

AGENDA

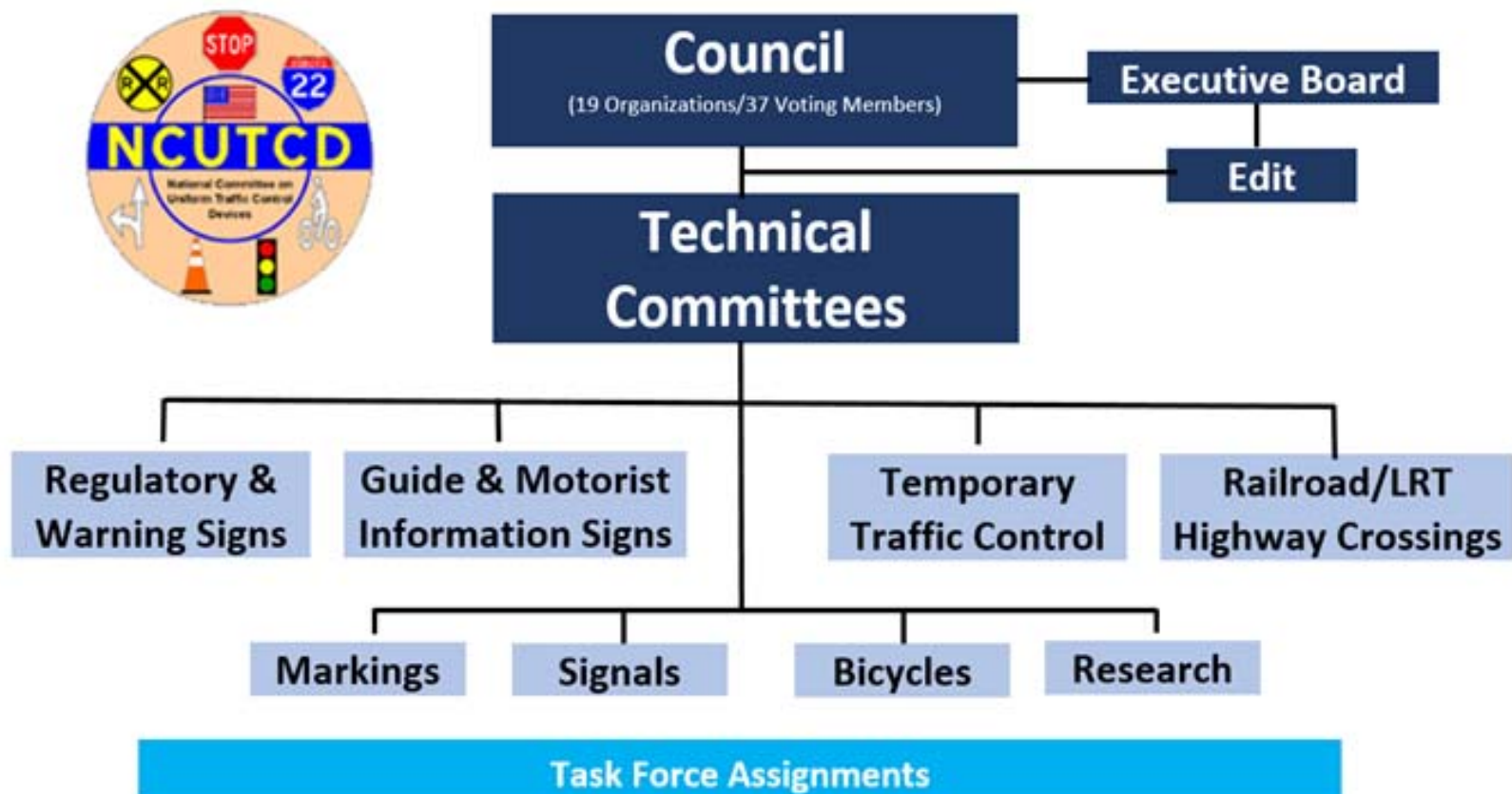
- **NCUTCD – HISTORY & ROLE**
- **NATIONAL MUTCD**
- **CA MUTCD**
- **2014 CA MUTCD REVISION 2**
- **Q & A**

NCUTCD



- **National Committee on Uniform Traffic Control Devices**
- **Formed in 1931, wrote the MUTCD 1935 - 1971 editions**
- **Since 1971, advise FHWA on MUTCD – initiating recommended changes, reviewing proposals, submitting comments on rulemakings**

NCUTCD ORGANIZATION



NCUTCD (SPONSORING ORGANIZATIONS)

