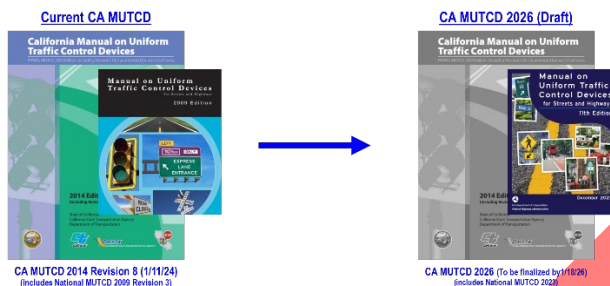


# California MUTCD 2014 Revision 8 Compare (Draft)



The National MUTCD 2023 is published by Federal Highway Administration's (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. On December 19, 2023, a Final Rule adopting the National MUTCD 2023 was published in the Federal Register with an effective date of January 18, 2024. States must adopt the National MUTCD as their legal State standard for traffic control devices within two years from the effective date.

Caltrans has begun to prepare the initial draft version of CA MUTCD 2026 to revise California MUTCD 2014 Revision 8 (current) to be in substantial conformance with FHWA's National MUTCD 2023 (11th Edition). Initial draft chapters of CA MUTCD 2026, as they are completed, are being posted on the webpage and open to public for review and providing comments.

This "Compare" document has been prepared by Caltrans to share the outcome (in CA MUTCD 2026) of California specific additions (shown in blue color text and blue margin lines) and California specific revisions (shown as black strikethrough text and blue margin line) that are included in the current CA MUTCD (2014 Revision 8). This document identifies California specific contents that are incorporated into CA MUTCD 2026 initial draft version and contents that are not incorporated and provides brief explanation, if they aren't incorporated. This document is being provided for ease in comparison, when reviewing CA MUTCD 2026 initial draft.

Though every effort has been made by Caltrans to ensure accuracy of this document, the inherent variances between National MUTCD and California MUTCD, along with moving of contents and reorganization undertaken by FHWA in the National MUTCD 2023, there may be unintentional errors or omissions in this document or some contents may have been overlooked.

Reference documents and information related to California's National MUTCD 2023 review and adoption efforts is available at the following websites:

- National MUTCD 2023 - <https://mutcd.fhwa.dot.gov/>
- California MUTCD 2014 Revision 8 - <https://dot.ca.gov/programs/safety-programs/camutcd>
- National MUTCD 2023 review (including CA MUTCD 2026 Drafts) - <https://dot.ca.gov/programs/safety-programs/camutcd/nmutcd>

Text changes reflected in CA MUTCD 2026 initial draft version, when compared to current CA MUTCD 2014 Revision 8, are provided as follows:

- **Unedited black text** - The unedited National MUTCD text is shown in "Times New Roman" font and black color. This black text shown without the strikethrough, represents National MUTCD text that is adopted in California as-is, without any revisions. FHWA has provided compare documents for any changes to this text, comparing the National MUTCD 2009 and 2023 editions. They are available separately, and not included in this compare document.
- **Strikethrough black text** - Text portions of the National MUTCD content that are not applicable in California are showing with a strikethrough of the black text and a blue margin line on the right side. This compare document includes identification of these changes.
- **Blue text** - The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and show in "Arial Narrow" font and blue font color with a blue margin line on the right side. This compare document includes identification of these changes

This "compare" document uses the current California MUTCD (2014 Revision 8) and uses color highlights for only California specific text revisions (black strikethrough text) and California added text (blue text), to indicate their disposition in CA MUTCD 2026 initial draft version. Comments are provided only for text that has been revised before it is incorporated or text that has been deleted and not incorporated into this CA MUTCD 2026 initial draft version. Meaning of the highlighting colors used are as follows:

- **Bright Green** – Incorporated as-is, no change in policy
- **Turquoise** – Incorporated with revisions, may or may not be a change in policy
- **Pink** – Deleted and not incorporated, potential change in policy.

