

The 2011 MMUTCD

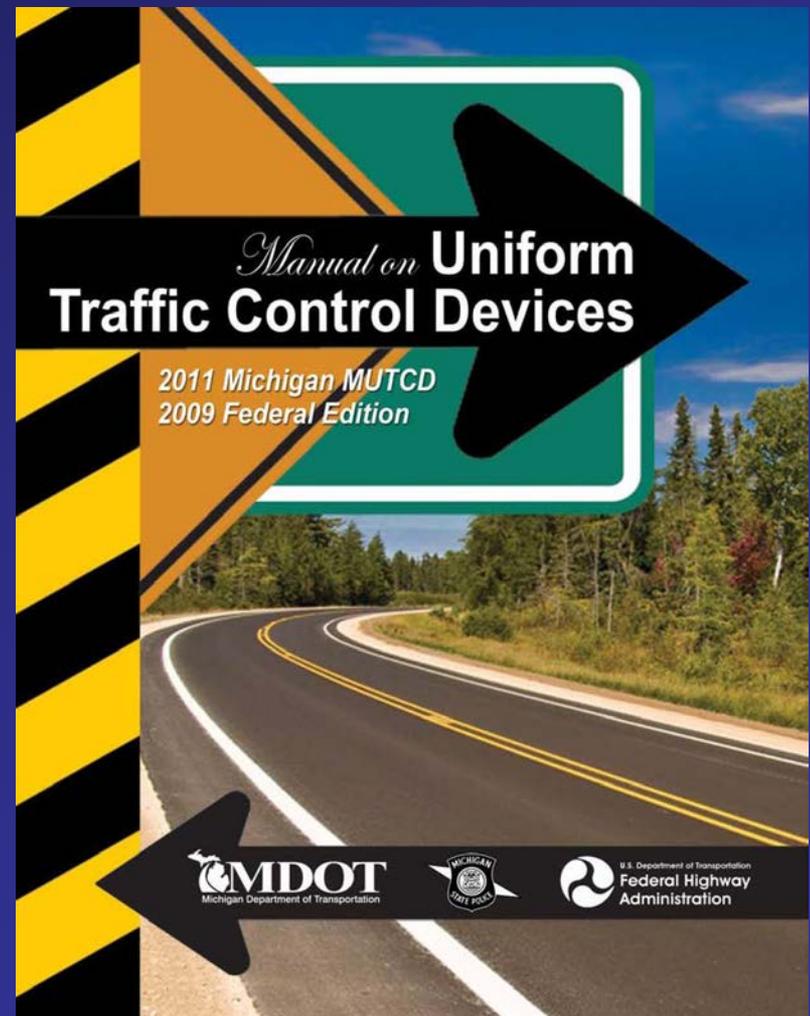
December 3, 2012



MMUTCD

Adoption Date

- For Michigan a new manual has to be in place by January 15, 2012
- Manual addresses:
 - Unique items in MVC
 - Unique items in Michigan
- Effective December 1, 2011





Old Compliance Dates

- Compliance dates are for those “Big Ticket” items
- 67 Phase-in Target Compliance Dates for Devices, includes:
 - Dates established by previous final rules (3)
 - Dates established in 2005 MMUTCD (52)
 - New compliance items in 2011 MMUTCD (12)



Items with No Specific Compliance Date

- New or reconstructed devices installed shall be in compliance with State MUTCD
- Federal-aid projects require devices to be in conformance to MUTCD
- Upgrade non-compliant devices as part of systematic upgrade

Compliance Option

Replacement of damaged, missing, or no longer serviceable non-compliant device:

Option for agencies to establish policies:

- replace with compliant device;
- or
- replace in kind under some conditions

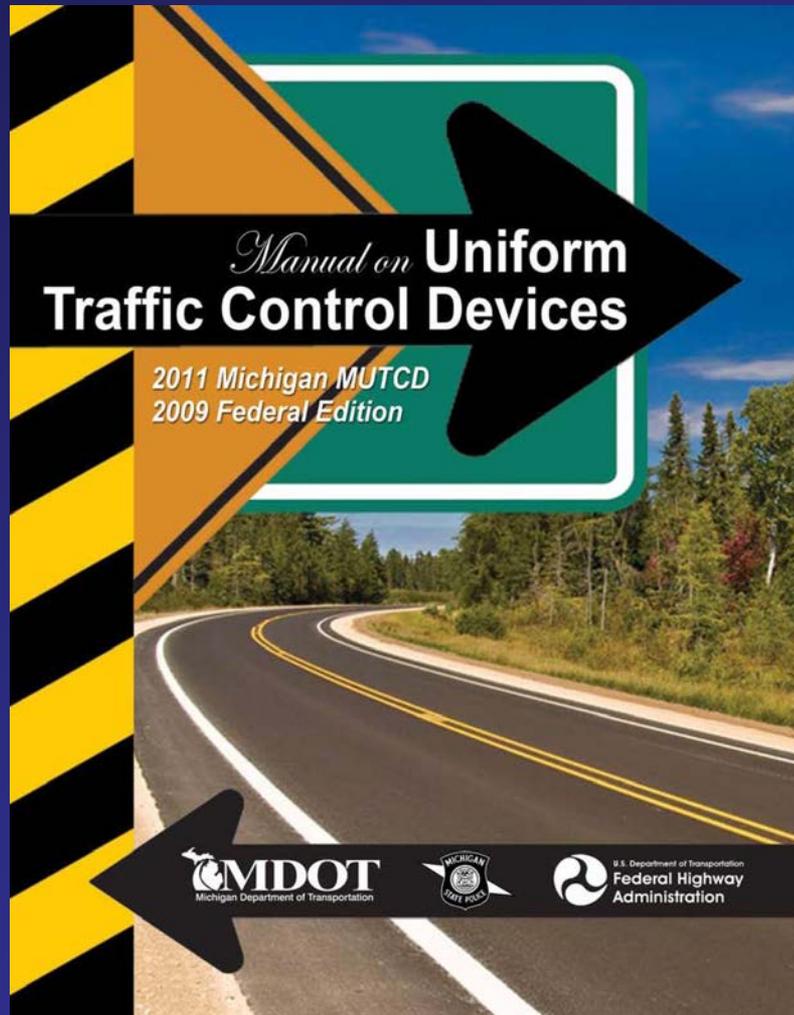




New Compliance Dates

- Compliance dates are for those “Big Ticket” items
- 12 Phase-in Target Compliance Dates for Devices, includes:
 - Dates established by previous final rules (3)
 - Dates established in 2005 MMUTCD (1)
 - New compliance items in 2011 MMUTCD (8)

Overall



Paragraphs are numbered!

Guidance statements are *italicized*

Section 4B.01 General

Support:

- 01 Words such as pedestrians and bicyclists require sensitivity to these elements of “traffic.”
- 02 Standards for traffic control signals are based on the needs of a variety of road users, including those who are elderly, fatigued or distracted, or who are not experienced drivers.

Section 4B.02 Basis of Installation or Modification

Guidance:

- 01 *The selection and use of traffic control devices should be based on the basis of installation or modification and other conditions.*

Support:

- 02 A careful analysis of traffic operations at locations of signalized and unsignalized locations, including warrants, described in Chapter 4C, that determine if traffic signals might be justified.

Guidance:

- 03 *Engineering judgment should be applied to determine if traffic signals are warranted.*

Metric values have been removed from the text, figures, and tables

- Only English units are used in the text, tables, and figures of the MMUTCD

New Appendix A2 includes the equivalent metric values for all English units used in the MMUTCD

2009 Edition

APPENDIX A2

METRIC CONVERSIONS

Throughout this Manual all dimensions and distances are provided in English units. Tables A2-1 through A2-4 show the equivalent Metric (International System of Units) value for each of the English unit numerical values that are used in this Manual.

Table A2-1. Conversion of Inches to Millimeters

Inches	Millimeters
0.25	6
0.4	10
0.5	13
0.75	19
1	25
1.25	31
2	50
2.25	56
2.5	62
3	75

Inches	Millimeters
3.5	87
4	100
4.5	113
5	125
6	150
8	200
9	225
10	250
10.4	260
10.6	265

Inches	Millimeters
12	300
15	375
16	400
18	450
21	525
24	600
27	675
28	700
30	750
32	800

Inches	Millimeters
36	
42	
48	
54	
60	
72	
84	
120	

Note: 1 inch = 25.4 millimeters; 1 millimeter = 0.039 inches

MMUTCD applies to private roads that are “open to public travel”



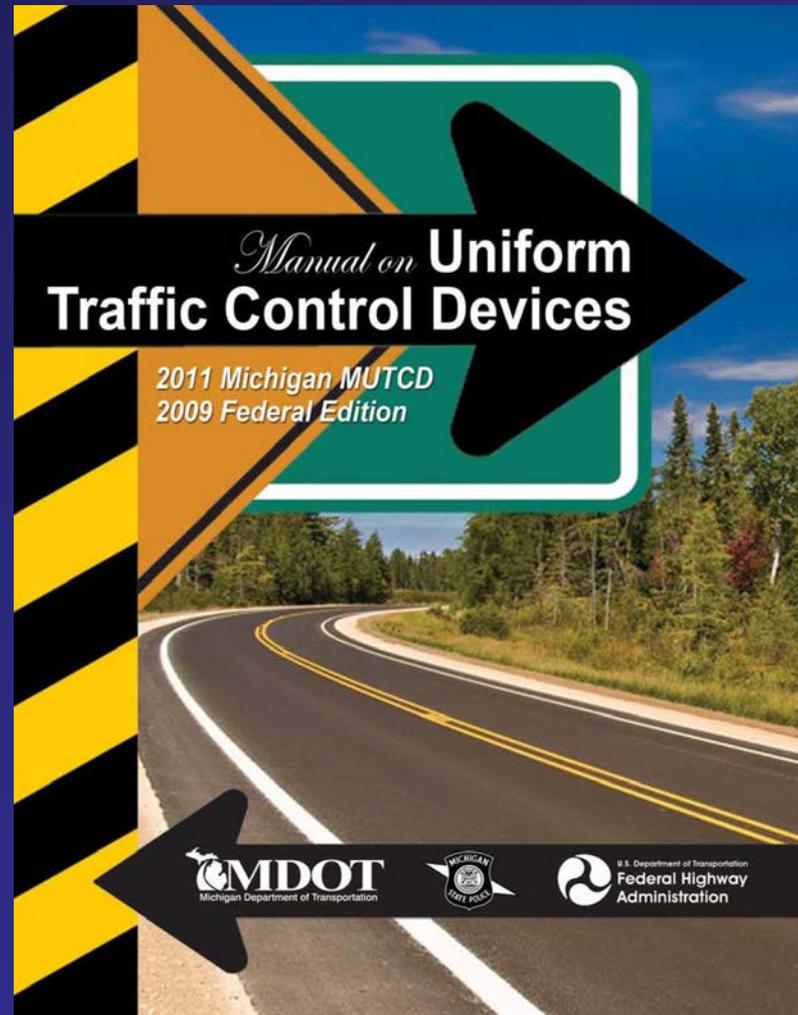
Toll roads and roads within shopping centers, airports, sports arenas, theme parks, and similar business or recreation facilities that are privately owned, but the public is allowed to travel without access restrictions

Parking areas and their driving aisles are not subject to the MMUTCD, however.....



Part 1

General



Certain signs and other devices are not considered to be traffic control devices

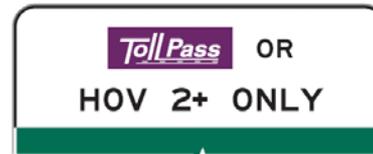


New purple color for lanes restricted to only vehicles with registered “electronic toll collection accounts”

A - PICTOGRAPH DESIGN WITH A PURPLE BACKGROUND AND A WHITE CONTRASTING BORDER



1. Pictograph on a purple or other non-contrasting background



2. Pictograph on a white or other contrasting background

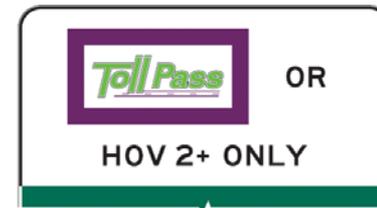
B - PICTOGRAPH DESIGN WITH A BACKGROUND COLOR OTHER THAN PURPLE, SHOWN ON A PURPLE UNDERLAY PANEL WITH A WHITE CONTRASTING BORDER



1. Pictograph on a purple background



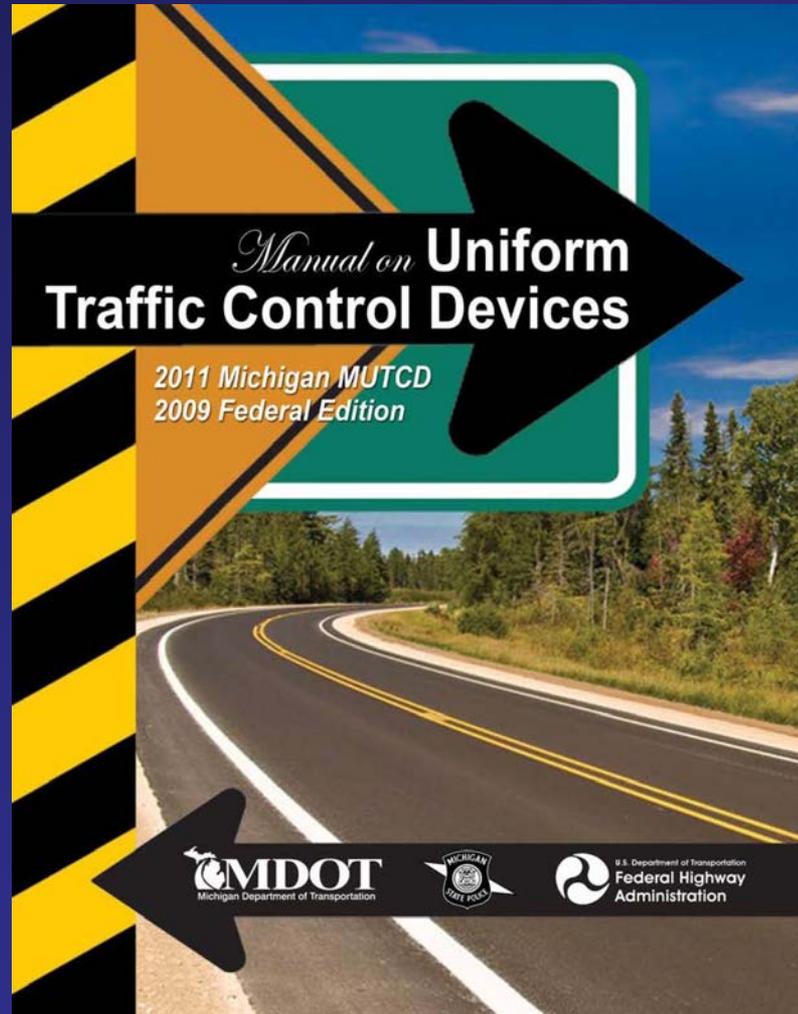
2. Pictograph with a purple underlay on a non-contrasting background



3. Pictograph with a purple underlay panel on a white or other contrasting background

Part 2

Signs





New Chapters and Revisions for Part 2

- Relocation of gates and barricades to Chapter 2B
- Relocation of object markers from Part 3 to Chapter 2C
- New Chapter 2F – Toll Road Signs
- New Chapter 2G – Preferential and Managed Lanes
- New Chapter 2H – General Information Signs
- New Chapter 2I – General Service Signs
- New Chapter 2L – Changeable Message Signs



New Sign Retroreflectivity Compliance Dates

June 13, 2014	Identify and begin using method(s) for regulatory and warning signs
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Other signs are to be added to agency's method as
resources allow.



Maintaining Minimum Retroreflectivity

“Standard:

Public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above the minimum levels in Table 2A-3”



Maintaining Minimum Retroreflectivity

All signs identified by an agency's method as being below minimum values need to be replaced.

Replacement should be based on agency's resources and relative priorities.