- [AMERICAN ASSOC. OF STATE HIGHWAY & TRANSPORTATION OFFICIALS \(AASHTO\)](#)
- [AMERICAN AUTOMOBILE ASSOCIATION \(AAA\)](#)
- [AMERICAN PUBLIC WORKS ASSOCIATION \(APWA\)](#)
- [AMERICAN SOCIETY OF CIVIL ENGINEERS \(ASCE\)](#)
- [AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION \(ATSSA\)](#)
- [INSTITUTE OF TRANSPORTATION ENGINEERS \(ITE\)](#)
- [OTHER ORGANIZATIONS](#)

Evolution of the MUTCD

OVER 80 YEARS & 10 EDITIONS

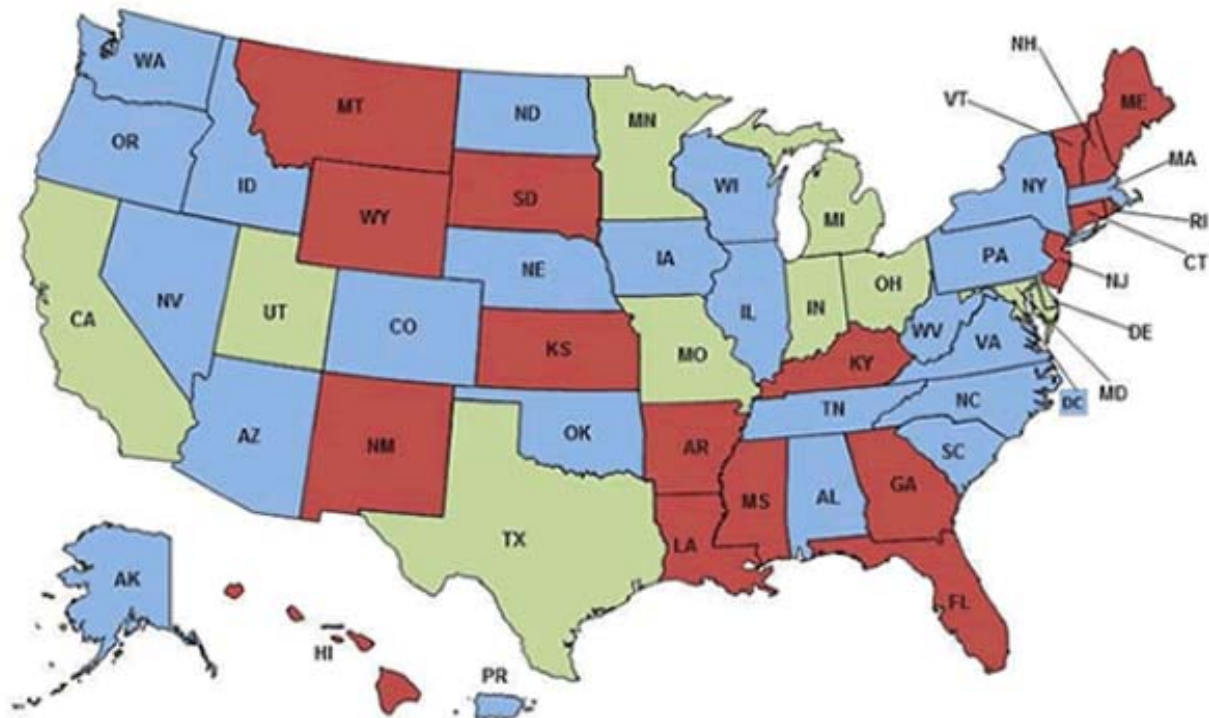


Working
Toward
20??
MUTCD

1935

Futu
re

2009 MUTCD



- Adoption of the national MUTCD
- Adoption of the national MUTCD along with a State supplement(s)
- Adoption of a State MUTCD



2014 CA MUTCD REVISION 2

APRIL 7, 2017

From: Talada, Vijay@DOT [mailto:vijay.talada@dot.ca.gov] **On Behalf Of** CAMUTCD@DOT
Sent: Tuesday, April 11, 2017 2:38 PM
To: CAMUTCD@DOT
Subject: California Manual on Uniform Traffic Control Devices - UPDATE

CA MUTCD Revision 2

Effective April 7, 2017, the California Department of Transportation (Caltrans) has updated the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 Revision 1 to provide uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendations of the California Traffic Control Devices Committee (CTCDC).

