Regulatory Flexibility Analysis and Impact Statement Form

For Proposed New and Amended Regulations Affecting Small Businesses or Individuals

Introduction

Beginning January 1, 2016, agencies submitting proposed new or amended regulations that affect small businesses or individuals are required, under the new Regulatory Transparency and Accountability Acts of 2015 (see 80 Del. Laws, c. 112 and 113), to submit a Regulatory Flexibility Analysis (RFA) and a Regulatory Impact Statement (RIS) with the proposed regulation to the Registrar of Regulations (see **29 Del.C. Ch. 104**).

This RFA and RIS form is intended to benefit the small businesses and individuals impacted by proposed regulations by ensuring a reasonable level of consistency in the formatting of RFAs and RISs across different agencies and regulations.

State agencies proposing new or amended regulations that are substantially likely to impose additional costs or burdens on small businesses[1] or individuals[2] must submit a Regulatory Flexibility Analysis (RFA) **and** a Regulatory Impact Statement (RIS) to the Registrar of Regulations, with the proposed regulation. For agencies proposing amendments to existing regulations, the promulgating agency shall only be required to complete the RFA and RIS for the proposed amended portion of the existing regulation, and not for the entire existing regulation.

What is a Regulatory Flexibility Analysis (RFA)?

In each RFA, an agency must consider, where applicable, lawful, feasible and desirable, specific methods of reducing the burdens of the regulation on individuals and/or small businesses, including: (1) establishing less stringent requirements and deadlines; (2) establishing performance standards to replace design standards; (3) exempting individuals and small businesses from all or part of the regulation; and (4) examining other ways to accomplish the regulation's purpose, while minimizing the impact upon individuals and/or small businesses.

What is a Regulatory Impact Statement (RIS)?

Among other things, each RIS must (1) describe the purpose of the regulation; (2) identify the individuals and/or small businesses subject to it; (3) provide an estimate of the potential costs of compliance; and (4) describe any less intrusive or less costly alternative methods of achieving the purpose of the regulation. In addition, the Act further enhances transparency by requiring the Registrar of Regulations to transmit regulatory impact statements to the appropriate standing committee of the General Assembly.

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[1] "Small business" means any not-for-profit enterprise, sheltered workshop or business enterprise which is engaged in any phase of manufacturing, agricultural production or personal service, regardless of the form of its organization, when such enterprise or workshop employs fewer than 50 persons, has gross receipts of less than $10,000,000 and is not owned, operated or controlled by another business enterprise.

[2] "Individual" means any natural person, including any sole proprietorship. The term "individual" does not include any natural person affected by a regulation in his/her capacity as an officer, director, or employee of an organization that is not a "small business"; *e.g.* the CEO of a large business.

Agencies, Boards, and Commissions: please fill out this form when proposing new or amended regulations for the purpose of informing the public and business community. All proposed regulations, even if an exemption applies, must have this form attached when submitting to the Registrar of Regulations.

Date 2/7/2018 Agency DelDOT Division/Office Traffic

Contact Name Mark Luszcz, Chief Traffic Engineer

Contact Email (or mailing address for comments) Mark.Luszcz@state.de.us

Regulation # 2402 Title Delaware MUTCD - Revision 3

Exemptions

○ Exemption A: This proposed regulation is not subject to Chapter 104, Title 29 of the Delaware Code, because it will not apply to small businesses or individuals at all.

◉ Exemption B: The agency, board, or commission is exempt from completing the RFA and Impact Statement due to the nature of the proposed regulation.

Choose the reason for exemption:

◉ B1. This proposed regulation is not substantially likely to impose additional costs or burdens upon individuals and/or small businesses. Explain this conclusion:
See attached explanation

○ B2. This is an emergency regulation pursuant to **29 Del.C. §10119**.

