NEW OMUTCD – WHAT YOU NEED TO KNOW









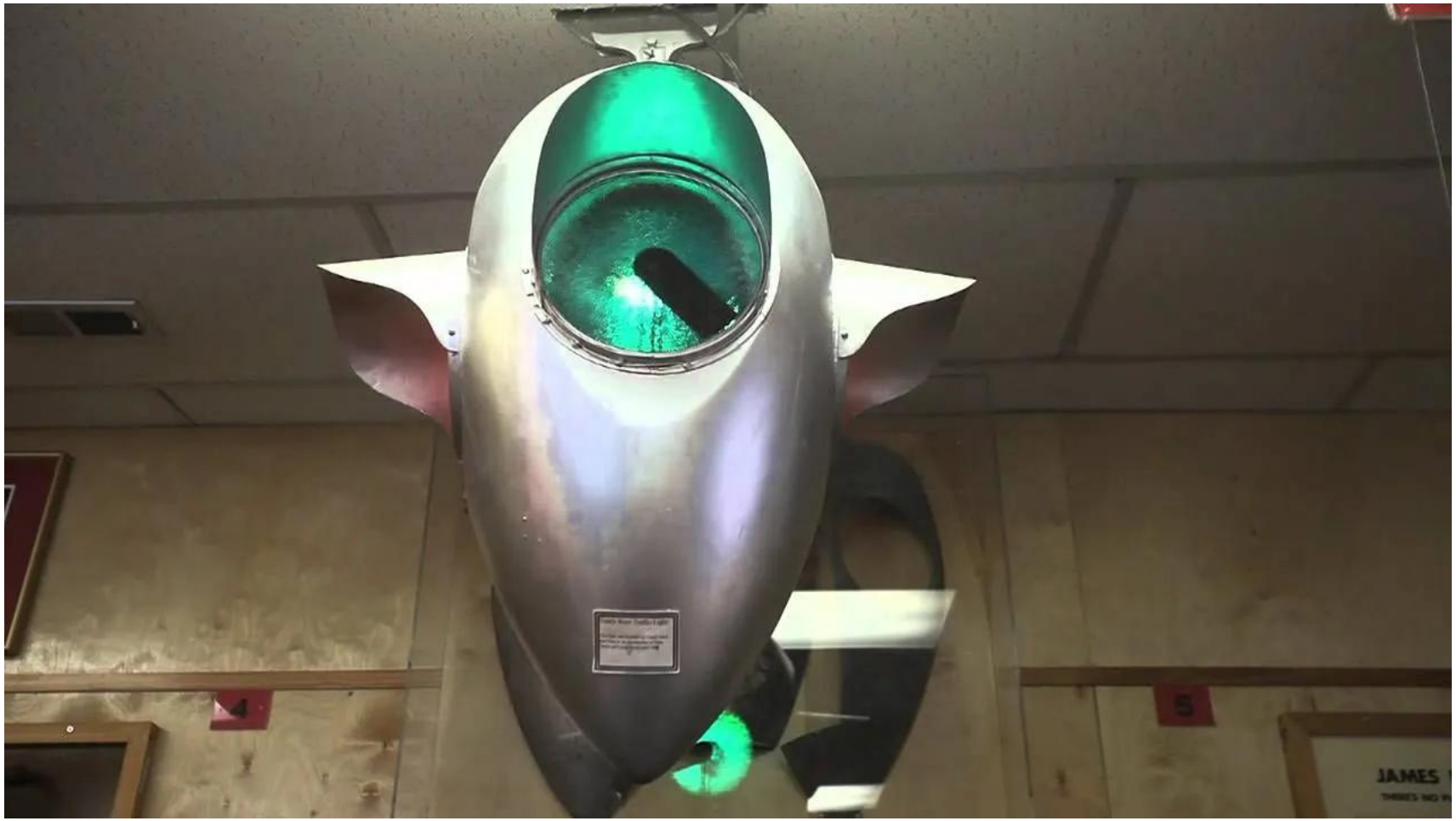




Jonathan Young, P.E., Traffic Control Section Head
Kevin Fiant, P.E., Traffic Standards Engineer
Date: 6/3/2026

