

# FORWARD

The 2011 “Minnesota Manual on Uniform Traffic Control Devices for Streets and Highways” (2011 MN MUTCD) has been established to provide a uniform policy for all traffic control devices on all public streets, roads and highways within the State of Minnesota. This Manual was prepared pursuant to the authority vested in the State of Minnesota, Department of Transportation (MnDOT) as provided in Minnesota Statutes, Section 169.06, subd. 1 (2004). Standards described within this Manual may also be used by private agencies on facilities which they control. It is recommended that such be done so that the meaning of traffic control devices be uniform throughout the State.

This Manual is in substantial conformance with the 2009 edition of the “Manual on Uniform Uniform Traffic Control Devices for Streets and Highways” (MUTCD) as published by the U.S. Department of Transportation, Federal Highway Administration (Federal). Most of the text, figures and tables in this Manual are identical to those found in the Federal MUTCD, while others have been modified to meet State laws or to more closely reflect the conditions and policies of Minnesota.

There may be statements or sections in this Manual which are worded in a manner designed more for a National than a State document. References to the State Statutes in this Manual should be understood to refer to the “Minnesota Motor Vehicle and Traffic Laws” and other appropriate State Statutes.

Detail drawings for signs and traffic control devices along with supplemental details pertaining to standard signs and guide signs, can be found in the MnDOT “Standard Signs Manual” and the Federal “Standard Highway Signs and Markings” book.

MnDOT and State of Minnesota manuals are available from the Office of Systems and Support Services, Map & Manual Sales Unit. Federal manuals are available from the Government Printing Office (see Section 1A.11).

Improved designs and equipment, signs for special applications, and variations from standard sign drawings and sizes which may be developed after the publication date of this Manual may be used in research or on an experimental basis. However, all such research and/or experimentation with new designs **shall** be coordinated through the Minnesota Department of Transportation, Office of Traffic, Safety, and Technology.

## Addresses for Publications Referenced in the MN MUTCD

American Automobile Association (AAA)  
1000 AAA Drive  
Heathrow, FL 32746  
www.aaa.com  
800-222-4357

American Association of State Highway and  
Transportation Officials (AASHTO)  
444 North Capitol Street, NW, Suite 249  
Washington, D.C. 20001  
www.transportation.org  
202-624-5800

American National Standards Institute (ANSI)  
1819 L Street, NW, 6th Floor  
Washington, DC 20036  
www.ansi.org  
202-293-8020

American Railway Engineering and Maintenance-of-Way  
Association (AREMA)  
10003 Derekwood Lane, Suite 210  
Lanham, MD 20706  
www.arema.org  
301-459-3200

Federal Highway Administration (FHWA)  
Office of Transportation Operations  
400 Seventh Street SW, HOTO  
Washington, DC 20590  
<http://mutcd.fhwa.dot.gov>

Federal Highway Administration Report Center  
Facsimile number: 814-239-2156  
report center @fhwa.dot.org

Government Printing Office (GPO)  
Superintendent of Documents  
P.O. Box 371954  
Pittsburgh, PA 15250-7954  
Information: 202-512-1803  
<http://mutcd.fhwa.dot.gov/ser-pubs.htm>

Illuminating Engineering Society (IES)  
120 Wall Street, Floor 17  
New York, NY 10005  
www.iesna.org  
212-248-5000

Institute of Makers of Explosives  
1120 19th St., NW, Suite 310  
Washington, D.C. 20036-3605  
www.ime.org  
202-429-9280

Institute of Transportation Engineers (ITE)  
1099 14th St., NW, Suite 300 West  
Washington, D.C. 20005-3438  
www.ite.org  
202-289-0222

## Acknowledgments

The Minnesota Commissioner of Transportation gratefully acknowledges the valuable assistance provided by the Minnesota Committee on Uniform Traffic Control Devices and other transportation professionals in the development of this Manual.

