



Manual on Uniform Traffic Control Devices for Streets and Highways

11th Edition

December 2023



U.S. Department of Transportation
Federal Highway Administration

Rulemaking to Adopt the 11th Edition of the Manual on Uniform Traffic Control Devices

Presented to ITD Negotiated Rulemaking Meeting
July 16, 2024

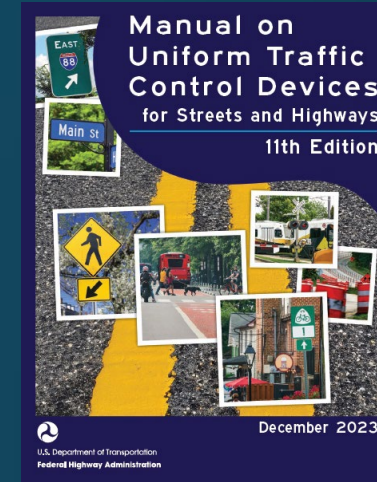
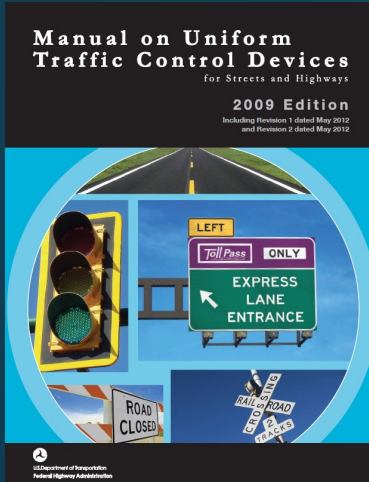
Basis for Idaho Adoption of the Manual on Uniform Traffic Control Devices (MUTCD)

- 23 Code of Federal Regulations (CFR), Part 655, Subpart F
“The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel.”
“Where State or other Federal agency MUTCDs or supplements are required, they shall be in substantial conformance with the National MUTCD.”
“States and other Federal agencies shall adopt changes ... within two years from the effective date of the final rule.”
- Idaho Code 49-201(3)
“The board shall adopt a manual and specifications for a uniform system of traffic-control devices consistent with the provisions of this title for use upon highways within the state. The uniform system shall correlate with and, so far as possible, conform to the system set forth in the most recent edition of the manual on uniform traffic-control devices ... issued or endorsed by the federal highway administrator.”
- Board Policy B4016
“Traffic control devices within the state of Idaho shall be installed, operated, and maintained in conformance with the "Manual on Uniform Traffic Control Devices for Streets and Highways" as adopted by the state.”

Old

vs

New



Effective Date: June 13, 2012

862 pages (including Revisions 1 & 2)

Nine parts:

PART 1 GENERAL

PART 2 SIGNS

PART 3 MARKINGS

PART 4 HIGHWAY TRAFFIC SIGNALS

PART 5 TRAFFIC CONTROL DEVICES FOR LOW-VOLUME ROADS

PART 6 TEMPORARY TRAFFIC CONTROL

PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS

PART 8 TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES

Effective Date: January 18, 2024

1,161 pages

Nine parts:

PART 1 GENERAL

PART 2 SIGNS

PART 3 MARKINGS

PART 4 HIGHWAY TRAFFIC SIGNALS

PART 5 TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES

PART 6 TEMPORARY TRAFFIC CONTROL

PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS

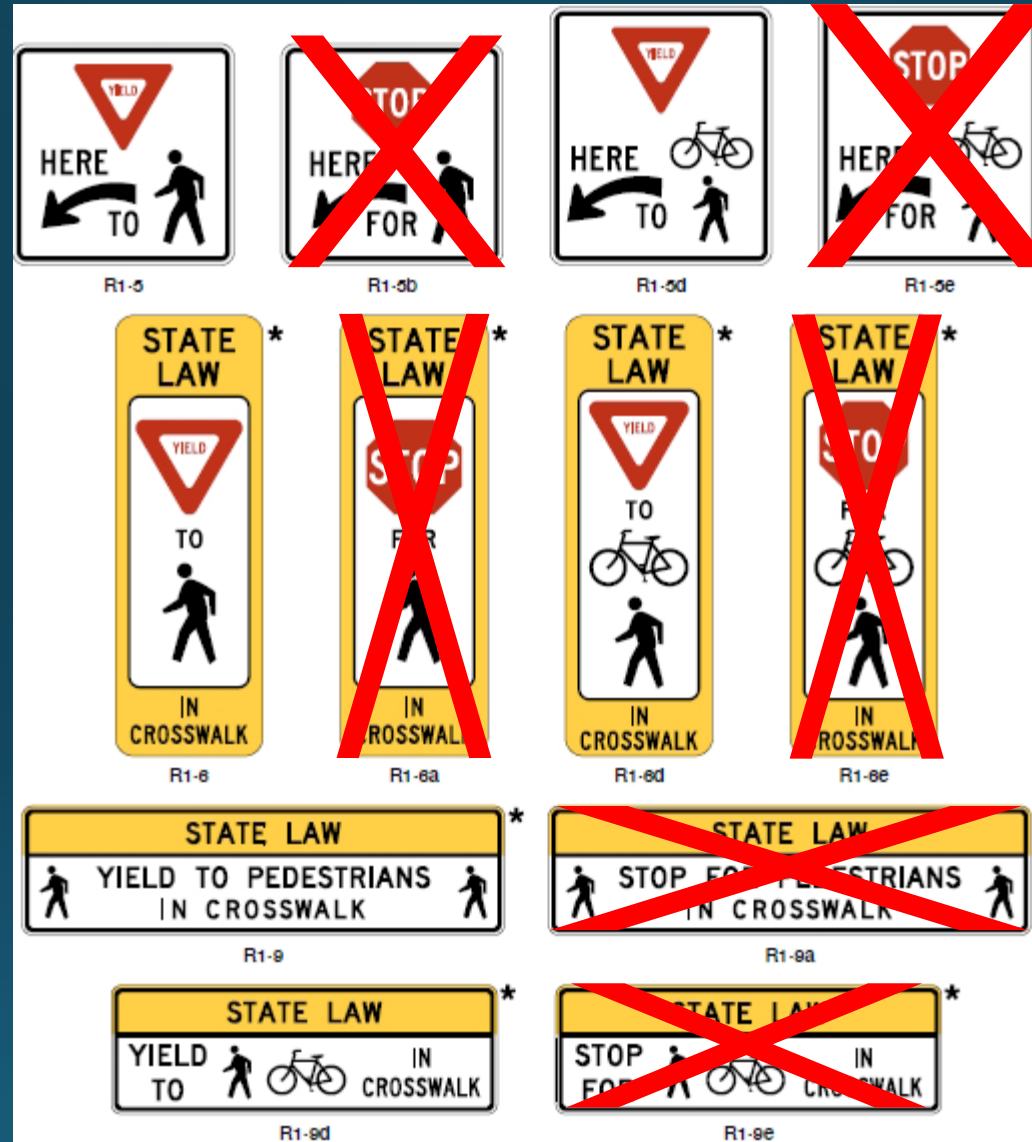
PART 8 TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES

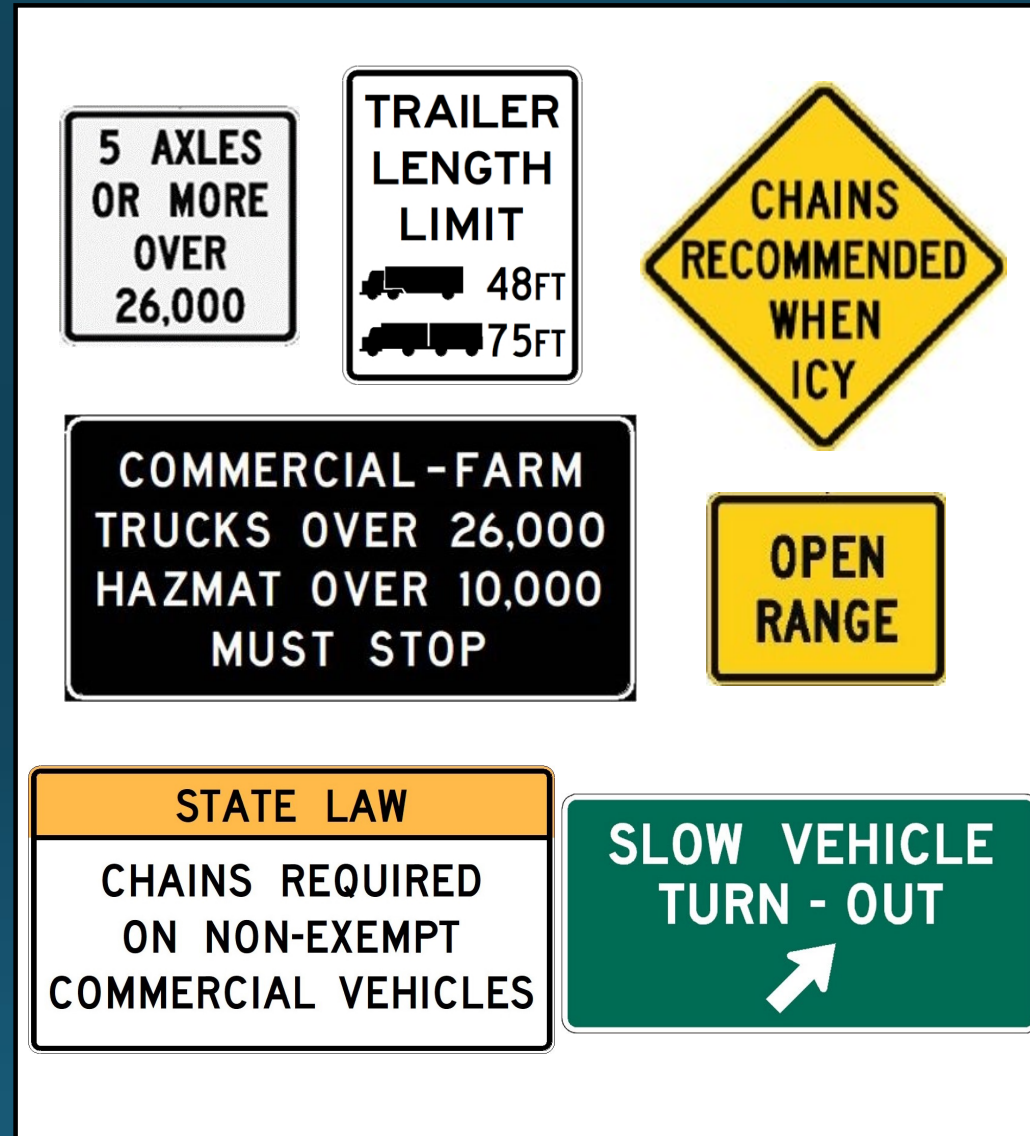
Key Areas of the Proposed Rule That Are Either Continued from the Existing Rule or Are New Additions or Deletions

- Corrections to known errors.
- Photo enforcement, high-occupancy vehicle lanes, light rail transit, priced managed lanes, and toll facilities.
- Memorial signing.
- Logos and TODS Policies.
- The “Idaho stop law” for bicyclists.
- Idaho law specifically requires drivers to “yield to,” not “stop for” pedestrians in an uncontrolled crosswalk.
- Idaho-specific signs not in the MUTCD.
- Work zone and school zone speeding.