Caltrans has received a letter from the Federal Highway Administration (FHWA) confirming substantial conformance for the CA MUTCD 2014, Revision 2 edition. The revised CA MUTCD includes the FHWA's Manual on Uniform Traffic Control Devices, policies on traffic control devices issued by Caltrans since December 9, 2015, and other corrections and format changes. The CA MUTCD revision 2 is available on the Internet at:

<<http://www.dot.ca.gov/trafficops/camutcd/camutcd2014rev2.html>>

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COMPLIANCE WITH CA MUTCD

- Code of Federal Regulations (23 CFR 655.603) states that TCD on all streets, highways, bikeways, and private road open to public travel in each State shall be in substantial conformance with standards issued or endorsed by FHWA;
- The Manual on Uniform Traffic Control Devices (MUTCD) is issued by FHWA as the National Standard for TCD;
- **The California MUTCD is published by Caltrans and is issued to comply with CFR and in accordance with CVC Section 21400.**



2014 CA MUTCD REVISION 2

California Manual on Uniform Traffic Control Devices

FHWA's MUTCD 2009 Edition, including Revisions 1 & 2 as amended for use in California.

2014 Edition
Revision 2 (April 7, 2017)

State of California
California State Transportation Agency
Department of Transportation





2014 CA MUTCD REVISION 2

PART 1 – GENERAL

Section 1A.13 – Definitions Change and addition:

- ✓ 43 Crashworthy “or the Manual for Assessing Safety Hardware (MASH) crash guidelines.”
- ✓ ~~California Department of Fish and Game~~ to “California Department of Fish and Wildlife”

- 42. Counter-Flow Lane—a lane operating in a direction opposite to the normal flow of traffic designated for peak direction of travel during at least a portion of the day. Counter-flow lanes are usually separated from the off-peak direction lanes by tubular markers or other flexible channelizing devices, temporary lane separators, or movable or permanent barrier.
- 43. Crashworthy—a characteristic of a roadside appurtenance that has been successfully crash tested in accordance with a national standard such as the National Cooperative Highway Research Program Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features” [or the Manual for Assessing Safety Hardware \(MASH\) crash guidelines.](#)
- 44. Crosswalk—(a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the



2014 CA MUTCD REVISION 2

PART 2 – SIGNS

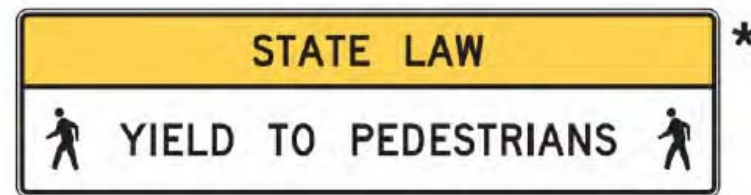
- ✓ The In-Street and Overhead Pedestrian Crossing signs shall not be used at Signalized Intersection-Controlled Approaches



R1-6



R1-6a



R1-9



R1-9a

* The legend STATE LAW is optional. A fluorescent yellow-green background color may be used instead of yellow for this sign.

