

CHANGE LIST for

MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD)

Note: Located at <http://mdotcf.state.mi.us/public/tands/plans.cfm>

August 1, 2017: Known Errors in the 2011 MMUTCD (8/1/2017) is now located on the web site listed above.

July 12, 2017: The requirements for signing in Part 7 related to a school zone have been revised due to changes in MCL 257.627a which changed the definition of school. Under Public Act 446 of 2016 an education institution to which all students are transported in a motor vehicle no longer meets the definition of a *school* under MCL 257.627a. For such schools, a *school zone* of up to 1,000 feet from the school property line cannot be established under state law. The impact of this change in definition is that these schools no longer qualify for a reduced school speed limit nor the application of double fines for any moving violation under MCL 257.601b. In addition, the time for enforcement for those eligible school speed limits and the speed may change. Furthermore, revisions were made to Part 7 as noted in the Known Errors in the 2011 MMUTCD.

January 9, 2017: The design for the Weight Limit symbol sign (R12-5) has been modified to show a three-unit vehicle as the third line of the regulatory weight limit sign. This modification is being done to reflect more closely the actual vehicle fleet on Michigan's roadways.

The sign design has been modified in Figure 2B-29 and Figure 6F-3.

October 1, 2015: The phase "industrial or spur line" in Section 8B.07, Option, paragraph 1, page 759 (MI) has been deleted.

For the Support, page 760 (MI) paragraph 3 has been replaced with the following language:

"These supplemental signs inform drivers of vehicles transporting 16 or more passengers, vehicles carrying passengers for hire, vehicles marked or placarded under 49 C.F.R. parts 100 to 180 or school buses that a stop is not required at highway-rail grade crossings."

November 2014: Known Errors in the 2011 MMUTCD (11/3/2014) is now located on the web site listed above.

December 2013: Page I-5 in the 2011 MMUTCD have been revised to bring the compliance dates for Yellow Change and Red Clearance Intervals, Section 4D.26 and

Pedestrian Intervals and Signal Phases, Section 4E.06 in alignment with the federal version of the manual. The compliance date is now June 13, 2017, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first.

September 2013: The requirements for drum spacing in Sections 6C.07 (Page 557 (MI)) and 6F.63 (Page 604 (MI)) have been revised to more closely match the pavement marking skip line configuration. The reason for change is the MMUTCD Section 3A.06-04 states that broken lines should consist of 12.5 foot long segments and 37.5 foot gaps. This allows the placement of a drum at the beginning of every broken line for 50 foot spacing on tapers and at the beginning of every other line for 100 foot spacing on tapers.

In Table 6F-1 (Sheet 3 of 3) (Page 580 (MI)), the name of the W24-1cP plaque has been changed from “All Lanes” to “All Lanes (plaque)”. The size of the W24-1cP plaque shall be “24 x 18” instead of “24 x 24” in the Conventional Road column, and “30 x 24” instead of “30 x 30” in the Freeway or Expressway column.

The Part 6 Separate document, with a “Revised September 2013” footnote on the cover has been reprinted with all Part 6 changes incorporated.

February 2013: Pages 351, 372, 373, 389, 391, and 392 in the 2011 MMUTCD have been revised to bring the “shall” conditions regarding the use of “ONLY” legends into compliance with the federal manual, which utilizes “should” and “may” conditions. The “should” condition applies when an existing lane becomes used for an exclusive movement (e.g. a thru lane becomes a right turn only lane), otherwise the “may” condition is applied (e.g. a lane is added at an intersection for a turning movement). The pages noted above have been replaced with the federal manual page. No revision number is listed on these pages.

December 2012: Added two PowerPoint presentations with pdf versions.

New Compliance for the 2011 MMUTCD – this presentation covers the new compliance dates in the MMUTCD along with information on sign retroreflectivity, street name signs, and use of traffic control devices on private roads.

2011 MMUTCD Long Version– summarizes the major changes in the new Michigan manual

October 2012: Known Errors in the 2011 MMUTCD (10/16/2012) is now located on the web site listed above.

September 2012: Known Errors in the 2011 MMUTCD have been incorporated into the document. Table I-2, Target Compliance Dates Established by the MMUTCD, revised per the federal version. Added new option in Section 2D.43 regarding historic street name signs.

April 2012: Known Errors in the 2011 MMUTCD (4/19/2012) is now located on the web site listed above.

December 1, 2011: The 2011 Michigan Manual on Uniform Traffic Control Devices (MMUTCD) is released. The entire 2011 MMUTCD, individual Parts, the 2011 MMUTCD Changes to the 2009 Federal MUTCD, and a link to the 2009 Federal MUTCD are now located on the web site listed above.

August 8, 2006: A listserv message was sent listing several errata that have been found in the initial printing of the 2005 MMUTCD. Manual holders were requested to make pen and ink changes to their manuals using the errata sheet attached to the listserv message. The errata sheet was also posted on the Traffic and Safety web site located at the address in the above header.

August 15, 2005: A listserv message was sent announcing the release of the 2005 Michigan Manual of Uniform Traffic Control Devices (MMUTCD). The MUTCD, the Michigan Supplement, and the associated documents are now located on the web site listed above.

January 16, 2004: A listserv message was sent with the January 16, 2004 letter concerning the 2005 MMUTCD attached. A copy of this letter is available at the website given above.

April 15, 2005: A listserv message was sent with the April 6, 2005 letter concerning the 2005 MMUTCD attached. A copy of this letter is available at the website given above.