◉ B3. This proposed regulation is exempt from the procedural requirements of the Administrative Procedures Act, **29 Del.C. §10113(b)**. Choose which reason:

- ◉ B3a. Descriptions of agency organization, operations and procedures for obtaining information
- ◉ B3b. Rules of practice and procedure used by the agency
- ○ B3c. Delegations of authority to subordinates
- ◉ B3d. Nonsubstantive changes in existing regulations to alter style or form or to correct technical errors
- ○ B3e. Amendments to existing regulations to make them consistent with changes in basic law but which do not otherwise alter the substance of the regulations
- ○ B3f. Codifications of existing agency or judicial principles of decision derived from previous decisions and rulings

B4. This proposed regulation defines standard of conduct or qualifications of individuals applying for licensure or as licensed professionals. Identify which professional license or professional qualification this would apply to:

B5. Regulations that are required by federal law and/or have already complied with the federal Regulatory Flexibility Act, 5 U.S.C. § 601 et seq. (If this is checked, the agency, board, or commission shall cite the federal law, regulation, directive, or guidance strictly mandating such state regulation and shall attach any applicable Federal RFA related to the regulation, if available. Attach the Federal RFA statement to this form, or provide the URL.)

End of Exemption Section

Summary of Proposed Changes for DE MUTCD Revision 3 and Exemptions for Regulatory Flexibility Analysis (as of 2/7/2018)

Page	Sec / Fig / Table	Para	Action / Modification	Justification / Reference / Discussion	Exemption	Explanation
1A-3	Section 1A.07	01A	• Added option for traffic control devices and applications that do not comply with one or more standard statements in this manual may be used, if it has been determined based on engineering judgment that such devices/applications follow the basic precepts of traffic control devices (incorporating design elements that promote the ability of the road user to perceive, comprehend, and react as intended), and are determined to be in the best interests of Delaware's road users.	Justification: Clarified approval process for traffic control devices and applications that do not comply with standard statements.	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
1A-14	Section 1A.13	03	• Added definition of bicycle box in Section 1A.13	Justification: Added Bicycle Boxes based on recommendations from the NCUTCD. References: *NCUTCD Bicycle Box*	B3b	Incorporates practice and guidance from the National Committee on Uniform Traffic Control Devices.
2B-3	Table 2B-1	-	• Added a footnote for ONE WAY (R6-1) signs to allow smaller signs on multi-lane conventional roads and expressways based on engineering judgment	Justification: Excessively large ONE WAY signs takes away from the visibility and message of the STOP sign on the minor street approach and other more important sign messages. References: *Size of ONE WAY (R6-1 L/R) Signs at Divided Highway Intersections* memo	B1	The proposed regulation would only change the size of existing signs, making them smaller and less expensive to procure, thereby minimizing costs.
2B-3	Table 2B-1	-	• Added a footnote for DO NOT ENTER (R5-1) signs to allow smaller signs to be used on the back side of 36" STOP signs at development access points.	Justification: Reduces the number of required sign assemblies at development entrances where DO NOT ENTER signs are required.	B1	The proposed regulation would only change the size of existing signs, making them smaller and less expensive to procure, thereby minimizing costs.
2B-10	2B.06	02	• Added guidance for use of STOP signs on minor-street approaches.	Justification: The DE MUTCD provides minimum volume thresholds for major street approaches, but not minor street approaches.	B1	The proposed guidance would reduce the number of signs needed on some roadways, thereby reducing any costs or impacts.
2B-14	Section 2B.11	01E	• Incorporated *FHWA Official Interpretation – R1-5 Sign* text into manual	Justification: Updated text to reflect the FHWA official interpretation of the R1-5 series. Reference: *FHWA Official Interpretation – R1-5 Sign* memo	B3b	Incorporates practice and guidance from Federal Highway Administration.
2B-38	2B.37	03C	• Provided guidance regarding spacing between DO NOT ENTER and WRONG WAY signs: Along divided highways, the minimum spacing between DO NOT ENTER (R5-1) and WRONG WAY (R5-1a) signs should be 300 feet. Where site conditions make it difficult to provide a minimum spacing of 300 feet between DO NOT ENTER (R5-1) and WRONG WAY (R5-1a) signs along divided highways, a minimum spacing of 200 feet should be provided.	Justification: Numerous instances across the state where DO NOT ENTER AND WRONG WAY signs are being installed too close together.	B1	The proposed guidance would reduce the number of signs needed on the roadway, thereby reducing any costs or impacts.
2B-78, 79	Figure 2B-33 and Section 2B.72	08A	• Added IT CAN WAIT! plaque as an option	Justification: Revised to reflect use of educational plaque	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
2C-2 2C-5 2C-35 2C-36	Tables 2C-1 & 2C-2, Section 2C.50, Fig. 2C-11	01	• Change the designation for the Duck Crossing sign from W11-11-DE to W11-3-DE	Justification: Revised to reduce potential confusion regarding sign codes for the Duck Crossing (W11-11-DE) sign and the Golf Cart (W11-11) sign.	B3d	Nonsubstantive change to alter sign designation.