International Organization for Standardization  
1, ch. de la Voie-Creuse  
Case Postale 56  
CH-1211  
Geneva 20, Switzerland  
www.iso.ch  
011-41-22-749-0111

International Safety Equipment Association (ISEA)  
1901 North Moore Street, Suite 808  
Arlington, VA 22209  
www.safetysafetyequipment.org  
703-525-1695

National Committee on Uniform Traffic Laws and  
Ordinances (NCUTLO)  
107 South West Street, Suite 110  
Alexandria, VA 22314  
www.ncutlo.org  
800-807-5290

National Electrical Manufacturers Association (NEMA)  
1300 North 17th Street, Suite 1752  
Rosslyn, VA 22209  
www.nema.org  
703-841-3200

Occupational Safety and Health Administration (OSHA)  
U.S. Department of Labor  
200 Constitution Avenue, NW  
Washington, DC 20210  
www.osha.gov  
800-321-6742

Office of Systems and Support Services  
Map and Manual Sales Unit  
Mail Stop 260, Room G-19  
395 John Ireland Blvd.  
St. Paul, Minnesota 55155-1899  
651-296-2216

Office of Traffic, Safety, and Technology  
Mail Stop 725  
1500 West County Road B2  
Roseville, Minnesota 55113  
www.state.mn.us/trafficeng  
651-234-7002

Transportation Research Board (TRB)  
The National Academies  
500 Fifth Street, NW  
Washington, D.C. 20001  
www.nas.edu/trb  
202-334-3072

U.S. Architectural and Transportation Barriers  
Compliance Board (The U.S. Access Board)  
1331 F Street, NW, Suite 1000  
Washington, DC 20004-1111  
www.access-board.gov  
202-272-0080

# INTRODUCTION

## **STANDARD:**

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway, or private road open to public travel (see definition in Section 1A.13) by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. Minnesota Statute, Section 169.06, subd. 2 and subd. 3 (2004), empowers the Commissioner of Transportation and local road authorities to place and maintain traffic control devices on all roadways within their respective jurisdictions.

The Federal “Manual on Uniform Traffic Control Devices” (MUTCD) is incorporated by reference in 23 Code of FHWA Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel (see definition in Section 1A.13) in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (Federal) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

The “Minnesota Manual on Uniform Traffic Control Devices” (MN MUTCD) has been developed to establish standards for the use of traffic control devices in the State of Minnesota and directed by Minnesota Statutes, Chapter 169.06, subd. 1 which states in part “The Commissioner (of Transportation) shall adopt a manual and specifications for a uniform system of traffic-control devices consistent with the provisions of this chapter (Chapter 169) for use upon highways within this state.”

In accordance with 23 CFR 655.603(a), for the purposes of applicability of the MUTCD:

A. Toll roads under the jurisdiction of public agencies or authorities or public-private partnerships shall be considered to be public highways;

B. Private roads open to public travel shall be as defined in Section 1A.13; and

C. Parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned shall not be considered to be "open to public travel" for purposes of MUTCD applicability.

Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any items owned by FHWA.

## **SUPPORT:**

Pictographs, as defined in Section 1A.13, are embedded in traffic control devices but the pictographs themselves are not considered traffic control devices for the purposes of the previous paragraph.

The need for uniform standards was recognized long ago. The American Association of State and Highway Officials (AASHO), now known as the American Association of State Highway and Transportation Officials (AASHTO), published a manual for rural highways in 1927, and the National Conference on Street and Highway Safety (NCSHS) published a manual for urban streets in 1930. In the early years, the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of AASHO and NCSHS developed and published the original edition of this Manual of Uniform Traffic Control Devices (MUTCD) in 1935. That committee, now called the National Committee on Uniform Traffic Control Devices (NCUTCD), though changed from time to time in name, organization, and personnel, has been in continuous existence and has contributed to periodic revisions of this Manual. The FHWA has administered the MUTCD since the 1971 edition. The FHWA and its predecessor organizations have participated in the development and publishing of the previous editions. There were nine previous editions of the MUTCD, and several of those editions were revised one or more times. Table I-1 traces the evolution of the MUTCD, including the two manuals developed by AASHO and NCSHS.