MUTCD Table 2A-3

Sign Color	Criteria	Sheeting Type (ASTM D4956)			
		Beaded			Prismatic
		I	II	III	III, IV, VI, VII, VIII, IX, X
White on Red	CR ≥ 3	35 / 7			
Black on Orange or Yellow	Bold or Text $\geq 48''$	x	50		
	Fine or Text $< 48''$	x	75		
Black on White	—	50			
White on Green	Overhead	x / 7	x / 15	x / 25	250 / 25
	Shoulder	x / 7	120 / 15		



Sign Maintenance Methods

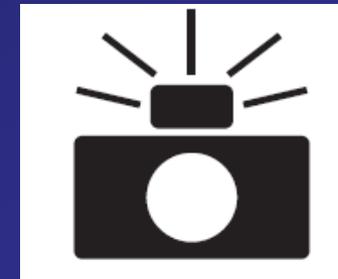
- Visual Nighttime Inspection
- Measured Sign Retroreflectivity
- Expected Sign Life
- Blanket replacement
- Control signs
- Any combination of above
- Other methods based on engineering studies



Lateral Offset

- Sign supports within the clear zone for roads with posted speed limit of 50 mph or higher shall be crashworthy (NCHRP Report 350) unless shielded with a longitudinal barrier or crash cushion
- Compliance date of August 15, 2015

Many New Symbols



Lettering for Place Names and Destinations

- Mixed-case lettering required for names of places, streets, and highways for guide signs
- Mixed-case lettering consists of an initial upper-case letter followed by lower-case letters
- Letter height is specified as the height of the initial upper-case letter





New Options for Sign Conspicuity Enhancement





Larger Sizes for STOP signs

- 36 inches for any STOP sign facing a multi-lane approach
- 36 inches for any multi-lane side road approach to a multi-lane road
- 36 inches for any side road approach to a multi-lane road with a speed limit of 45 mph or higher



The use of 2-WAY,
3-WAY, and
4-WAY plaques is
prohibited

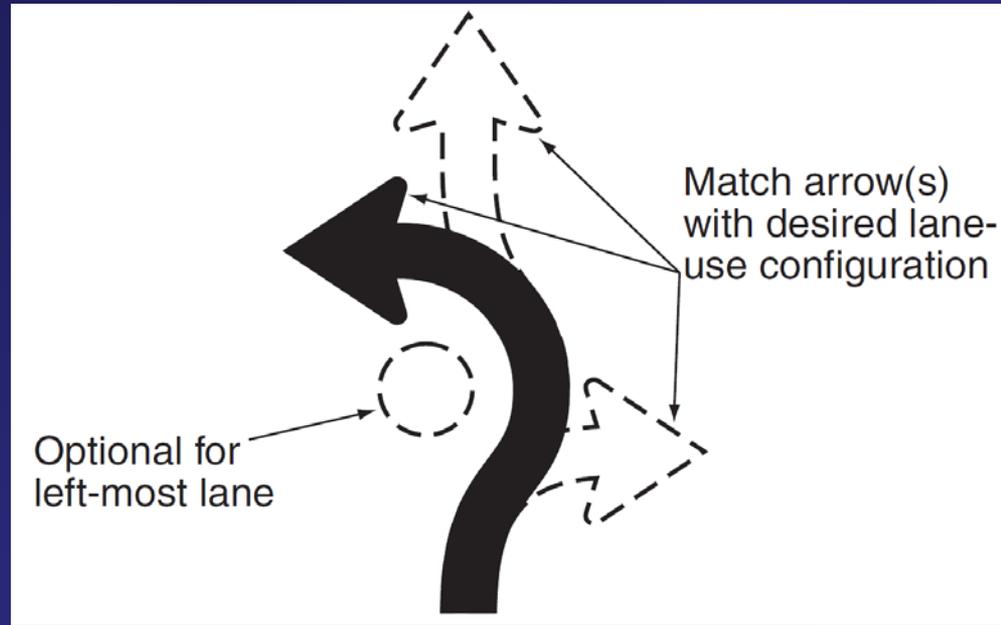
ALL-WAY plaque
remains as a “shall”
if STOP signs are
used on all
approaches



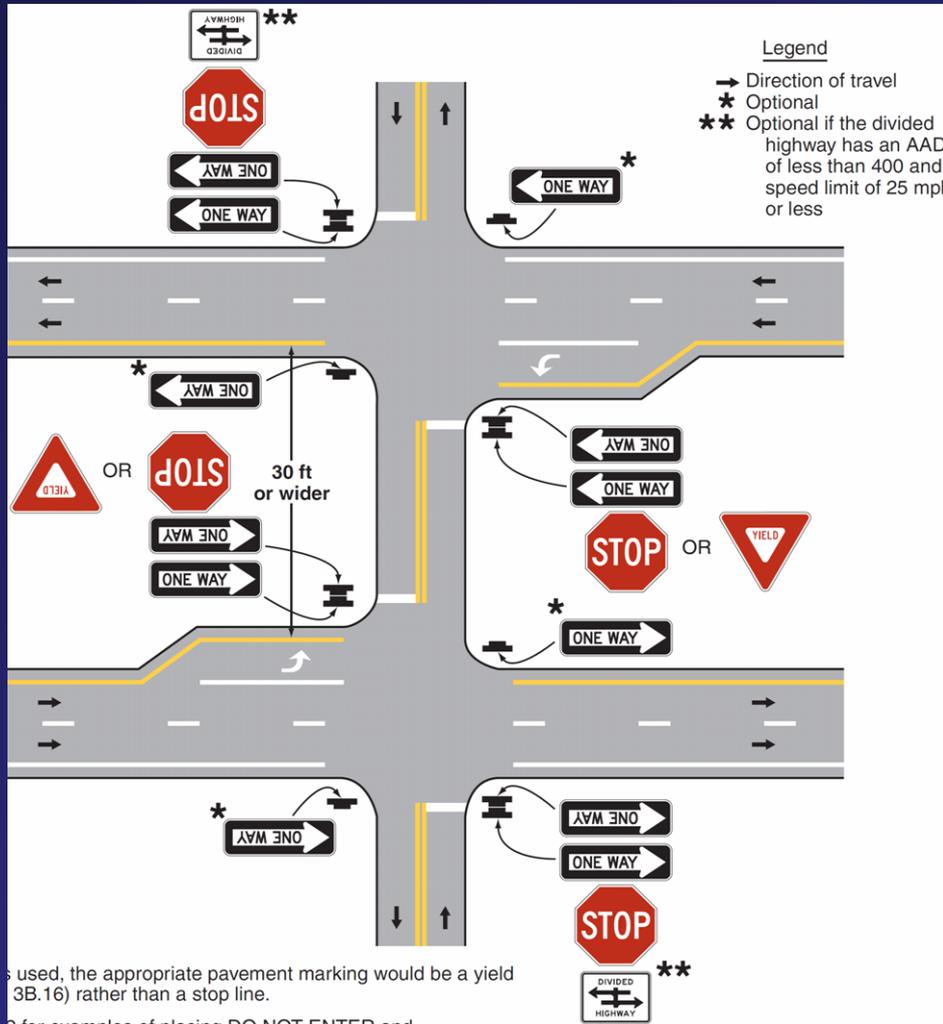
Signs mounted back-to-back with STOP or YIELD signs should stay within the edges



New optional fish-hook arrows for use on lane-use control signs at roundabouts



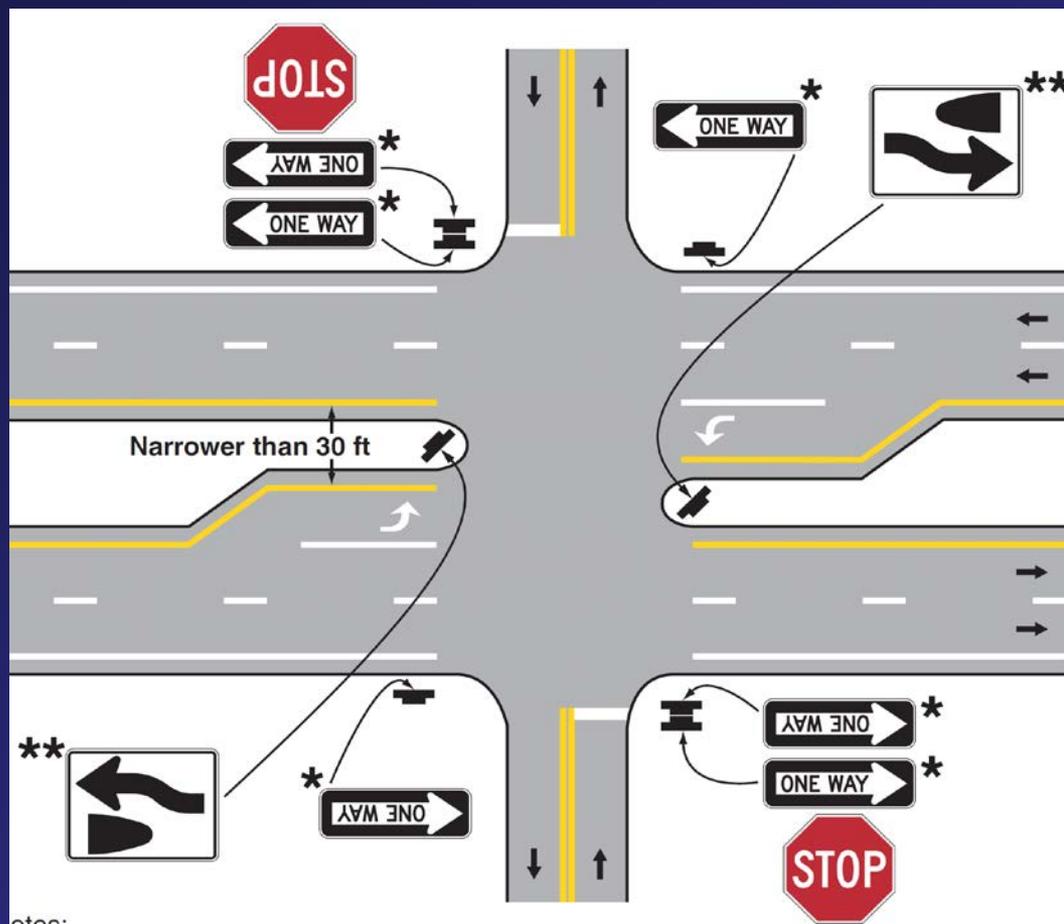
Divided Highways with Median Widths of 30 feet or More



One-Way signs on near right and far left corners are required rather than recommended

Far right One-Way signs are optional

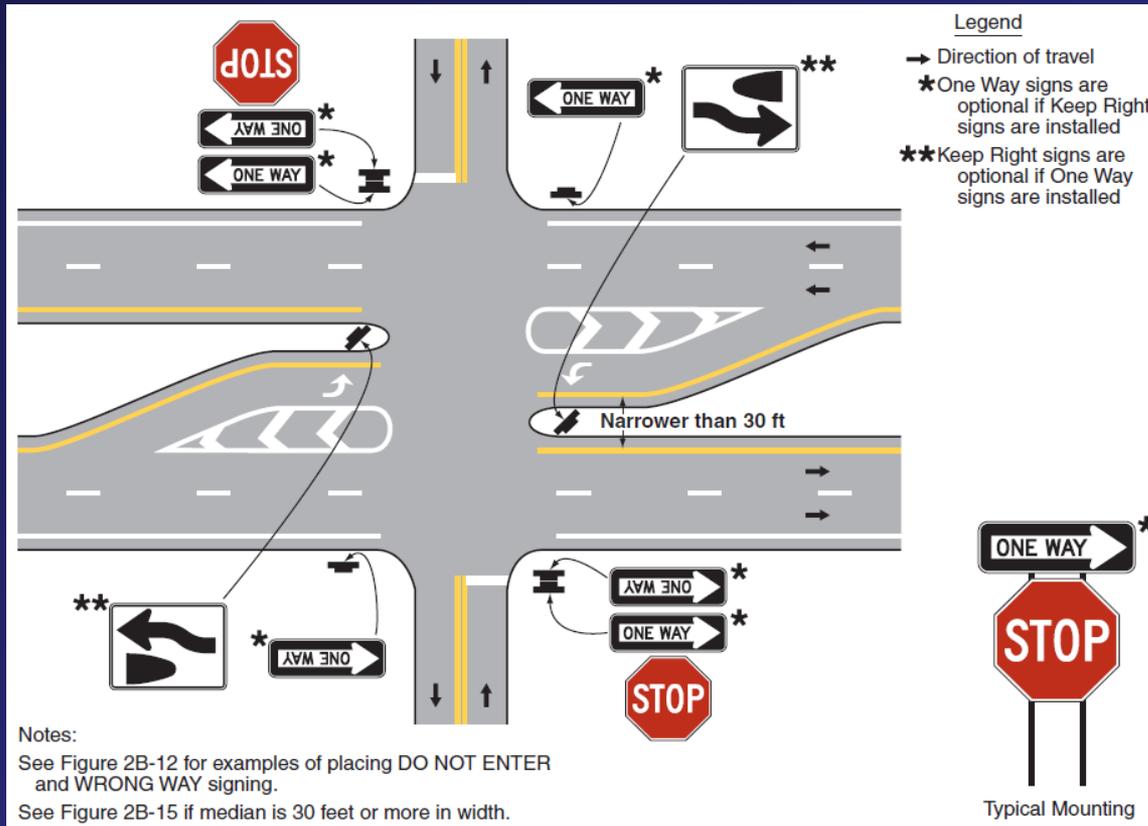
Divided Highways with Median Widths of Less than 30 feet



Either:
 One-Way signs on
 near right and
 far left corners
 (far right One-Way
 signs are optional)
or
 Keep Right signs in
 median noses

Legend	
→	Direction of travel
*	One Way signs are optional if Keep Right signs are installed
**	Keep Right signs are optional if One Way signs are installed

Divided Highways with Median Widths of Less than 30 feet and Separated Left-turn Lanes



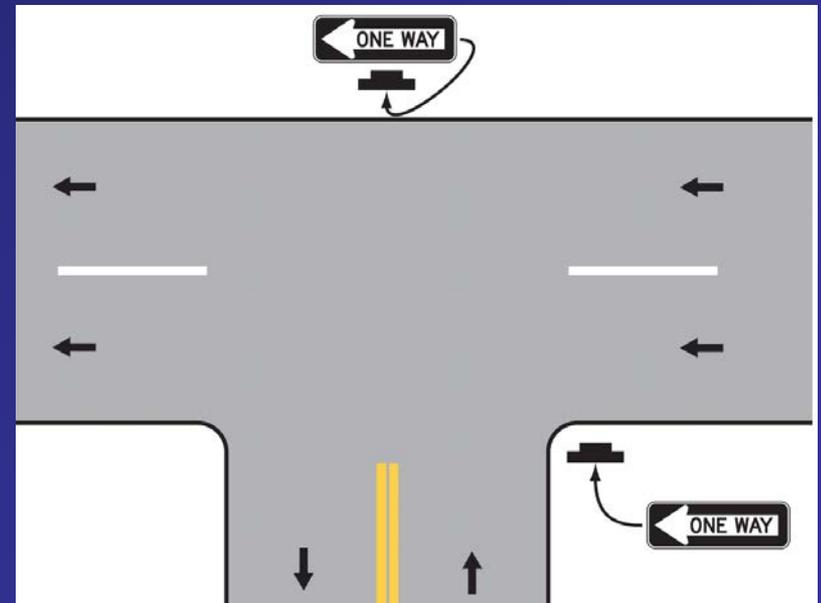
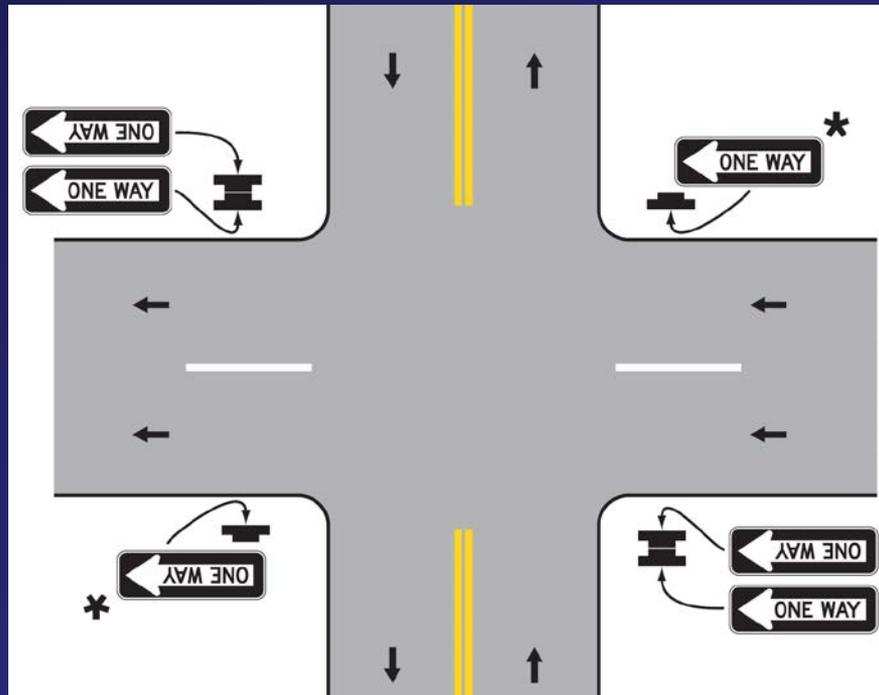
Either:

One-Way signs on near right and far left corners (far right One-Way signs are optional)

or

Keep Right signs in Median noses

Near Side and Far Side One-Way Signs Required on the Minor-Street Approaches at 4-way and T-intersections



Legend

- * Optional
- Direction of travel

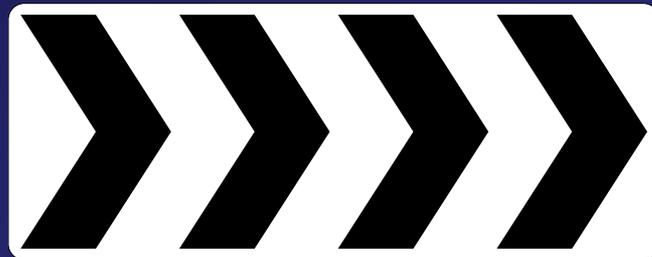
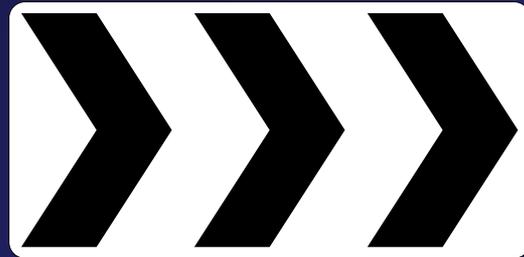
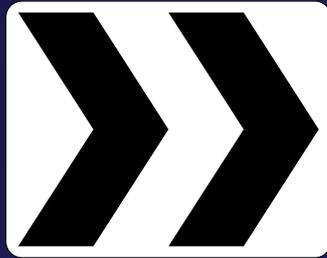
Option for lower mounting height for Do Not Enter and Wrong Way signs on ramps



**Minimum of
3 feet**



New Regulatory Signs for Use at Roundabouts



**Roundabout Directional
Arrow signs
(on central island)**



**Roundabout Circulation
sign (with YIELD sign at
mini-roundabouts)**



New Pay for Parking and Parking Pay Station signs



R7-20



R7-21



R7-21a



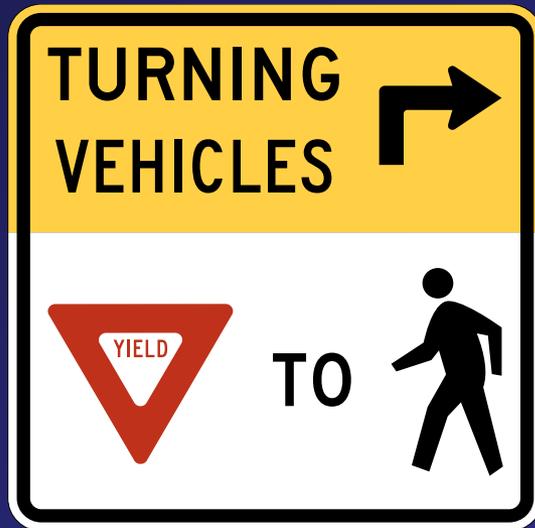
R7-22



R7-23



R7-23a



R10-15



New Symbolic Design
for the R10-15 sign



Barricades and Gates

- Barricades Standards and Guidance relocated from Part 3
- Colors of barricades for non-TTC use shall be retroreflective white and red
- New section on Gates for all traffic uses
- Red/white stripes on gates shall be vertical rather than diagonal