Examples of Signs Deleted Because of Conflict With Idaho Code



Examples of Signs Added to Comply With Idaho Code or Practice



Examples of Variety of School Zone Signing Found In Idaho



Documents Provided

Conforming Changes to 11th Edition of MUTCD Included in IDAPA 39.03.41

MUTCD Section, Table or Figure Revised by the Rule	Page(s)	Reason for Revision
Section 1A.05 Relation to Other Documents	3	Changes to incorporate other pertinent standards and guides. This is a carryover from the 2022 rule.
Section 1B.02 State Adoption and Conformance	4	Changes to address non-usage of traffic control devices in Idaho related to photo enforcement, high-occupancy vehicle lanes, light rail transit, toll facilities and priced managed lanes.
Section 1B.06 Changes to the MUTCD	9	Correction to a known error.
Section 1B.07 Interim Approvals	11	Change specific to practice in Idaho. This is a carryover from the 2022 rule.
Section 1C.02 Definitions of Words and Phrases Used in this Manual	17	Change to the definition of "engineering study" to clear up discrepancies in terminology between the MUTCD and Idaho Code.
Table 2B-1, Regulatory Sign and Plaque Sizes	68, 72-73	Changes to delete signs not used in Idaho and to correct a typo. Parts of this are a carryover from the 2022 rule.
Section 2B.06 General Considerations	76	Change to address difference between MUTCD and "Idaho stop" law for bicycles.
Section 2B.10 Yield Control	77	Correction to a known error.
Section 2B.19 Yield Here To Pedestrians Signs and Stop Here For Pedestrian Signs (R1-5 Series)	81	Changes specific to law in Idaho regarding "yielding to" pedestrians instead of "stopping for" pedestrians. This is a carryover from the 2022 rule.
Section 2B.20 In-Street and Overhead Pedestrian and Trail Crossing Signs (R1-6 and R1-9 Series)	81, 83	Changes specific to law in Idaho regarding "yielding to" pedestrians instead of "stopping for" pedestrians. This is a carryover from the 2022 rule.
Figure 2B-2, Unsignalized Pedestrian Crosswalk Signs	82	Changes specific to law in Idaho regarding "yielding to" pedestrians instead of "stopping for" pedestrians. This is a carryover from the 2022 rule.
Section 2B.21 Speed Limit Sign (R2-1)	85	Correction to a known error.
Figure 2B-3, Speed Limit Signs and Plaques	86	Changes to delete signs not used in Idaho and to add a sign specific to law in Idaho.
Section 2B.22 Vehicle Speed Limit Plaques (R2-2P Series)	87	Changes to address definition of "trucks" specific to Idaho.
Section 2B.25 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)	87-88	Changes to address laws in Idaho regarding increased fines in work zones and school zones and to use the same wording used in Chapter 7.
Section 2B.29 Traffic Signal Signs and Plaques (R10-5 through R10-30)	131	Correction to a known error.
Figure 2B-30, Road Closed and Weight Limit Signs	136	Change to address signing for routes with length restrictions specific to Idaho.
Section 2B.64 Weight Limit Signs (R12-1 through R12-7)	137	Change to address signing for routes with length restrictions specific to Idaho.
Section 2B.65 Weigh Station Sign (R13-1)	138	Changes to address signing for weigh stations that is specific to law in Idaho.
Figure 2B-31, Truck Signs	139	Change to address signing for weigh stations that is specific to law in Idaho.
Section 2B.69a CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES (R16-201) sign.	140	Change to address "chain up" signing that is specific to law in Idaho. Most of this is a carryover from the 2022 rule.

Black text are items that are in the previous rule and retained in the current rule.
Green text are items changed to address differences between the MUTCD and state law and/or practice.
Red text are items changed to address substantive errors in the new MUTCD that have been identified to date.

Page | 5
G.Laragon
June 28, 2024

39.03.41 – RULES GOVERNING TRAFFIC CONTROL DEVICES

000. LEGAL AUTHORITY.
The Idaho Transportation Board adopts this rule under the authority of Section 40-312(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code.

001. TITLE AND SCOPE.

01. Title. This rule is titled IDAPA 39.03.41, "Rules Governing Traffic Control Devices," IDAPA 39, Title 03, Chapter 41.