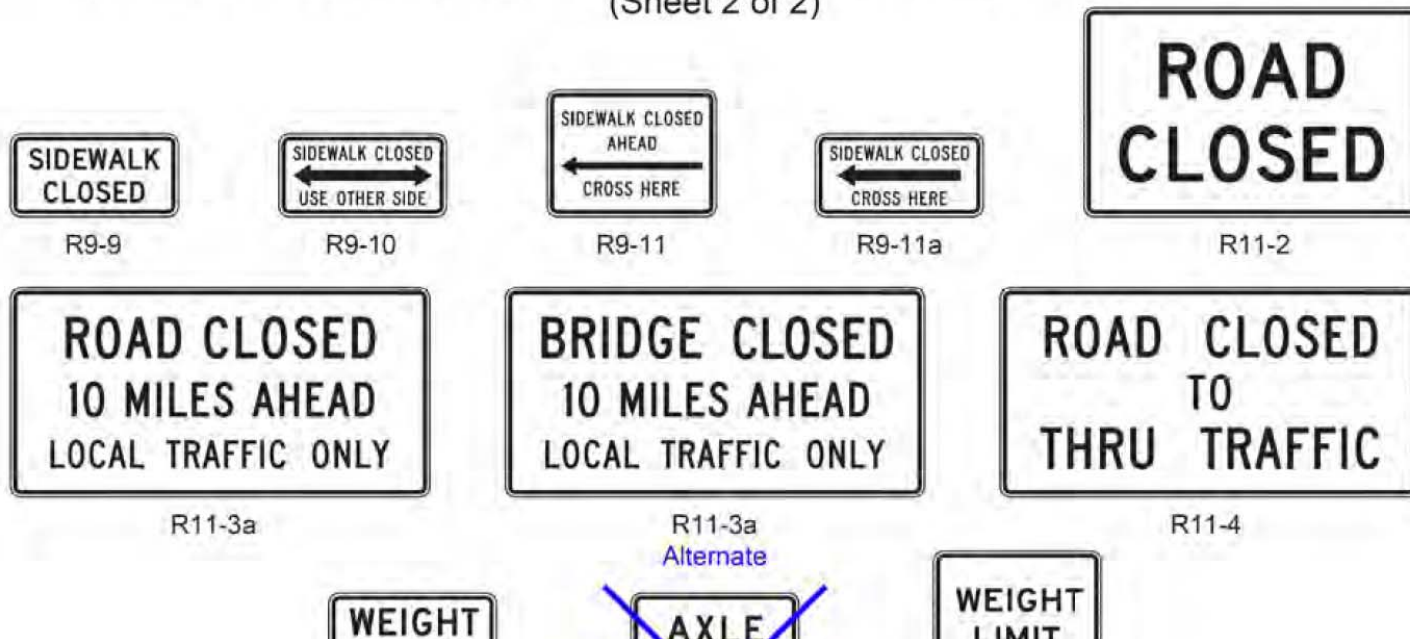


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PARTS 2, 5, & 6

- ✓ REVISED R11-3a sign from "~~BRIDGE OUT~~" to "BRIDGE CLOSED"

Figure 6F-3. Regulatory Signs and Plaques in Temporary Traffic Control Zones
(Sheet 2 of 2)





2014 CA MUTCD REVISION 2

PART 2 – SIGNS

✓ ADDED new Figure 2M-102 (CA)

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(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Page 640

**Figure 2M-102 (CA). Prohibited Recreational and Cultural Interest Area
Symbol Signs and Educational Plaque**

General



NO
SMOKING

PS-002(CA)
PREP-002(CA)



NO
PETS

PS-017(CA)
PREP-017(CA)



NO
CAMPFIRES

PS-042(CA)
PREP-042(CA)



NO BOTTLES
OR CANS

PS-101(CA)
PREP-101(CA)



NO
RADIOS

PS-103(CA)
PREP-103(CA)



NO
BABY
STROLLERS

PS-111(CA)
PREP-111(CA)



NO
WOOD
GATHERING

PS-120(CA)
PREP-120(CA)



STAY ON
BOARDWALK

PS-122(CA)
PREP-122(CA)



NO
STEP

PS-123(CA)
PREP-123(CA)

NO PICKUPS

SG8(CA)



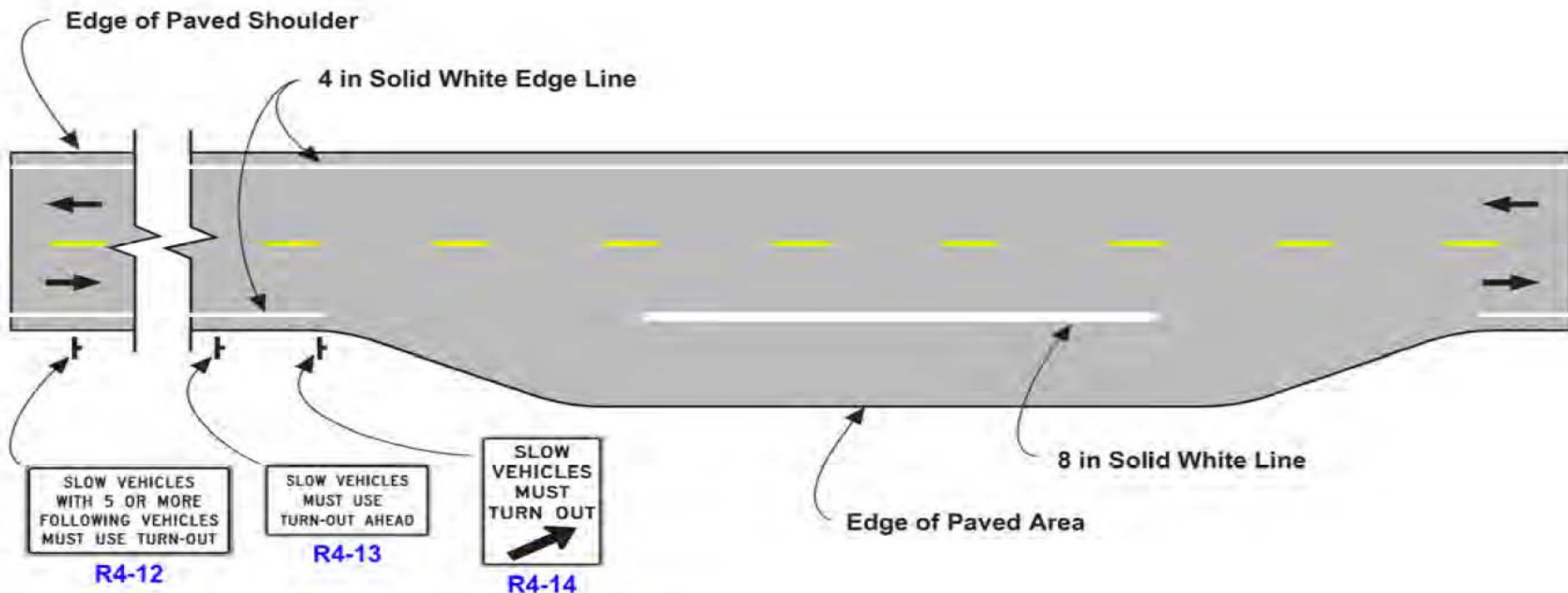
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PART 3 – MARKINGS