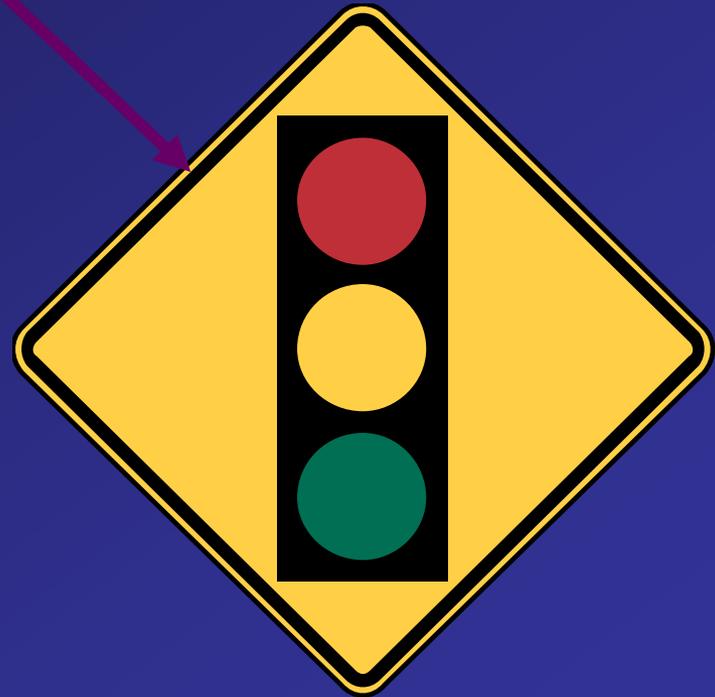


Some word message signs are deleted



Also – STOP AHEAD, YIELD AHEAD, SIGNAL AHEAD

36" x 36" Minimum Size for Multi-lane Conventional Roads



Fluorescent Yellow-Green Color

Required for school and school bus signs



Optional for pedestrian, bike, and playground signs



Horizontal Alignment Warning Signs

Table 2C-5. Horizontal Alignment Sign Selection

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W10-1) (see Section 2C.07 to determine which sign to use)	Recommended	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Recommended	Required	Required	Required	Required
Chevrons (W1-8) and/or One Direction Large Arrow (W1-6)	Optional	Recommended	Required	Required	Required
Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp	Optional	Optional	Recommended	Required	Required

Freeways, expressways, and functionally classified arterials and collectors over 1,000 AADT

New Criteria for the Determination of Advisory Speeds

Support: Among the established engineering practices that are appropriate for the determination of the recommended advisory speed for a horizontal curve are the following:

- A. An accelerometer that provides a direct determination of side friction factors
- B. A design speed equation
- C. A traditional ball-bank indicator using the following criteria:

16 degrees of ball-bank for speeds of 20 mph or less

14 degrees of ball-bank for speeds of 25 to 30 mph

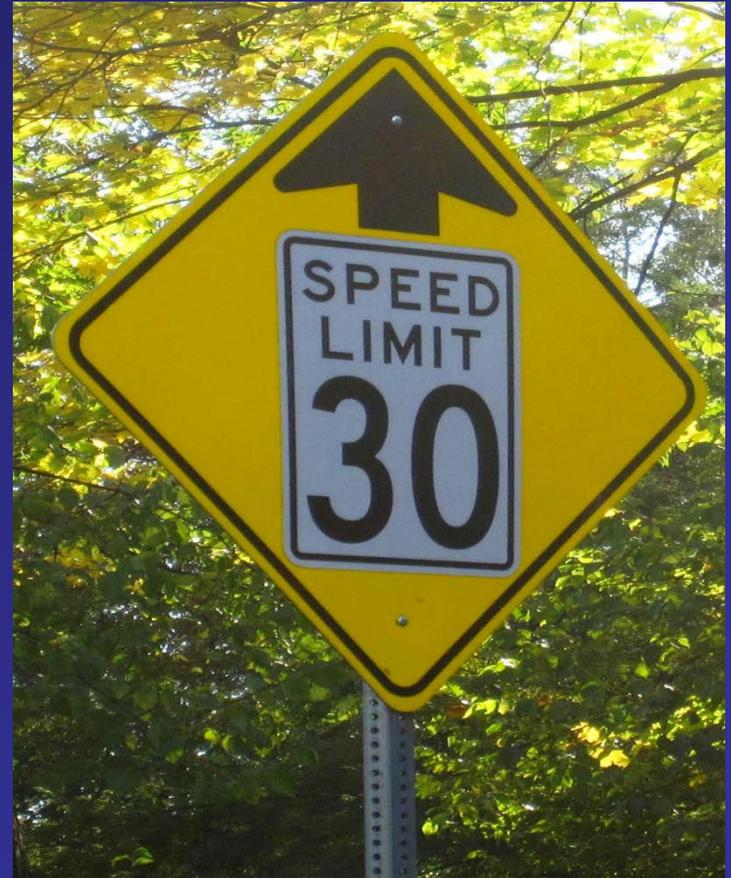
12 degrees of ball-bank for speeds of 35 mph and higher

Chevron Signs Spacing Table

Advisory Speed (mph)	Curve Radius (feet)	Sign Spacing (feet)
15 or less	Less than 200	40
20 to 30	200 to 400	80
35 to 45	401 to 700	120
50 to 60	701 to 1,250	160
More than 60	More than 1,250	200

Speed Limit Reductions of more than 10 mph

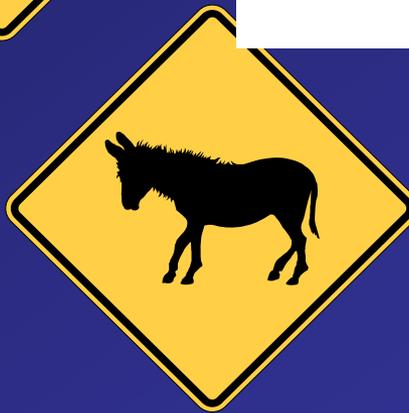
Reduced Speed Limit
Ahead sign
recommended



New Pedestrian/Bicycle Crossing Sign



New Symbol Signs to Warn of Possible Presence of Large Animals





TRAFFIC FROM LEFT
DOES NOT STOP



ONCOMING TRAFFIC
DOES NOT STOP

Plaques for use when STOP signs control all but one approach to the intersection

Share the Road
plaque cannot be
used alone; can
ONLY be used to
supplement
another sign



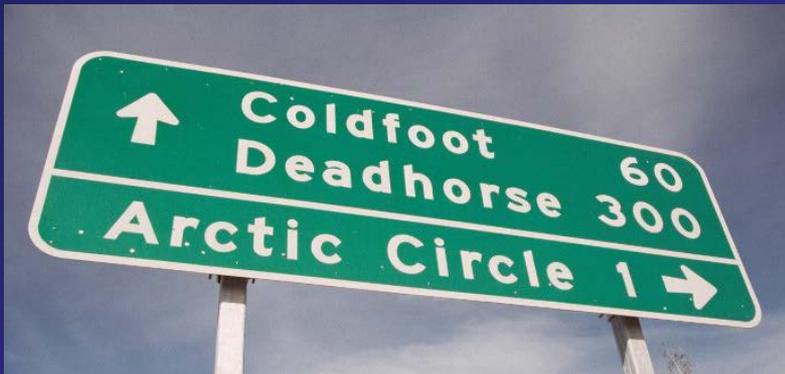
Object Markers for Approach Ends of Guardrails

- Where Type 3 object markers are applied to the approach ends of guardrail and other roadside appurtenances, sheeting without a substrate shall be directly affixed to the approach end of the guardrail in a rectangular shape conforming to the size of the approach end of the guardrail, with alternating black and retroreflective yellow stripes sloping downward at a angle of 45 degrees toward the side of the obstruction on which traffic is to pass.

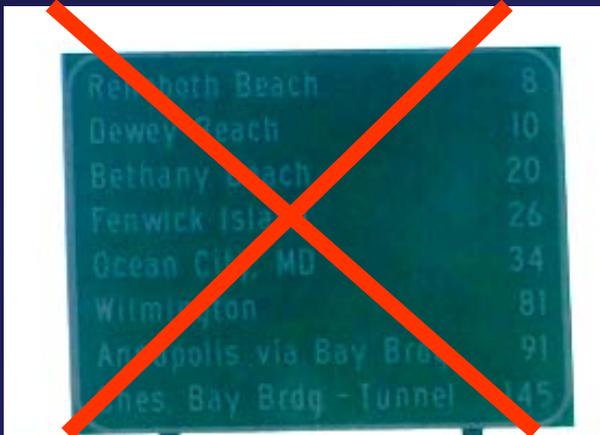




Option to use all upper-case letters for place names and street names is deleted



Guide Signs should have no more than 3 lines of Destination Info



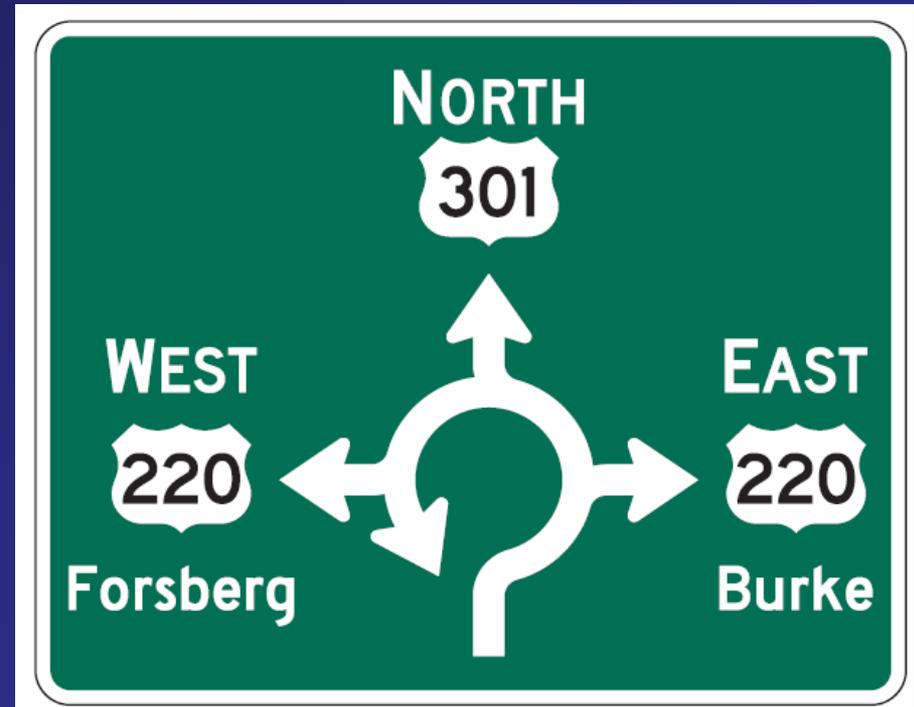
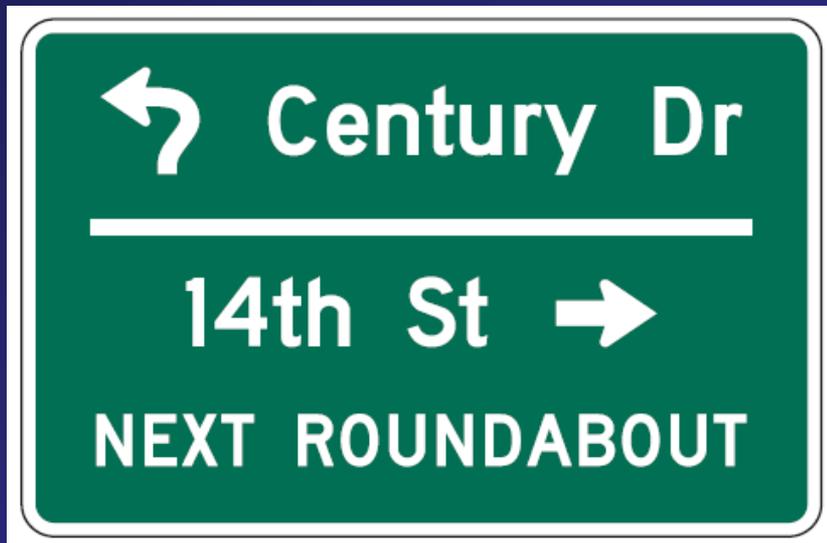


Provisions for use of Pictographs on Guide Signs

Exceeds maximum size, not official seal



New Guide Signs for Circular Intersections





Cambridge st

E 8th St

Only alternatives to green
Street Name sign background color
are blue, brown, or white*

* White background with black legend only

LEFT plaques required for numbered and non-numbered exits to the left

Plaques for Left-Hand Exits



Compliance date
of December 31,
2014

Community Wayfinding Guide Signs

Enhancement Markers



Color Coding



- Use on freeways, expressways, ramps not allowed
- Not for primary destinations
- Position of arrows, order and number of destinations
- Guidance on location of ped wayfinding

Overhead Arrow-per-Lane Guide Signs



- Required at new or reconstructed option lane locations (major interchanges, splits)
- Provision for conversion from diagrammatic (interim gore sign location)

Provisions for Changeable Message Signs

- Legend height
- Color
- Phases per cycle
- Display time



Memorial or Dedication Signing

John D Basilone
MEMORIAL BRIDGE

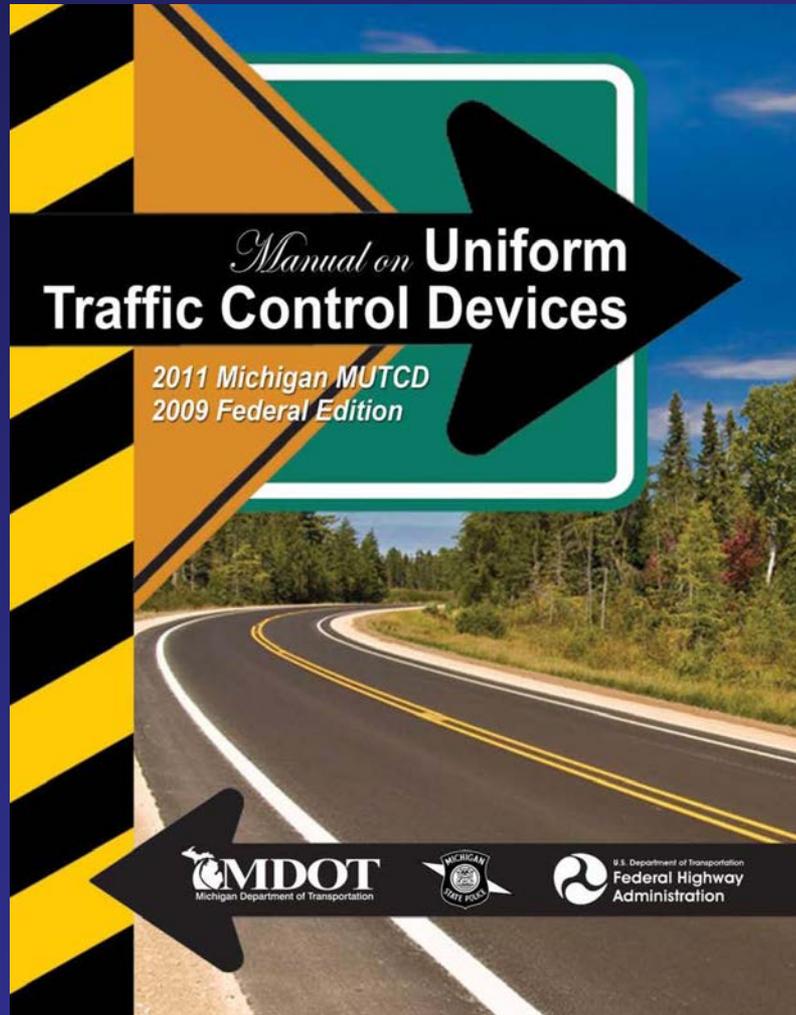
DEDICATED TO
Gov Alfred E Driscoll

- One sign per direction
- No extraneous information or decorative elements



Part 3

Markings



Colors

- Purple Markings – only as optional supplement to lane lines or edge lines of toll plaza approach lanes that are restricted to vehicles with registered ETC accounts
- Blue RPMs – Not a TCD
 - Removed from MUTCD, except for new Section 3B.11 Support statement describing their use by emergency personnel in locating fire hydrants





Centerlines

A single yellow center line marking on a two-way roadway is specifically prohibited





