2003 MUTCD
Updates That May Apply to Local Agencies
Implementation

• Illinois has not adopted the 2003 MUTCD.
• The ILMUTCD may be issued this summer.
• Illinois would adopt the national 2003 MUTCD at that time.
• The 2003 MUTCD and Illinois supplement will be available on the IDOT web site when adopted.
Keeping the local agencies informed

The Central Bureau of Local Roads & Streets will issue a circular letter to the local agencies after the Illinois supplement to the 2003 MUTCD has been issued and the national 2003 MUTCD has been adopted in Illinois.
Current Availability

• FHWA web site:
  http://mutcd.fhwa.dot.gov

• Hard copy may be purchased at that address by clicking on ATSSA, ITE, or AASHTO.

• $70 loose leaf or bound.

• $15 extra for binder with tabs.
The 2003 Edition of the MUTCD

Federal Highway Administration

Office of Transportation Operations

MUTCD Team
## Comments--- Where the Interest Lies

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Final Rule for 2003 MUTCD

Published in November 20, 2003 Federal Register
Format of the 2003 MUTCD

- New cover design
- Website-posted PDF files are official
- Printed books sold by ITE, AASHTO, ATSSA, and GPO.
Format of the 2003 MUTCD

The 2003 Edition of the MUTCD, published November 20, 2003, is available in both PDF and HTML formats.

Change List (details how the 2003 Edition differs from the Millennium Edition with Revision No. 1 dated December 28, 2001), dated November, 2003:

2003 Change List (PDF format, 219 pages)
2003 Change List (HTML format)

Disclaimer: The 2003 MUTCD may be viewed in HTML format, in addition to PDF format. HTML format is accessible to individuals with disabilities, per Section 508 of the Rehabilitation Act. While every effort has been made to assure complete consistency between the PDF and HTML files posted on the MUTCD website, the PDF files constitute the official version of the MUTCD. The PDF files take precedence over any potentially conflicting MUTCD text or figures that may occur in the HTML files.

508-compliant HTML web version (accessible to blind & low-vision persons)
Format of the 2003 MUTCD

HTML Version has:

- Search Engine
- Hot Links
“Search the MUTCD”
“Search the MUTCD”
Format of the 2003 MUTCD

30% fewer pages…
same size as 2001 AASHTO Green Book
More Words Per Page

2000

2003
Graphics Improvements

2000

Metropolis Utopia 2 MILES
E1-1

Metropolis Utopia EXITS 2 MILES
E1-1a

2003

“Pattern-Accurate Fonts and Spacing

X
2003 MUTCD Part 2 Signs
Part 2 Signs – Compliance Dates

Standard statement in Introduction of MUTCD:

• The FHWA has the authority to establish other target compliance dates for implementation of particular changes to the MUTCD [23 CFR 655.603(d)(4)].

• In the Introduction are listed the target compliance dates for some 78+ sections of the MUTCD
2A.06 Design of Signs

- Add Guidance:

  phone numbers of more than four characters should not be shown on any sign, supplemental plaque, sign panel (including logo panels on specific service signs), or changeable message sign.
2A.21 Posts and Mountings

- Add OPTION a strip of retroreflective material may be used on the supports of regulatory and warning signs to draw attention to the sign.
- Add STANDARD specifying the size, location, and color of the strip of retroreflective material.
2003 MUTCD
Part 2B Regulatory Signs
2B.03 Size of Regulatory Signs

- Increase in size of some signs

18”x24” to 24”x30”  
24”x18” to 30”x24”

*Older Driver Handbook Recommendation

*Compliance date is 10 years after the Final Rule for the 2003 MUTCD.
2B.11 Yield Here to Pedestrian Signs

*10 Year Compliance Period
Reduced Speed Ahead Signs

• Move Reduced Speed Ahead Signs from Regulatory series (R2-5) to Warning Sign series (W 3-5)
• 15 year compliance period
2B.37 ONE WAY Signs

Add Standard statement:

• Except as noted in the Option, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-11) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

• ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figures 2B-12 through 2B-15.

