The 2025 MMUTCD

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County Engineers' Workshop

February 3, 2026

Adoption

11th Edition MUTCD issued in January 2024

Replaces 2009 Edition (15 years)

States had until January 18, 2026 to adopt via 1 of 3 methods:

1 - Adopt National MUTCD

2 - Adopt National MUTCD with a Supplement

3 - Develop a State MUTCD that is in substantial conformance to National MUTCD (as determined by FHWA)

MDOT and MSP are responsible for the MMUTCD. It is a joint adoption.

Develop a State MUTCD that is in substantial conformance to National MUTCD

The State MUTCD shall conform to the standard statements included in the National MUTCD

Guidance statements in the National MUTCD shall also be in the State MUTCD

Of course, there are exceptions to these rules…

Exceptions to Standards

Standard (shall)

A statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.

States can deviate if:

1. The results of a documented engineering study indicate a deviation to be appropriate (as determined by FHWA), or

2. A pre-existing state law conflicts with the Standard and does not create a safety concern (as determined by FHWA)

Exceptions to Guidance

<u>Guidance (should)</u>

A statement of recommended practice in typical situations.

States can deviate if:

1. Engineering judgment or engineering study indicates the deviation to be appropriate (as determined by FHWA), or

2. A state law conflicts with the Guidance.

Process (March 2024 to Present)

- A State Advisory Committee met every month for approximately 1 year to review the 11th Edition MUTCD, Part by Part, to identify the following:
  - New material and impacts to current Michigan practices and any exceptions that we wanted to pursue with FHWA.
  - Previous changes made in 2011 to carry forward (state law conflicts)
  - Previous changes made in 2011 NOT to carry forward (Michigan-specific preferences)

State Advisory Committee Membership

MDOT SMEs

- Signing
- Markings
- Signals
- Work Zones
- Rail
- Intermodal

Other State Agencies

- Michigan State Police
- Attorney General's Office
- SOS

Local Road Agencies

- RCOC
- Kent County RC
- Washtenaw County RC
- Ann Arbor
- Farmington Hills

Other Entities

- FHWA
- AAA Michigan
- MITA

State Advisory Committee Review Process

Guidance:

03 *Elements of the combination Horizontal Alignment/Intersection sign related to horizontal alignment should comply with the provisions of Section 2C.07, and elements related to intersection configuration should comply with the provisions of Section 2C.41. The symbol design should approximate the configuration of the intersecting roadway(s). No more than one Cross Road or two Side Road symbols should be displayed on any one combination Horizontal Alignment/Intersection sign.*

Standard:

04 **The use of the combination Horizontal Alignment/Intersection sign shall be in accordance with the provisions of Section 2C.07 for the appropriate Turn or Curve sign .**

Section 2C.10 One-Direction Large Arrow Sign (W1-6)

Option:

01 A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1) may be used either as a supplement or alternative to Chevron Alignment signs or delineators in order to delineate a change in horizontal alignment (see Figure 2C-2).

02 A One-Direction Large Arrow (W1-6) sign may be used to supplement a Turn (W1-1) or Reverse Turn (W1-3) sign (see Figure 2C-2) to emphasize the abrupt curvature.

Standard:

03 **The One-Direction Large Arrow sign shall be a horizontal rectangle with an arrow pointing to the left or right.**

04 **If used, the One-Direction Large Arrow sign shall be installed on the outside of a turn or curve in line with and at approximately a right angle to approaching traffic.**

05 **The One-Direction Large Arrow sign shall not be used where there is no alignment change in the direction of travel, such as at the beginnings and ends of medians or at center piers.**

06 **The One-Direction Large Arrow sign directing traffic to the right shall not be used in the central island of a roundabout or a neighborhood traffic circle.**

Guidance:

07 *The One-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.*

Section 2C.11 Truck Rollover Sign (W1-13)

Option:

01 A Truck Rollover (W1-13) sign (see Figure 2C-1) may be used as a supplement to a horizontal alignment warning sign to warn drivers of vehicles with a high center of gravity, such as trucks, tankers, and recreational vehicles, of a curve or turn where there are:

A. Past incidents of truck rollovers at the specific location,
B. High volumes of trucks, or
C. A speed differential (see Section 2C.06) that might pose a greater risk for vehicles with high centers of gravity.