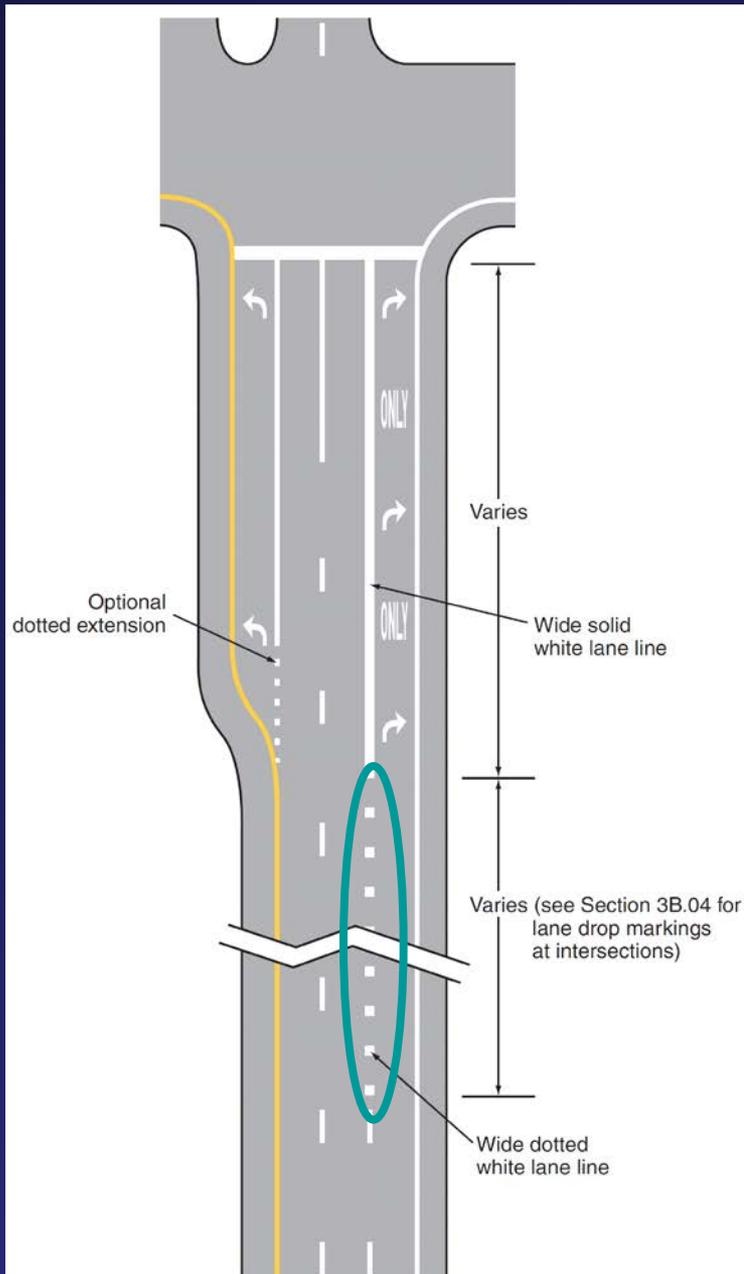
White Lane Line Markings

Dotted (not broken) lane lines shall be used for non-continuing lanes:

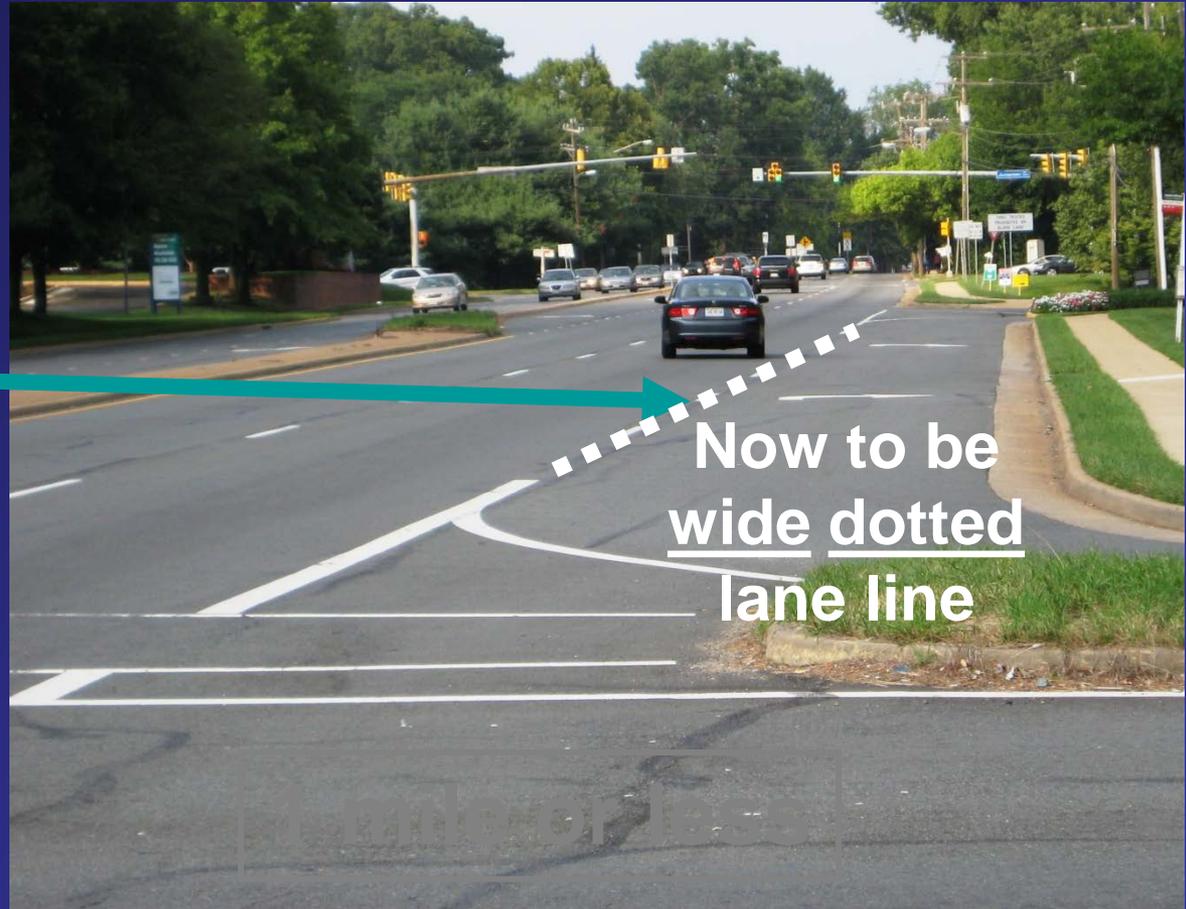
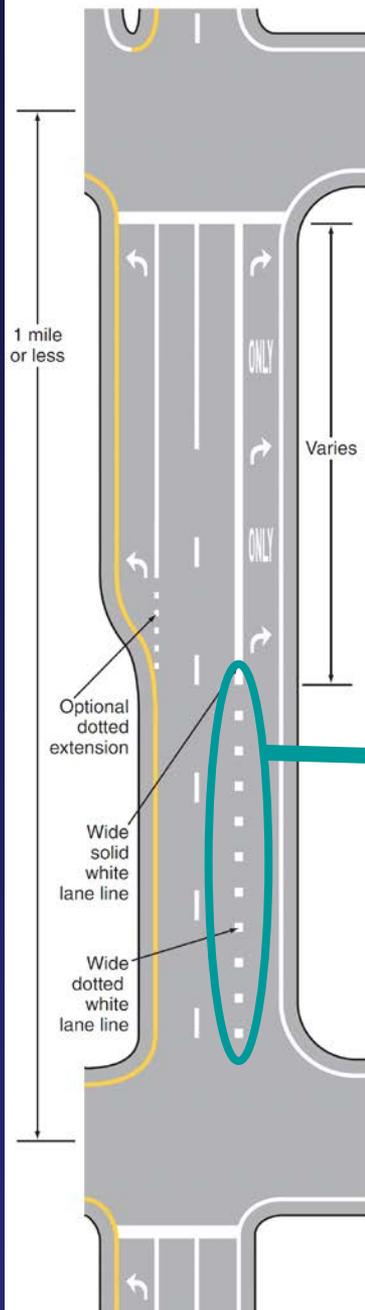
- Lane drops (wide dotted)
- Auxiliary lanes (wide dotted)
- Acceleration lanes (normal width dotted)
- Deceleration lanes (normal width dotted)

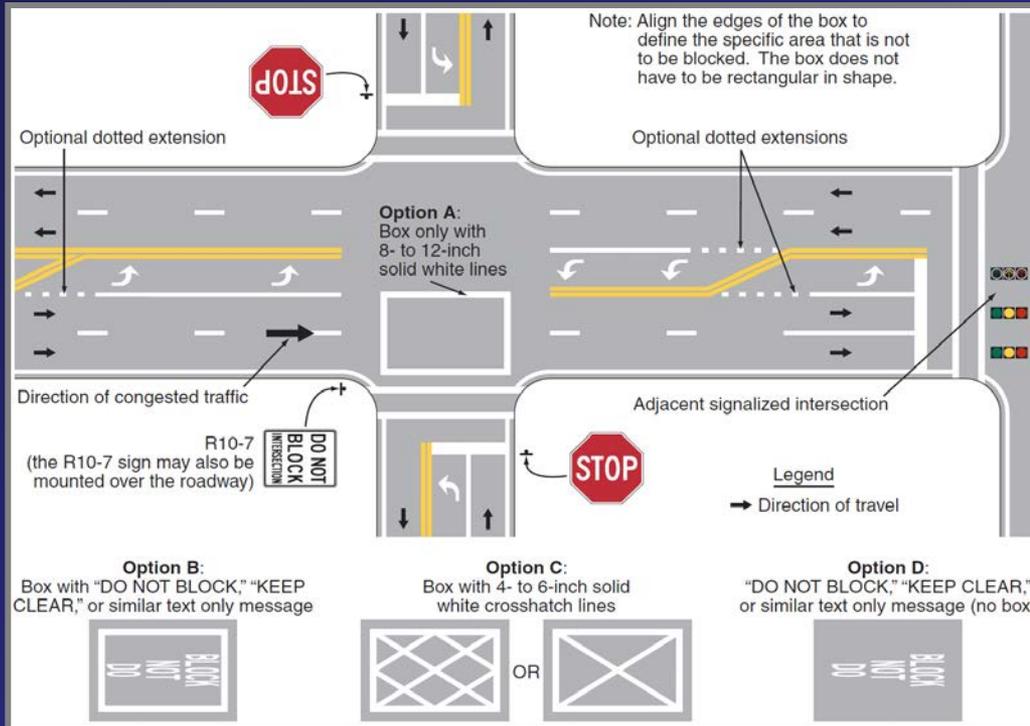
Applies on freeways, expressways, and conventional roads

Lane Drops on Conventional Roads



Auxiliary Lanes between Intersections





Do Not Block Intersection Pavement Markings

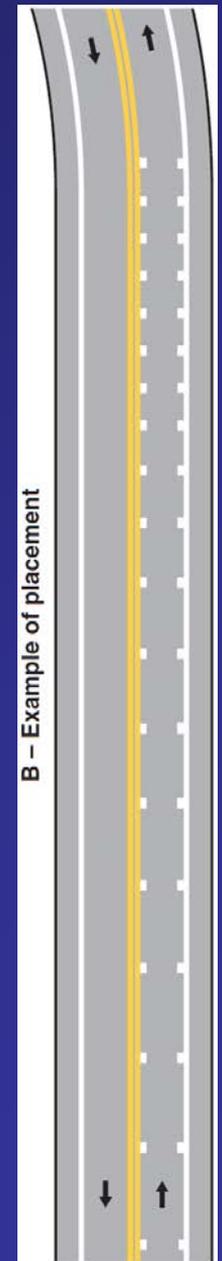
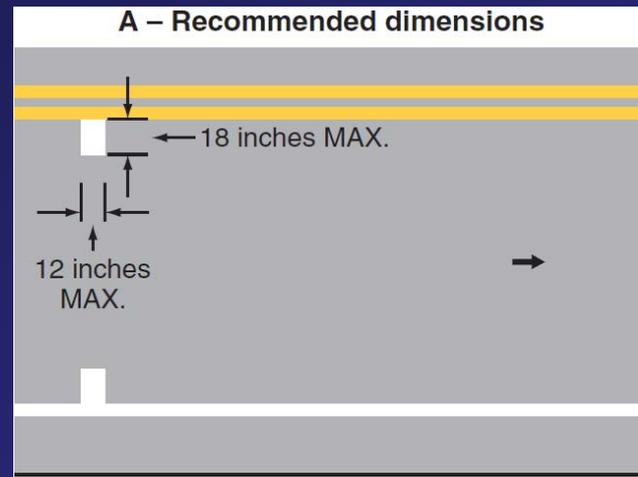
Revised Guidance for Provision of Marked Crosswalks

New marked crosswalks alone, without other substantial measures to reduce speeds, shorten crossing distance, enhance driver awareness of crossing, and/or provide active warning of ped presence should not be installed across uncontrolled roadways with:

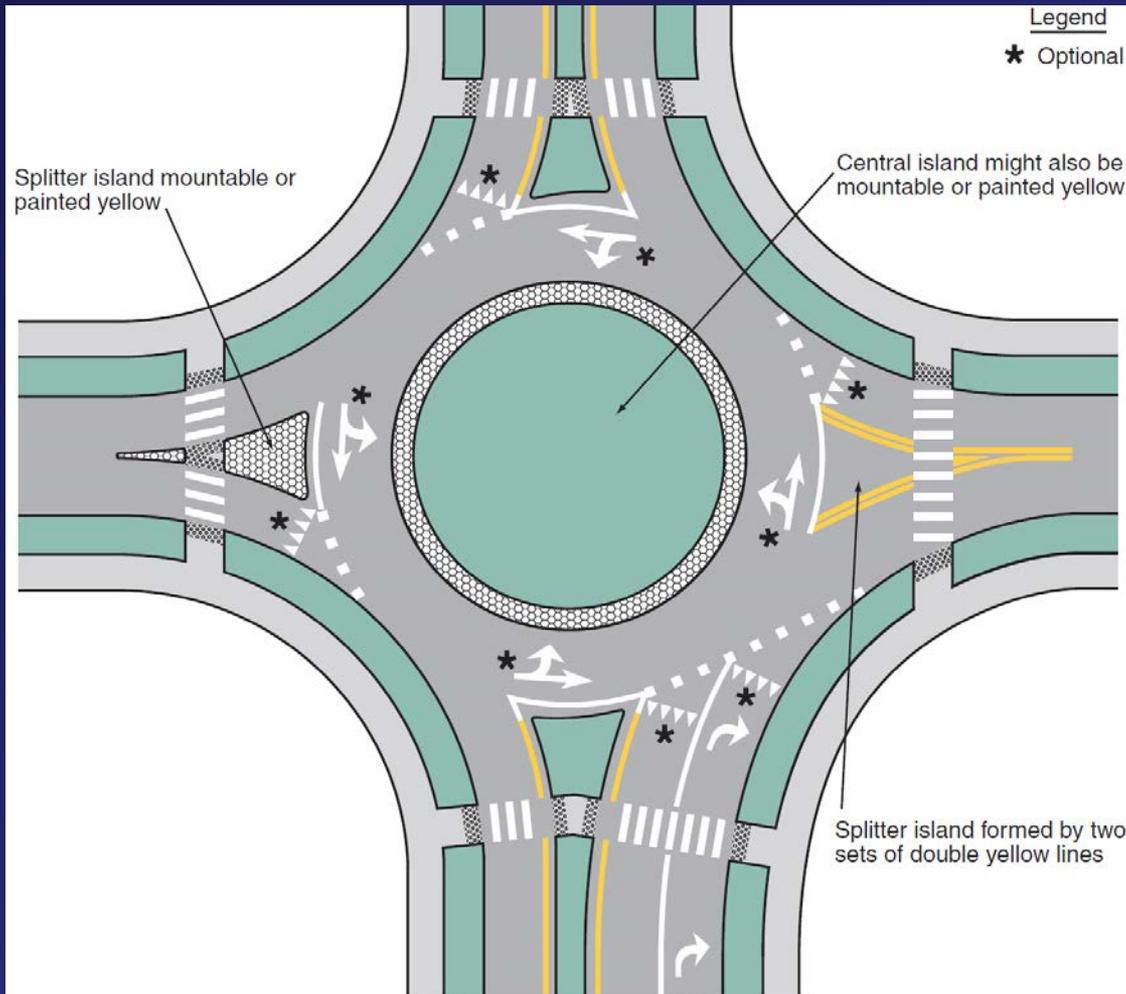


- \geq 4 travel lanes,
- Speed limit > 40 mph, and
- ADT > 12,000 without raised median or ped refuge, or > 15,000 with raised median or ped refuge

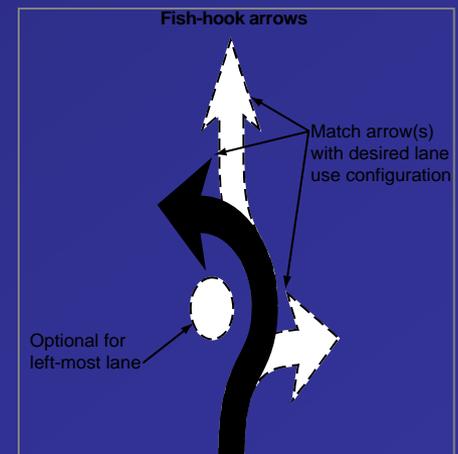
Speed Reduction Markings added as an Option



Pavement Markings at Roundabouts



Includes optional fish-hook lane-use arrows for approaches to roundabouts



Delineator Application



Delineators should be used with guardrails and other barriers

Delineators on
the left-hand side of a two-way
roadway shall be white



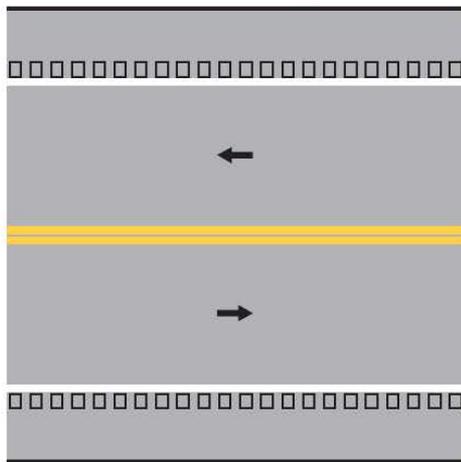
Shall match
color of
edge line

Rumble Stripes

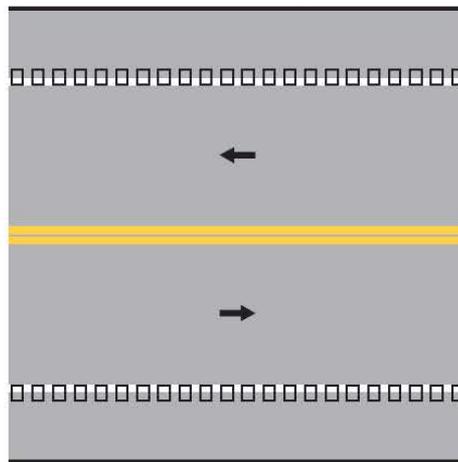
An edge line shall not be used in addition to a rumble stripe that is located along a shoulder