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2C-17	Figure 2C-3	-	• Removed signs W1-11R and W13-1P from Figure 2C-3; keep text referring to these signs as an option	Justification: W11-1R and W13-1P signs are often misused based on their depiction in Figure 2C-3d	B3d	The existing regulation is not changing. This is only a modification to a figure to clarify an existing regulation.
2C-2 2C-5 2C-33 2C-34 2C-39	Tables 2C-1 & 2C-2, Figure 2C-10, Section 2C.49, 2C.60	06A 01A	• Created new sign called W11-1-DE with text "IN LANE" • Provided guidance about preferred width of shoulder • Added new sign to list of vehicular traffic warning signs on Page 2C-33	Justification: Text updated to reflect DelDOT's desire to discontinue the use of the Share the Road plaque, as discussed in the Share the Road Plaque memorandum. References: *Bicycle Warning Sign and Share the Road Plaque* memo	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
2D-3 2D-4 2E-6	Section 2D.05 and 2E.14		• Revised text to match original federal text	Justification: FHWA rescinded use of Clearview font	B3b	Incorporates practice and guidance from Federal Highway Administration.
2D-3 2D-21 2D-28	Table 2D-1, Section 2D.41, Fig. 2D-7	08A	• Added DART Beach Bus Park & Ride (D2-2-DE) sign to Figure 2D-7 and as an option in Section 2D.41, paragraph 08A	Justification: Sign provides guidance regarding the distance to Park & Rides serving the DART Beach Bus	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
2D-29	Section 2D.43	07A 08A	• Incorporated *Interim Guidance – Overhead Street Signs Mounted on Traffic Signals* memo	Justification: Smaller letter heights are sufficient to convey information to motorists and problems with mounting large signs on signal mast arms and span wires. Reference: *Traffic Design Manual*	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
2I-2 2I-13 2I-14	Table 2I-1 Figure 2I-8 Section 2I.09	01A 09A	• Changed "DISABLED VEHICLES" in sign D12-4-DE to "TRAFFIC PROBLEMS" and update text accordingly in Section 2I.09 • Created new plaque "TRAFFIC ALERT WHEN FLASHING" as an optional supplement to the D12-1-DE sign, and update text accordingly in Section 2I.09	Justification: Revised to reflect current practices; TRAFFIC PROBLEMS conveys are more comprehensive message compared to DISABLED VEHICLES.	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
2K-3 2K-6	Figure 2K-1 Section 2K.07	02	• Added reference to Standards for Agricultural Tourism Attraction Guide Signs memo; deleted existing guidance	Justification: Standards for Agricultural Tourism signs have been modified. Reference: Standards for Agricultural Tourism Attraction Guide Signs	B3a	The proposed regulation would not change DelDOT's current procedures. This change removes guidance from this document and directs the reader to the information/procedures in an established agency policy.
3B-4	Section 3B.01	11C	• Added guidance for centerline markings on roadways with on-street parking	Justification: Previous DE MUTCD guidance did not account for roadways with on-street parking.	B3b	The proposed guidance incorporates DelDOT rules of practice and procedure
3B-4 3B-37	Section 3B.01 3B.08	11D 03A	• Added guidance for maintaining center line and edge line striping along roadways at the intersection with minor roadways or driveways with an ADT of 200 vehicles per day or lower	Justification: Allowing center line and edge line striping to remain when constructing new intersections with low-volume roadways or driveways would result in reduced construction costs and improved pavement quality, which would naturally deteriorate when markings are eradicated from the pavement surface.	B1	The proposed guidance would allow existing pavement markings to be maintained at low volume intersections, thereby reducing any costs or impacts.