# **CALIFORNIA** MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

## INTRODUCTION

### **2** Support:

**00a** This California Manual on Uniform Traffic Control Devices California MUTCD is published by the State of California, Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices in California, in accordance with Section 21400 of the California Vehicle Code (CVC).

**00b** This California MUTCD incorporates Federal Highway Administration's Manual on Uniform Traffic Control Devices 2009 Edition dated December 16, 2009 and the previous California MUTCD dated January 13, 2012. It also incorporates all policies on traffic control devices issued by Caltrans that have been issued since January 13, 2012 and other editorial, errata and format changes that were necessary to update the previous documents.

### **Standard:**

**00c** The California MUTCD is hereby adopted as, and shall be the standard for all official traffic control devices, under Section 11340.9(h) of California Government Code and Section 21400 of California Vehicle Code.

### **3** Support:

**00d** The California MUTCD supersedes and replaces the previously adopted on January 13, 2012 California MUTCD. **4** does not supersede Caltrans' Standard Plans, Standard Specifications or the Standard Special Provisions publications.

**00e** Caltrans publishes Standard Specifications, Standard Special Provisions, Standard Plans and other manuals, which contain specifications and requirements for traffic control devices, including their use and placement, when performing work on State highways. In some cases those specifications and requirements can vary from, and be more stringent than those shown in the California MUTCD.

### **Standard:**

**00f** On State highways, the California MUTCD shall mean to include Caltrans' Standard Plans, Standard Specifications and Standard Special Provisions publications.

**00a** On State highways, the California MUTCD shall not supersede Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications but all Standard statements of the California MUTCD shall be met. On State highways, whenever there is a discrepancy between the specifications and requirements contained in the California MUTCD, and those contained in the Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications, the Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications shall govern.

**00h** Nothing contained in the California MUTCD shall prevent Caltrans from modifying, changing or adopting new specifications as necessary. Any revisions to the Caltrans' Standard Plans, Standard Specifications or the Special Provisions shall conform to the Standard statements of the California MUTCD.

**00i** Whenever there is a discrepancy between the specifications and requirements incorporated from FHWA's MUTCD and the California MUTCD amendments, the California MUTCD amendments shall govern.

**01** Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel (see definition in Section 1A.13)-by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction.

**02** The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel (see definition in Section 1A.13)-in accordance with 23 U.S.C. 109(d) and 402(a). **7** The MUTCD national standard and Caltrans standards and specifications for traffic control devices shall not be applicable to privately owned and maintained roads or commercial establishments, unless the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7. The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

**03** In accordance with 23 CFR 655.603(a), for the purposes of applicability of the MUTCD:

# Summary of Comments on CA MUTCD Rev 8

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Page: 1

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 Number: 1 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:08:58 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:31:21 AM  
Will be reflected on cover page.


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 Number: 2 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:12:55 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:30:41 AM  
See CA MUTCD 2026 Section 1A.01.

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 Number: 3 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:23:53 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:30:31 AM  
See CA MUTCD 2026 Section 1B.02.

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 Number: 4 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:28:53 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:29:56 AM  
See CA MUTCD 2026 Section 1B.02 and 1D.01.

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 Number: 5 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:33:33 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:34:07 AM  
See CA MUTCD 2026 Section 1B.02 and 1D.01.

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 Number: 6 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:37:21 AM


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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:38:03 AM  
See CA MUTCD 2026 Section 1B.01 and 1B.02.

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 Number: 7 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:42:05 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:43:00 AM  
See CA MUTCD 2026 Section 1A.01, 1B.01 and 1D.01.

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- A. Toll roads under the jurisdiction of public agencies or authorities or public-private partnerships shall be considered to be public highways;
- B. Private roads open to public travel shall be as defined in Section 1A.13; <sup>1</sup>Privately owned and maintained roads or commercial establishments, if the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.
- C. ~~Parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned shall not be considered to be "open to public travel" for purposes of MUTCD applicability.~~ All publicly owned parking areas and only those privately owned parking areas where the particular city or county has enacted a resolution to this effect, including the driving aisles within those parking areas shall be subject to MUTCD applicability.