Figure 3J-1. Examples of Longitudinal Rumble Strip Markings

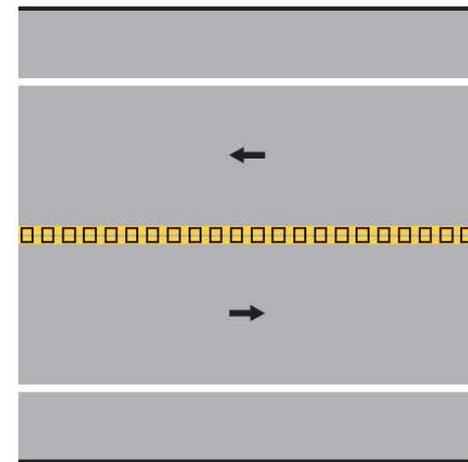
A - Edge line not on rumble strip



B - Edge line on rumble strip



C - Center line on rumble strip



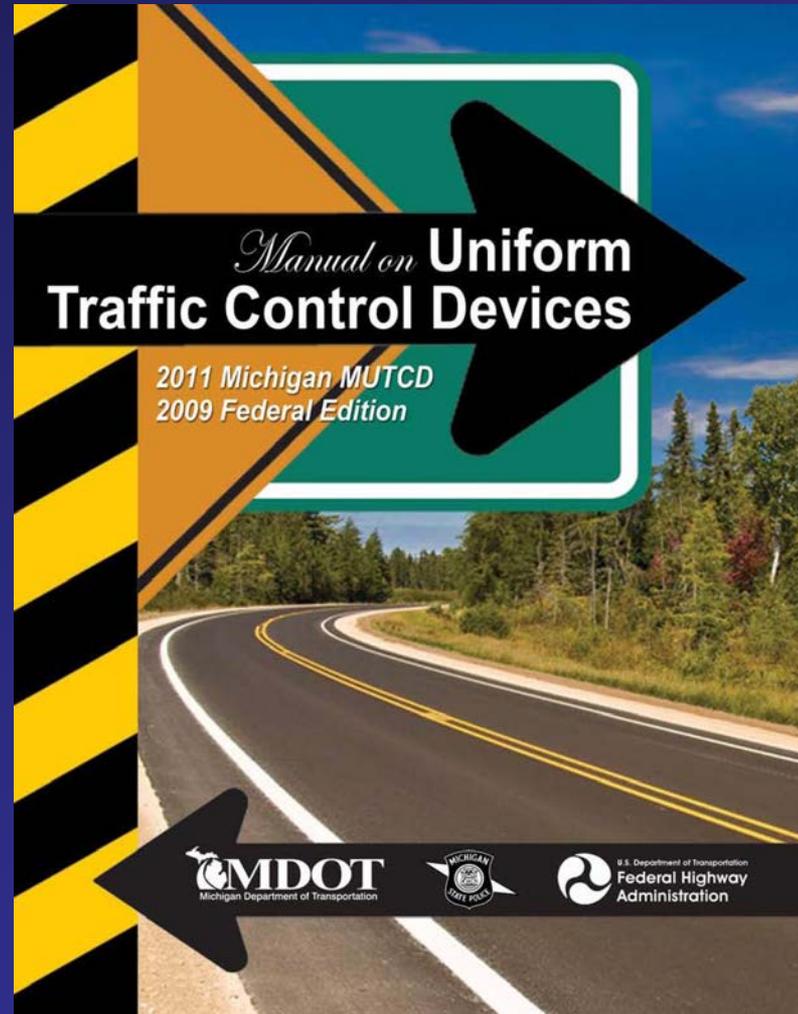
Legend

→ Direction of travel
□□□ Rumble strip

Note: Edge line may be located alongside the rumble strip (Option A) or on the rumble strip (Option B). Center line markings may also be located on a center line rumble strip (Option C).

Part 4

Highway Traffic Signals



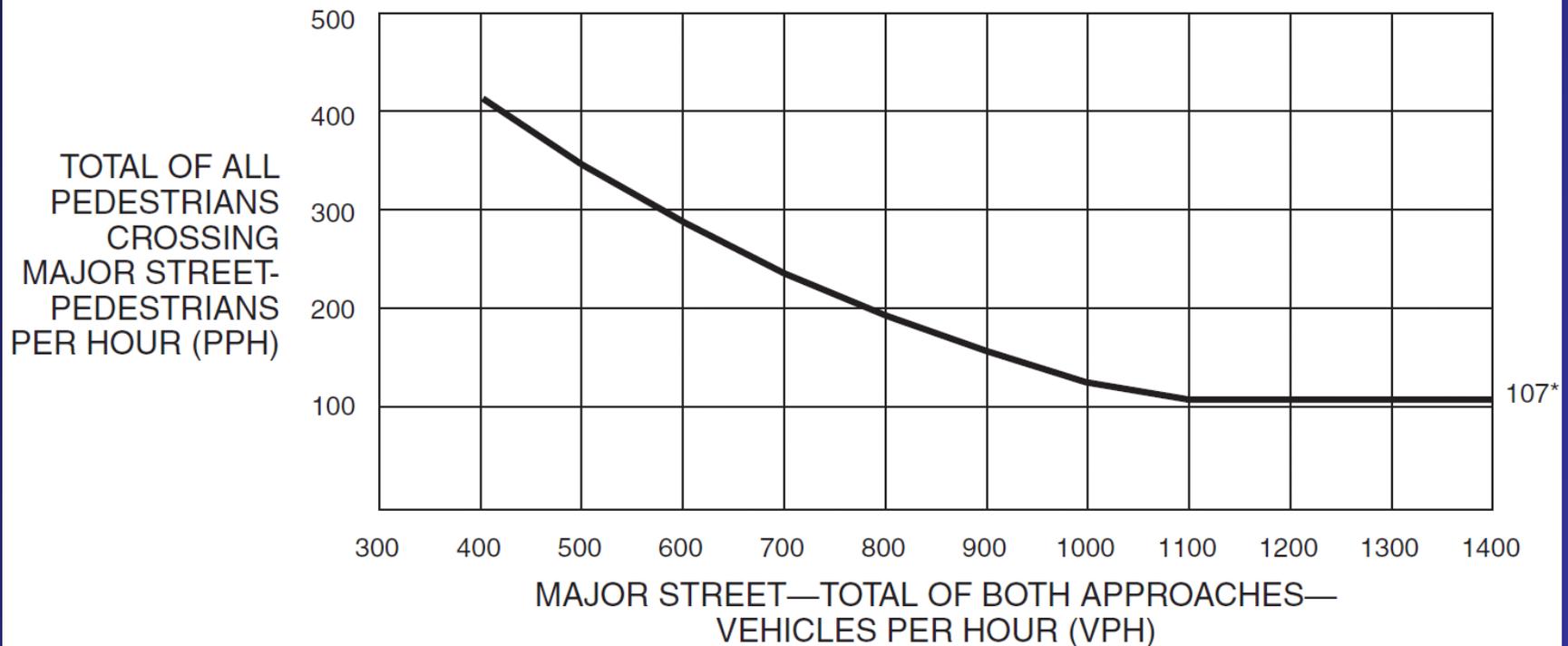


New Guidance in Warrant 3 (Peak Hour)

- Signals installed under Warrant 3 (peak hour):
 - should be traffic-actuated, and
 - may be operated in flashing mode during off-peak hours

Revisions to Warrant 4 (Pedestrian Volume)

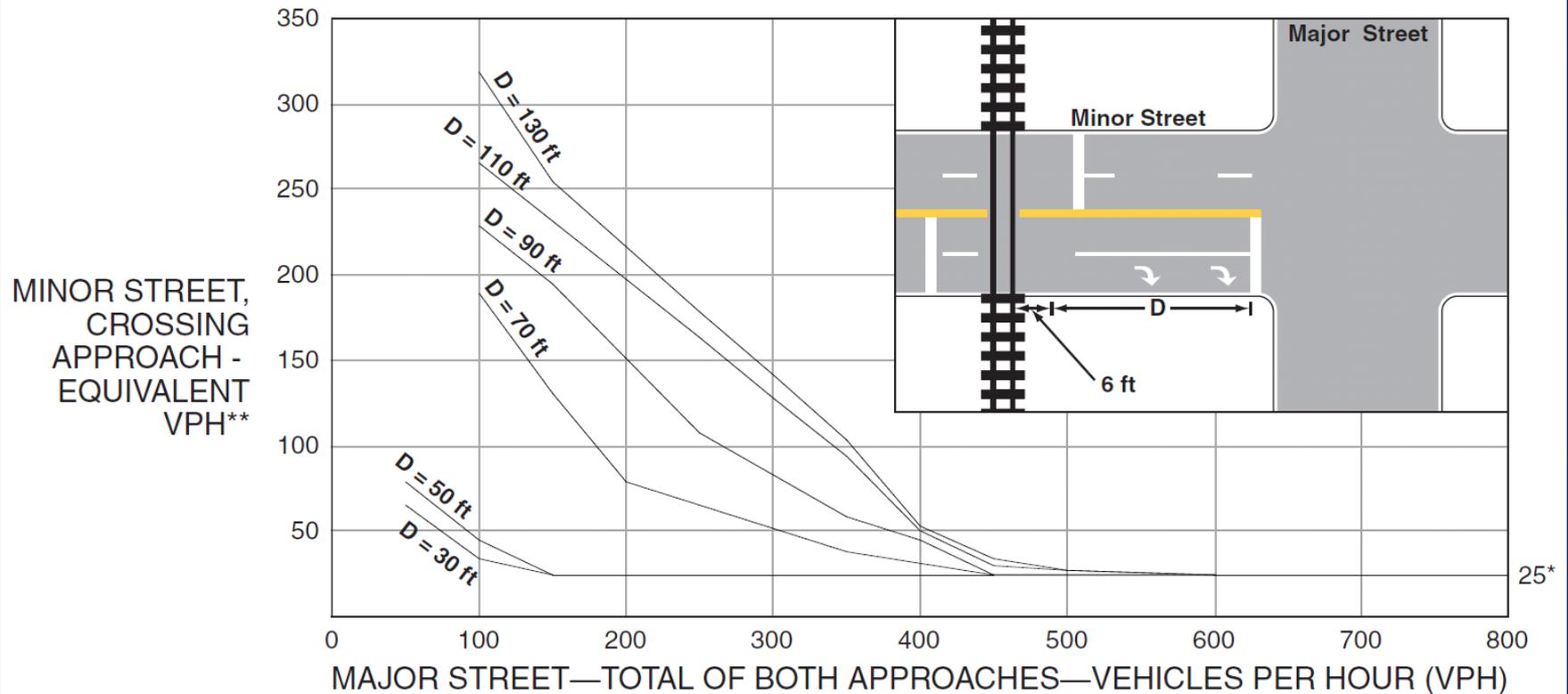
Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

New Warrant 9 for Intersections near Grade Crossings

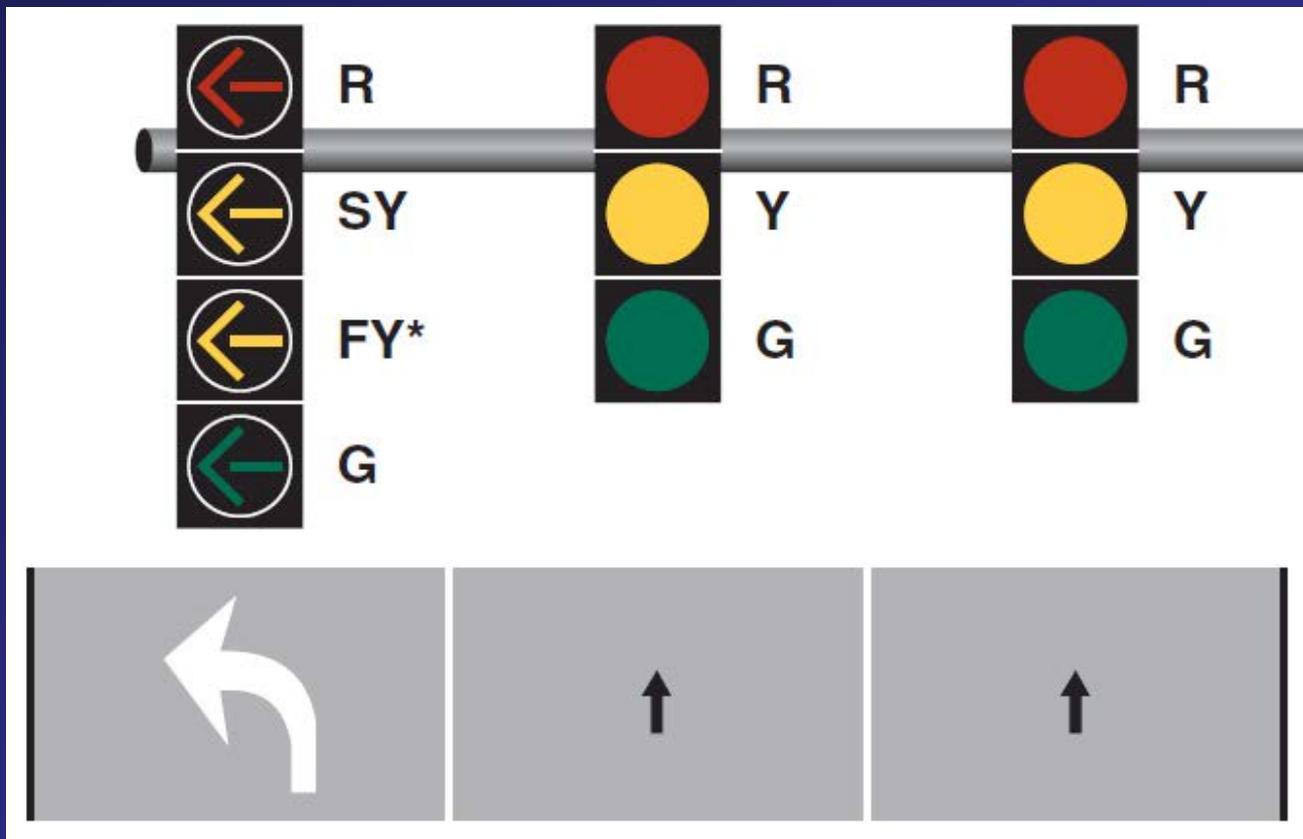
Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

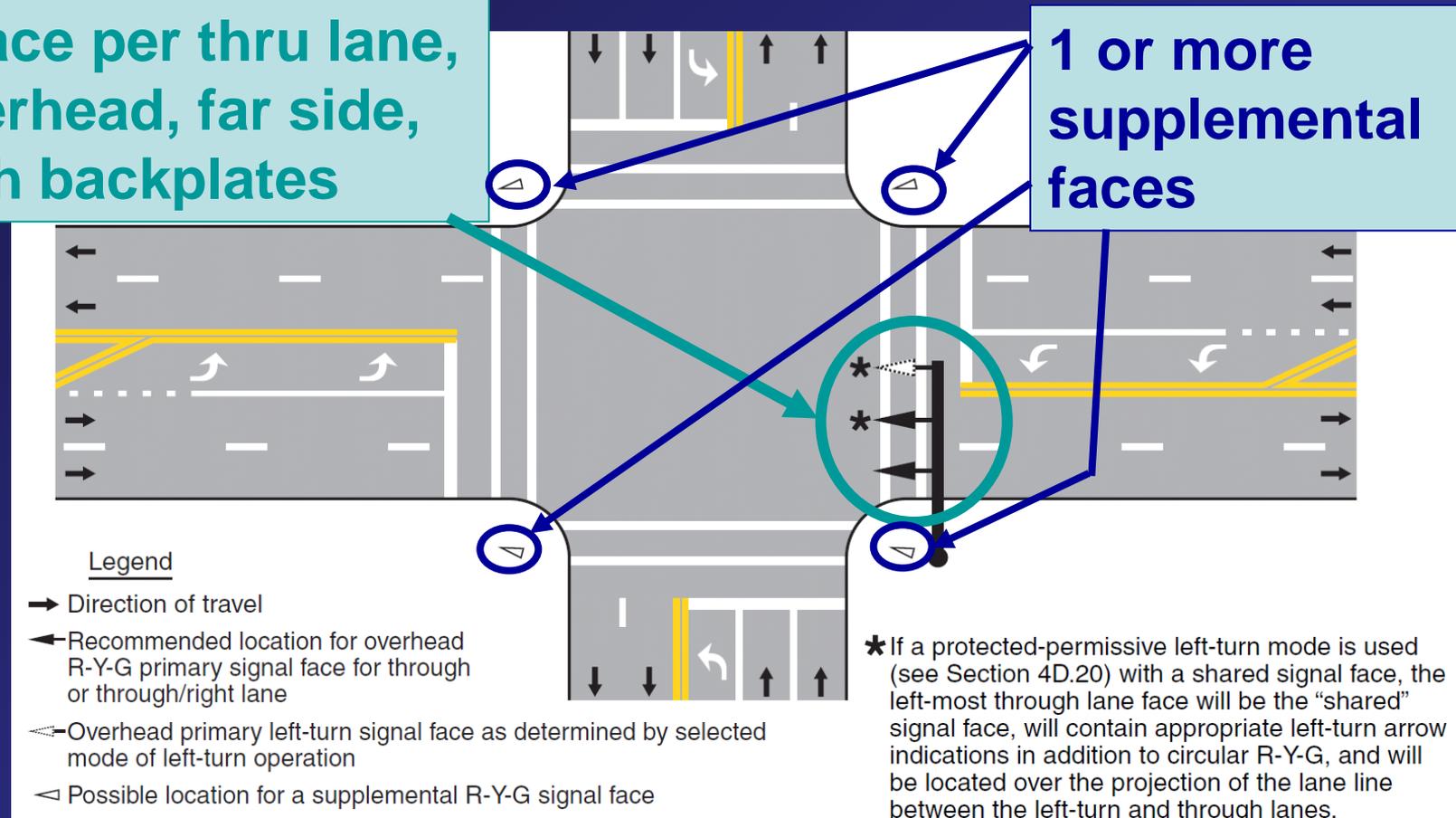
Flashing Yellow Arrow for Permissive Turns



Recommended number, location, and design of signal faces for approaches with speeds ≥ 45 mph:

- Face per thru lane, overhead, far side, with backplates

1 or more supplemental faces



Recommended minimum number of thru signal faces on approaches with speeds \geq 45 mph:

Table 4D-1. Recommended Minimum Number of Primary Signal Faces for Through Traffic on Approaches with Posted, Statutory, or 85th-Percentile Speed of 45 mph or Higher

Number of Through Lanes on Approach	Total Number of Primary Through Signal Faces for Approach*	Minimum Number of Overhead-Mounted Primary Through Signal Faces for Approach
1	2	1
2	2	1
3	3	2**
4 or more	4 or more	3**

NOTES: *A minimum of two through signal faces is always required (See Section 4D.11). These recommended numbers of through signal faces may be exceeded. Also, see cone of vision requirements otherwise indicated in Section 4D.13.