Minnesota also recognized the need for statewide uniform standards and published its first recorded “Minnesota Manual on Uniform Traffic Control Devices For Streets and Highways” in 1939. It was adopted by the Commissioner of Highways in conformity with the “Highway Traffic Regulation Act” of 1937, and the standards and regulations follow closely the recommendations embodied in the “Manual on Uniform Traffic Control Devices for Streets and Highways” of the American Association of State

Year	Name	Month/Year Revised
1927	Manual and Specifications for the Manufacture ,Display, and Erection of U.S. Standard Road Markers and Signs (for rural roads)	4/29, 12/31
1930	Manual on Street Traffic Signs, Signals, and Markings (for urban streets)	No revisions
1935	Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)	2/39
1942	Manual on Uniform Traffic Control Devices for Streets and Highways - War Emergency Edition	No revisions
1948	Manual on Uniform Traffic Control Devices for Streets and Highways	9/54
1961	Manual on Uniform Traffic Control Devices for Streets and Highways	No revisions
1971	Manual on Uniform Traffic Control Devices for Streets and Highways	11/71, 4/72, 3/73, 10/73, 6/74, 6/75, 9/76, 12/77
1978	Manual on Uniform Traffic Control Devices for Streets and Highways	12/79, 12/83, 9/84, 3/86
1988	Manual on Uniform Traffic Control Devices for Streets and Highways	1/90, 3/92, 9/93, 11/94, 12/96, 6/98, 1/00
2000	Manual on Uniform Traffic Control Devices for Streets and Highways - Millennium Edition	7/02
2003	Manual on Uniform Traffic Control Devices for Streets and Highways	11/20/03
2009	Manual on Uniform Traffic Control Devices for Streets and Highways	1/15/10

**Table I-1. Evolution of the Federal MUTCD**

Highway Officials (AASHO) and the National Conference on Street and Highway Safety, which was adopted as an American standard by the American Standards Association on November 7, 1935. In October, 1993, the Minnesota Department of Transportation requested that the North Central Institute of Traffic Engineers (NCITE) form the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) review committee. Its purpose was to review any material to be included or revised in the MN MUTCD so that it reflects current Minnesota Statutes and/or policies as they pertain to all streets or highways within the State. It serves as an advisory body to the Commissioner of Transportation. That committee changed its name to the Minnesota Committee on Uniform Traffic Control Devices (MCUTCD) since its function is similar in nature to the National Committee on Uniform Traffic Control Devices (NCUTCD). Table I-1a traces the evolution of the MN MUTCD.

**STANDARD:**

The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.

In Minnesota, the requirements for conformity can be found in Minnesota Statute Section 169.06, subd. 3, which states "All such traffic-control devices hereafter erected shall conform to the state manual and specifications."

**SUPPORT:**

The "Uniform Vehicle Code (UVC)" is one of the publications referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States.

Year	Name	Commissioner's Order Number	Month/Day/Year of Adoption
1939	Manual on Uniform Traffic Control Devices for Streets and Highways of the State of Minnesota	12328	4/21/39
1949	Manual on Uniform Traffic Control Devices for Streets and Highways of the State of Minnesota	19270	3/22/49
1956	Manual on Uniform Traffic Control Devices for Streets and Highways of the State of Minnesota	25729	5/23/56
1962	Manual on Uniform Traffic Control Devices for Streets and Highways of the State of Minnesota	32517 49894 50987	2/16/62 9/15/71 4/21/72
1974	Minnesota Manual on Uniform Traffic Control Devices for Streets and Highways	54014	12/20/73
1986	Minnesota Manual on Uniform Traffic Control Devices for Streets and Highways (MN MUTCD)	70797 71787	4/15/86 12/19/86
1991	Minnesota Manual on Uniform Traffic Control Devices for Streets and Highways (MN MUTCD)	77588 78988 79901 80748 80878 81551 82232 82843 83387 84240 85045	10/3/91 1/4/93 2/4/94 1/6/95 4/3/95 3/15/96 1/10/97 1/2/98 11/17/99 1/26/00 12/20/00
2001	Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD)	86252 87127 87570	4/15/02 5/22/03 1/2/04
2005	Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD)	88522 89453 90038 90627	5/5/05 1/2/07 2/15/08 3/26/09
2011	Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD)	92952 93167 93799 94040 94687 97233	12/15/11 7/15/12 7/29/13 12/11/13 2/10/15 1/31/18