<sup>04</sup> Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any items owned by FHWA. <sup>2</sup> The Caltrans logos consisting of the "CT" symbol and the "Caltrans" logotype are registered service marks and when used on any traffic control device they shall be presented in a uniform and consistent manner as outlined in Caltrans' Deputy Directive DD 33 R1.

Support:

<sup>05</sup> Pictographs, as defined in Section 1A.13, are embedded in traffic control devices but the pictographs themselves are not considered traffic control devices for the purposes of Paragraph 4.

<sup>05a</sup> This Manual is not applicable to privately owned and maintained roads or commercial establishments in California, unless the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7. However, the use of this Manual is encouraged on all privately owned and maintained roads or commercial establishments, in general, as a good practice. See Section 1A.07 for more information.

<sup>06</sup> The need for uniform standards was recognized long ago. The American Association of State Highway Officials (AASHO), now known as the American Association of State Highway and Transportation Officials (AASHTO), published a manual for rural highways in 1927, and the National Conference on Street and Highway Safety (NCSHS) published a manual for urban streets in 1930. In the early years, the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of AASHO and NCSHS developed and published the original edition of this Manual on Uniform Traffic Control Devices (MUTCD) in 1935. That committee, now called the National Committee on Uniform Traffic Control Devices (NCUTCD), though changed from time to time in name, organization, and personnel, has been in continuous existence and has contributed to periodic revisions of this Manual. The FHWA has administered the MUTCD since the 1971 edition. The FHWA and its predecessor organizations have participated in the development and publishing of the previous editions. There were nine previous editions of the MUTCD, and several of those editions were revised one or more times. Table I-1 traces the evolution of the MUTCD, including the two manuals developed by AASHO and NCSHS.


<sup>06a</sup> The Division of Highways in California Department of Public Works, now known as Department of Transportation (Caltrans), published a Planning Manual of Instructions in 1952. Part 8, called Traffic was subsequently added to the Planning Manual in 1955. In 1972, the first separate publication called the Traffic Manual was published. Efforts were undertaken in 2000 by Caltrans along with California Traffic Control Devices Committee (CTCDC) to reconcile the Traffic Manual with the National Manual on Uniform Traffic Control Devices (MUTCD). These efforts culminated in the adoption of the National MUTCD with a California Supplement in 2004. In 2006, the California Supplement and the National MUTCD were combined into a single document, called the California MUTCD. Table I-1(CA) traces the evolution of the California MUTCD.

**Standard:**

<sup>07</sup> The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all public streets and highways open to public travel (and privately owned and maintained roads or commercial establishments, if the particular city or county enacts an ordinance or resolution to this effect), <sup>3</sup> in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.

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 Number: 1 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:43:44 AM


 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:43:52 AM  
See CA MUTCD 2026 Section 1A.01, 1B.01 and 1D.01.


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 Number: 2 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:47:07 AM

 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:47:51 AM  
See CA MUTCD 2026 Section 1D.06.


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 Number: 3 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:44:16 AM


 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:44:27 AM  
See CA MUTCD 2026 Section 1A.01, 1B.01 and 1D.01.

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 Number: 4 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:48:39 AM

 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 5:57:04 AM  
Deleting text to match NMUTCD 2023 deletion of National MUTCD history (citing as not needed).

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 Number: 5 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 5:44:49 AM  
See CA MUTCD 2026 Section 1A.01, 1B.01 and 1D.01.

Support:

<sup>08</sup> The “Uniform Vehicle Code (UVC)” is one of the publications referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States.

Guidance:

<sup>09</sup> *The States should adopt Section 15-116 of the UVC, which states that, “No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104.”*

Support:

<sup>10</sup> The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets, highways, bikeways, and private roads open to public travel (see definition in Section 1A.13).

<sup>11</sup> Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures and tables, including the notes contained therein, supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or note contained therein.

<sup>11a</sup> <sup>1</sup> The figures shown in the California MUTCD are typical or example applications of the traffic control devices to illustrate their use and manner. Criteria for position, location, and use of traffic control devices in the figures are furnished solely for the purpose of guidance, understanding and information, and are not a legal standard. Engineering judgment must be used to apply these guidelines to the typical or example applications, or adjust them to fit individual field site conditions. The California MUTCD is not intended to be a substitute for engineering knowledge, experience or judgment.