* Compliance date of January 17, 2008 for placement requirement at intersecting alleys
2B.44 Pedestrian Crossing Signs

Change name of “Pedestrians Prohibited” sign to “NO PEDESTRIAN CROSSING”
2B.45 NO TURN ON RED Sign

- Design of R10-11 revised to put “Red Ball” at bottom of sign
2003 MUTCD

Part 2C

Warning Signs
2C.07 Combination Horizontal Alignment/Advisory Speed Signs

- New standard designs with advisory speed as part of the symbol design (Proposed changes withdrawn for further application review)
2C.10 Chevron Alignment Sign

- The design of the Chevron Alignment sign – a border shall not be used
2C.11 Truck Rollover Warning Sign

* Compliance date is 10 years from the effective date of the Final Rule for the 2003 MUTCD.
2C.15 Narrow Bridge/Road Sign

- Delete Narrow Bridge/Road symbol sign from MUTCD due to poor understanding of this symbol sign
- Word version only for these signs

*Compliance date is 10 years from the effective date of the Final Rule
2C.28 BRIDGE ICES BEFORE ROAD Sign

- New Section
- Add OPTION for use of BRIDGE ICES BEFORE ROAD

W8-13
Speed Reduction Signs
(Section 2C.51)

- Add new Section Speed Reduction Signs

*Compliance period is 15 years from effective date of Final Rule
2C.31 Merge Signs

- Add New Entering Roadway Merge Sign W4-5
- Add to GUIDANCE that the ENTERING ROADWAY MERGE sign for use on a roadway curves before converging

*Compliance date is 10 years from effective date of Final Rule
2C.33 LANE ENDS Sign

- Change Title of Section
- Add New Symbol Design

*Compliance period is 10 years from effective date of Final Rule*
2C.40 Vehicular Traffic Signs

- Add Truck symbol, Bicycle, Golf Cart, and Horse-Drawn Vehicle signs
- Add OPTION – SHARE THE ROAD may be mounted below Vehicular Traffic Signs

*Compliance period is 10 years from Final Rule
2C.41 NonVehicular Signs

- Add Equestrian, Handicapped, and Snowmobile symbol signs
- Add OPTION that AHEAD or XX Meters plaque may be used in advance of crossing

*Compliance date is January 17, 2011 for elimination of x-walk lines from crossing signs and for use of downward pointing arrow
2C.41 NonVehicular Signs

Plaques

➢ Modify STANDARD that when a NonVehicular warning sign is used at a crossing, it shall be supplemented with a diagonal downward pointing arrow (W16-7p) plaque showing the location of the crossing

* Compliance date is Jan 17, 2011
2C.50 CROSS TRAFFIC DOES NOT STOP Plaque

- Replace entire section with new OPTION and STANDARD statements
- New STANDARD – If W4-4p plaque is used, it shall be installed below the STOP sign
- Delete Arrow from design
- OPTION – Alternate legends TRAFFIC FROM LEFT (RIGHT)/ONCOMING TRAFFIC DOES NOT STOP
2D.38 Street Name Sign

- Add GUIDANCE that on multi-lane streets with speed limits of 60 km/h (40 mph) or more the minimum letter size should be 200 mm (8 in).

*Compliance date is 15 years from date of Final Rule*
2D.38 Street Name Sign

- Add GUIDANCE that in urban and suburban areas, especially where Advance Street Name signs are not used, overhead-mounted street name signs should be considered.

- If overhead Street Name signs are used, the lettering should be at least 300 mm (12 inch)

*Compliance date is 15 years from date of Final Rule*
PART 3

Markings
Section 3A.04
Black Markings for Contrast

Allowed in conjunction with all markings
(Not just object markers)
Sections 3A.05 and 3B.05

Lane Drop/Add Markings

2000:
3’ line, 12’ gap

2003:
3’ line, 9’ gap
Section 3B.06 & 3B.08

Edge Lines

- Wide Edge Lines allowed as Option for greater emphasis
- Edge lines shall not continue through intersections, major driveways, or interchanges (except as dotted extension)
Section 3B.16

Stop Lines

NOT to be used with YIELD signs.
Section 3B.16

Yield Lines

- Allowed also at Unsignalized Midblock X-walks
- Guidance re: Placement dimensions

Photo: www.cers-safety.org
Section 3B.17
Crosswalk Cross-Hatching
(Diagonal or Longitudinal)

2000: 12”-24” wide, spaced 12”-24” apart

2003: 12”-24” wide, spaced 12”- 60” apart; not exceeding 2.5 x line width
PART 4

Highway Traffic Signals
Section 4C.01

Warrants---Bicycle Volumes

• For purpose of warrant analysis, bikes may be counted as either vehicles or pedestrians
Sections 4D.04 and 4D.05

Meaning of Vehicular Signal Indications

Per UVC---right turn on RED ARROW ONLY when indicated by sign
Section 4D.18

Color of Signal Head Housings

- **2000**: “should be highway yellow”
- **2003**: No guidance
Section 4E.04

Ped Signal Symbols
Disallow “Outline-Style”

YES---

NO---
(for any new installations)
Section 4E.10

Pedestrian Clearance Time Calculation

- **2000**: “to center of farthest traveled lane…”

- **2003**: “to far side of the traveled way…”

[5 years compliance date]