**Table I-1a. Evolution of the Minnesota MUTCD**

MN Rev. 1  
 MN Rev. 2  
 MN Rev. 3  
 MN Rev. 4  
 MN Rev. 5

**GUIDANCE:**

The States should adopt Section 15-116 of the UVC, which states that "No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104."

**SUPPORT:**

The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets, highways, bikeways, and private roads open to public travel (see definition in Section 1A.13).

Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures and tables, including the notes contained therein, supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or note contained therein.

**STANDARD:**

When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be as defined in the first paragraph of Section 1A.13.

**SUPPORT:**

Throughout this Manual all dimensions and distances are provided in English units. Appendix A2 contains tables for converting each of the English unit numerical values that are used in this Manual to the equivalent Metric (International System of Units) values.

**GUIDANCE:**

If Metric units are to be used in laying out distances or determining sizes of devices, such units should be specified on plan drawings and made known to those responsible for designing, installing, or maintaining traffic control devices.

Except when a specific numeral is required or recommended by the text of a Section of the Manual, numerals displayed on the images of devices in the figures that specify quantities such as times, distances, speed limits, and weights should be regarded as examples only. When installing any of these devices, the numerals should be appropriately altered to fit the specific situation.

**SUPPORT:**

The following information will be useful when reference is being made to a specific portion of text in this Manual.

There are nine Parts in this Manual and each Part is

comprised of one or more Chapters. Each Chapter is comprised of one or more Sections. Parts are given a numerical identification, such as Part 2-Signs. Chapters are identified by the Part number and a letter, such as Chapter 2B-Regulatory Signs, Barricades and Gates. Sections are identified by the Chapter number and letter followed by a decimal point and a number, such as Section 2B.3-Size of Regulatory Signs.

Each Section is comprised of one or more paragraphs. The paragraphs are indented but are not identified by a number. Paragraphs are counted from the beginning of each Section without regard to the intervening text headings (Standard, Guidance, Option, or Support). Some paragraphs have lettered or numbered items. As an example of how to cite this Manual, the phrase "Not less than 40 feet beyond the stop line" that appears in Section 4D-14 of this Manual would be referenced in writing as "Section 4D.14, P7, D1, A.1," and would be verbally referenced as "Item A.1 of Paragraph 1 of Section 4D.14."

**STANDARD:**

In accordance with 23 CFR 655.603(b)(3), Minnesota shall revise the MN MUTCD to be in substantial conformance with changes to the National MUTCD within 2 years of the effective date of the Final Rule for the changes. Substantial conformance of such State or other Federal agency MUTCDs or Supplements shall be as defined in 23 CFR 655.603(b)(1).

After the adoption and issuance of a new edition of the MN MUTCD or a revision thereto, new or reconstructed devices installed shall be in compliance with the new edition or revision.

In cases involving Federal-aid projects for new street, highway or bicycle trail construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the most recent edition of the MN MUTCD before that highway is opened or re-opened to the public for unrestricted travel [23 CFR 655.603(d)(2) and (d)(3)].

Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current edition of the MN MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the Highway Safety Program, 23 U.S.C. § 402(a). The FHWA and the State of Minnesota have the authority to establish other target compliance dates for implementation of particular changes to the MN MUTCD [23 CFR 655.603(d)(1)]. These target compliance dates established by the FHWA shall be as shown in Table I-2.

Except as provided in the following Option, when a non-compliant traffic control device is being replaced or refurbished because it is damaged, missing, or no longer serviceable for any reason, it shall be replaced with a compliant device.