02. Scope. It is the purpose of this rule to establish standards, guidance, options, and supporting information for the design, construction and implementation of traffic control devices.

002. – 003. (RESERVED)

004. INCORPORATION BY REFERENCE.

The "Manual on Uniform Traffic Control Devices for Streets and Highways" is published by the Federal Highway Administration of the U.S. Department of Transportation. The 11th edition of the Manual with an effective date of January 18, 2024, is hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following conforming additions to the Manual are adopted by the Idaho Transportation Board:

01. Section 1A.05 Relation to Other Documents. On page 3, replace paragraph 01 as follows:

01. To the extent that they are incorporated by specific reference, the latest editions of the following publications, shall be a part of this Manual: "Standard Highway Signs" publication; the Idaho Transportation Department Supplement to the "Standard Highway Signs" publication; and "Color Specifications for Retroreflective Sign and Pavement Marking Materials" (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations).

02. Section 1B.02 State Adoption and Conformance. On page 4, insert the following after paragraph 03:

04. Photo enforcement is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to photo enforcement in this manual are not applicable in Idaho and shall not be used.

05. High-occupancy vehicle lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to high-occupancy vehicle lanes in this manual are not applicable in Idaho and shall not be used.

06. Light rail transit is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to light rail transit in this manual are not applicable in Idaho and shall not be used.

07. Toll facilities and priced managed lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to toll facilities and/or priced managed lanes are not applicable in Idaho and shall not be used.

03. Section 1B.06 Changes to the MUTCD. On page 9, paragraph 04, replace the phrase "future consideration in the next rulemaking" with "future rulemaking".

04. Section 1B.07 Interim Approvals. On page 11, delete paragraph 11.

Black text are items that are in the previous rule and retained in the current rule.
Green text are items changed to address differences between the MUTCD and state law and/or practice.
Red text are items changed to address substantive errors in the new MUTCD that have been identified to date.

Page | 16
G.Laragon
June 28, 2024

39.03.41 – RULES GOVERNING TRAFFIC CONTROL DEVICES

000. LEGAL AUTHORITY.
The Idaho Transportation Board adopts this rule under the authority of Section 40-312(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code. (3-21-22)

001. TITLE AND SCOPE.

01. Title. This rule is titled IDAPA 39.03.41, "Rules Governing Traffic Control Devices," IDAPA 39, Title 03, Chapter 41. (3-21-22)

02. Scope. It is the purpose of this rule to establish standards, guidance, options, and supporting information for the design, construction and implementation of traffic control devices. (3-21-22)

002. – 003. (RESERVED)

004. INCORPORATION BY REFERENCE.

The "Manual on Uniform Traffic Control Devices for Streets and Highways" is published by the Federal Highway Administration of the U.S. Department of Transportation. The 2009, 11th edition including revisions 1 and 2 of the Manual with an effective date of June 19, 2012, is hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following conforming additions to the Manual are adopted by the Idaho Transportation Board: (3-21-22)

01. Section 1A.10, Interpretations, Experimentations, Changes, and Interim Approvals. On page 7, delete paragraphs 19 and 20. (3-21-22)

02. Section 1A.10.05, Relation to Other Documents. (3-21-22)

a. On page 21, replace paragraph 01 as follows: (3-21-22)

01. To the extent that they are incorporated by specific reference, the latest editions of the following publications, shall be a part of this Manual: "Standard Highway Signs and Markings" book publication; the Idaho Transportation Department Supplement to the "Standard Highway Signs and Markings" book publication; and "Color Specifications for Retroreflective Sign and Pavement Marking Materials" (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations). (3-21-22)

b. Add the following to the end of paragraph 04: (3-21-22)

43. Standards and Procedures for Specific Service Signs, 20XX Edition (ITD)

44. Standards and Procedures for Tourist-Oriented Directional Signs (TODS) for Motorist Services Facilities Along the State Highway System Except Fully Controlled-Access Highways, 20XX Edition (ITD)

03. Section 1B.02 State Adoption and Conformance. On page 4, insert the following after paragraph 03: (3-21-22)

04. Photo enforcement is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to photo enforcement in this manual are not applicable in Idaho and shall not be used.