Guidance:

02 *Where engineering judgment determines the need for the installation of a Truck Rollover (W1-13) sign, it should be located downstream of the horizontal alignment warning sign in advance of the curve.*

Standard:

03 **If a Truck Rollover (W1-13) sign is used, it shall be accompanied by an Advisory Speed (W13-1P) plaque indicating the recommended speed for vehicles with a higher center of gravity.**

Option:

04 The Truck Rollover sign may include conspicuity enhancements, or may be a blank-out sign, activated by the detection of an approaching vehicle with a high center of gravity that is traveling in excess of the recommended speed for the condition.

Support:

05 The curved arrow on the Truck Rollover sign shows the direction of roadway curvature. The truck tips in the opposite direction.

Dawe, Garrett (MDOT)
2C.10 was previously for the Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a with advisory speed shown within the diamond sign). This section has been deleted because the signs are not being used as supplements to advance warning signs as intended. Instead, Section 2B.59 adds an option to achieve the same purpose via W13-1aP sign mounted below W1-6 (see Figure 2C-2 on previous page).
May 03, 2024, 1:36 PM
@mention or reply

Dawe, Garrett (MDOT)
Added language
@mention or reply

Dawe, Garrett (MDOT)
These criteria replace previous text that stated: "where geometric conditions might contribute to a loss of control and a rollover as determined by an engineering study."
@mention or reply

Dawe, Garrett (MDOT)
New Guidance
@mention or reply

2025 MMUTCD Published

January 15, 2026

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Michigan Department of Transportation
Traffic and Safety/Standards and Special Details

General

Standards, Special Details, Special Provisions, and Typical Plans of various Traffic and Safety items represent the current practices and policies of the Michigan Department of Transportation (MDOT) on the State Trunkline Highway System. The drawings are produced for statewide use by the Department, counties, cities, and consultants and are used in conjunction with the Standard Specifications for Construction and other applicable specifications, policies and manuals.

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Viewing Information

Standards, Special Details, and Special Provisions are available in portable document format (pdf). You will need Adobe Acrobat Reader software to read or print the Typical Plans. This software is free and may be downloaded from the Adobe Web site.

Maintaining Traffic Typicals are also available in MicroStation (dgn) format and are provided as a guidance template to be applied to a specific project for development.

Several of our customers have not been able to download our standards and details files from the web and have received an error saying "This is not a valid link". If you have a "saved" URL that contains "TandS", change to "tands" (Details_Web is ok in the URL). Make sure to clear your browser cache and delete any incorrect URLs from your Favorites.

Technical Information

For information regarding the technical content of the following Business Areas contact:

What’s next?

- Development of slide deck detailing the more significant changes (Spring 2026)
- Printed copies of Part 6 for dissemination to internal and external partners (Spring 2026)
- Supplemental document updates (by end of 2026)

Target Compliance Dates

Table 1B-1. Target Compliance Dates Established by the FHWA

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD

Target Compliance Weight Limit Signs (2B.64)

R12-5a

13 **A weight limit sign (see Figure 2B-30) shall be located not more than 50 feet in advance of the applicable section of highway or structure. MCL 257.631(5).**

14 **An additional weight limit sign, with an advisory distance or directional legend, shall be located in advance of the applicable section of highway or structure so that prohibited vehicles can detour or turn around prior to the limit zone.**

Target Compliance Low Clearance Sign (2C.25)

W12-2

Section 2C.25 Low Clearance Signs (W12-2, W12-2a, and W12-2b)

Standard:

01 **The Low Clearance Advance (W12-2) sign (see Figure 2C-6) shall be used to warn road users of vertical clearances less than 14 feet 6 inches, or vertical clearances less than 12 inches above the statutory maximum vehicle height, whichever is greater.**

Maintaining Min. Pavement Marking Retro (3A.05)

Section 3A.05 Maintaining Minimum Pavement Marking Retroreflectivity

Standard:

01 **Except as provided in Paragraph 5 of this Section, a method designed to maintain retroreflectivity at or above 50 mcd/m²/lx under dry conditions shall be used for longitudinal markings on roadways with speed limits of 35 mph or greater.**

Guidance:

02 *Except as provided in Paragraph 5 of this Section, a method designed to maintain retroreflectivity at or above 100 mcd/m²/lx under dry conditions should be used for longitudinal markings on roadways with speed limits of 70 mph or greater.*

03 *The method used to maintain retroreflectivity should be one or more of those described in "Methods for Maintaining Pavement Marking Retroreflectivity" (FHWA-SA-22-028), 2022 Edition, FHWA or developed from an engineering study based on the values in Paragraphs 1 and 2 of this Section.*

Support:

04 Retroreflectivity levels for pavement markings are measured with an entrance angle of 88.76 degrees and an observation angle of 1.05 degrees. This geometry is also referred to as 30-meter geometry. The units of pavement marking retroreflectivity are reported in mcd/m²/lx, which means millicandelas per square meter per lux.

Option:

05 The following markings may be excluded from the provisions established in Paragraphs 1 and 2 of this Section:

A. Markings where ambient illumination assures that the markings are adequately visible;
B. Markings on streets or highways that have an ADT of less than 6,000 vehicles per day;
C. Dotted extension lines that extend a longitudinal line through an intersection, major driveway, or interchange area (see Section 3B.11);
D. Curb markings;
E. Parking space markings; and
F. Shared-use path markings.

Target Compliance Low Ground Clearance Sign (8B.16)

W10-5

W10-5P

Section 8B.16 Low Ground Clearance Grade Crossing Sign (W10-5)

Guidance:

01 *If the highway profile conditions are sufficiently abrupt to create a hang-up situation for long wheelbase vehicles or for trailers with low ground clearance, the Low Ground Clearance Grade Crossing (W10-5) sign (see Figure 8B-4) should be installed in advance of the grade crossing.*

Timeline of All Other Changes without a Target Compliance Date (Section 1B.03)

05 Unless a particular device is no longer serviceable (see definition in Section 1C.02), 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).

Some Other Notable Changes

Section 1D.03 – Engineering Study and Engineering Judgment

.03 Engineering Study and Engineering Judgment

ns of professional engineer, engineering study, and engineering judgment are provided in Section 1C.02.
ication of engineering study and engineering judgment is a fundamental principle of the use of traffic
s. It is for this reason that, in most cases, the selection of a particular device is not required by
sion, but is determined by engineering study or engineering judgment. Many Standard provisions in
cifically require, by explicit language in the individual provisions or by implication, the application
udy or engineering judgment in applying those Standards. Site-specific conditions might result
ion that it is impossible or impracticable to comply with a Standard at that location. In such a
rom the requirement of a particular Standard at that location might be the only possibility. In
fic cases, the deviation is allowed, provided that the agency or official having jurisdiction fully
an engineering study, the engineering basis for the deviation.

scribes the application of traffic control devices, but shall not be a legal requirement for

not mandate, and is not intending to imply, that an engineer must make the final decision
execute the determination or advice of an engineer by installing or constructing the
neer's specification in the field. Rather, the engineer, individual under supervision
al as duly authorized by State law to engage in the practice of engineering, develops
that includes the specifications for selection and placement of traffic control devices
nal decision to implement that solution rests with the agency having jurisdiction
n with and based on advice from the engineer.

a particular device at a particular location should be made on the basis of
r the application of engineering judgment by an engineer, someone under the
gineer, or other individual as duly authorized by State law to engage in the pra
, while this Manual provides Standards, Guidance, and Options for design and a
vices, this Manual should not be considered a substitute for engineering judgme
ld be exercised in the selection and application of traffic control devices, as well
f roads and streets that the devices complement.
n the processes of location and design of roads and streets, engineers should coordinate
gn with the design and placement of the traffic control devices to be used with such roads
risdictions, or owners of site roadways or private toll roads open to public travel, with res

1D.03 Engineering Study and Engineering Judgment

- *Paragraph 05 - The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment by an engineer, someone under the direct supervision of an engineer, or other individual as duly authorized by State law to engage in the practice of engineering…*

- Blue text is new language.

1D.03 Engineering Study and Engineering Judgment

- *Paragraph 07 - Jurisdictions…with responsibility for traffic control that do not have an engineer on their staff who is trained and/or experienced in traffic control devices should seek engineering assistance from others, such as the State transportation agency, their county, a nearby large city, or a traffic engineering consultant.*

- This language is not new. It was in the 2011 MMUTCD (2009 MUTCD).