In addition, the section, portion of a section or graphic which shall be in compliance for future dates shall be encased in a red box or continuation of a red box together with the compliance date which is also in red. That section, portion of a section, or graphic which shall have already been in compliance for past dates shall be encased in a red dashed box or continuation of a red box together with the compliance date which is also in red.

This user of this Manual is encouraged to refer to Table I-2 for further information.

**OPTION:**

A damaged, missing, or otherwise non-serviceable device that is non-compliant may be replaced in kind if engineering judgment indicates that:

- A. One compliant device in the midst of a series of adjacent non-compliant devices would be confusing to road users; and/or
- B. The schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MN MUTCD.

## Approved Revisions

This loose-leafed edition of the MN MUTCD incorporates all revisions which have been approved by the Federal Highway Administrator. This 2011 Edition of the MN MUTCD includes all official final rulings, interpretations, and modifications as of December 15, 2011.

A list of all official changes/revisions to this manual can be found in the Record of Revisions starting on page ix. As changes/revisions are made to each page, the revision number and date of revision will be added and so marked in the outside margin adjacent to the appropriate text or figure. The date at the bottom outside corner of each page indicates the date the official text revisions were distributed.

## Symbols and Additions

This edition of the MN MUTCD continues the national trend set in the Federal MUTCD toward a broader use of symbols as alternatives to word messages. Also, the following new parts have been added to the MN MUTCD:

Appendix A1, Congressional Legislation

Appendix A2, Metric Conversions

Appendix A3, Retroreflective Sheeting  
Identification Guide

Appendix C, Sign Listing

||  
MN Rev. 1  
MN Rev. 3

2011 MN MUTCD Section Number(s)	2011 MN MUTCD Section Title	Section	Compliance Date
2A.8	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see 1st Standard, 2nd paragraph)	June 13, 2014 *
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see 1st Standard, 2nd paragraph)	January 17, 2013 (date established in the 2000 FHWA MUTCD)
2B.40	ONE WAY Signs (R6-1 , R6-2)	New requirements in the 2009 FHWA MUTCD for the number and locations of ONE WAY signs (see 1st Standard, 4th paragraph; 2nd Standard, 3rd and 4th paragraphs)	December 31, 2019
2C.6 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 FHWA MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 FHWA MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 FHWA MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see 1st Standard, 3rd paragraph; 2nd Standard)	June 13, 2017, or when timing adjustments are made to the individual intersection and/or corridor whichever comes first
4E.6	Pedestrian Intervals and Signal Phases	New requirement in the 2009 FHWA MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (1st Standard, 4th paragraph)	June 13, 2017, or when timing adjustments are made to the individual intersection and/or corridor whichever comes first
6D.3 **	Worker Safety Considerations	New requirement in the 2009 FHWA MUTCD that all workers within the right-of-way shall wear high-visibility apparel (1st Standard; 2nd Standard, 1st and 2nd paragraphs)	December 31, 2011
6E.2 **	High-Visibility Safety Apparel	New requirement in the 2009 FHWA MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.4 **	Uniform of Adult Crossing Guards	New requirement in the 2009 FHWA MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.4, 8B.4	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Section 8B.3, 3rd Standard, 3rd paragraph and Section 8B.4, 3rd Standard and 4th Standard, 1st paragraph)	December 31, 2019
8B.4	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 FHWA MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

\* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

\*\* FHWA MUTCD requirement is a result of a legislative mandate,

Note: All compliance dates that were previously published in Table I-2 of the 2009 FHWA MUTCD and 2011 MN MUTCD and that do not appear in this revised table have been eliminated.