** If practical, all of the recommended number of primary through signal faces should be located overhead.

Same provisions should also be considered for speeds of less than 45 mph



Protected-only mode left-turn faces must use red arrow, not circular red

- Applies to left-turn signals but not to right-turn signals





Yellow Change Intervals and Red Clearance Intervals

- Durations shall be determined using engineering practices
- Use of red clearance – changed from option to guidance, when indicated by application of engineering practices

**Compliance date of December 31, 2014
when timing adjustments are made to the
individual intersection and/or corridor,
whichever occurs first**

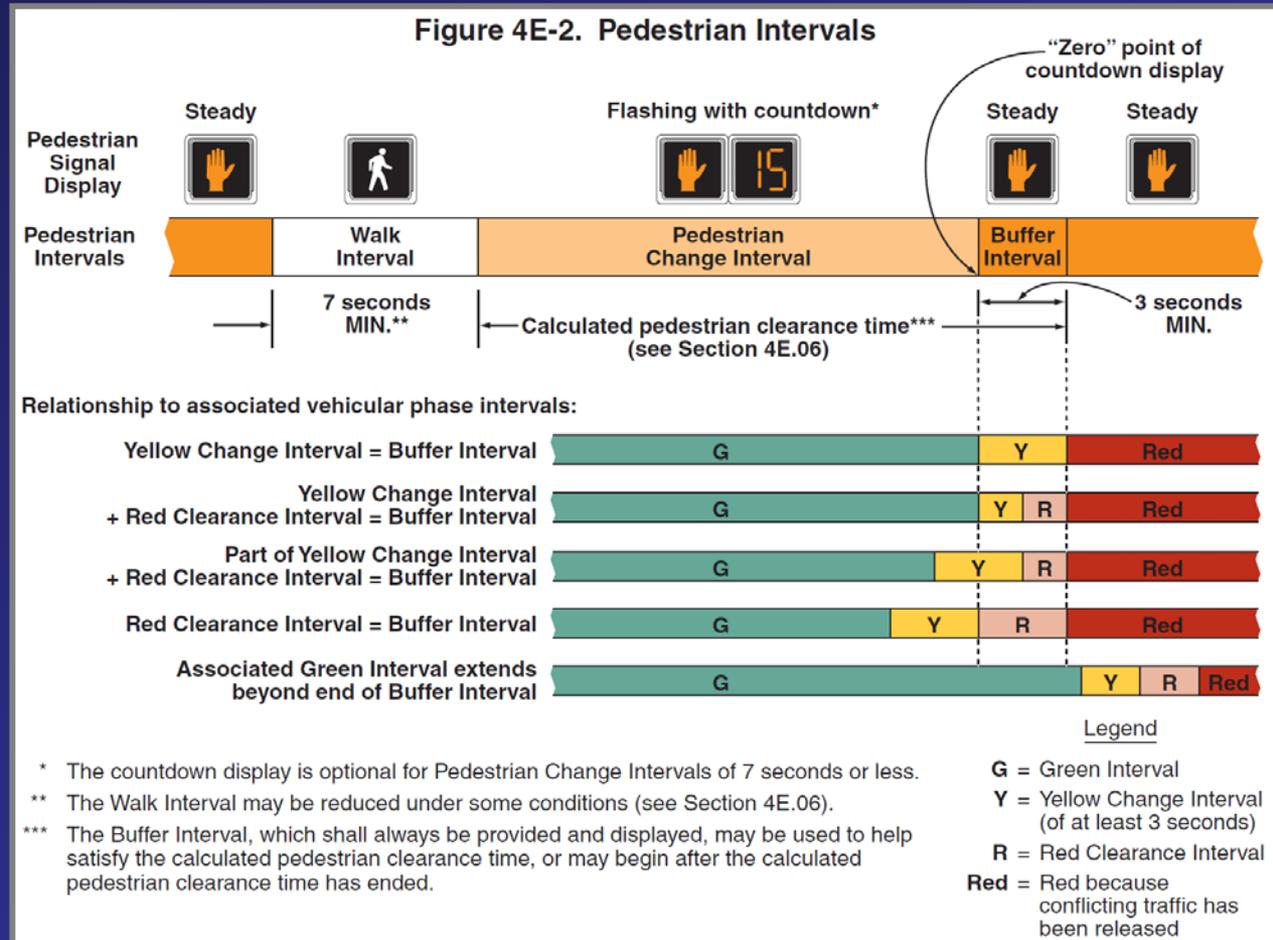
Back-up power should be provided for signals with RR preemption



Pedestrian Clearance Time

Ped Change Interval (flashing DW):
 - shall not extend into the red clearance interval - shall be followed by min. 3 sec. buffer interval

Compliance date of December 31, 2014 when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first



Slower walking speed for calculating pedestrian clearance time (**Guidance**)

~~4.0 feet per
second~~

Ped. Clearance Time
based on **3.5** feet / sec

[Exception allows 4.0 ft /sec if extended button press
or passive ped detection allows slower peds to
request additional crossing time]

Sum of Walk time + Ped. Clearance Time
based on **3.0** feet per second for
distance from ped detector to far side

Countdown Pedestrian Displays

Required for all ped signals unless ped change interval is 7 seconds or less

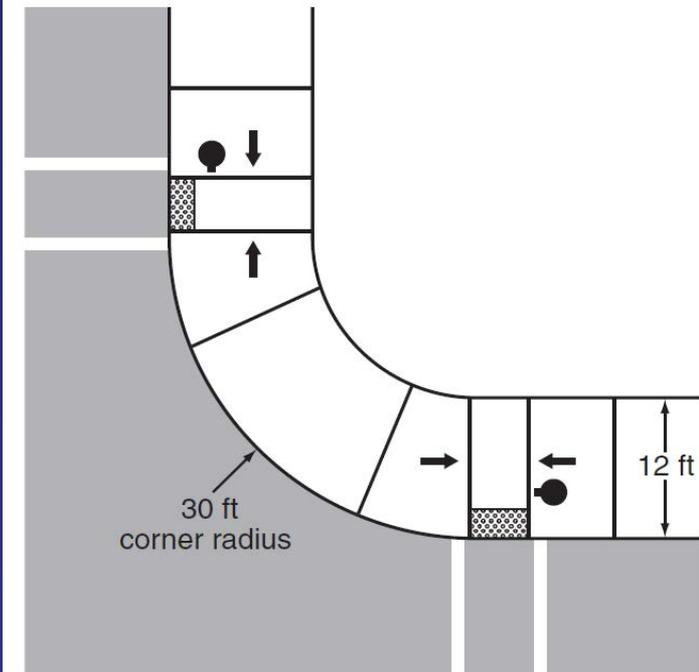
No specific compliance date for retrofitting existing ped signals (can remain w/o countdown until ped heads replaced)



New guidance and figures for locations of pedestrian pushbuttons for a variety of conditions



A - Parallel ramps with wide sidewalk



Positioning of pedestrian pushbuttons and legends on pushbutton signs shall clearly indicate which crosswalk signal is activated by which pushbutton



HAWK

High-intensity Activated crossWalk

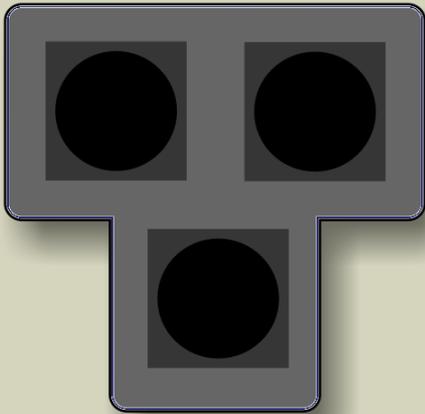
- Mid-block crossing
- Protected pedestrian crossing
- When not in use will go dark



Signal Operations

Drivers

see this:



**Proceed through
Intersection**

Pedestrians

see this:

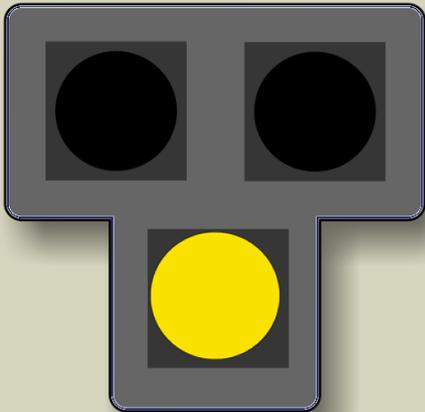


**Push the Button
to Cross**

Signal Operations

Drivers

see this:



Slow Down

(Pedestrian has activated
the push button)

Pedestrians

see this:

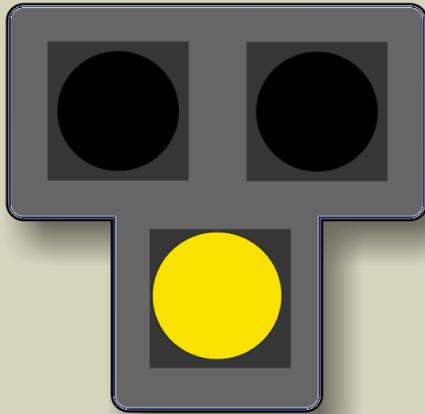


Wait

Signal Operations

Drivers

see this:



Prepare to Stop

Pedestrians

see this:

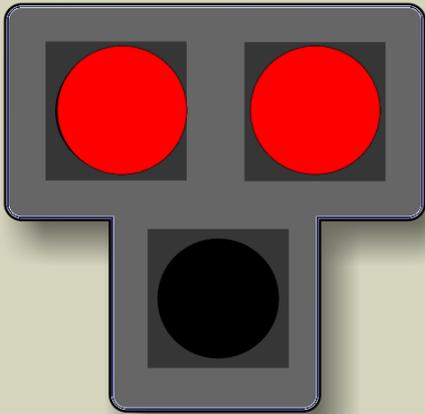


Continue to Wait

Signal Operations

Drivers

see this:



STOP!

(Pedestrian in Crosswalk)

Pedestrians

see this:

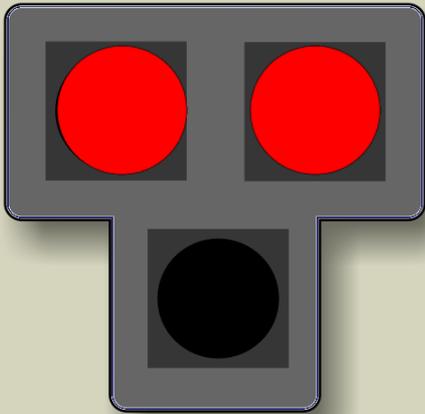


Start Crossing

Signal Operations

Drivers

see this:



Proceed if Clear

Pedestrians

see this:

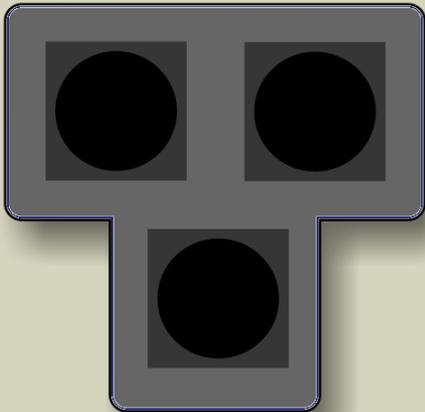


Countdown Signal
(Continue Crossing)

Signal Operations

Drivers

see this:



Continue Driving

Pedestrians

see this:



STOP!
Push the Button to Cross

Intersection Control Beacons using Two Red Lenses

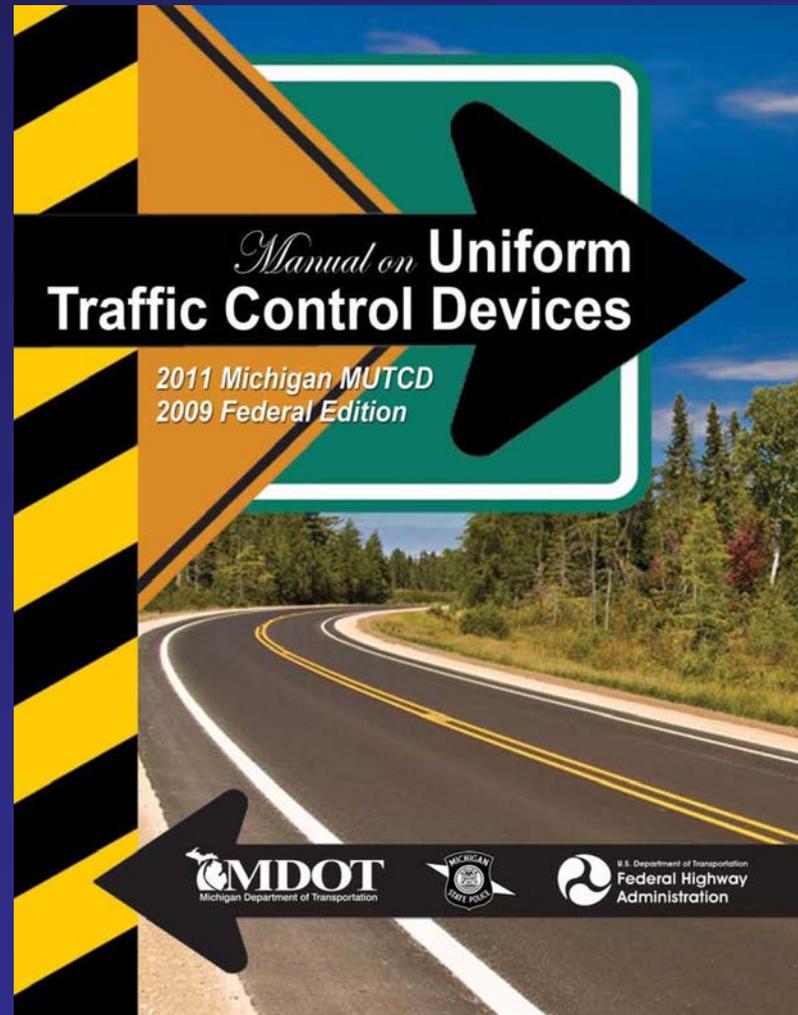
Horizontally aligned –
flash simultaneously



Vertically aligned –
flash alternately

Part 5

Low-Volume Roads



Part 5 is not Applicable on Neighborhood Residential Streets



Not applicable



Applicable

Part 5 applies only outside of built-up areas of cities, towns, and communities

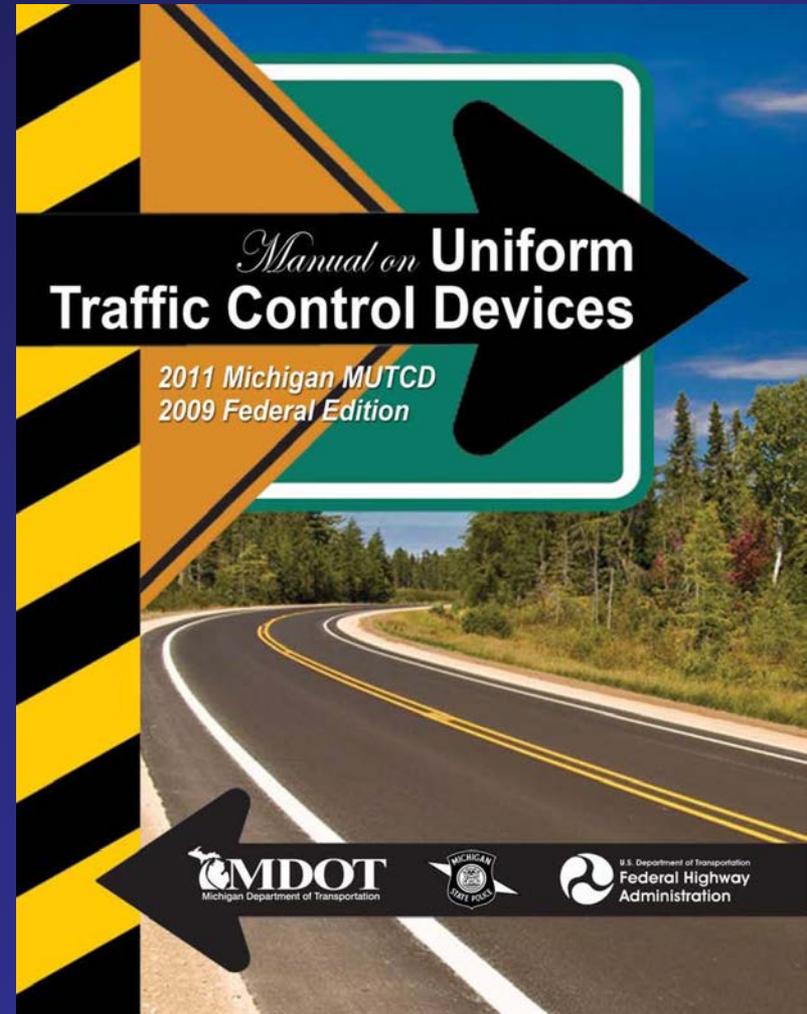
Typical sizes for signs and plaques on low-volume roads are the same sizes as for conventional roads

