The Texas Transportation Commission (commission) finds it necessary to adopt an amendment to §25.1, Uniform Traffic Control Devices, relating to traffic operations, be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the adopted amendment attached to this minute order as Exhibits A and B, are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the General Counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the Texas Register.

IT IS THEREFORE ORDERED by the commission that the amendment to §25.1 is adopted and is authorized for filing with the Office of the Secretary of State.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Submitted and reviewed by:

Director, Traffic Operations Division

Recommended by:

Executive Director

minute Number Date Passed
Adoption Preamble

The Texas Department of Transportation (department) adopts an amendment to §25.1, concerning Uniform Traffic Control Devices. The amendment to §25.1 is adopted without changes to the proposed text as published in the September 14, 2012 issue of the Texas Register (37 TexReg 7271) and will not be republished.

EXPLANATION OF ADOPTED AMENDMENT

Under Transportation Code, §544.001, the Texas Transportation Commission (commission) is required to adopt a manual for a uniform system of traffic control devices. The statute further states that the manual must be consistent with state traffic laws and to the extent possible conform to the system approved by the American Association of State Highway Transportation Officials. The edition of the manual that is currently in effect is the 2011 version.

The Texas Manual on Uniform Traffic Control Devices (MUTCD) is revised periodically to maintain substantial conformance with the National MUTCD to allow use of a single manual for local, state, and Federal-aid highway projects. The National MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways open to public travel. The National MUTCD is published by the Federal Highway Administration (FHWA) under Title 23,
The department is revising the 2011 Texas MUTCD to incorporate changes to existing compliance dates as adopted by the FHWA, include language restored to the National MUTCD concerning engineering judgment, make the corrections identified by the FHWA in the National MUTCD, and correct minor, non-substantive typographical errors in the 2011 Texas MUTCD.

On May 14, 2012, the FHWA issued a final rule to revise or eliminate certain compliance dates from the National MUTCD as adopted in 2009. The FHWA eliminated the compliance dates for 46 items (eight that had already expired and 38 that had future compliance dates) and extended or revised the dates for four items. These changes became final and effective on June 13, 2012.

The new National MUTCD also restored certain language concerning the use of engineering judgment in the selection and application of traffic control devices that had been originally deleted from the 2009 National MUTCD. This change also became final and effective on June 13, 2012. The Texas MUTCD currently contains provisions for engineering judgment; however, the department has amended the Texas MUTCD to add these provisions under all sections included in the federal changes.
These rule revisions also include minor non-substantive corrections identified by the department and by FHWA in the revisions to the National MUTCD. These changes include such things as corrections to sign designations, grammatical corrections, and correcting formatting and spacing issues. In addition, some sign names have been changed so that the text in the narrative and tables are consistent.

Changes to the Texas MUTCD include corrections identified by the FHWA for the National MUTCD and corrections identified by department staff for the Texas MUTCD.

The adopted 2011 version of the Texas MUTCD and Revision 1 are available online at the department's website, [www.txdot.gov](http://www.txdot.gov). The National MUTCD is available online at [www.fhwa.dot.gov](http://www.fhwa.dot.gov).

**COMMENTS**

Comments regarding the Texas MUTCD update were received from Mr. Mark Olson, P.E., of the Texas Division of the Federal Highway Administration.

Comment: On page TC-4, in the title of Section 2C.35, the sign designation "W8-19aT" is proposed to be added. The designation, however, should be "W8-19aTP."
1

2 Response: The department concurs with this comment and will
3 incorporate the correct sign designation.

4

5 Comment: On page 49, Table 2B-1 (Sheet 4 of 5) the size of the
6 Right on Red Arrow After Stop (R10-17a) sign should be "30x36"
7 instead of "36x48" in both of the Conventional Road columns.
8 This change was added to the FHWA list of "Known Errors in the
9 2009 MUTCD" on 9/14/2012.

10

11 Response: The department concurs with this comment and will
12 incorporate the correct sign size.

13

14 Comment: On page 55, Section 2B.11 the last sentence of
15 Paragraph 01 should be moved to become a new second paragraph,
16 which should be labeled as an "Option" paragraph. The paragraph
17 numbers for existing Paragraphs 02 through 08 should each be
18 increased by one number. This change was added to the FHWA list
19 of "Known Errors in the 2009 MUTCD" on 9/14/2012.

20

21 Response: The department concurs with this comment and will
22 incorporate the paragraph format changes.

23

24 Comment: On pages 79 and 80, Section 2B.40 in Paragraph 14, the
25 word "to" should be added between the words "used" and "notify"
in both sentences. This change was added to the FHWA list of "Known Errors in the 2009 MUTCD" on 9/14/2012.

Response: The department concurs with this comment and will correct the grammatical error.

Comment: On page 109, Table 2C-2 (Sheet 3 of 3) the size of the W16-2aP (XX ft. plaque) in the Oversized column should be changed from 30x18 to 30x12. This will result in the plaque being the same size as the W16-3aP (XX MILES plaque).

Response: The department concurs with this comment and will incorporate the correct sign size.