1D.03 Engineering Study and Engineering Judgment

- Paragraph 04 - The MUTCD does not mandate, and is not intending to imply, that an engineer must make the final decision whether to implement or execute the determination or advice of an engineer…Rather…the responsibility for a final decision…rests with the agency having jurisdiction over the roadway, after consultation with and based on advice from the engineer.

- This is new language.

Part 2A – Signs General

Section 2A.05 Shapes

Standard:

01 **Particular shapes, as shown in Table 2A-1, shall be used exclusively for specific signs or series of signs, unless otherwise provided in this Manual for a particular sign or class of signs.**

02 **The Crossbuck is a shape exclusive to the Grade Crossing (R15-1) sign and shall not be obscured by mounting a different shape sign on the back of the Crossbuck (see Section 8B.03).**

Guidance:

03 *Shapes that are exclusive to a particular sign (such as an octagon for STOP, a pennant for NO PASSING ZONE, or a circle for Railroad Advance) should not be obscured by another sign mounted on the back of the same assembly protruding or extending beyond the edge of the sign with the exclusive shape. The following methods should be considered in lieu of mounting a sign on the back of another sign that would obscure the exclusive shape of the sign:*

A. Install the signs on separate mountings to maintain the exclusive shape.

B. Increase the size of the sign with the exclusive shape so the sign installed on the back does not obscure its shape.

C. Increase the mounting height of the sign with the exclusive shape to allow the installation of a back-mounted sign below the bottom edge while still ensuring the minimum required mounting height for the lower sign.

04 *Where the lateral space available in which to install a standard sign is constrained, such as mounting on a narrow median barrier or adjacent to a retaining wall, the following methods should be considered to maintain the shape of the sign:*

Table 2A-1. Use of Sign Shapes

Shape	Signs
Octagon*	Stop (R1-1)**
Equilateral Triangle (downward-pointing)*	Yield (R1-2)**
Circle*	Grade Crossing Advance Warning (W10-1)**
Pennant (Isosceles Triangle with longer axis horizontal, pointed right)*	No Passing Zone (W14-3)**
Pentagon (upward-pointing)*	School (S1-1) (squared bottom corners)** County Route (M1-6) (tapered lower sides)**
Crossbuck (two rectangles in a perpendicular "X" configuration)*	Grade Crossing (R15-1)**
Diamond	Warning Series
Rectangle (including square)	Regulatory Series Guide Series*** Warning Series
Trapezoid*	Recreational and Cultural Interest Area Guide Series (isosceles or right-angled) National Forest Route Sign (M1-1) (isosceles)**

* This shape shall be limited exclusively to the sign(s) indicated.

** This sign shall be exclusively the shape shown.

*** Guide series includes general service, specific service, tourist-oriented directional, general information, recreational and cultural interest area, and emergency management signs.

Note: Signs with standardized designs shall not be modified to accommodate a different shape except as provided in this Manual.

