REVISION PROCESS

• FHWA sends out Notice of Proposed Amendments (NPA) in Federal Register

• Public allowed to submit comments on proposed amendments

• All comments received are made public

• Comments typically due within 60 days of the publishing of the NPA

• FHWA reviews comments received and issues final rule which details final changes
REVISION PROCESS

• NPA issued August 2, 2011

• Requested comments for revisions to MUTCD Sections 1A.09 and 1A.13

• Revisions involved the inclusion of guidance on the use of Engineering Studies and Engineering Judgment

• Also involved the modification of the definition of ‘Standard’
REVISION PROCESS

• NPA issued August 31, 2011

• Based on a previous request for comments published November 30, 2010 regarding 7 of the original 2009 MUTCD compliance dates

• Requested comments for the modification and elimination of certain compliance dates in MUTCD Table I-2
REVISIONS 1 & 2 TO THE 2009 MUTCD

WHAT CHANGED

• Final Rule issued May 2012 and became effective June 13, 2012

• Guidance was added on the use of engineering studies and engineering judgment

• Definition of ‘Standard’ was revised

• Elimination of 46 compliance dates and revision of 4 compliance dates in Table I-2

• Allowances for historic street name signs
STANDARDS, ENGINEERING STUDIES & ENGINEERING JUDGMENT

• Sentence added in 2009 “Standard statements shall not be modified or compromised based on engineering judgment or engineering study” was removed.

• 3 sentences from 2003 which were removed in 2009 were restored: “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. Thus, while this Manual provides Standards, Guidance, and Options for design and applications 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.”
STANDARDS, ENGINEERING STUDIES & ENGINEERING JUDGMENT

- IL Supplement to MUTCD

- FHWA issued official interpretation in October 2010 regarding definition of standard

- IDOT used the language in this interpretation to modify the definition of standard in the IL supplement

- Guidance was already included in 1A.09 for engineering studies and engineering judgment
Site-specific conditions may lead agencies to determine that it is impossible or impractical to comply with a Standard and that they must deviate from the requirement of a particular Standard at that location or others with the same condition. In such limited specific cases, the deviation is allowed, provided that the agency or official having jurisdiction fully documents the engineering reason for the deviation with an engineering study.

This definition remains and supersedes the revised definition in the National MUTCD.
### Table I-2. Target Compliance Dates Established by the FHWA

<table>
<thead>
<tr>
<th>2009 MUTCD Section Number(s)</th>
<th>2009 MUTCD Section Title</th>
<th>Specific Provision</th>
<th>Compliance Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>JA.05</td>
<td>Maintaining Minimum Reflectivity</td>
<td>Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above the established minimum levels (see Paragraph 3)</td>
<td>2 years from the effective date of this revision of the 2009 MUTCD</td>
</tr>
<tr>
<td>JA.18</td>
<td>Later Offset</td>
<td>Compliance with sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 7)</td>
<td>January 17, 2013 (planned installation by the 2009 MUTCD)</td>
</tr>
<tr>
<td>JA.25</td>
<td>ONE-LANE Signs</td>
<td>New requirements in the 2009 MUTCD for the number and locations of ONE-LANE signs (see Paragraphs 6, 8, and 13)</td>
<td>December 31, 2010</td>
</tr>
<tr>
<td>JA.25</td>
<td>Horizontal Alignment Signs</td>
<td>Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table I-6)</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>JB.21/22</td>
<td>Roadside Marking Lines</td>
<td>New requirement in the 2009 MUTCD to use E1-4AP and E1-3AP placards for left-turn exit</td>
<td>December 31, 2014</td>
</tr>
<tr>
<td>JA.05</td>
<td>Yellow Change and Red Changeover Intervals</td>
<td>New requirement in the 2009 MUTCD that during the yellow change and red changeover intervals shall be determined using engineering practices (see Paragraphs 3 and 6)</td>
<td>5 years from the effective date of this revision of the 2009 MUTCD, or when making adjustments to individual intersection or other design, whichever occurs first</td>
</tr>
<tr>
<td>JA.05</td>
<td>Pedestrian Interchange and Signal Phases</td>
<td>New requirement in the 2009 MUTCD that the pedestrian change interval shall not exceed the end changeover interval shall be followed by a buffer interval of at least 5 seconds (see Paragraph 4)</td>
<td>5 years from the effective date of this revision of the 2009 MUTCD, or when making adjustments to individual intersection or other design, whichever occurs first</td>
</tr>
<tr>
<td>JA.05</td>
<td>Wheel Safety Pedestrian Crossing</td>
<td>New requirement in the 2009 MUTCD that all crossings that are not high-visibility signs (see Paragraphs 4, 6, and 7)</td>
<td>December 31, 2011</td>
</tr>
<tr>
<td>JA.05</td>
<td>High-Vizility Safety Applic.</td>
<td>New requirement in the 2009 MUTCD that all crossings that are not high-visibility signs (see Paragraph 4)</td>
<td>December 31, 2011</td>
</tr>
<tr>
<td>JA.05</td>
<td>Uniforms of Adult Crossing Guards</td>
<td>New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards</td>
<td>December 31, 2011</td>
</tr>
<tr>
<td>JA.05</td>
<td>Grade Crossing (Rampway) Signs and Supports</td>
<td>Pedestrian crossing sign must be used (see Paragraph 7 in Section 14.22b)</td>
<td>December 31, 2016</td>
</tr>
<tr>
<td>JA.05</td>
<td>Crosswalk Assemblies with YIELD or STOP signs at Passive Control Crossings</td>
<td>New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with crosswalk signs at passive grade crossings</td>
<td>December 31, 2016</td>
</tr>
</tbody>
</table>