Table 5A-1. Sign and Plaque Sizes on Low-Volume Roads (Sheet 1 of 2)

Sign or Plaque	Sign Designation	Section	Sign Sizes		
			Typical	Minimum	Oversized
Stop	R1-1	5B.02	30 x 30	—	36 x 36
Yield	R1-2	5B.02	30 x 30 x 30	—	36 x 36 x 36
Speed Limit (English)	R2-1	5B.03	24 x 30	18 x 24	36 x 48
Do Not Pass	R4-1	5B.04	24 x 30	—	36 x 48
Pass With Care	R4-2	5B.04	24 x 30	18 x 24	36 x 48
Keep Right	R4-7	5B.04	24 x 30	18 x 24	36 x 48

Part 6

Temporary Traffic Control



Minimum length for one-lane, two-way traffic taper added to Table 6C-3

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	100 feet per lane

High-Visibility Safety Apparel



Required for all workers within the public right of way

Applies to all roads, not just those on the Federal-aid system

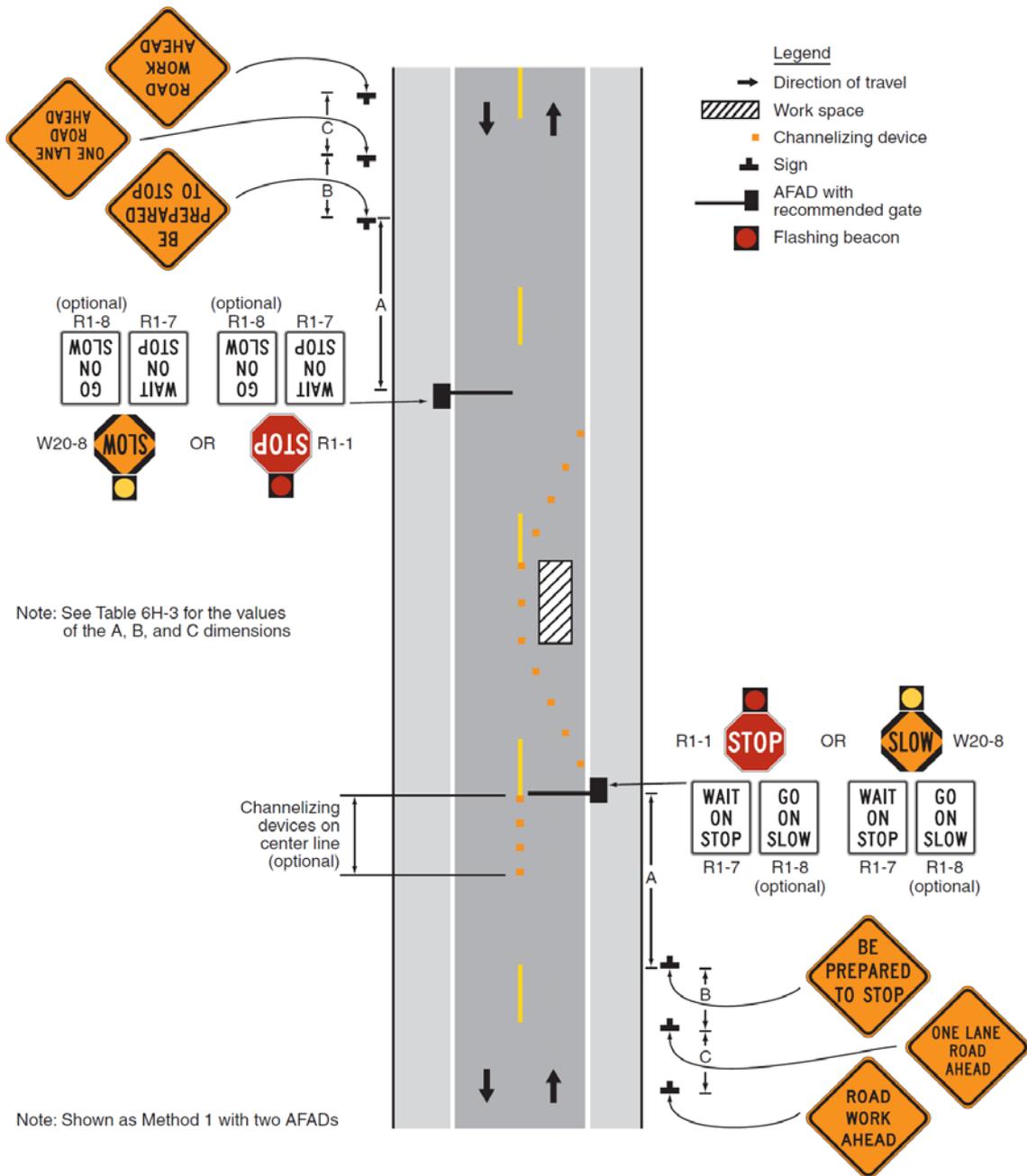
Option for law enforcement and first responders to use new ANSI “public safety vests”

Firefighters and law enforcement are exempted from the requirement under certain conditions

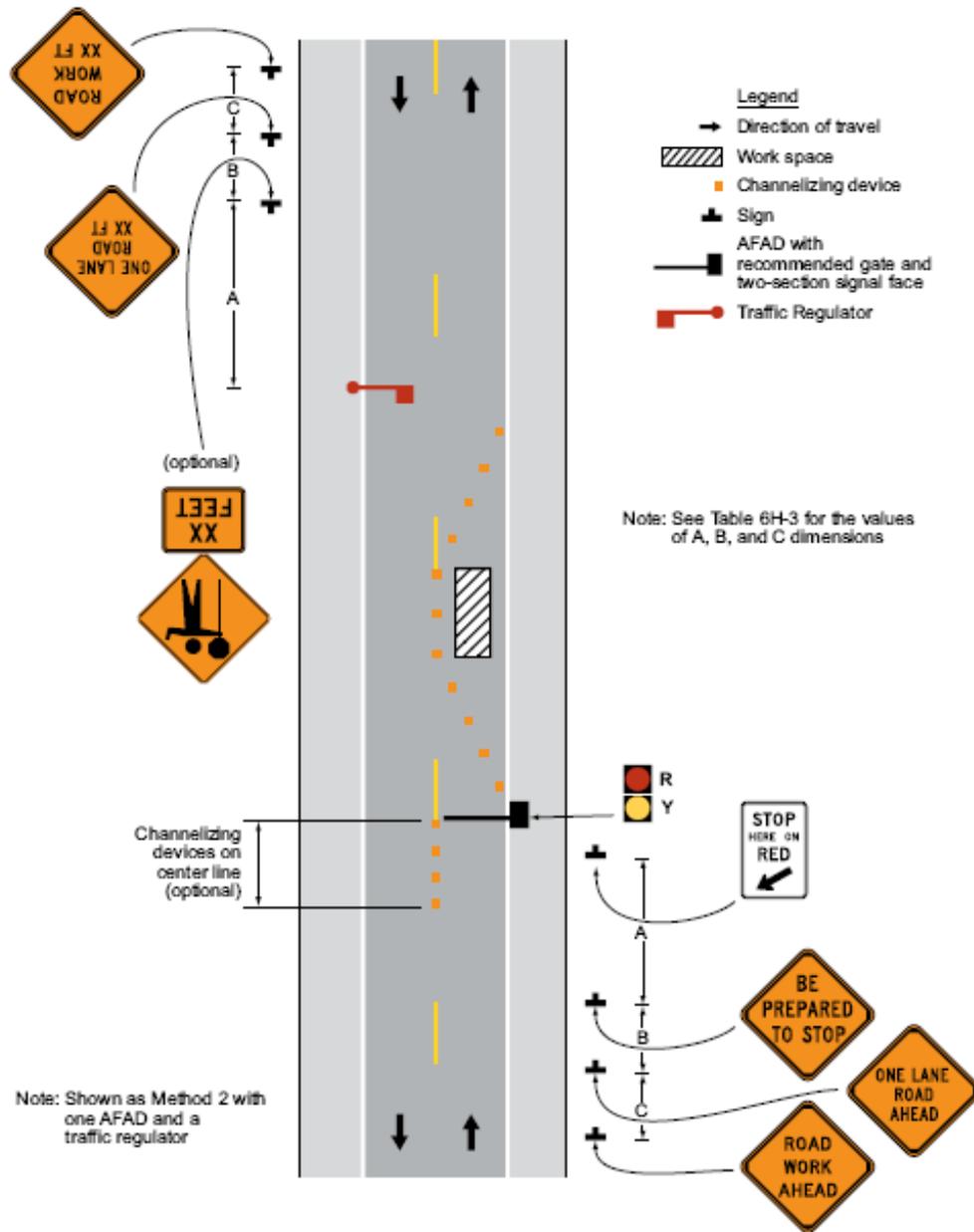
**Compliance date of
December 31, 2011**

Automated Flagger Assistance Device (AFAD)

Type 1: STOP/SLOW paddle AFAD

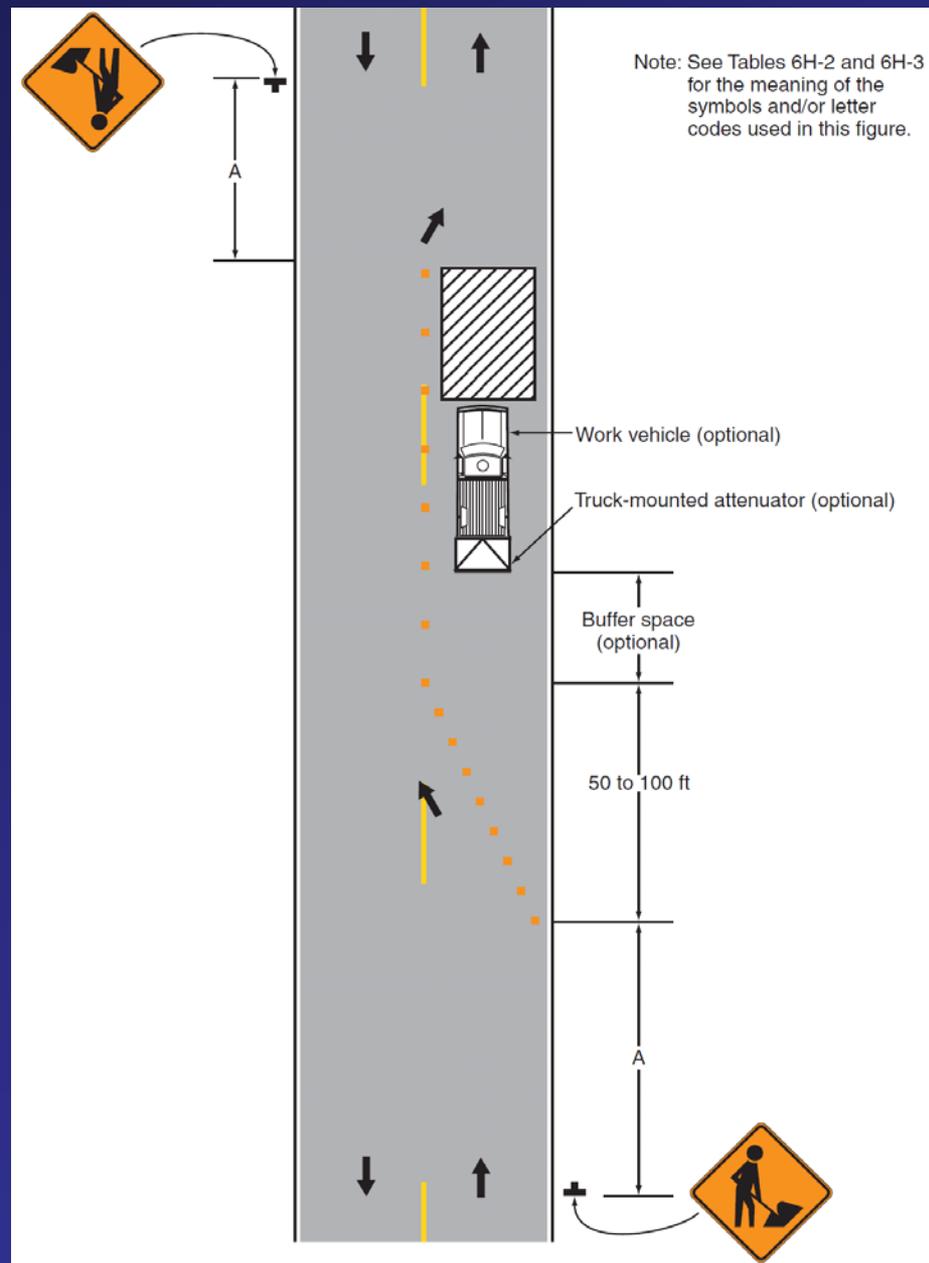


Type 2: Red/yellow lens AFAD



Clarified OPTION for self-regulating traffic movement through a one- lane, 2-way constriction

- If work space is short
(adequate sight distance)
- If on a low-volume
street



Center Lane Closed Ahead symbol sign has been removed from the MUTCD

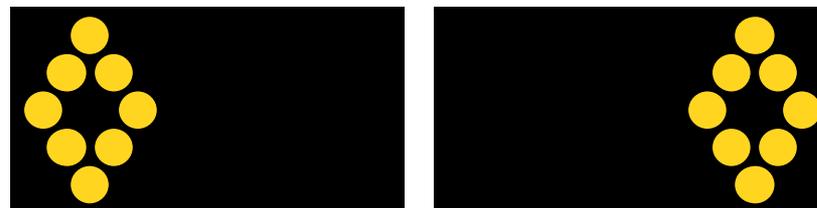


W9-3



W9-3a

New Alternating Diamond Display to indicate Caution on an Arrow Board



Alternating Diamond Caution



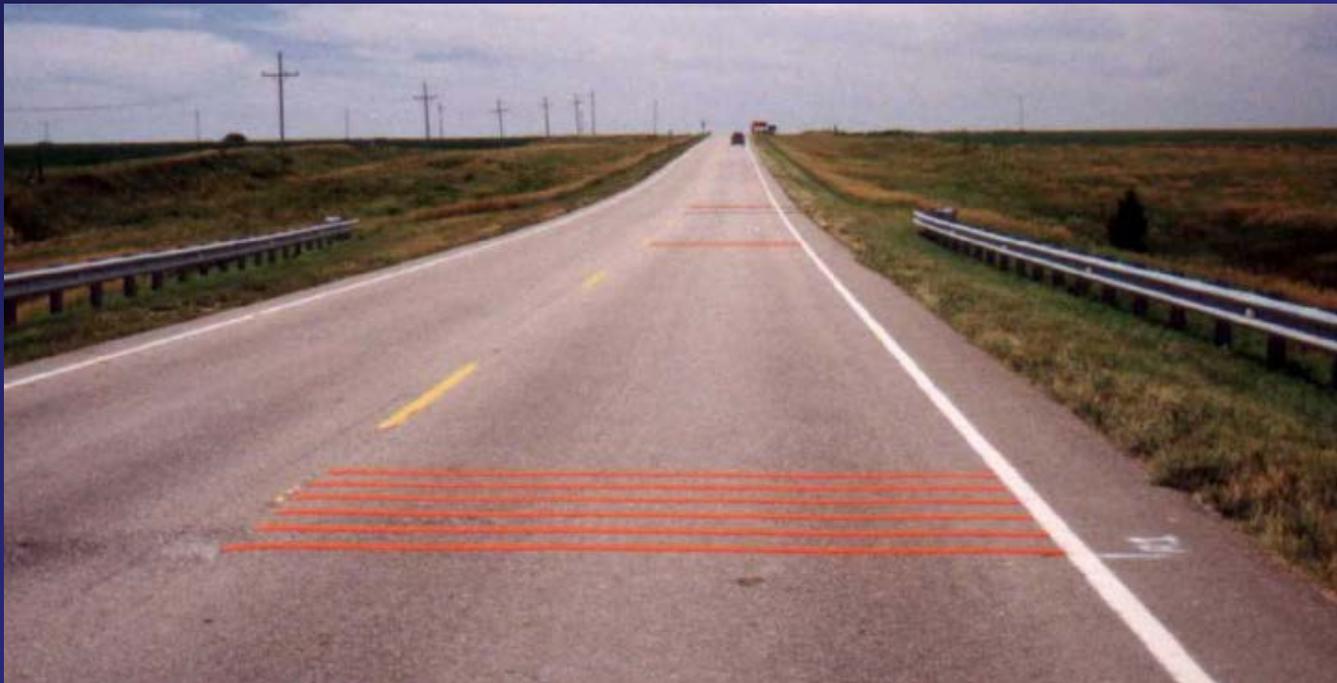
Temporary Markings

- Delineate path through the TTC zone when the permanent markings are either removed or obliterated during the work activities.
- Should not be left in place longer than 14 days
- Some allowable exceptions to normal longitudinal markings requirements