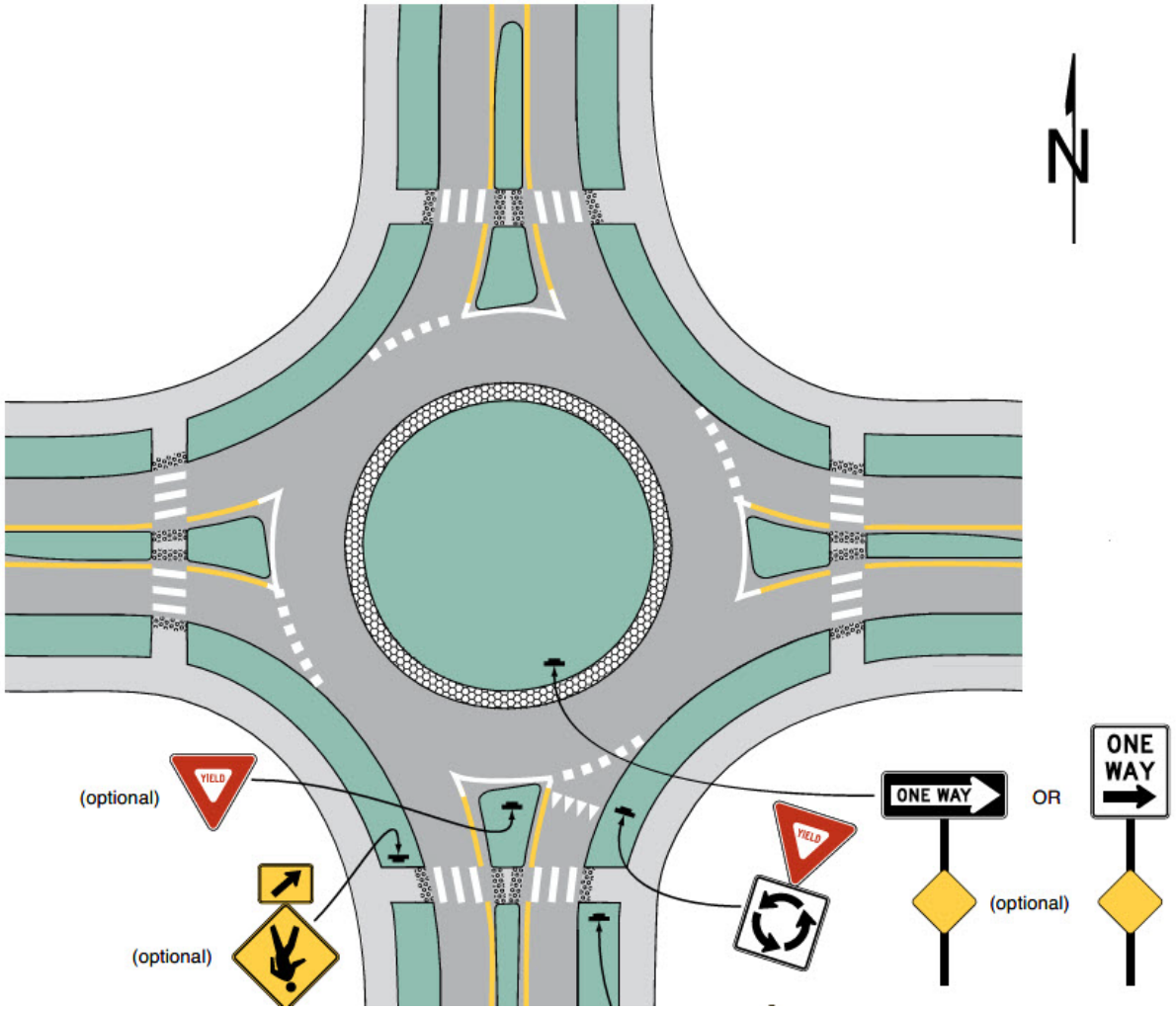
Part 2A – Signs General

Section 2A.12 LEDs Used for Conspicuity Enhancement on Standard Signs (New Section)

Standard: Flashing LED units shall not be used within the legend or border of a sign in conjunction with the phrase WHEN FLASHING in its legend or on a supplemental WHEN FLASHING plaque.