**Table I-2. Target Compliance Dates Established by the FHWA**



RECORD OF REVISIONS OR ADDITIONS		
Revision Number	Date Issued	Pages Revised or Added
	12/15/2011	Issued as a new manual
1	6/15/2012	v, viii, ix, 1A-4, 1A-28, 1A-29, 2A-5, 2A-18, 2B-1 thru 2B-6, 2B-11, 2B-15, 2B-34, 2B-35, 2B-38, 2B-41, 2B-53, 2B-56, 2B-57, 2C-3, 2C-4, 2C-11, 2C-13, 2C-17, 2C-18, 2C-20, 2C-24 thru 2C-28, 2C-30, 2C-34, 2D-23, 2D-27 thru 2D-29, 2E-6, 2E-33, 2E-37, 2E-41, 2E-51, 2F-6, 2G-11, 2G-16, 2I-2, 2I-5, 2I-10, 2I-11, 2I-13, 2J-5, 2M-1, 2M-2, 2N-2, 3B-27, 3B-35, 4D-1, 4D-39, 4D-46, 4E-3, 4E-6, 4F-3, 5C-2, 6D-1, 6D-2, 6D-4, 6E-1, 6F-3, 6F-7, 6F-20, 6F-29, 6F-37, 6F-52, 6G-1, 7B-1, 7B-5, 7B-6, 7B-9, 7B-11, 7C-1, 7D-1, 7E-a thru 7E-21, 8B-1, 8B-3, 8B-4, 8B-7 thru 8B-10, 8B-14, 8B-18, 8C-4, 8C-8, 8C-9, 9A-i, 9A-ii, 9B-2 thru 9B-4, 9B-6, 9B-9, 9B-18, 9C-1, A2-1, C-1 thru C-8, C-15 thru C-24, C-26, C-28 thru C-31, C-33 thru C-40, C-42, C-43, C-47, C-52 thru C-60, C-62 thru C-70, C-75 thru C-77, C-79 thru C-83
2	6/29/2013	ii, vi, 2A-4, 2A-18, 2A-19, 2B-2 thru 2B-6, 2B-11, 2B-12, 2B-18, 2B-21, 2B-22, 2B-37, 2B-40, 2B-47, 2B-48, 2B-51, 2B-56, 2B-59, 2C-4, 2C-5, 2C-7, 2C-10, 2C-26, 2C-32, 2D-1, 2D-9, 2D-27, 2D-39, 2E-18, 2E-47, 2E-48, 2E-51, 2G-3, 2G-4, 2H-i, 2H-2, 2H-7 thru 2H-9, 2I-2 thru 2I-4, 2I-7, 2I-10, 2J-4, 2J-6, 2K-1, 2K-5, 2M-i, 2M-1, 2M-2, 2M-9, 2M-12 thru 2M-14, 3B-9, 4D-2, 4D-31, 4D-33, 6F-5, 6J-4, 6J-17, 7A-i, 7B-2, 7B-10, 9B-9, 9B-16, 9B-18, C-1, C-2, C-5, C-13, C-14, C-16 thru C-21, C-24, C-26 thru C-39, C-41 thru C-57, C-59 thru C-61, C-63 thru C-66, C-82 thru C-95, INDEX-9 thru INDEX-16.
3	12/11/2013	v, ix, 2B-i, 2B-17, 2B-55, 2C-ii, 2C-23, 2C-26 thru 2C-36, 2D-28, 2E-11, 3B-14, 3C-1, 4G-3, 4L-1, 6A-iii thru 6A-vi, 6F-3 thru 6F-5, 6F-14, 6F-17, 6F-19, 6F-20, 6F-40 thru 6F-53, 6G-7, 6J-iii, 6J-2, 6J-4, 6J-5, 6J-7, 6J-8, 6J-10, 6J-11, 6J-14 thru 6J-21, 6J-24a thru 6J-25b, Chapter 6K (the Field Manual) in its entirety, 7B-2, 8B-2, 9B-6, C-3, C-19, C-38, C-39, C-46, C-56 thru C-58, remove Appendix B in its entirety.
4	2/10/2015	v, ix, 2C-i, 2C-iii, 2C-5, 2C-23, 3A-i, 3A-iii, 3B-8, 3B-10, 3B-11, 3B-14, 3B-36, 6A-iii, 6A-v, 6A-vi, 6C-6, 6F-20, Chapter 6H (Speed Limits in Temporary Traffic Control Zones) in its entirety.
5	1/31/2018	Chapter 6K - Minnesota Temporary Traffic Control Field Manual (the Field Manual) in its entirety.