Edge line changed from “Solid” 4 inch line to “minimum” 4 inch line.

Figure 3B.107(CA) SWITCHED the position R4-13 and R4-12 signs to be consistent with Section 2B.35

Figure 3B-107 (CA). Examples of Signing and Marking Turnouts





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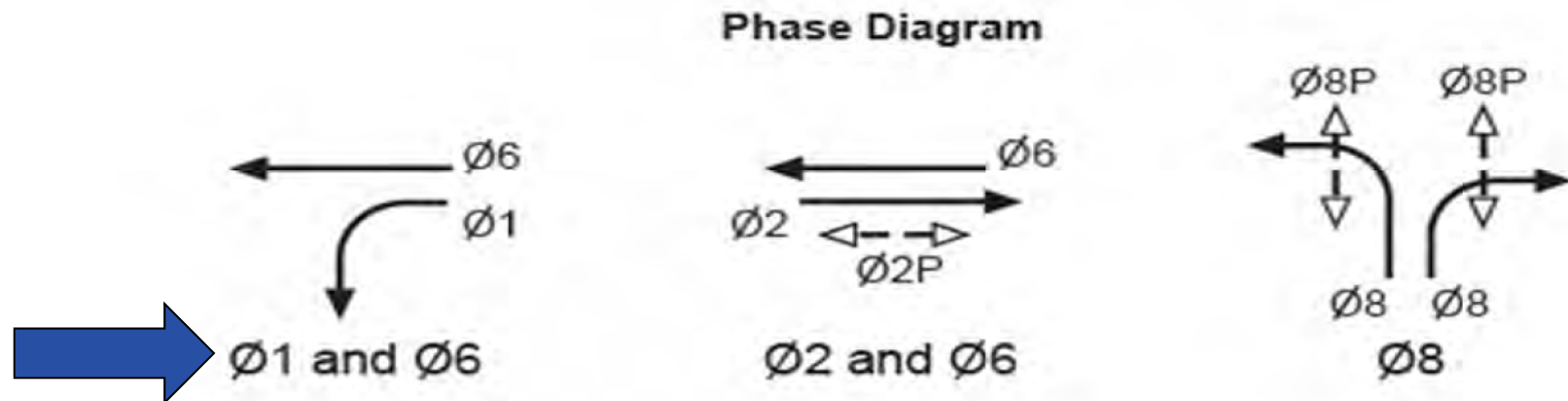
PART 4 SIGNALS

- Figure 4D-104(CA) Phase 1 in the First Phasing Sequence was called incorrectly as Phase 2;

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Figure 4D-104 (CA). Typical Signal Layout (Three Phase Operation)





2014 CA MUTCD REVISION 2

PART 4 – SIGNALS

Section 4F.02 – Pedestrian Hybrid Beacons

- ✓ Expanded Paragraph 04 to add “The pedestrian hybrid beacon should be installed at intersection or at the junction of a roadway with driveway or at least 100 feet from side streets...”

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Page 960

Guidance:

- 04 When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:
- A. The pedestrian hybrid beacon should be installed at an intersection, or at the junction of a roadway with a driveway, or at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,
 - B. Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk, or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance.



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PART 6 - TEMPORARY TRAFFIC CONTROL

- ✓ Paragraph 03b – (delete and change) “If used, temporary traffic screen panels should be ~~contiguous~~ *without gap* a minimum of ~~32~~ 24 inches in height”