Ohio Department of Transportation

TRIVIA QUESTION



- What is this? (Hint: it did NOT come from Area 51)
- Where is it located? (Hint: it is in Ohio)
- Why is it *famous?*

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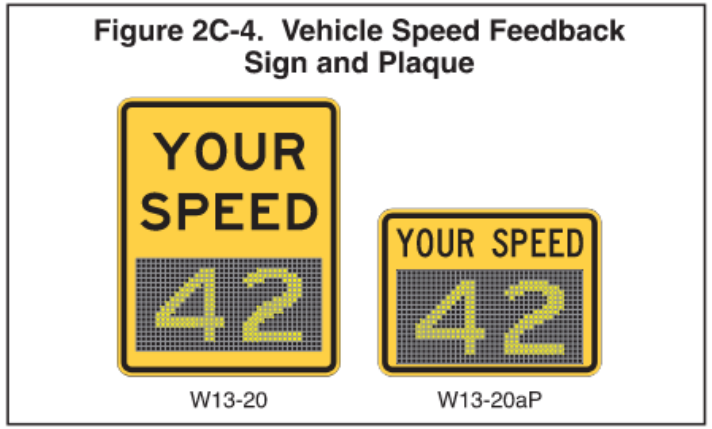
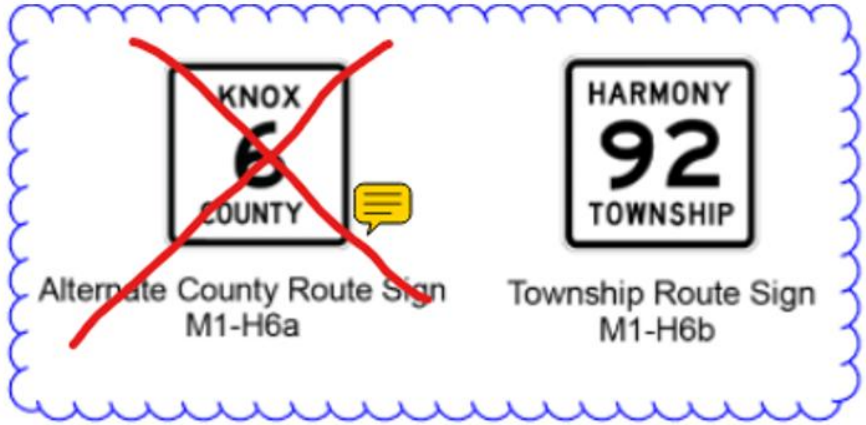
PRESENTATION GOALS

- Show users how the Ohio Supplement and MUTCD are used together to make the OMUTCD.
- Highlight some pertinent Ohio Specific language and changes from previous manual



County Route Sign
M1-6



Alternate County Route Sign
M1-H6a

Township Route Sign
M1-H6b

PRESENTATION WON'T BE ABLE TO….

- Cover every change throughout
- For info on changes from **2009** MUTCD to 11th Edition:
  - MUTCD **2009** Text Redline with 11th Edition Changes
  - MUTCD 11th Edition Summary of Dispositions for Final Rule Changes
  - Above is good reference on Federal Changes but does NOT take into account previous OMUTCD (2012 OMUTCD)

