RESCINDED
JANUARY 2024

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

ATTACHMENT NO. 4

As approved by the full National Committee.

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TECHNICAL COMMITTEE RECOMMENDATION

TECHNICAL COMMITTEE: Signals Technical Committee

DATE OF ACTION: January 8, 2004

TOPIC: Section 4D.10 Yellow Change and Red Clearance Intervals

ORIGIN OF REQUEST: Signals Technical Committee

DISCUSSION: The Traffic Control Signal Features Task Force proposed a modification to Section 4D.10 related to the determination of the yellow change and all red clearance intervals.

COMMITTEE ACTION: The Signals Technical Committee recommends that the National Committee submit the following proposed MUTCD change to sponsors for comments.

Add (underlined text) and remove (struck out text) as follows:

Section 4D.10 Yellow Change and Red Clearance Intervals

Standard:

A yellow signal indication shall be displayed following every CIRCULAR GREEN or GREEN ARROW signal indication.

The exclusive function of the yellow change interval shall be to warn traffic of an impending change in the right-of-way assignment.

Option:

The yellow change interval may be followed by a red clearance interval to provide additional time before conflicting traffic movements, including pedestrians, are released.

Standard:

The duration of ~~a~~ each yellow change interval shall be ~~predetermined~~ determined using engineering practices.

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When used, the duration of ~~a~~ each red clearance interval shall be ~~predetermined~~ determined using engineering practices.

Support:

Engineering practices for determining the duration of yellow change and red clearance intervals can be found in ITE's "Traffic Control Devices Handbook" and in ITE's "Manual of Traffic Signal Design" (see Section 1A.11).

Standard:

The durations of yellow change intervals and red clearance intervals shall be consistent with the determined values within the technical capabilities of the controller unit.

The duration of a yellow change interval shall not vary on a cycle-by-cycle basis within the same signal timing plan.

Except as described in the Option below for lagging left turns, the duration of a red clearance interval shall not be decreased or omitted on a cycle-by-cycle basis within the same signal timing plan.

Option:

When an actuated signal sequence includes a signal phase for permissive/protected (lagging) left-turn movements in both directions, the red clearance interval may be shown during those cycles when the lagging left turn signal phase is skipped and may be omitted during those cycles when the lagging left turn signal phase is shown.

The duration of a yellow change interval may be different in different signal timing plans for the same controller unit.

The duration of a red clearance interval may be different in different signal timing plans for the same controller unit.

Guidance:

A yellow change interval should have a duration in the range of ~~approximately~~ 3 to 6 seconds. The longer intervals should be reserved for use on approaches with higher speeds.

Except when clearing a one-lane, two-way facility (see Section 4G.02), a red clearance interval should have a duration not exceeding 6 seconds.

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VOTE:	**For**	- 29
	Opposed	- 0
	Abstentions	- 0

REFERENCE TO AFFECTED PAGE NUMBERS IN MUTCD: Pages 4D-8 and 4D-9 in 2003 Edition of the MUTCD.