

National Committee on Uniform Traffic Control Devices

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**RESCINDED
JANUARY 2024**

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was rescinded by the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

**Attachment No.: 11
Item No.: 18B-MKG-01**

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE:

Markings Committee

ITEM NUMBER:

18B-MKG-01

TOPIC:

Removal of Outdated Reference to Figures 9-20 and 9-22 in
the Institute of Transportation Engineers (ITE) Traffic Control
Devices Handbook

ORIGIN OF REQUEST:

Robert Seyfried, editor of Chapter 9 of the ITE Traffic Control
Devices Handbook noted the reference and pointed out to the
Markings Committee Chair that the figures are no longer in the
current edition of the Traffic Control Devices Handbook.

AFFECTED SECTIONS OF MUTCD:

Section 3B.11 Raised Pavement Markers – General, paragraph
13.

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 6/21/2018
- Approved by NCUTCD Council: 01/10/2019

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

The Markings Committee approved a task force recommendation to delete Section 3B.11, Raised Pavement Markers – General, paragraph 13, which refers readers to Figures 9-20 through 9-22 of the ITE Traffic Control Devices Handbook. These figures were omitted in the current (2013) edition of the Traffic Control Devices Handbook.

DISCUSSION

Section 3B.11, Raised Pavement Markers – General, paragraph 13 refers readers to Figures 9-20 through 9-22 of the ITE Traffic Control Devices Handbook. These figures were omitted in the current (2013) edition of the Traffic Control Devices Handbook, so the reference to them should be removed from the MUTCD since it is desirable to provide similar information to readers. The figures in the earlier edition of the Handbook were taken from an FHWA report, titled: “Roadway Delineation Practices Handbook”, Publication Number FHWA-SA-93-001, and made

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the 2001 edition of the Traffic Control Devices Handbook. The task force reviewing the did not recommend adding the older FHWA report to the MUTCD reference section to the figures to be retained in the manual. The task force felt sufficient guidance is present parts of the manual for placement of raised pavement markers.

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RECOMMENDED MUTCD CHANGES

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by **[highlighted light blue in brackets]**.

PART 3. MARKINGS

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.11 Raised Pavement Markers – General

Standard:

01 The color of raised pavement markers under both daylight and nighttime conditions shall conform to the color of the marking for which they serve as a positioning guide, or for which they supplement or substitute.

Option:

02 The side of a raised pavement marker that is visible to traffic proceeding in the wrong direction may be red (see Section 3A.05).

03 Retroreflective or internally illuminated raised pavement markers may be used in the roadway immediately adjacent to curbed approach ends of raised medians and curbs of islands, or on top of such curbs (see Section 3B.23).

Support:

04 Retroreflective and internally illuminated raised pavement markers are available in mono-directional and bidirectional configurations. The bidirectional marker is capable of displaying the applicable color for each direction of travel.

05 Blue raised pavement markers are sometimes used in the roadway to help emergency personnel locate fire hydrants.

Standard:

06 When used, internally illuminated raised pavement markers shall be steadily illuminated and shall not be flashed.

Support:

07 Flashing raised pavement markers are considered to be In-Roadway Lights (see Chapter 4N).

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74 *Guidance:*
75 *Non-retroreflective raised pavement markers should not be used alone, without*
76 *supplemental retroreflective or internally illuminated markers, as a substitute for other types of*
77 *pavement markings.*

78 09 *Directional configurations should be used to maximize correct information and to minimize*
79 *confusing information provided to the road user. Directional configurations also should be used*
80 *to avoid confusion resulting from visibility of markers that do not apply to the road user.*
81 10 *The spacing of raised pavement markers used to supplement or substitute for other types of*
82 *longitudinal markings should correspond with the pattern of broken lines for which the markers*
83 *supplement or substitute.*

84 **Standard:**
85 11 **The value of N cited in Sections 3B.12 through 3B.14 for the spacing of raised**
86 **pavement markers shall equal the length of one line segment plus one gap of the broken**
87 **lines used on the highway.**

88 **Option:**
89 12 For additional emphasis, retroreflective raised pavement markers may be spaced closer than
90 described in Sections 3B.12 through 3B.14, as determined by engineering judgment or
91 engineering study.

92 **Support:**
93 ~~13— Figures 9-20 through 9-22 in the “Traffic Control Devices Handbook” (see Section 1A.11)~~
94 ~~contain additional information regarding the spacing of raised pavement markers on longitudinal~~
95 ~~markings.~~