Redline

Disposition

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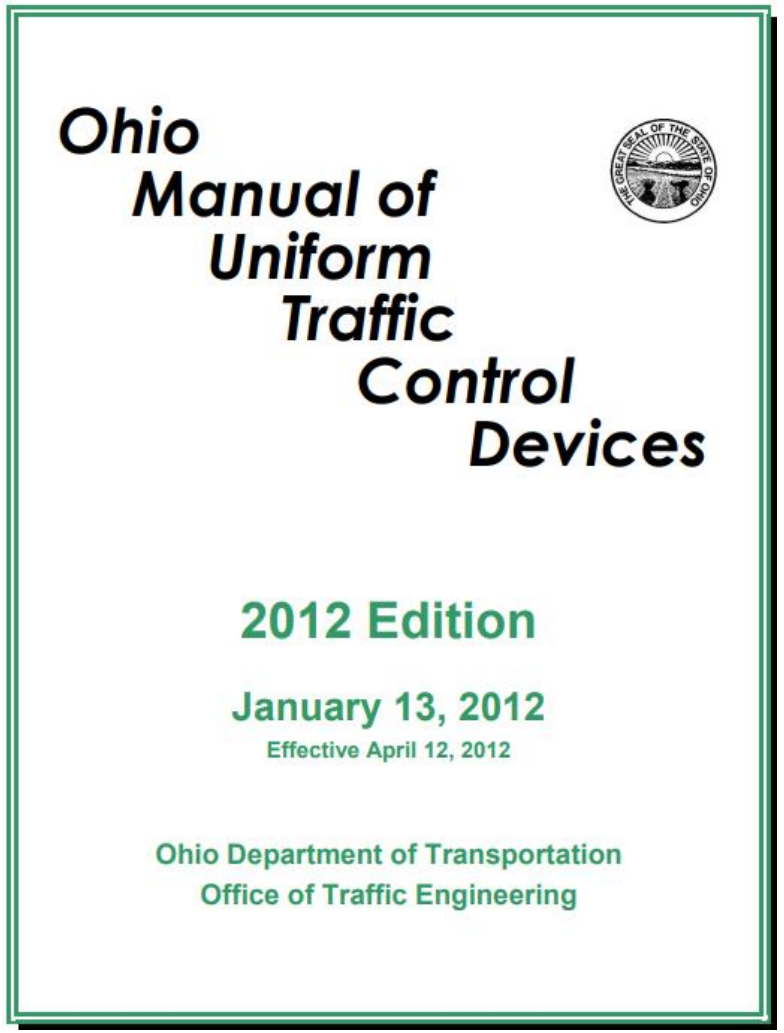
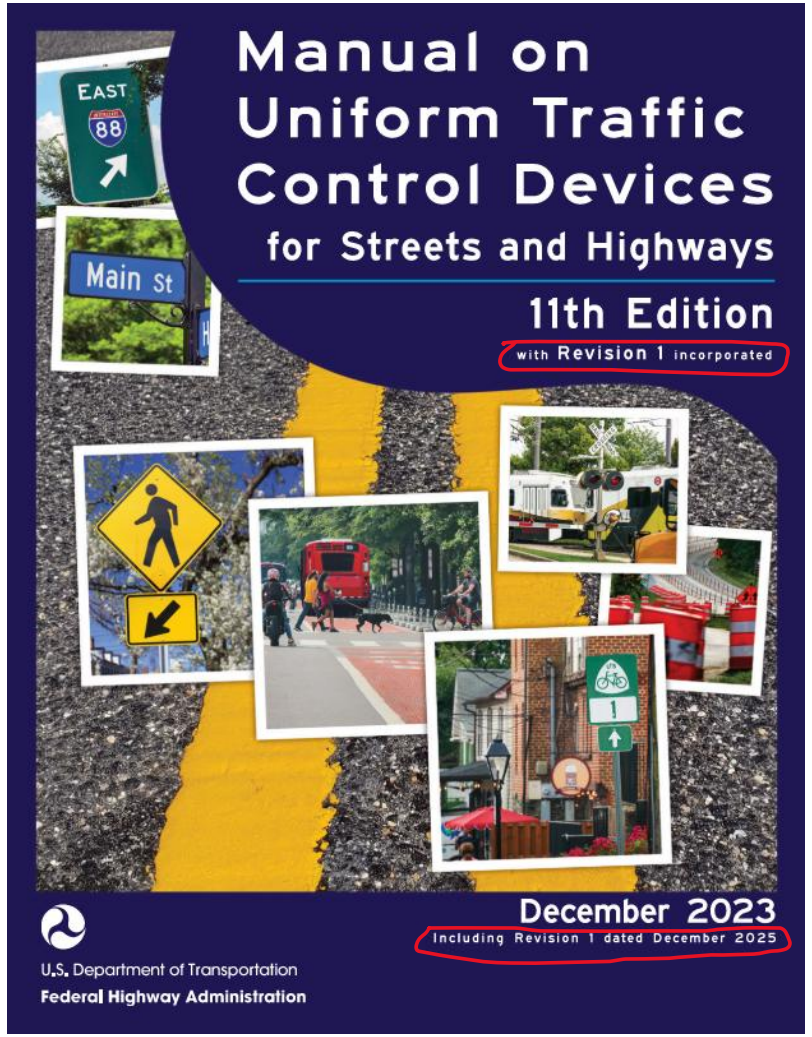
FEDERAL MANUAL RELEASE