Part 2B – Regulatory Signs

Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

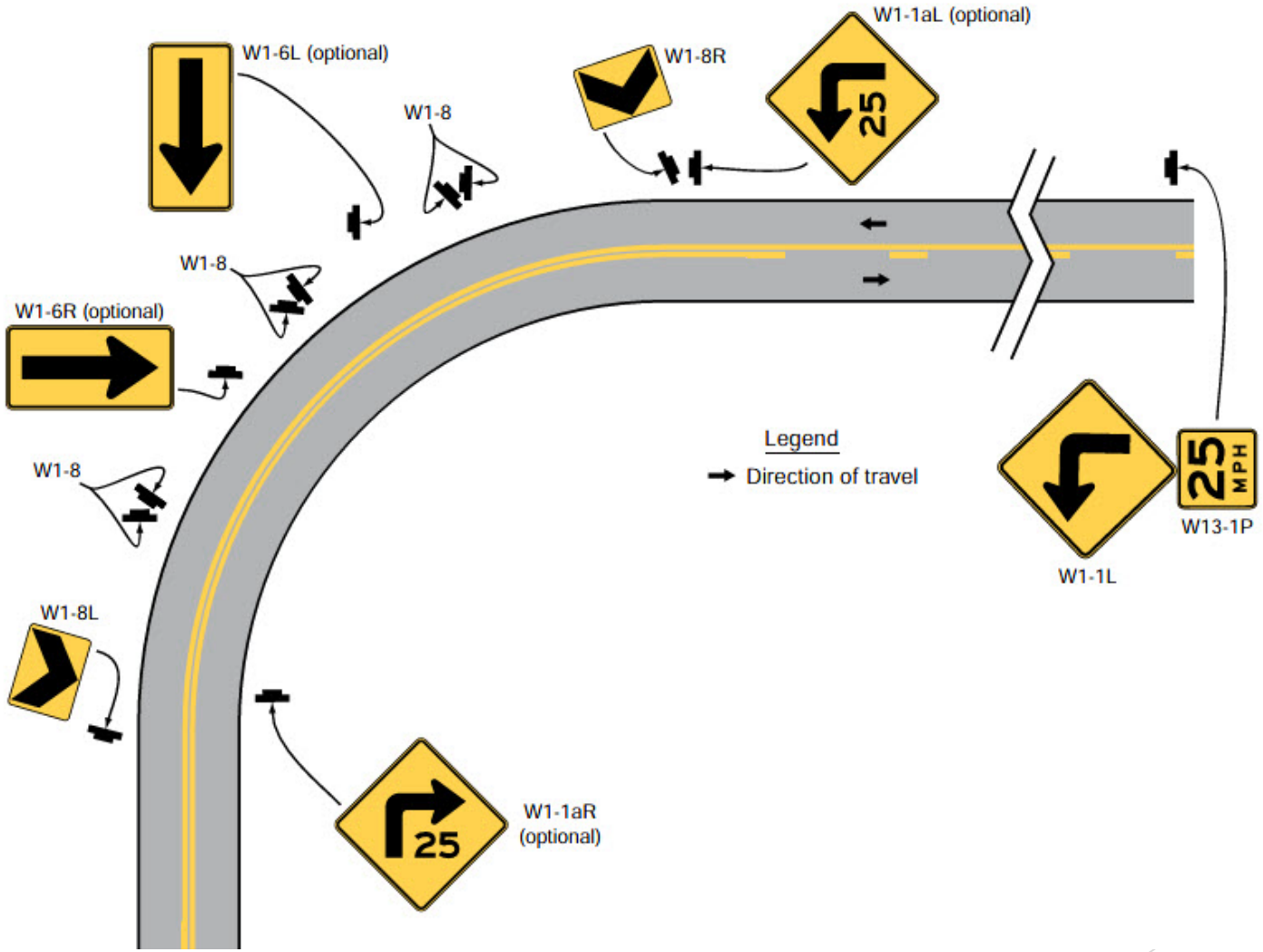


Part 2C – Warning Signs

Table 2C-3. Guidelines for Advance Placement of Warning Signs

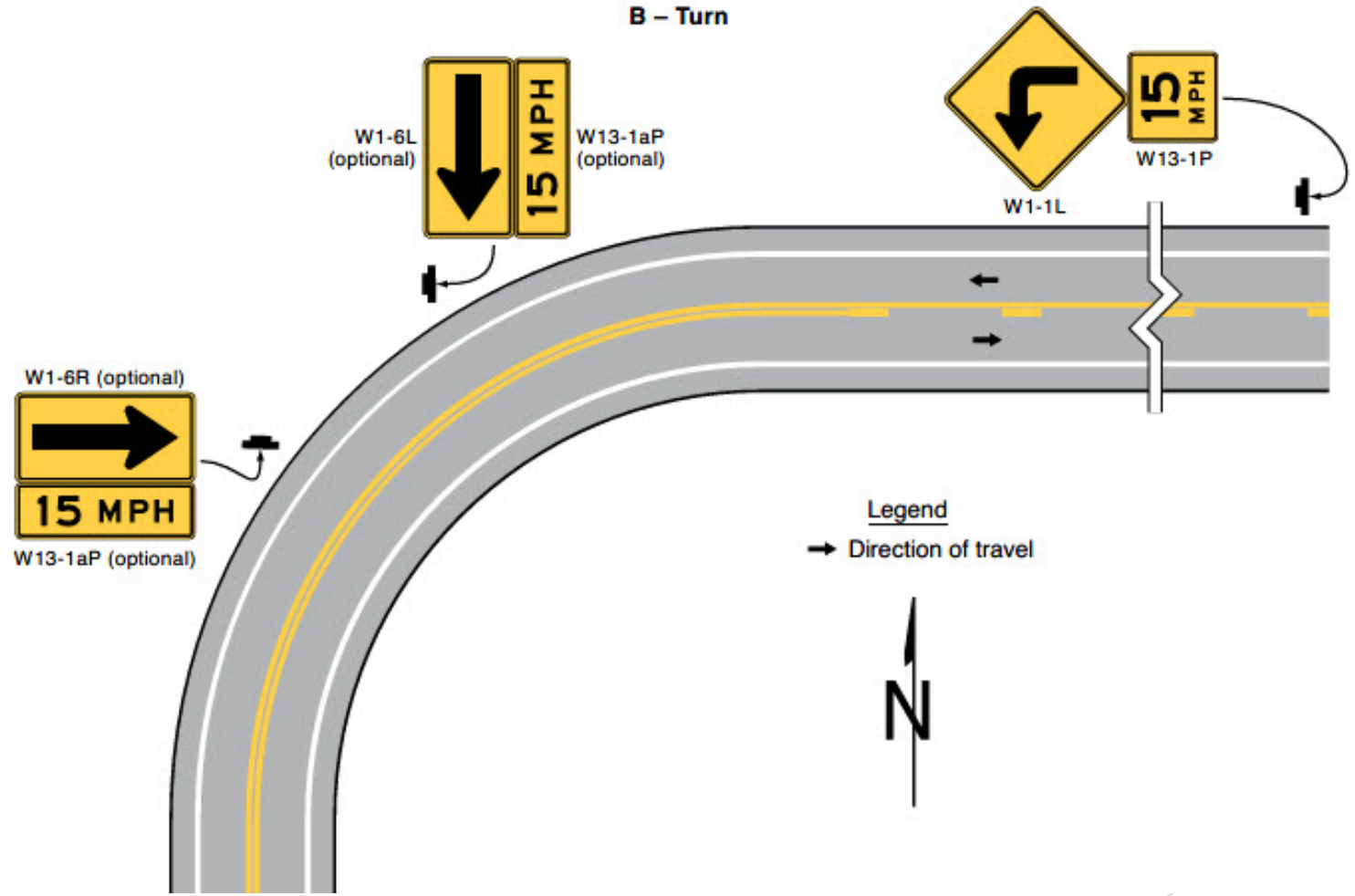
Posted or 85th-Percentile Speed	Advance Placement Distance[1]									
	Condition A: Speed reduction and lane changing in heavy traffic[2]	Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0[3]	10[4]	20[4]	30[4]	40[4]	50[4]	60[4]	70[4]	80[4]
20 mph	225 ft	115 ft	N/A[5]	–	–	–	–	–	–	–
25 mph	325 ft	155 ft	N/A[5]	N/A[5]	–	–	–	–	–	–
30 mph	460 ft	200 ft	N/A[5]	N/A[5]	–	–	–	–	–	–
35 mph	565 ft	250 ft	N/A[5]	N/A[5]	N/A[5]	–	–	–	–	–
40 mph	670 ft	305 ft	100 ft[6]	100 ft[6]	N/A[5]	–	–	–	–	–
45 mph	775 ft	360 ft	125 ft	100 ft[6]	100 ft[6]	N/A[5]	–	–	–	–
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft[6]	–	–	–	–
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A5	–	–	–
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft[6]	–	–	–
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft[6]	–	–
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	–	–
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft[6]	–
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	–
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

Part 2C – Warning Signs (2011)



Part 2C – Warning Signs (New)

Figure 2C-2. Examples of Warning Signs for Changes in Horizontal Alignment (Sheet 2 of 2)



Part 2C – Warning Signs

Section 2C.13 Vehicle Speed Feedback Sign and Plaque (W13-20 and W13-20aP)

Option:

01 A Vehicle Speed Feedback (W13-20) sign or (W13-20aP) plaque (see Figure 2C-4) that displays the speed of an approaching vehicle to the vehicle operator may be used to provide warning to drivers of their speed in relation to either a speed limit (R2-1) sign or a horizontal alignment warning sign assembly with a posted advisory speed.