Standard:

<sup>12</sup> **When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be as defined in Paragraph 1 of Section 1A.13. <sup>2</sup> For all purposes, regardless of the text heading, any sentence containing the verb shall or MUTCD text edited to the verb shall, shall be considered a Standard. Similarly, any sentence containing the verb should or MUTCD text edited to the verb should, shall be considered Guidance and any sentence containing the verb may or MUTCD text edited to the verb may, shall be considered an Option.**

Support:

<sup>13</sup> Throughout this Manual all dimensions and distances are provided in English units. Appendix A2 contains tables for converting each of the English unit numerical values that are used in this Manual to the equivalent Metric (International System of Units) values.

Guidance:

<sup>14</sup> *If Metric units are to be used in laying out distances or determining sizes of devices, such units should be specified on plan drawings and made known to those responsible for designing, installing, or maintaining traffic control devices.*

<sup>14a</sup> <sup>3</sup> *1993, Caltrans had adopted the International System of Units as the preferred system of weights and measures to comply with federal law. The law was subsequently changed making the use of the Metric System optional. Caltrans made the decision in 2004 to readopt the U.S. Customary (English) system of units and measures as the preferred system. Guidance on the use of the Metric and U.S. Customary Systems of Measurement is available from Caltrans' Division of Design.*

<sup>15</sup> *Except when a specific numeral is required or recommended by the text of a Section of this Manual, numerals displayed on the images of devices in the figures that specify quantities such as times, distances, speed limits, and weights should be regarded as examples only. When installing any of these devices, the numerals should be appropriately altered to fit the specific situation.*

Support:

<sup>16</sup> The following information will be useful when reference is being made to a specific portion of text in this Manual.

<sup>17</sup> There are nine Parts in this Manual and each Part is comprised of one or more Chapters. Each Chapter is comprised of one or more Sections. Parts are given a numerical identification, such as Part 2 – Signs. Chapters are identified by the Part number and a letter, such as Chapter 2B – Regulatory Signs, Barricades, and Gates. Sections are identified by the Chapter number and letter followed by a decimal point and a number, such as Section 2B.03 – Size of Regulatory Signs.

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 Number: 1      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:02:14 AM

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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:54:55 AM  
Deleted as redundant with NMUTCD 2023 Section 1A.04.

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 Number: 2      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:06:21 AM


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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:56:01 AM  
Deleted as redundant and not needed with CA MUTCD 2026 Section 1A.04.

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 Number: 3      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:08:23 AM

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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:10:34 AM  
Deleted to match NMUTCD 2023 deletion of text referencing metric units, as they are no longer used.

This text pertained to Caltrans 1993 adoption of the International System of Units as the preferred system of weights and measures to comply with federal law. The law was subsequently changed making the use of the Metric System optional.

18 Each Section is comprised of one or more paragraphs. The paragraphs are indented and are identified by a number. Paragraphs are counted from the beginning of each Section without regard to the intervening text headings (Standard, Guidance, Option, or Support). Some paragraphs have lettered or numbered items. As an example of how to cite this Manual, the phrase “Not less than 40 feet beyond the stop line” that appears in Section 4D.14 of this Manual would be referenced in writing as “Section 4D.14, P1, A.1,” and would be verbally referenced as “Item A.1 of Paragraph 1 of Section 4D.14.”

18a The California MUTCD uses a format similar to the National MUTCD. It incorporates National MUTCD in its entirety and explicitly shows which portions thereof are applicable or not applicable in California. The unedited National MUTCD text is shown in “Times New Roman” font with black color. Text portions of the National MUTCD content that are not applicable in California are shown with a strikethrough and a blue margin line on the right. The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and shown in an “Arial Narrow” font with blue color and a blue margin line on the right to keep them distinct from the National MUTCD content.