- Federal manual became Effective on January 18, 2024
  - Rev 1 released 3/5/2026
- States had two years to:
  - Adopt Fed Manual
  - Develop State Supplement
  - Develop State Manual

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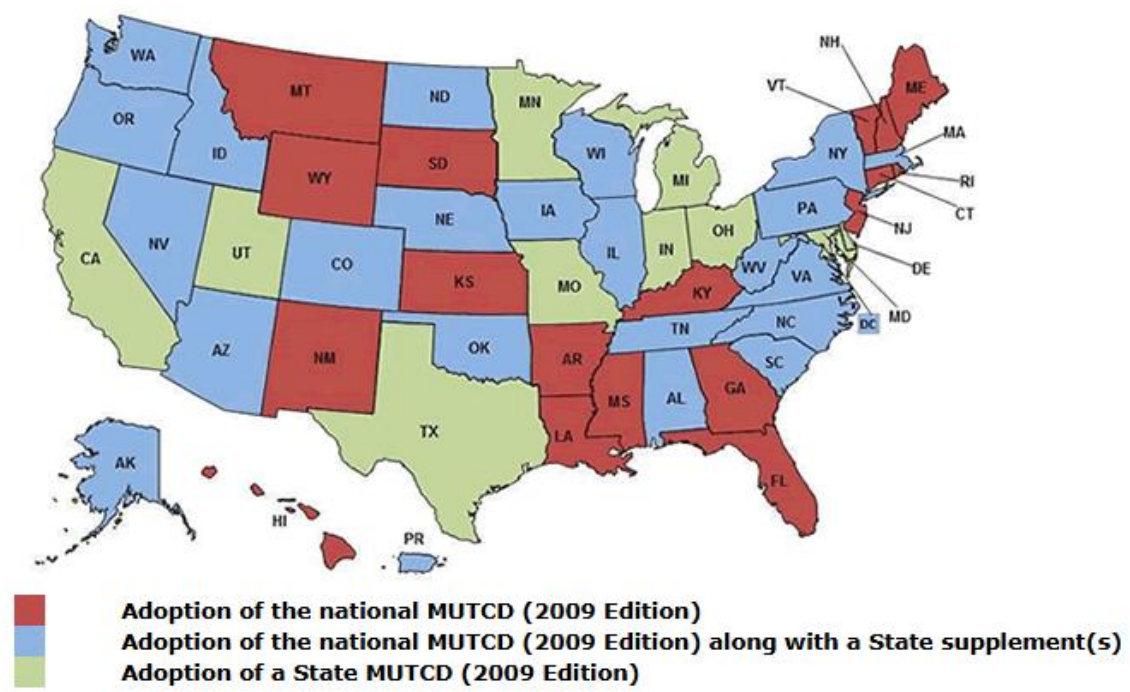
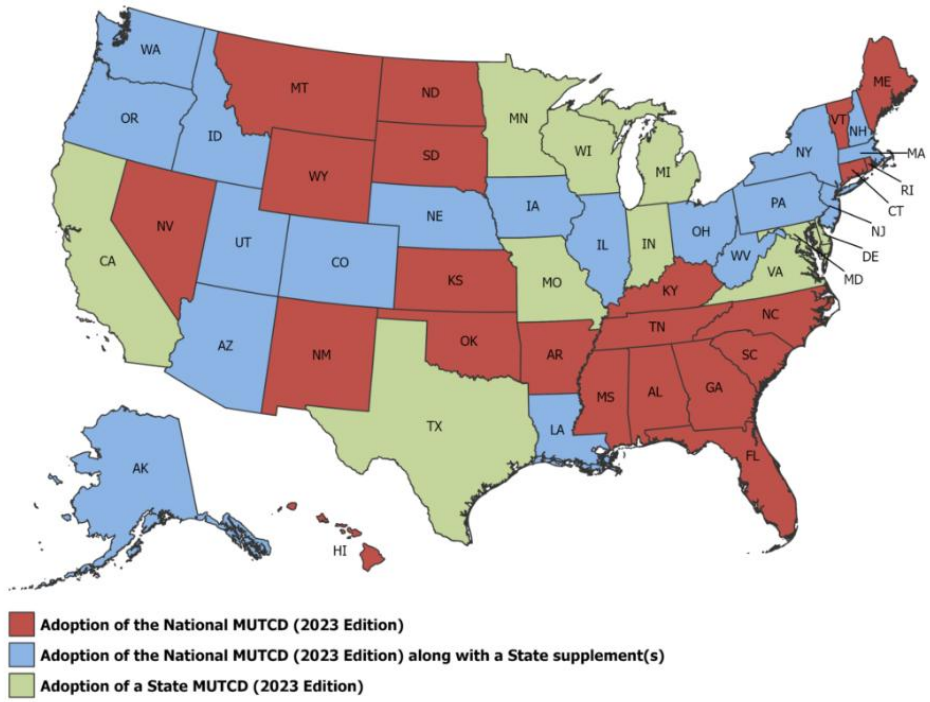
WHAT ARE OTHER STATES DOING?