Comment: On page 194, Table 2E-4T when specifying the minimum font size, the style is also specified (e.g., "CV 5WR"). These abbreviations are not defined in the manual and none of the other sign size tables throughout the manual contain the font style. The font style should, therefore, be removed from the table.

Response: The department concurs with this comment and will remove the font styles.

Comment: On page 299, Section 2G.16 reviewing the toll road
signing policy previously developed by the department, the
definition of Express Lanes in Paragraph 05, Bullet B appears to
be incorrect. The words "at a discounted toll or" should be
deleted in the second line. Without this change, the definition
is the same as a Toll Lane.

Response: The department concurs with this comment and will
incorporate the revised language.

Comment: On pages 304, 307, and 311, Figures 2G-18, 2G-21TA, and
2G-24TA, the three figures were initially modified from the 2009
National MUTCD to show additional examples of managed lane
facility signing. However, in order to be consistent with toll
facility signing, the advance guide signs for entrances to the
facility should contain the word "ENTRANCE" on each of the
signs.

Response: The department concurs with this comment and will
correct the sign legends in the three figures.

Comment: On page 520, Section 4E.06 the Paragraph 08 stops mid-
sentence. The following words from the National MUTCD should be
added to the end of the last sentence "walking speed or actual
clearance of the crosswalk."

OGC: 10/26/12 1:49 PM
Response: The department concurs with this comment and will correct the error by adding the additional language.

Comment: On page 574, Section 6C.04, Paragraph 02 is proposed to be changed from a guidance statement to a standard statement. This results in Paragraphs 01 and 02 both being standard statements that are worded very similar. Suggest the two paragraphs be combined into one sentence or at least one paragraph. The remaining paragraphs in the section would then need to be renumbered.

Response: The department concurs with this comment and will combine the two paragraphs into one. The resulting wording will be the same as the language in Section 6G.03, Paragraph 03.

Comment: On page 601, Table 6F-1 (Sheet 2 of 4) the CW16-2aP (XXX FT) plaque is not shown in the table. It should be included with sizes the same as the CW16-3aP (X MILES) plaque.

Response: The department concurs with this comment and will incorporate the sign into the table.

Comment: On page 602, Table 6F-1 (Sheet 3 of 4) in the Section column, the reference for the Slow Moving Vehicle (CW21-4) sign is proposed to be changed from "6G.06" to "6F.36". The original
reference, however, is correct and the proposed change is not needed. The Trucks Entering Roadway (CW27-1T) sign is not shown in the table and should be included with a standard size of 48x48 and a reference to Section 6F.36. In addition, the two versions of the Work Convoy (CW21-10aT and CW21-10bT) and X Vehicle Convoy (CW21-10cT and CW21-10dT) signs are proposed to be separated into two rows due to their distinctly different designs. FHWA suggested further clarification to the Sign or Plaque column by adding "(diamond)" for the CW21-10T, "(2-line)" for the CW21-10cT, and "(3-line)" for the CW21-10dT.

Response: The department concurs with these comments and will refrain from making the reference change for the CW21-4 sign, add the CW27-1T sign to the table, and clarify the Work Convoy sign descriptions in the table.

Comment: To comply with the National MUTCD, Section 6F.66, Vertical Panels, paragraphs 2 & 3 should read "Where the height of the retroreflective material on the vertical panel is 36 inches or more, a stripe width of 6 inches shall be used. Option: Where the height of the retroreflective material on the vertical panel is less than 36 inches, a stripe width of 4 inches may be used."

Response: The department concurs with this comment and will
incorporate the language from paragraphs 2 and 3 of Section 6F.66 from the National MUTCD.

STATUTORY AUTHORITY

The amendment is adopted under Transportation Code, §201.101, which provides the commission with the authority to establish rules for the conduct of the work of the department, and more specifically, Transportation Code, §544.001, which requires the commission to adopt a manual of uniform traffic control devices.

CROSS REFERENCE TO STATUTE

Transportation Code, Chapter 544.
SUBCHAPTER A. GENERAL


(a) The 2011 Texas Manual on Uniform Traffic Control Devices, Revision 1, was prepared by the Texas Department of Transportation to govern standards and specifications for all traffic control devices to be erected and maintained upon any street, highway, bikeway, public facility, or private property open to public travel within this state, including those under local jurisdiction, and is adopted by reference. Copies of the manual are available online through the Texas Department of Transportation web site, www.txdot.gov, and a copy is available for public inspection at the department's Traffic Operations Division office located at 118 East Riverside Drive, Austin, Texas.

(b) This manual will be periodically updated. In the intervals between updates, standards contained in "Official Rulings on Requests for Interpretations, Changes, and Experimentation" to the United States Department of Transportation's Manual on Uniform Traffic Control Devices for Streets and Highways will be inserted in this manual and may be used as interim standards.

(c) This manual is not intended to preclude the use of sound engineering judgment and experience in the application and
1 installation of devices and particularly in those cases not
2 specifically covered which must not conflict with the manual or
3 other applicable state laws.