Photo: www.pedbikeimages.org/danburden
2003 MUTCD

Part 5 Low Volume Roads
Low-Volume Roads

- Outside of Built-up Areas of Cities, Towns, and Communities
- Traffic Volume < 400 AADT
5C.05 Warning Signs

• Change title for NARROW BRIDGE sign

*Compliance period is 10 years from Final Rule
PRESENTATION TO FHWA DO STAFF 12/10 & 11/2003
The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.
In addition to pedestrians, emphasis is added throughout Part 6 on the needs of bicyclists through temporary traffic control zones.
Chapter 6D – Section 6D.01
(Preamble Item # 228)

1st Guidance paragraph in NPA revised and changed to 1st Support in 2003.

NPA Guidance Because a wide range of pedestrians of all ages, including people with hearing, visual, cognitive, and mobility disabilities, can be expected to travel through or along conventional roads, they should be provided with a detectable and usable travel path.

2003 Support A wide range of pedestrians might be affected by TTC zones, including the young, elderly, and people with disabilities such as hearing, visual, or mobility. These pedestrians need a clearly delineated and usable travel path. Considerations for pedestrians with disabilities are addressed in Section 6D.02.
A pedestrian route should not be severed and/or moved for non construction activities such as parking for vehicles and equipment.
Chapter 6D – Section 6D.03
(Preamble Item # 230)
Guidance sub-paragraph B. on worker clothing revised.

2000 Worker Clothing—workers close to the motor vehicle traveled way should wear bright, highly visible clothing (see Section 6E.02).

2003 Worker Safety Apparel—all workers exposed to the risks of moving roadway traffic or construction equipment should wear high-visibility safety apparel meeting the requirements of ISEA “American National Standard for High-Visibility Safety Apparel” (see Section 1A.11), or equivalent revisions, and labeled as ANSI 107-1999 standard performance for Class 1, 2, or 3 risk exposure. A competent person designated by the employer to be responsible for the worker safety plan within the activity area of the job site should make the selection of the appropriate class of garment.
Chapter 6D – Section 6D.03
(Preamble Item # 230)

A three-year phase-in target compliance date is established from the effective date of this final rule for the changes regarding worker safety apparel.
6F.15
Warning Sign Function, Design and Application
(Preamble Item # 242)

Speed Reduction Signs design changed from Regulatory to Warning. Sign sizes removed from Figure
6F.15
Warning Sign Function, Design and Application
(Preamble Item # 242)

NO CENTER STRIPE Sign W18-12 added
6F.24 – Lane Ends Sign (W4-2)  
(Preamble Item # 244)  
Section title changed from “Lane Reduction” Sign  
Option:  
The Lane Ends (W4-2) symbol sign (see Figure 6F-4, Sheet 1 of 4) may be used to warn drivers of the reduction in the number of lanes for moving motor vehicle traffic in the direction of travel on a multi-lane roadway.
Work in the Vicinity of Highway-Rail Grade Crossings (Preamble Item # 294)

2nd sentence of Standard revised

If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.
Notes for Figure 6H-32
(Preamble Item # 296 bb.)

Note 7 Guidance in NPA revised as Note 8 Guidance in 2003

**NPA** 7. Early coordination with the railroad company should occur before work starts.

**2003** 8. When a highway-rail grade crossing exists within the activity area, early coordination with the railroad company should occur before work starts.
Part 7
Traffic Controls
For School Areas
Section 7B.12 School Reduced Speed Ahead Sign (S4-5 & S4-5a)

• Replaces current S2-5a sign.
• Adds the STANDARD statement: Speed limit displayed on “Ahead” sign shall be identical to the speed limit displayed on the subsequent Speed Limit sign.
PART 8
Highway- Rail
Grade Crossings
Size of Advance Warning Signs

The minimum sizes of the Railroad Advance Warning Signs (W10-1) are twice the diameter in the 2003 MUTCD as they were in the 2000 MUTCD.

2003 MUTCD: 30-inch minimum
36-inch minimum for conventional roads
48-inch for oversized
8B.19 Skewed Crossing Sign (W10-12)

• New Section
Part 9
Traffic Controls for Bicycle Facilities
9B.16 Bicycle Surface Condition Warning Sign

- Revises first OPTION statement to clarify that DUMP, DIP, Pavement Ends are not supplemental plaques used with the W8-10, but are standard signs to be used independently.

W8-1    W8-2
Example of Bicycle Lane Treatment at a Right Turn Only Lane
9D.02 Signal Operations for Bicycles

• Revises STANDARD text in Section 9D.02 requiring signal timing and actuation be reviewed and adjusted to consider needs of bicyclists.
QUESTIONS?