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3B-58	Section 3B-13 Figure 3B-15F, G, H	01. B.6	• Removed RPMs from turn lanes on Figure 3B-15F and 3B-15H • Removed Figure 3B-15G • Created new Figure 3B-15G for RPM application for two-way left-turn lanes with 80' spacing through the two-way left-turn lane and 40' spacing approaching the intersection • Removed 48' RPM spacing from Figure 3B-15F • Removed any text regarding 20' RPM spacing (note 2 in multiple figures) along conventional roadways • Revised spacing for all RPMs to 40' or 80'for conventional roadways	Justification: Excessive use of RPMs along conventional roadways; need clarification of usage of RPMs along two-way left-turn lanes	B1	The proposed regulation would only reduce the use of RPMs and therefore would not impose additional costs or burdens.
3B-59	Section 3B.16	01E	• Added guidance for stop line at stop-controlled approaches with an ADT of 100 vehicles per day or lower.	Justification: Adding a minimum volume threshold for the installation of stop lines would reduce the costs to construct intersections with low-volume approaches; for example, at access points to new development or roadside businesses.	B1	The proposed guidance would allow for the omission of stop lines on very low-volume approaches based on engineering judgment, thereby reducing any costs or impacts.
3B-60	3B-10	10	• Add text to reference bicycle boxes in Part 9	Justification: Added Bicycle Boxes based on recommendations from the NCUTCD. References: *NCUTCD Bicycle Box*	B3b	Incorporates practice and guidance from the National Committee on Uniform Traffic Control Devices.
4D-14 4D-15 4D-17	Section 4D.11 Section 4D-12	07A 07B 07C 07D 18-19B	• Change Guidance for use of signal backplates on signal heads mounted on mast arms and where an engineering study indicates their need • Added Standard for two-inch wide yellow retroreflective border on signal backplates and tether wire on signal heads with backplates on span wire	Justification: Experience with use of two-inch retroreflective borders on backplates have shown superior improvements in conspicuity compared to thinner borders. Reference: DelDOT Traffic Systems Design Directive 2017-1	B1	The use of backplates are optional, and therefore does not require any additional costs or impacts.
4E-7 thru 4E-10	Section 4E.08 Figures 4E-3 4E-4	04, 06A & 08A	• Added text to Section 4E.08 ¶04 with additional criteria regarding 10" guidance at landing area and extension • Revised wording in Section 4E.08 ¶06A • Updated depictions of landing areas and pedestrian pushbuttons in Figure 4E-3 and Figure 4E-4	Justification: Corrected issues with landing areas in Figure 4E-4. Updated for current practice in Delaware for Figure 4E-3.	B3b	Incorporates practice and guidance from the Americans with Disabilities Act Accessibility Guidelines.
6E-11	Section 6E.08	01A 01B 04A	• Added Standard to prohibit flagger stations on Interstates, Freeways, and Expressways • Added Option for use of flaggers to support emergencies and incidents • Added Guidance for location of flagger stations for moving operations on two-lane, two-way roadways	Justification: Reflects DelDOT's current standard practice.	B3b	The proposed regulations incorporate DelDOT's standard rules of practice to maintain safe operation of work zones.
6F-1 6F-11	Section 6F.01 Section 6F.03	02-03, 05 18	• Added reference to AASHTO's *Manual for Assessing Safety Hardware* (MASH) when referring to NCHRP Report 350	Justification: AASHTO's MASH is an update to NCHRP Report 350. Reference: AASHTO's MASH	B3b	Incorporates practice and guidance from a national organization, the American Association of State Highway and Transportation Officials.
6F-11	Section 6F.04	04-06	• Added Guidance, Option, and Standard for use of ballasts and sandbags with temporary sign stands	Justification: Reflects DelDOT's current standard practice.	B3b	The proposed regulations incorporate DelDOT's standard rules of practice to maintain safe operation of work zones.