Figure 2C-4. Vehicle Speed Feedback Sign and Plaque

W13-20 W13-20aP

Standard:

02 **When used to display the speed of an approaching vehicle in relation to the posted speed limit, the Vehicle Speed Feedback (W13-20aP) plaque shall be mounted below a Speed Limit (R2-1) sign (see Section 2B.21).**

03 **When used to supplement a horizontal alignment warning sign advisory speed, the Vehicle Speed Feedback (W13-20) sign shall be an independent installation near the point of curvature of a horizontal curve (see Section 2C.06).**

04 **The legend YOUR SPEED shall be a black legend on a yellow retroreflective background, except as provided in Sections 6H.01 and 7B.01. The changeable legend displaying the speed of the approaching vehicle shall be a yellow luminous legend on a black opaque background. The vehicle speed displayed on the changeable portion of the sign shall be displayed as an integer. The Vehicle Speed Feedback sign and plaque shall not flash, strobe, change color, or use other animated elements integrated into the changeable legend display. When no vehicles are approaching, the changeable display shall not display a legend.**

Guidance:

05 *The changeable portion of the Vehicle Speed Feedback legend should be approximately the same height, width, and stroke of those on the Speed Limit sign it supplements or is mounted below.*

06 *When a W13-20aP plaque is used with a Speed Limit sign it should be approximately the same width as the Speed Limit sign it is mounted below.*

Part 2C – Warning Signs

Section 2C.67 IN ROAD and IN STREET Plaques (W16-1P and W16-1aP)

Option:

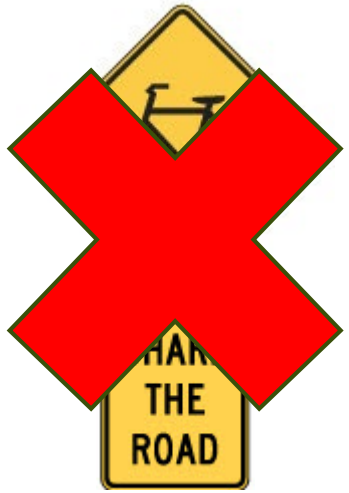
01 In situations where there is a need to warn drivers to watch for other slower forms of transportation traveling along the highway, such as bicycles, pedestrians, golf carts, horse-drawn vehicles, or farm machinery, an IN ROAD (W16-1P) plaque or IN STREET (W16-1aP) plaque (see Figure 2C-16) may be used.

Standard:

02 **The background color of the W16-1P or W16-1aP plaque shall match the background color of the warning sign with which it is displayed. If a W16-1P or W16-1aP plaque is used, it shall be mounted below either a Vehicular Traffic Warning sign (see Section 2C.54) or a Non-Vehicular Warning sign (see Section 2C.55), and shall not be mounted alone.**

Support:

03 Section 9B.14 contains information about the use of a Bicycles Allowed Use of Full Lane (R9-20) sign to inform drivers of the presence of bicycles in the roadway or where bicyclists are expected or preferred to use the full lane.



Part 2H – General Information Signs

- 2H.05 Jurisdictional Boundary Signs

05 **Names of elected officials or promotional messages, such as notable accomplishments or claims, shall not be displayed on a Jurisdictional Boundary sign or added as a supplemental sign or plaque.**

- 2H.13 Acknowledgement Signs and Plaques

traffic control zones, and areas of limited sight distance.

06 **Acknowledgment signs and plaques shall have a white legend and border on a blue background. Acknowledgment signs shall be independent post-mounted roadside installations only and shall not be mounted overhead.**

Option:

14 State or local highway agencies may use their own pictograph (see definition in Section 1C.02) and/or a brief jurisdiction-wide program name, such as "Adopt-A-Highway" or "Litter Removal," as part of any portion of the Acknowledgment sign, provided that the signs comply with the provisions for shape, sign and legend size, color, and lettering style in this Chapter and in Chapter 2A.

I20-3

Questions?

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