05. High-occupancy vehicle lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to high-occupancy vehicle lanes in this manual are not applicable in Idaho and shall not be used.

06. Light rail transit is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to light rail transit in this manual are not applicable in Idaho and shall not be used.

07. Toll facilities and priced managed lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to toll facilities and/or priced managed lanes are not applicable in Idaho and shall not be used.

03. Section 1B.06 Changes to the MUTCD. On page 9, paragraph 04, replace the phrase "future consideration in the next rulemaking" with "future rulemaking".

04. Section 1B.07 Interim Approvals. On page 11, delete paragraph 11.

Black text are items that are in the previous rule and retained in the current rule.
Green text are items changed to address differences between the MUTCD and state law and/or practice.
Red text are items changed to address substantive errors in the new MUTCD that have been identified to date.

Page 1
G.Laragon062824

Summary Report of IDAPA 39.03.41 Proposed Rulemaking

Background

The current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), referred to as the 11th Edition, contains 1161 pages with a significant amount of new material that was not included in previous editions. Because of the significance of the changes in the 11th Edition, the Idaho Transportation Department (ITD) decided the rulemaking required to adopt the manual (as described below) presented a good opportunity to complete a comprehensive review and address some of the conflicts and ambiguities that exist between the MUTCD and Idaho law and practice that had not previously been included in the rule. It was hired by ITD to do the review, identify conflicts with Idaho Code requiring MUTCD revisions and/or exceptions, propose the appropriate rule revisions, and prepare this report.

MUTCD Overview

The MUTCD is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and is therefore recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or site roadway open to public travel. The MUTCD applies to all facilities except roadways within private gated properties where access to the general public is restricted at all times; grade crossings of privately-owned roadways with railroads; and parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned.

The MUTCD is developed by the Federal Highway Administration (FHWA) with recommendations from the National Committee on Uniform Traffic Control Devices (NUTCUD). The NUTCUD has 21 sponsoring organizations with 41 voting members representing those sponsors. There are 8 technical committees comprised of over 300 members from cities, states, counties, academia, industry, and user groups. Idaho has 2 members on the NUTCUD: Stephen Lewis, a professional engineer and consultant with Michael Baker International, and Ryan Lancaster, Standards and Work Zone Safety Engineer with ITD.

All States have officially adopted the National MUTCD either in its entirety, with supplemental provisions, or as a separate published document. The National MUTCD has also been adopted by the National Park Service, the U.S. Forest Service, the U.S. Military Command, the Bureau of Indian Affairs, the Bureau of Land Management, and the U.S. Fish and Wildlife Service.

States or other Federal agencies that have their own MUTCDs or Supplements must revise them to be in substantial conformance with changes to the National MUTCD within 2 years of the effective date of the Final Rule for the changes. The effective date for this latest edition of the MUTCD is January 18, 2024.

Substantial conformance means that the State MUTCD or supplement shall conform as a minimum to the standard statements included in the National MUTCD, and that "the guidance statements contained in the National MUTCD shall also be in the State Manual or supplement unless the reason for not including it is satisfactorily explained based on engineering judgment, specific conflicting State law, or a documented engineering study." Also, legal precedents have determined that State Supplements and State MUTCDs can be more prescriptive than the national MUTCD. This means that a State can make a national MUTCD "should" condition a "shall" condition in that State, can allow in that State only one of several national MUTCD optional designs for a particular device, or can prohibit the use of that State of a particular optional device. However, State Supplements and State MUTCDs cannot omit or change a national MUTCD "shall" to a "should" or change a "should" to a "may." In cases where a State MUTCD or supplement cannot conform to standard statements in the National MUTCD because of the requirements of a specific State law that was in effect prior to January 16, 2007 (the date the definition of substantial

G.Laragon
July 3, 2024

Page 1 of 5