Preemption of Temporary Signals in TTC Zones

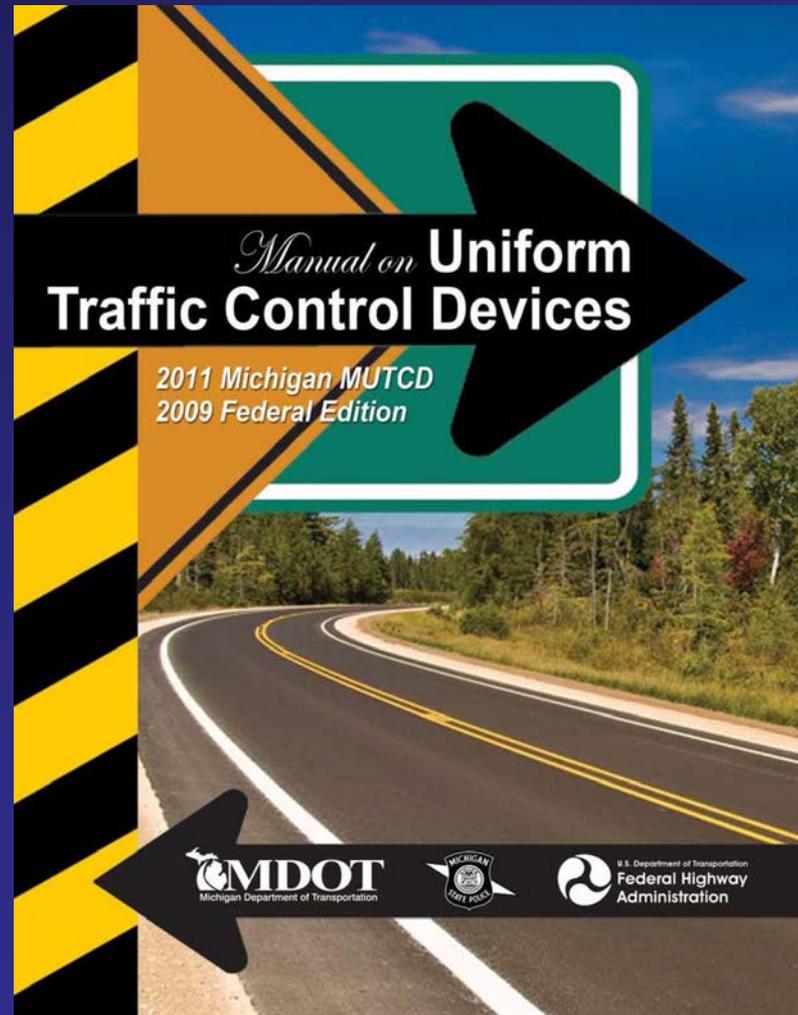


Black and orange are acceptable colors for transverse rumble strips in TTC zones



Part 7

School Areas



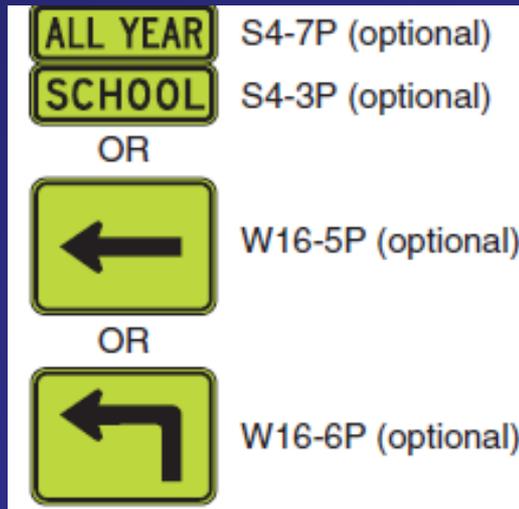
New Plaques for School Area Signing



Existing school area signs



New plaque designs



New Symbol Sign to replace the S3-1 word message sign



S3-1

School Crossing Guard Apparel

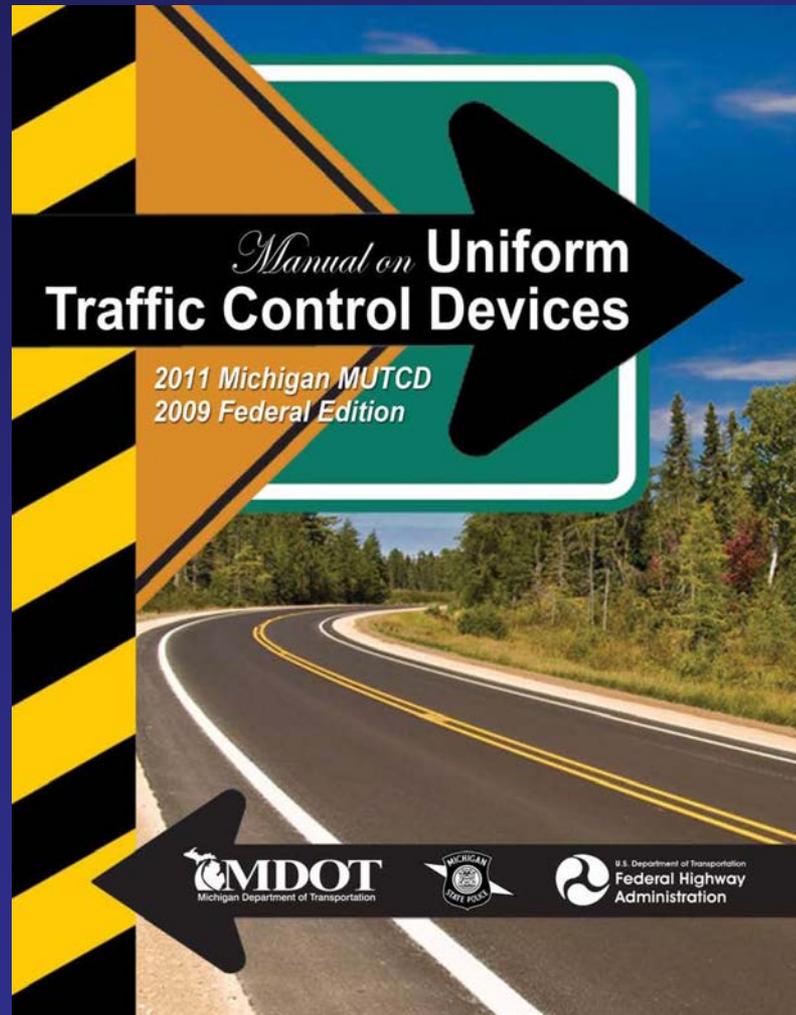


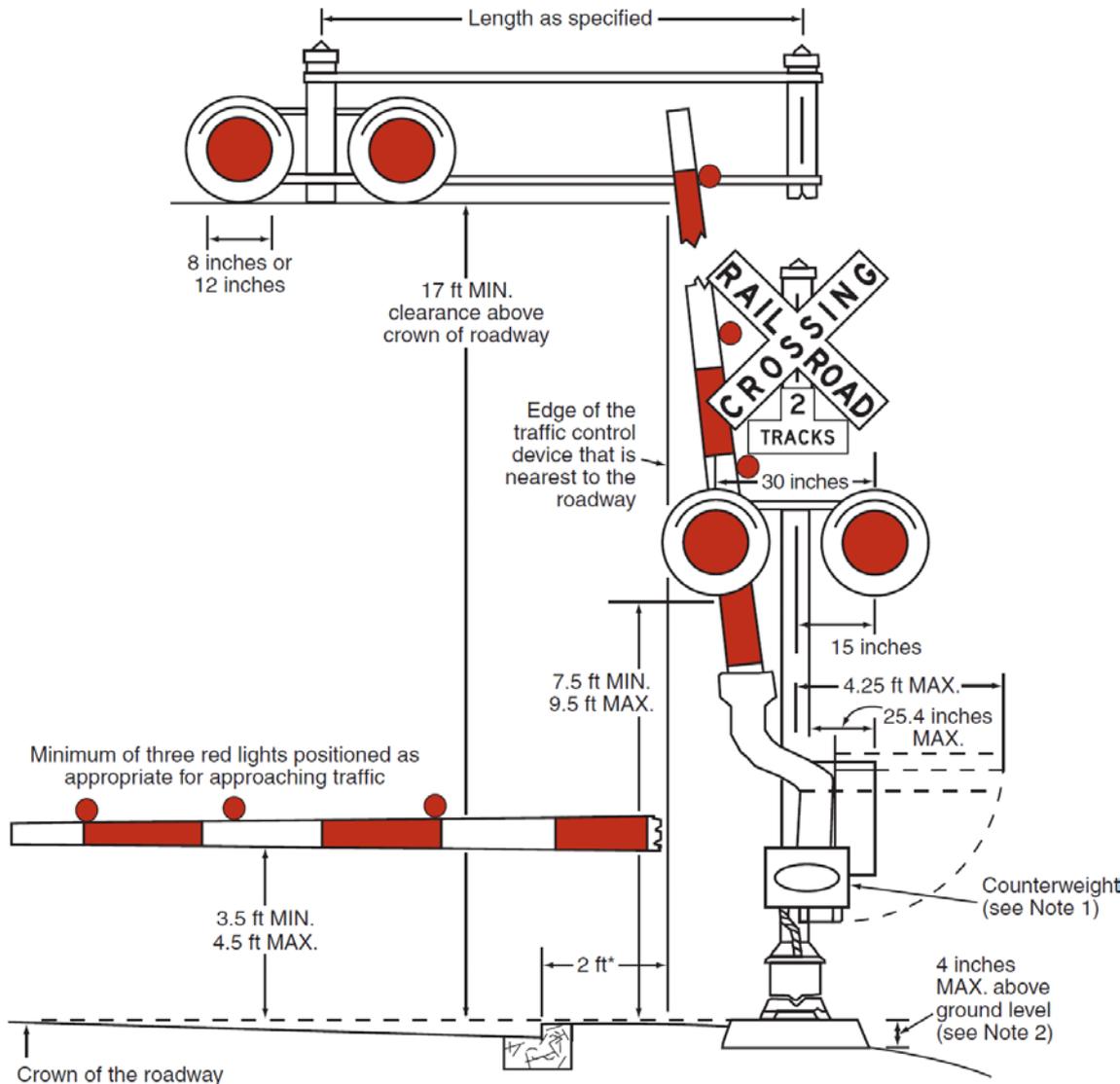
Adult guards and law enforcement shall use ANSI Class 2 safety apparel

Compliance date of December 31, 2011

Part 8

Railroad Grade Crossings





Stripes on gate arms shall be vertical

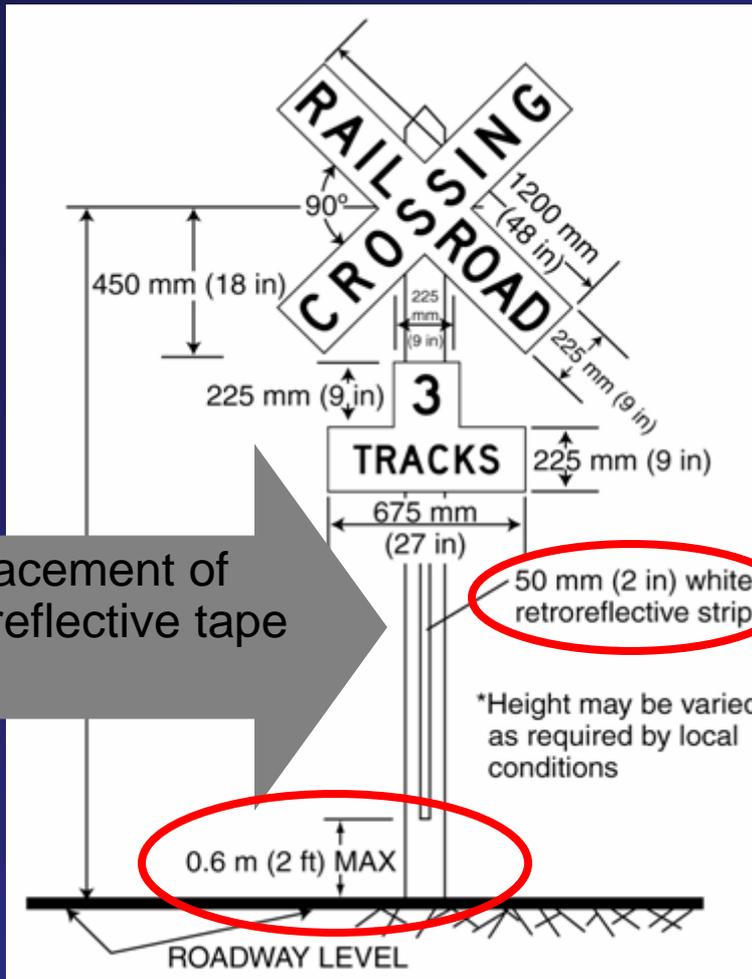
*For locating this reference line on an approach that does not have a curb, see Section 8C.01.



Grade crossings within or in close proximity to circular intersections

- Engineering study required to evaluate potential queuing
- If queues impact crossing, provisions shall be made to clear highway traffic from the crossing before train arrivals

Highway-Rail Grade Crossing Sign



- Retroreflective white material on crossbuck post and sign:

within 2 ft above the edge of roadway on the front and back.

back of each blade for the full length.

**Compliance date
of December 31,
2019**

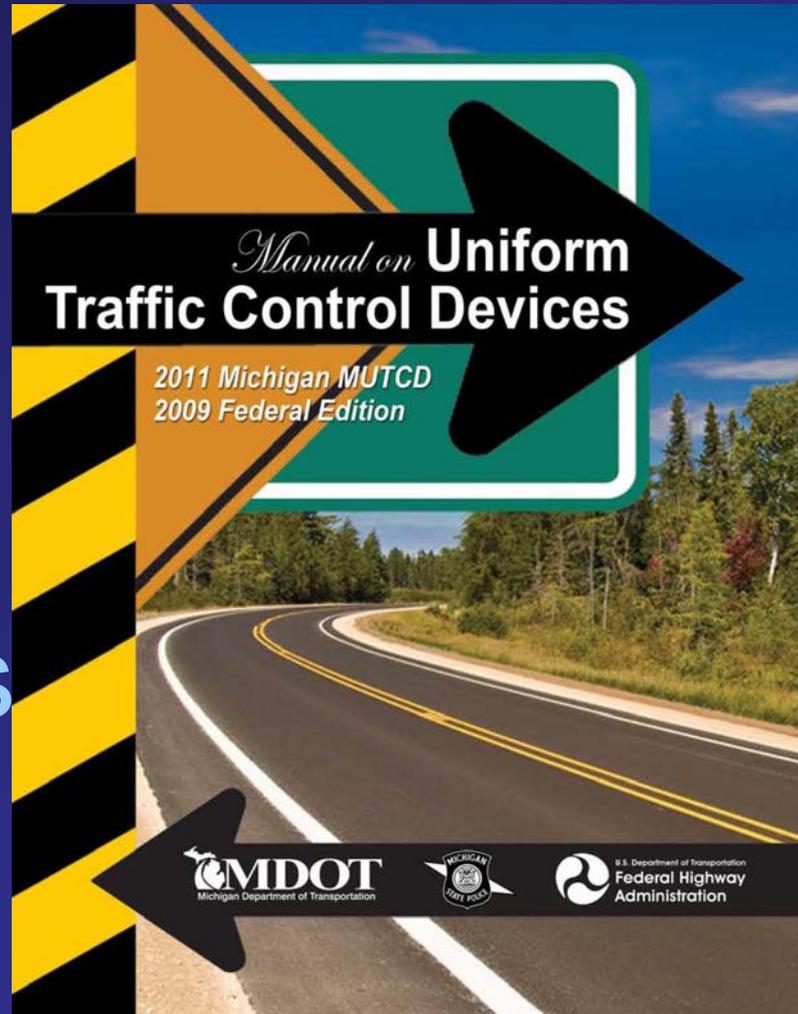
YIELD or STOP Signs Required at Passive Highway-Rail Grade Crossings



**Compliance date
of December 31,
2019**

Part 9

Bicycle Facilities



New Bicycle Destination Guide Signs



D1-3c



D11-1c

New Bicycle Route sign that provides a place for a pictograph



M1-8

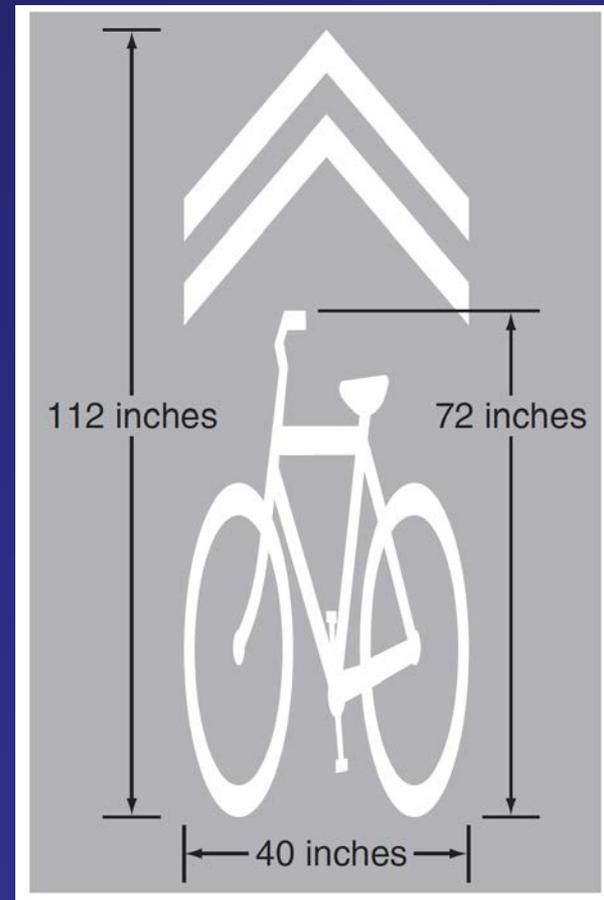
M1-8a

Revised Design of the U.S. Bicycle Route Sign



M1-9

New Shared Lane Pavement Marking



2005 vs 2011 Michigan Differences

- Updated MVC references
- History of MMUTCD added
- May Be Icy sign replaced with Bridge Ices Before Road sign
- Advance Street Name sign shall provide advance information

2005 vs 2011

Michigan Differences

- Traffic Regulator sign sequence – Be Prepared to Stop sign optional
- Worker Symbol sign back
- School Crossing sign now permitted as signalized locations
- School Bus Stop Ahead sign back
- Railroad pavement markings match federal MUTCD

Please take note!

- The Effective date of the MMUTCD is December 1, 2011.
- The Michigan Manual on Uniform Traffic Control Devices is the document for all Michigan road agencies to follow.



Where to Find the MMUTCD

- Download the 2011 MMUTCD
 - http://mdotwas1.mdot.state.mi.us/public/tands/Details_Web/mmutcdcompleteinteractive.pdf
- Order the 2011 MMUTCD
 - 1-517-322-1676
 - #60 MMUTCD - \$143.99
 - #61 Part 6 - free