).

CHAPTER 4I. PEDESTRIAN CONTROL FEATURES

Section 4I.02 of the National MUTCD is revised to read:

Section 4I.02 <u>Size, Design, and Illumination of Pedestrian Signal Head Indications</u>

~~Option:~~

~~12 An animated eyes symbol may be added to a pedestrian signal head in order to prompt pedestrians to look for vehicles in the intersection during the time that the WALKING PERSON (symbolizing WALK) signal indication is displayed.~~

~~**Standard:**~~

~~13 If used, the animated eyes symbol shall consist of an outline of a pair of white steadily illuminated eyes with white eyeballs that scan from side to side at a rate of approximately once per second. The animated eyes symbol shall be at least 12 inches wide with each eye having a width of at least 5 inches and a height of at least 2.5 inches. The animated eyes symbol shall be illuminated at the start of the walk interval and shall terminate at the end of the walk interval.~~

CHAPTER 4S. FLASHING BEACONS

Section 4S.01 of the National MUTCD is revised to read:

Section 4S.01 General Design and Operation of Flashing Beacons

Support:

01 A flashing beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an Intersection Control Beacon (see Section 4S.02) or it can provide warning when used in other applications (see Sections 4S.03, 4S.04, and 4S.05), which is further defined by Section 42-4-605. Flashing Lights of the Colorado Revised Statutes.

CHAPTER 4T. LANE-USE CONTROL SIGNALS

Section 4T.02 of the National MUTCD is revised to read:

Section 4T.02 Meaning of Lane-Use Control Signal Indications

Standard:

01 **C.R.S Sec. 42-4-604 sets forth the meaning of lane use control signal indications. These meanings shall apply uniformly across the state.**

~~**The meanings of lane-use control signal indications (see Figure 4T-1) shall be as follows:**~~
~~**A. A steady DOWNWARD GREEN ARROW signal indication shall mean that the lane which the arrow signal indication is located over is open to vehicle travel in that direction.**~~
~~**B. A steady YELLOW X signal indication shall mean that the lane which the Yellow X signal indication is located over is about to be closed to vehicle traffic in that direction and shall be followed by a steady RED X signal indication (either within the same signal face or in a downstream signal face).**~~
~~**C. A steady RED X signal indication shall mean that the lane which the Red X signal indication is located over is closed to vehicle traffic in the direction viewed by the road user.**~~
~~**D. A steady WHITE TWO-WAY LEFT-TURN ARROW signal indication shall mean that the lane which the turning arrows indication is located over is open to traffic making a left turn from either direction of travel, but not for through travel.**~~
~~**E. A steady WHITE ONE-WAY LEFT-TURN ARROW signal indication shall mean that the lane which the turning arrow indication is located over is open to traffic making a left turn in that direction (without opposing turns in the same lane), but not for through travel.**~~

PART 6 TEMPORARY TRAFFIC CONTROL

CHAPTER 6D. FLAGGER CONTROL

Section 6D.03 of the National MUTCD is revised to read:

Section 6D.03 Flag for Hand-Signaling

Option:

05 When flagging in an emergency using a flag as prescribed in Paragraphs 03 and 04 of this Section, flaggers may use a flag with a STOP (R1-1) face or a SLOW (W20-8) face.

Standard:

06 **When the STOP/SLOW signs on the flag are used, they shall be at least 18 inches wide with letters at least 6 inches high. The STOP (R1-1) face shall have white letters and a white border with a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background. When used at night, the STOP/SLOW paddle shall be retroreflectorized (see Figure 6D-2).**

The National MUTCD is revised to add Figure 6D-2:

Figure 6D-2. STOP/SLOW Signs on Emergency Flag

Section 6D.04 of the National MUTCD is revised to read:

Section 6D.04 Flashlight for Hand-Signaling

Option:

03 To further alert or slow traffic, the flagger may hold the flashlight at a horizontal position perpendicular to the roadway and motion up and down.

CHAPTER 6J. TTC ZONE PAVEMENT MARKINGS

Section 6J.01 of the National MUTCD is revised to read:

Section 6J.01 Pavement Markings in TTC Zones

~~*Guidance:*~~

~~*04 For long-term stationary operations, pavement markings in the temporary traveled way that are no longer applicable should be removed or obliterated as soon as practical. Pavement marking obliteration should remove the non-applicable pavement marking material, and the obliteration method should minimize pavement scarring.*~~

Standard:

04 **For long-term stationary operations, pavement markings in the temporary traveled way that are no longer applicable shall be removed or obliterated as soon as practical. Pavement marking obliteration shall remove the non-applicable pavement marking material, and the obliteration method shall minimize pavement scarring.**