2 Changes or additions to text, figures and tables in Revision 1 of the California MUTCD, effective December 9, 2015, are shown with an orange color margin line on the left. Changes or additions to text, figures and tables in Revision 2 of the California MUTCD, effective April 7, 2017, are shown with a green-color margin line on the left. Changes or additions to text, figures and tables in Revision 3 of the California MUTCD, effective March 9, 2018, are shown with a purple color margin line on the left. Changes or additions to text, figures and tables in Revision 4 of the California MUTCD, effective March 29, 2019, are shown with a gray-color margin line on the left. Changes or additions to text, figures and tables in Revision 5 of the California MUTCD, effective March 27, 2020, are shown with a light blue-color margin line on the left. Changes or additions to text, figures and tables in Revision 6 of the California MUTCD, effective March 30, 2021, are shown with a pink color margin line on the left. Changes or additions to text, figures and tables in Revision 7 of the California MUTCD, effective March 10, 2023, are shown with a teal color margin line on the left. Changes or additions to text, figures and tables in Revision 8 of the California MUTCD, effective January 11, 2024, are shown with a green color margin line on the left.

3 18b All MUTCD figures and tables, or portions thereof, which are not applicable in California, are shown with appropriate size blue X cross outs. The MUTCD figures and tables that have been modified or added to, in the California MUTCD retain the same MUTCD Figure or Table number but include “(CA)” to indicate that it is the California version of the MUTCD Figure or Table. For example:

- A. Figure 3B-18 CA Do Not Block Intersection Markings
- B. Table 2H-1(CA) California General Information Sign Sizes

18c For California topics where there is no corresponding section, figure or table in the MUTCD, the California MUTCD gives a number that begins with the number 101 for that section, figure or table and increases in sequence, followed with a “(CA)” to indicate that this is a California created section, figure or table number. For example:

- A. Section 4D.105 CA – Bicycle/Motorcycle Detection
- B. Figure 6H-103 CA – Detour for Bike Lane on Roads with Closure of One Travel Direction
- C. Table 4D-102 CA – Minimum Yellow Change Interval Timing

18d The California MUTCD contents within each chapter (Chapter 2B shown as example below) appear in a consistent order for ease of reference. This sequence is as follows:

- A. MUTCD Sections per sequential numbering. For example, Sections 2B.01 through 2B.68.
- B. California Sections per sequential numbering. For example, Sections 2B.101 CA through 2B.111 CA .
- C. MUTCD Figures including edited and deleted per sequential numbering. For example, Figures 2B 1 through 2B 32.
- D. California Figures based upon or modifying MUTCD Figures are placed immediately after the respective MUTCD figure. For example, Figure 2B-12 CA follows immediately after the deleted MUTCD Figure 2B-12 it replaces. Another example is Figure 2B 10 CA) which immediately follows MUTCD (undeleted) Figure 2B-10 as the California figure supplements the MUTCD Figure. it does not replace it.
- E. California Figures that are stand alone and not based upon MUTCD Figures follow in sequence per their numbering. For example, Figures 2B 101 CA through 2B 106(CA) follow after the end of MUTCD numbered figures.
- F. MUTCD and California Tables follow the Figures under similar rules described above for the figures.



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 Number: 1 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 6:14:33 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 6:15:39 AM  
See CA MUTCD 2026 Section 1A.04.

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 Number: 2 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 6:18:03 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 6:20:30 AM  
Delete text pertaining to Rev. 1 thru Rev. 8

Deleted as it isn't applicable to CA MUTCD 2026, which is a new edition based on NMUTCD 2023 edition and updates the CA MUTCD 2014 edition. This text pertained to CA MUTCD 2014 edition, which had been revised 8 times. Future revisions to CA MUTCD 2026 would require this or similar text to be brought back into the CA MUTCD, but not for the initial CA MUTCD 2026.

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 Number: 3 Author: Johnny Bhullar Subject: Highlight Date: 8/28/2024 6:22:11 AM

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 Author: Johnny Bhullar Subject: Sticky Note Date: 8/28/2024 6:23:15 AM  
See CA MUTCD 2026 Section 1A.04. Examples have been updated to reflect NMUTCD 2023 and CA MUTCD 2026 versions.