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6F-3 6F-20 6F-26 6H-79 & 6H-81	Table 6F-1 Figure 6F-5 Section 6F.59 Figures 6H-28 & 6H-29	03, 13, 13A	• Added the following signs to Table 6F-1 and Figure 6F-5: o M4-9-DE1 (48”x36” I/F/E, 30”x24” Other) o M4-9b-DE (9”x12”) o M4-9b-DE1 (9”x12”) • Updated text in Section 6F.59 to include new signs • Updated the TA-28, TA-29 to show new smaller signs	Justification: There have been reports that motorists have confused pedestrian / bicycle detour signs for vehicular detour signs. The smaller version of these signs for pedestrians / bicyclists are intended to reduce driver confusion. References: N/A	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6F-24	Section 6F.50	02A	• Replaced Share the Road plaque with W11-1-DE	Justification: Text updated to reflect DelDOT’s desire to discontinue the use of the Share the Road plaque, as discussed in the Share the Road Plaque memorandum. References: *Bicycle Warning Sign and Share the Road Plaque* memo	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
6F-29	Section 6F.60	30D	• Added Guidance for placement of portable changeable message sign and drums to accommodate bicycles to the extent possible on conventional roads	Justification: Reflects DelDOT’s current standard practice.	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6F-37	Section 6F.67	01	• Added Standard for base color of drums (orange)	Justification: Reflects DelDOT’s current standard practice.	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6G-10	Section 6G.13	04A	• Updated text to include reference to *Traffic Control Within Intersections* memo	Justification: Memorandum describes current common practices. Incorporated memorandum into MUTCD. References: *Traffic Control Within Intersections* memo	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6G-12	Section 6G.14	05 06	• Added Standard to prohibit use of flaggers on Interstates, Freeways, and Expressways • Added Option for use of flaggers to support emergencies or incidents	Justification: Reflects DelDOT’s current standard practice.	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6G-16	Section 6G.22	All	• New section created • Verified 6H-35H was added	Justification: Memorandum describes current common practices. Incorporated memorandum into MUTCD. References: *Interim Guidance – Rolling Road Blocks* memo	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6G-17	Section 6G.23	All	• New section created	Justification: Memorandum describes current common practices. Incorporated memorandum into MUTCD. References: *Interim Guidance – Installing and Removing TTC Devices* memo	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6G-19	Section 6G.24	All	• New section created	Justification: Memorandum describes current common practices. Incorporated memorandum into MUTCD. Reference: *Interim Guidance – Aerial Work* memo	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.
6H-38	Figure 6H-11A	01	• Included Note 2 (Standard) from Figure 6H-11 in Figure 6H-11A	Justification: Modifications to regulatory signs (e.g., new STOP signs and new intersection traffic control types/operations), albeit temporary, require DelDOT Traffic’s formal approval and Traffic Control Device Authorization. Reference: Section 6F.05 and Figure 6H-11	B3b	The proposed regulations incorporate DelDOT’s standard rules of practice to maintain safe operation of work zones.

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6H-66 & 6H-67	Figure 6H-21A		• Created new typical application (TA-21A) for turn lane closure (left-turn or right-turn lane) • Included shoulder closure taper transitioning into in-place left or right turn lane closure	Justification: A right-turn lane closure is a very common MOT application; yet, TA-21 is primarily intended for thru lane applications and TA-23 is a relatively uncommon double left-turn lane closure. References: Figures 6H-21 and 6H-23	B3b	The proposed regulations incorporate DelDOT's standard rules of practice to maintain safe operation of work zones.
6H-71	Figure 6H-23		• Shifted signs and sign dimensions A and B on the eastbound approach back	Justification: The former sign dimensions erroneously depicted the stop line as the primary point of measure; however, the beginning of the turn lane closure taper is the appropriate reference point.	B3d	The proposed regulations correct a technical error.
7B-1 7B-4 7B-7 7B-9	Table 7B-1 Figures 7B-1 7B-3 7B-5		• Updated name and size of overhead school speed limit sign in Table 7B-1 • Updated overhead school speed limit sign in Figures 7B-1, 3, and 5	Justification: Previously, sign read "School Speed XX Limit When Flashing". Sign has been updated to read "School Speed Limit XX When Flashing". References: *Interim Guidance – Overhead School Speed Limit XX When Flashing Sign* memo	B3b	The proposed regulations incorporate DelDOT's standard rules of practice to maintain safe operation of work zones.
7B-7 7B-9 7B-13	Figures 7B-3 7B-5 Section 7B.15	17-18	• Updated school speed limit assembly signs with flashing beacons in Figures 7B-3 and 7B-5 • Removed ¶18 in Section 7B.15, as ¶16 is sufficient for the description and location of the beacons, and ¶18 is incorrect.	Justification: Flashing beacons on school speed limit sign assembly has been updated to comply with MUTCD standards. Previously, both flashing beacons were located on top of the assembly which should only be used at railroad crossings. References: - Section 4L.04 - Page from 2007 DE MUTCD	B3d	The proposed regulations correct a technical error.
7B-10	Section 7B.12	04A	• Added ¶04A to Section 7B.12 to include R1-5 series signs	Justification: Updated text to reflect the FHWA official interpretation of the R1-5 series. References: *FHWA Official Interpretation – R1-5 Sign* memo	B3b	Incorporates practice and guidance from the Federal Highway Administration.
9B-2 9B-8 9B-5	Table 9B-1 Section 9B.11 Figure 9B-2(1)	06 - 09	• Added text and updated table for new EXCEPT BICYCLES R3-7bP plaque • The "BICYCLES"word message is used instead of bike symbol (per FHWA)	Justification: Added plaque based on recommendations from the NCUTCD and FHWA Interim Approval. References: *NCUTCD Except Bicycles Plaque* and *FHWA Interim Approval #18*	B3b	Incorporates practice and guidance from the Federal Highway Administration the National Committee on Uniform Traffic Control Devices.
9B-3 9B-11 9B-11 9B-15	Table 9B-1 Section 9B.19 Figures 9B-3 9B-5	02	• Removed W16-1P sign from Table 9B-1 and Figure 9B-3 (no longer related to bicycles) • Added W11-1-DE sign to Figure 9B-3 • Replaced paragraph 02 with Option for W11-1-DE instead of SHARE THE ROAD plaque	Justification: New Bicycle IN LANE warning sign added based on DelDOT's current practice. Text updated to reflect DelDOT's desire to discontinue the use of the Share the Road plaque, as discussed in the Share the Road Plaque memorandum. References: *Bicycle Warning Sign and Share the Road Plaque* memo	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
9B-4	Section 9B.04	01A	• Added Guidance for use of Bike Lane (R3-17) sign	Justification: Reduce overuse of signs	B1	The proposed regulation would reduce the use of signs and would not impose additional costs or burdens.