Section 6J.03 of the National MUTCD is revised to read:

Section 6J.03 Temporary Raised Pavement Markers

Standard:

03 ~~**If**~~ **Except as provided in Paragraph 04b of this Section, if temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 5 feet shall be installed every 40 feet.**

04a ~~**If**~~ **Except as provided in Paragraph 04c of this Section, if temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 20 feet.**

04b **If temporary raised pavement markers are used to substitute broken line segments during chip seal operations one marker shall be placed at 40-foot intervals.**

04c **If temporary raised pavement markers are used to substitute double solid lines during chip seal operations two markers shall be placed adjacent to each other with a 4-inch gap (width), spaced at 40-foot intervals.**

PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7C. MARKINGS

Section 7C.02 of the National MUTCD is revised to read:

Section 7C.02 Pavement Word, Symbol, and Arrow Markings

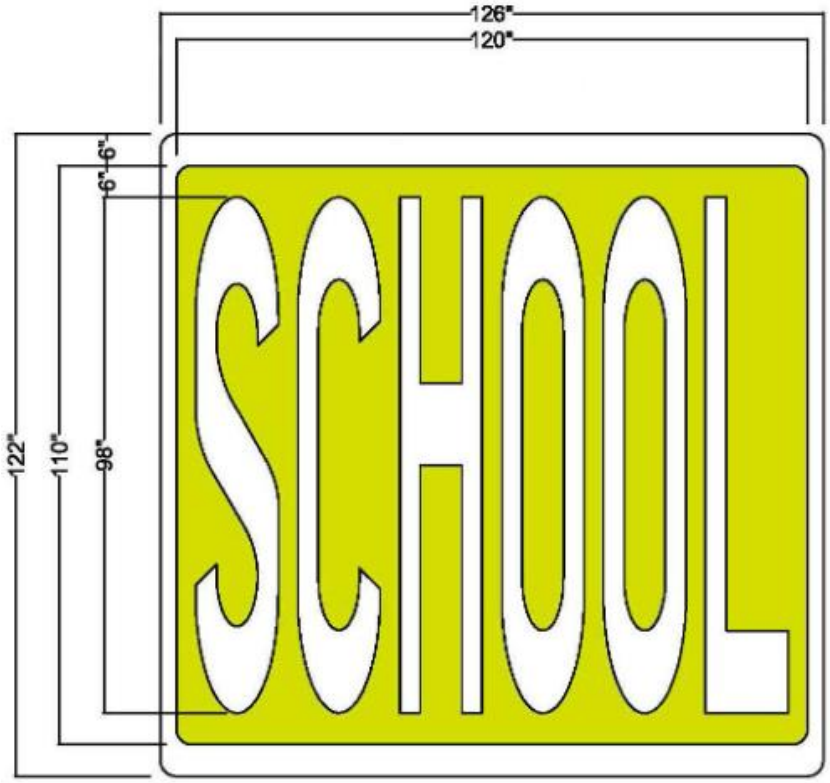
Option:

01a If used, the SCHOOL word marking may extend to the width of two approach lanes (see Figure 7C-1).

01b If used, the SCHOOL word marking may include a fluorescent yellow-green background for one approach lane (see Figure 7C-2).

The National MUTCD is revised to add Figure 7C-2:

Figure 7C-2. One Lane Pavement Marking of "School" with Fluorescent Yellow-Green Background



PART 8 TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 8A. GENERAL

Section 8A.01 of the National MUTCD is revised to read:

Section 8A.01 Introduction

Support:

06 Grade crossings and the traffic control devices that are associated with them are unique in that in many cases, the highway agency or authority with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company or transit agency are jointly involved in the development of engineering judgment or the performance of an engineering study. This joint process is accomplished through the efforts of a Diagnostic Team made up of ~~the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (if applicable).~~ the regulatory agency with statutory authority and the highway agency or authority with jurisdiction.

Section 8A.05 of the National MUTCD is revised to read:

Section 8A.05 Engineering Studies at Grade Crossings

Standard:

01 **The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team. ~~involving the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (as applicable).~~**

~~Option:~~

02 **The regulatory agency with statutory authority (if applicable) ~~may~~ shall approve or deny the grade crossing traffic control system.**

CHAPTER 8B. SIGNS

Section 8B.03 of the National MUTCD is revised to read:

Section 8B.03 Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings

Guidance:

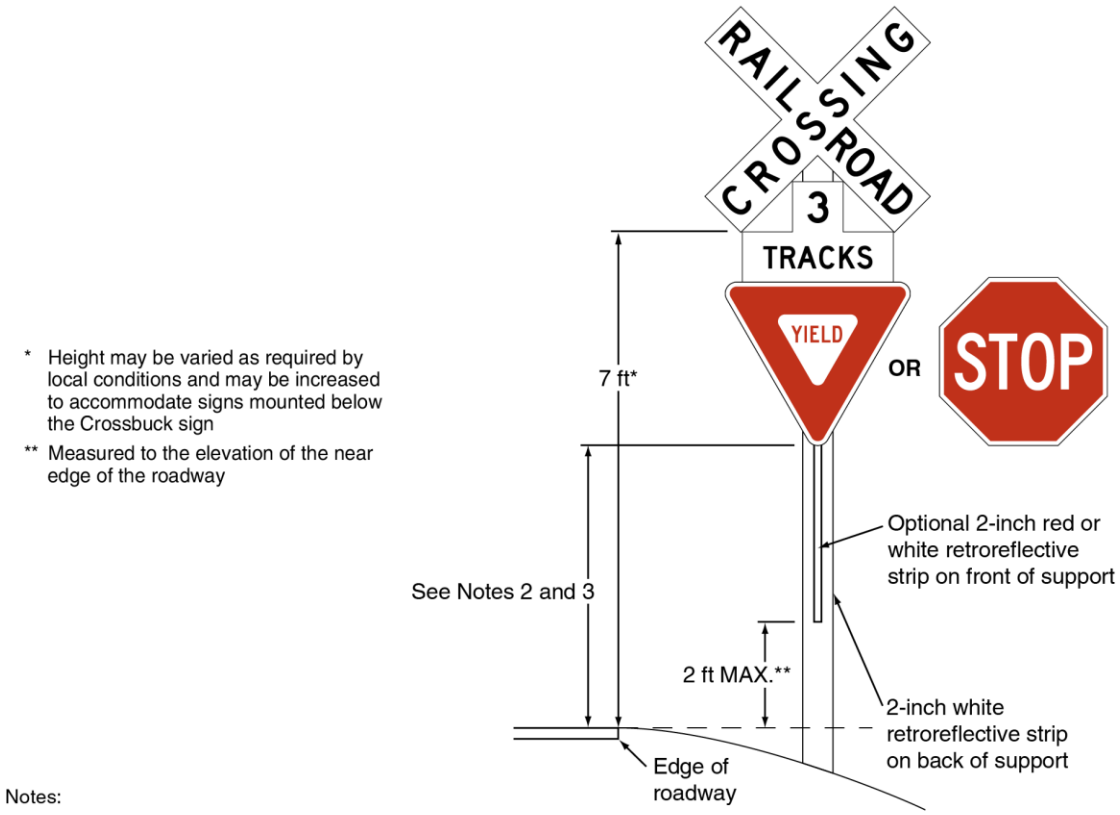
11 *Except as provided in Paragraph 12 of this Section, the mounting height of Crossbuck signs, measured vertically from the ~~center~~ bottom of the sign to the elevation of the near edge of the pavement, should be approximately ~~9~~ 7 feet (see Figure 8B-2).*

Option:

12 The ~~9~~7-foot mounting height for the Crossbuck sign may be varied as required by local conditions and may be increased to accommodate signs mounted below the Crossbuck sign.

Figure 8B-2 of the National MUTCD is replaced with the following figure:

Figure 8B-2. Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support



Notes:

1. YIELD or STOP signs are used only at passive crossings. A STOP sign is used only if an engineering study determines that it is appropriate for that particular approach.
2. Mounting height shall be at least 4 feet for installations of YIELD or STOP signs on existing Crossbuck sign supports.
3. Mounting height shall be at least 5 feet for new installations in rural areas and at least 7 feet for new installations in areas where parking or pedestrian movements are likely to occur.

CHAPTER 8D. FLASHING-LIGHT SIGNALS, AUTOMATIC GATES, AND TRAFFIC CONTROL SIGNALS

Section 8D.01 of the National MUTCD is revised to read:

Section 8D.01 Introduction

Standard:

05 **The meaning of flashing-light signals and automatic gates shall be as stated in ~~Sections 11-701 and 11-703 of the Uniform Vehicle Code (see Section 1A.06).~~ C.R.S Sec. 42-4-706.**

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9E. MARKINGS

Section 9E.13 of the National MUTCD is revised to read:

Section 9E.13 Shared-Use Paths

Guidance:

07 *If parallel bicycle and pedestrian crossing markings are used where a shared-use path crosses a roadway, crossing areas for bicycles should use green-colored pavement if the shared-use path crossing has a high volume of either mode. The minimum paved width for a two-way shared use path crossing a roadway is 10 feet.*