

Known Errors in the 2012 OMUTCD – 8/14/15 Update

Adapted to address just the Temporary Traffic Control Manual (TTCM)

(Updates are shown in red. New items are shown with a new date.)

ODOT intends to correct these errors via a future revision to the Manual. This list is provided solely for informational purposes and does not constitute official changes to the OMUTCD at this time. To check for future updates of this list, please visit the OMUTCD website at www.dot.state.oh.us/omutcd, or go to the ODOT Design Reference Resource Center page at www.dot.state.oh.us/drrc and sign up to get email update notices about the OMUTCD.

TTCM Cover/Title Sheet

Front of Title Sheet – At the bottom of the page, “Office of Traffic Engineering” should be revised to “Office of Roadway Engineering.”

Back of Title Sheet –

- For the address shown mid-page, “Office of Traffic Engineering” should be revised to “Office of Roadway Engineering.”
- “Office of Roadway Engineering” and the related web address (<http://www.dot.state.oh.us/Divisions/Engineering/Roadway/Pages/default.aspx>) should be inserted in the list of web addresses.
- “Office of Traffic Engineering” should be revised to the “Office of Traffic Operations.”
- The last sentence should be revised to: “To request a copy of this manual contact the ODOT Office of Contract Sales (1-800-459-3778 or 614-466-3200).”

8/14/15

Table of Contents

Page TC-2 – The title for Section 2B.30 should be revised to “KEEP RIGHT EXCEPT TO PASS Sign (R4-16) and SLOWER TRAFFIC KEEP RIGHT Sign (R4-3).”

Page TC-14 – The title for Section 6F.08 should be revised to “ROAD (STREET) CLOSED Sign (R11-2, R11-H4a).”

Introduction

Paragraph 19 (page I-3) – An update of the target compliance dates established by FHWA (OMUTCD Table I-3) was published with Revision 2 of the MUTCD. A copy is available on the next page of this list. In Paragraph 19, the last two sentences should be removed, and as noted on the next page, the Table shown there should be used to replace existing Table I-3.

Table I-2 (page I-5) – In the title for this Table, “2011 Edition” should be revised to “2012 Edition.”

Table I-3 (page I-6) – The three pages of Table I-3 should be replaced by the following, which was published as part of Revision 2 of the MUTCD.

Known Errors in the 2012 OMUTCD – updated 8/14/15 (Adapted to address just the TTCM)

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD*
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)	January 17, 2013 (date established in the 2000 MUTCD)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see Paragraph 4)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03**	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02**	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

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* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

** MUTCD requirement is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the 2009 MUTCD and that do not appear in this revised table have been eliminated.

Pages I-9 and I-10 should be renumbered as Pages I-7 and I-8.

3/21/12

Part 1, General

Section 1A.06 (page 2) – In Paragraph 1, a misplaced page break split the word “this” from the rest of the last sentence of that paragraph. The rest of the sentence is on the next page.

Section 1A.09 (page 4) – In Paragraph 3, a new sentence should be added at the end of the paragraph: “Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.”

8/14/15

Section 1A.10 (page 5) – In Paragraphs 3 and 4, references to “Office of Traffic Engineering” should be revised to “Office of Roadway Engineering.”

Section 1A.10 (page 6) – In Paragraph 15, a misplaced page break split the word “The” from the rest of the last sentence of that paragraph. The rest of the sentence is on the next page.

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Section 1A.10 (page 8) – In Paragraph 25, the reference to “Office of Traffic Engineering” should be revised to “Office of Roadway Engineering.”

Section 1A.13 (page 12) – In Paragraph 1, the last sentence of Item A should be deleted.

Section 1A.14 (page 28) – Add new item 36, “ORE—Office of Roadway Engineering” and renumber the subsequent items. Item 38 (previously item 37), “OTE—Office of Traffic Engineering” should be revised to “OTO—Office of Traffic Operations.”

8/14/15

Table 1A-1 (page 30) – In the row for “US Numbered Route,” the “US” in the second column should be changed to “(See Table 1A-2).”

Table 1A-2 (page 31) –

- In the row for “State, county, or other non-US or non-Interstate numbered route,” the double asterisk in the second column should be replaced with a single asterisk, and in the fourth column “Number” should be revised to “[Number]*.”
- A new row should be added between the rows for “Upper” and “Vehicles(s)” that has “US Numbered Route” in the first column, “US*” in the second column, a dash in the third column, and “[Number]*” in the fourth column.

8/20/12

Table 1A-3 (page 32) – In the last row “WRGN” should be “WRNG.”

Part 5, Low Volume Roads

Table 5A-1 (page 603) – The Section number for the W1-H16 should be shown as “6F.50.1.”