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9B-6 9B-7 9B-5 9C-2	Section 9B.05 Figures 9B-2(1) 9C-1	01 – 04	• Eliminate use of the R4-4 • Replace all references to R4-4 with R4-4-DE • Modify text to allow optional use of R4-4-DE for all weaving movements between bicycles and right-turning vehicles	Justification: Application of both sign messages was confusing.	B1	Proposed regulation is optional, and therefore does not require any additional costs or impacts.
9B-15 9C-2 9C-3 9C-4 9C-6 9C-7 9C-8 9C-13 9C-14 9C-15 9C-16 9C-17	Figures 9B-5 9C-1 9C-1A 9C-1B 9C-1D 9C-1E 9C-1F 9C-4 9C-4A 9C-5 9C-6 9C-6A		• Removed optional signs from figures	Justification: Optional signs shown figures has led to the overuse of optional signs.	B3d	The existing regulation is not changing. Only the form in the way it is shown will be modified.
(prev. 9C-9)	Figure 9C-1G		• Removed Figure 9C-1G	Justification: Figure is no longer needed since the use of raised pavement markers is changing in Part 3 and will no longer be used along dotted lines.	B1	The proposed regulation would reduce the use of RPMs and would not impose additional costs or burdens.
9C-9	Section 9C.04	03A	• Modified the Guidance text to include "should" condition.	Justification: Clarified Guidance statement.	B3d	The existing regulation is not changing. Only the form in the way it is described will be modified.
9C-14 9C-15 9C-11	Figures 9C-4B 9C-4C Section 9C.04	New 15 - 21	• Added paragraphs 15 – 21 in Section 9C.04 • Added Figures 9C-4B and 9C-4C	Justification: Text and figures updated to depict common practice in Delaware for right-turn lane treatments where space does not exist to provide a dedicated bicycle lane to the left of a right-turn only lane. References: *Interim Guidance; Part 9, Right-Turn Lane Markings for Bicycles* memo	B3b	The proposed regulations incorporate DelDOT's standard rules of practice to maintain safe operation of bicycle lanes.
9C-22 9C-24 9C-25	Section 9C.08 Figures 9C-10 9C-11	01 – 07	• New section created	Justification: Added Bicycle Boxes based on recommendations from the NCUTCD and FHWA Interim Approval. References: *NCUTCD Bicycle Box and FHWA Interim Approval #18*	B3b	Incorporates practice and guidance from the Federal Highway Administration.

Part 5 (Low Volume Roads), and Part 8 (Railroads) will not be impacted in Revision 3.