**Standard:**

<sup>19</sup> In accordance with 23 CFR 655.603(b)(3), States or other Federal agencies that have their own MUTCDs or Supplements shall revise these MUTCDs or Supplements 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. Substantial conformance of such State or other Federal agency MUTCDs or Supplements shall be as defined in 23 CFR 655.603(b)(1).

<sup>20</sup> After the effective date of a new edition of the MUTCD or a revision thereto, or after the adoption thereof by the State, whichever occurs later, new or reconstructed devices installed shall be in compliance with the new edition or revision.

<sup>21</sup> In cases involving Federal-aid projects for new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the most recent edition of the National MUTCD before that highway is opened or re-opened to the public for unrestricted travel [23 CFR 655.603(d)(2) and (d)(3)].

<sup>22</sup> Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current edition of the National MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the Highway Safety Program, 23 U.S.C. §402(a). The FHWA has the authority to establish other target compliance dates for implementation of particular changes to the MUTCD [23 CFR 655.603(d)(1)]. These target compliance dates established by the FHWA shall be as shown in Table I-2.

<sup>23</sup> Except as provided in Paragraph 24, when a non-compliant traffic control device is being replaced or refurbished because it is damaged, missing, or no longer serviceable for any reason, it shall be replaced with a compliant device.

Option:

<sup>24</sup> A damaged, missing, or otherwise non-serviceable device that is non-compliant may be replaced in kind if engineering judgment indicates that:

A. One compliant device in the midst of a series of adjacent non-compliant devices would be confusing to road users; and/or

B. The schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MUTCD.

<sup>1</sup> Standard:

<sup>25</sup> Unless allowed per the Option below, in cases involving new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the current edition of the California MUTCD before that highway is opened or re opened to the public for unrestricted travel pursuant to the California Vehicle Code 21401.

<sup>2</sup> Option:

<sup>26</sup> In cases involving new highway or bikeway construction or reconstruction, the traffic control devices installed temporary or permanent may be in accordance with previous traffic control device standards of January 13, 2012, January 21, 2010 or September 26, 2006 California MUTCD or prior to that of MUTCD 2003 and MUTCD 2003 California Supplement or Caltrans Traffic Manual, if in the judgment of the engineer, incorporating the California MUTCD standards would impose a significant delay or a significant increase in costs for the project.

Support:

<sup>27</sup> Reconstruction, as used in the previous Standard and Option topics, for the purpose of a traffic control device would mean if a particular device is modified in any form or shape or is relocated. If a reconstruction project does not modify or relocate a traffic control device, although encouraged, there would be no obligation to upgrade the traffic control device per current edition of the California MUTCD standards.


<sup>3</sup> Standard:

Unless allowed per the option below, non compliant traffic control devices on existing highways and bikeways shall be brought into compliance with the California MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the California Vehicle Code 21401.


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 Number: 1      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:31:57 AM

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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:49:08 AM  
Text has been revised by deleting and including it via reference to CA MUTCD 2026. See CA MUTCD 2026 Sections 1B.02 and 1B.03.


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 Number: 2      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:39:12 AM  
Deleted as it conflicts with the "substantial conformance" per 23 CFR 655.603(b)(1).

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 Number: 3      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:47:54 AM

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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:49:24 AM  
Text has been revised by deleting and including it via reference to CA MUTCD 2026. See CA MUTCD 2026 Sections 1B.02 and 1B.03.

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1 Option:


29 All traffic control devices on existing highways and bikeways that have become non-compliant per California MUTCD adopted standards may remain in service through the end of their useful service life.

30 To limit financial impact on agencies and for fiscal responsibility reasons, existing inventory of non-compliant traffic control devices may continue to be used until these inventories are depleted.

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 Number: 1      Author: Johnny Bhullar      Subject: Highlight      Date: 8/28/2024 6:49:57 AM

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 Author: Johnny Bhullar      Subject: Sticky Note      Date: 8/28/2024 6:50:06 AM  
Deleted as it conflicts with the "substantial conformance" per 23 CFR 655.603(b)(1).