7/19/13

Part 6, Temporary Traffic Control

Section 6B.01 (page 626) – In Paragraph 7, item 4(B), the phrase “mobility and positive guidance to the” should be inserted between “provide” and “road user” in the second line. Also, in items 5(A) and (C), the first line of text is indented too far.

7/19/13

Table 6C-3 (page 635) – The green text found in the table should be black; also, the following should be added below the table, “Note: Use Table 6C-4 to calculate L.”

3/21/12

Table 6C-4 (page 635) – The label for the first column should be “Speed (S)” instead of “Speed Limit (S).”

Section 6C.08 (page 636) – In Paragraph 9, the comma at the end of the sentence should be a period.

7/19/13

Section 6E.06 (page 654) – In the last line of Paragraph 10, the underscore should be removed between “justified” and “by.”

Section 6F.03 (page 661) – The text of Paragraph 15, should not be shown as bold.

Table 6F-1 (page 662) – In the Sign or Plaque column, the name of the R3-7 sign should be changed from “Mandatory Movement (text)” to “RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT)” to be consistent with Table 2B-1.

8/20/12

The Conventional Road size shown for the R1-2 should be “36 x 36 x 36²” instead of “36 x 36 x 3².” Also, the Freeway or Expressway size shown for the R3-1, 2, 3, 4, 18, 27 should be “36 x 36” instead of “36 x 54.”

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Known Errors in the 2012 OMUTCD – updated 8/14/15 (Adapted to address just the TTCM)

A new row should be inserted after the entry for ROAD CLOSED – LOCAL TRAFFIC ONLY, for the new Road Closed Due to High Water sign (R11-H4a). The reference Section number should be 6F.08 and the Conventional Road sign should be shown as 60x30.

8/14/15

Table 6F-1 (page 663) – In the Sign or Plaque column, the name of the W1-8 sign should be changed from “Chevron” to “Chevron Alignment” to be consistent with Table 2C-2.

8/20/12

Table 6F-1 (page 664) – In the Sign or Plaque column, “(symbol)” should be removed from the name of the W8-17 and the W20-7 to be consistent.

Table 6F-1 (page 665) – In the Sign or Plaque column, the name of the W24-1cP plaque should be changed from “ALL LANES” to “ALL LANES (plaque).” The size of the W24-1cP plaque should 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.

7/19/13

Section 6F.08 (page 668) – “R11-H4a” should be added after “R11-2” in the Section title.

Section 6F.08 (page 670) – A new Guidance Paragraph 5 should be added to this Section:

05 Based on ORC 4511.714, another modification of the ROAD CLOSED sign legend became effective for high water situations in March 2015. When the road becomes impassable due to high water conditions, the ROAD CLOSED HIGH WATER MAX FINE \$2000 (R11-H4a) sign should be installed.

8/14/15

Figure 6F-3 (page 670) – A sign cut for the new R11-H4a sign should added.

Figure 6F-4 (page 677) – The W20-5 sign should be shown as a 3-line sign. The first line may be RIGHT LANE, LEFT LANE or CENTER LANE; the second line is CLOSED; and the third line may be AHEAD, xxx FT, or xxx MILE.

8/20/12

Section 6F.47 (page 682) – In Paragraph 1, the sign designation “(W8-H112a)” should be changed to “(W8-H12a).”

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Section 6F.60 (page 686) – Paragraph 6 is Guidance and should be italicized.

7/18/14

Table 6H-1 (page 725) – In the Typical Application Description column, in the sixth row from the bottom of the table, “Work in Vicinity of an Exit Ramp” should be changed to “Work in the Vicinity of an Exit Ramp.”

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Figures in Chapter 6H – The correction noted for the W20-5 should also be noted on Figures 6H-23, 6H-24, 6H-30, 6H-31, 6H-32, 6H-33, 6H-34, 6H-35, 6H-38, 6H-39, 6H-42, 6H-44, and 6H-45.

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Figure 6H-8 (page 742) – In Note 3 for this figure, “Barricade” should be “Barricades.”

Figure 6H-15 (page 756) – In the notes for this figure, the numbers 1 and 2 should be added for the first two paragraphs.

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Figure 6H-41 (page 808) – In Note 3 for this figure, “EXIT CLOSED panel” should be “EXIT CLOSED sign panel,” and the following should be added at the end of the sentence: “and channelizing devices should be placed to physically close the ramp.”

Figure 6H-44 (page 814) – In Note 5 for this figure, “arrow panel” should be revised to “arrow board” in two places.

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Figure 6H-45 (page 816) – In Notes 2a and 2e, “arrow panel” should be revised to “arrow board.” Also, in Note 6 “of” should be “or.”