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

** MUTCD requirement is a result of legislative mandates.

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

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**58 COMPLIANCE DATES REDUCED TO 12**
COMPLIANCE DATES

• The elimination of certain compliance dates does not eliminate the associated MUTCD standard. It only eliminates a date by which the standard must be applied

• All compliance dates published in the original 2009 MUTCD that do not appear in the revised table have also been eliminated
SIGN RETROREFLECTIVITY: Implementation and continued use of an assessment or management method to maintain regulatory and warning sign retroreflectivity. Compliance date June 13, 2014

Agencies are still required to implement and use a method to maintain guide signs, but there is no compliance date for this

SIGN SUPPORTS: Sign supports on roads with posted speed of 50 mph or greater must be crashworthy by Jan. 17, 2013

ONE WAY SIGNS: New requirements for the number and location of one ways signs at divided highways and T-intersections. Compliance date Dec 31, 2019
COMPLIANCE DATES

- HORIZONTAL ALIGNMENT WARNING SIGNS: Appropriate use of turn and curve signs, advisory speed plaques, chevrons, and exit/ramp speed signs in accordance with Table 2C-5 by Dec 31, 2019

- ‘LEFT’ PLAQUES: Shall be used on freeway/expressway guide signs in advance of left hand exits by Dec 31, 2014

- YELLOW CHANGE AND RED CLEARANCE INTERVALS: Must be determined using engineering practices. Compliance date June 13, 2017 or when timing adjustments are made

- PEDESTRIAN CHANGE INTERVALS (FLASHING DON’T WALK): Shall not extend into the red clearance interval and shall be at least 3 seconds between the end of flashing don’t walk and beginning of next green. Compliance date June 13, 2017 or when timing adjustment are made
COMPLIANCE DATES

- HIGH VISIBILITY CLOTHING: All workers, emergency responders and flaggers within right-of-way and all adult crossing guards shall wear high visibility clothing. ANSI Class II minimum. Compliance date Dec 31, 2011.

- RAILROAD GRADE CROSSING SIGNS: Retroreflective strip shall be used on crossbuck sign and sign support. New requirements for the use of STOP and YIELD signs at passive crossings. Compliance date Dec 31, 2019.
HISTORIC STREET NAME SIGNS

• On lower speed roadways, historic street name signs within locally identified historic districts do not have to meet the requirements for mixed case lettering, letter height, and background color.
GENERAL STREET NAME SIGNS

• Original 2009 Compliance Dates specifically for Street Name Signs have been eliminated
  – 6-inch letter height for 2-lane all speeds and multi-lane speeds of 40 mph or less
  – 8-inch letter height for multi-lane with speeds greater than 40 mph
  – 12-inch letter height for overhead signs

• These letter heights are recommendations and are not MUTCD standards. Agencies should use engineering judgment on whether to use these recommendations or not.
GENERAL STREET NAME SIGNS

• The following standards are still in place:
  – 12” sign height. Can be reduced to 8” for low-speed roads and where physical conditions do not allow for larger sign.
  – Mixed-case lettering
  – Background colors: Blue, Green, Brown, White
  – Retroreflective

• Again, there are no compliance dates for these standards
http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm

- **Pdf document which contains the following:**
  - Internal Hotlinks
  - Pop-up Definitions
  - Links to external documents and web sites
  - Official Interpretations
  - Known Errors
Questions
?????