2009 Edition



2023 Edition

	2009	2023
State Manual	10	12
State Supplement	21	13
Federal Manual	19	25

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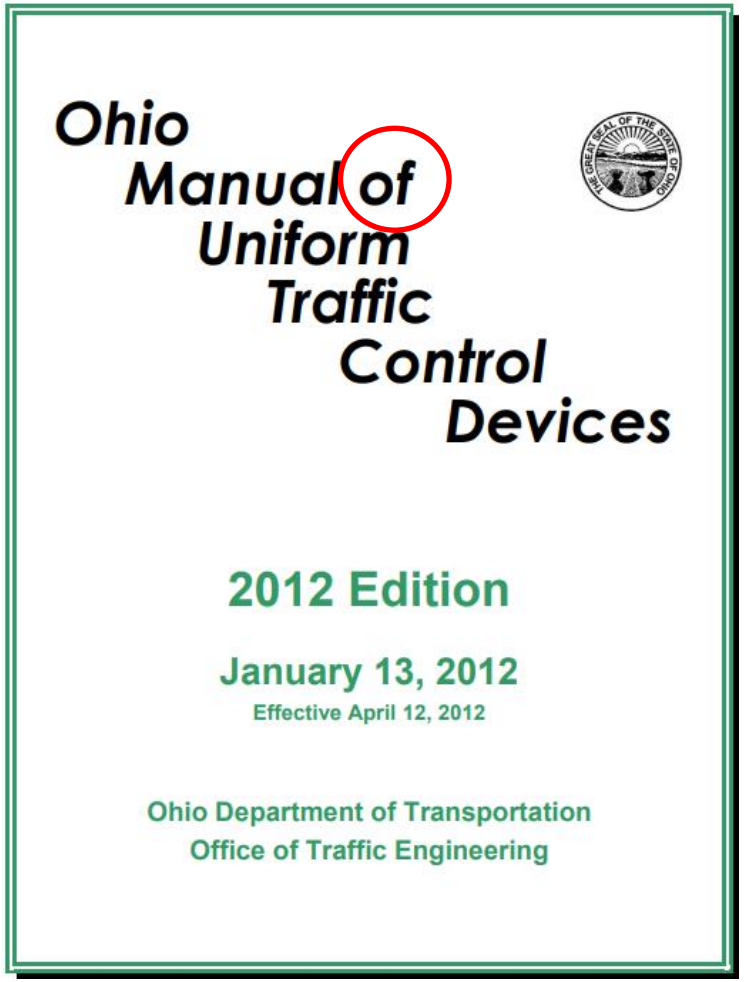
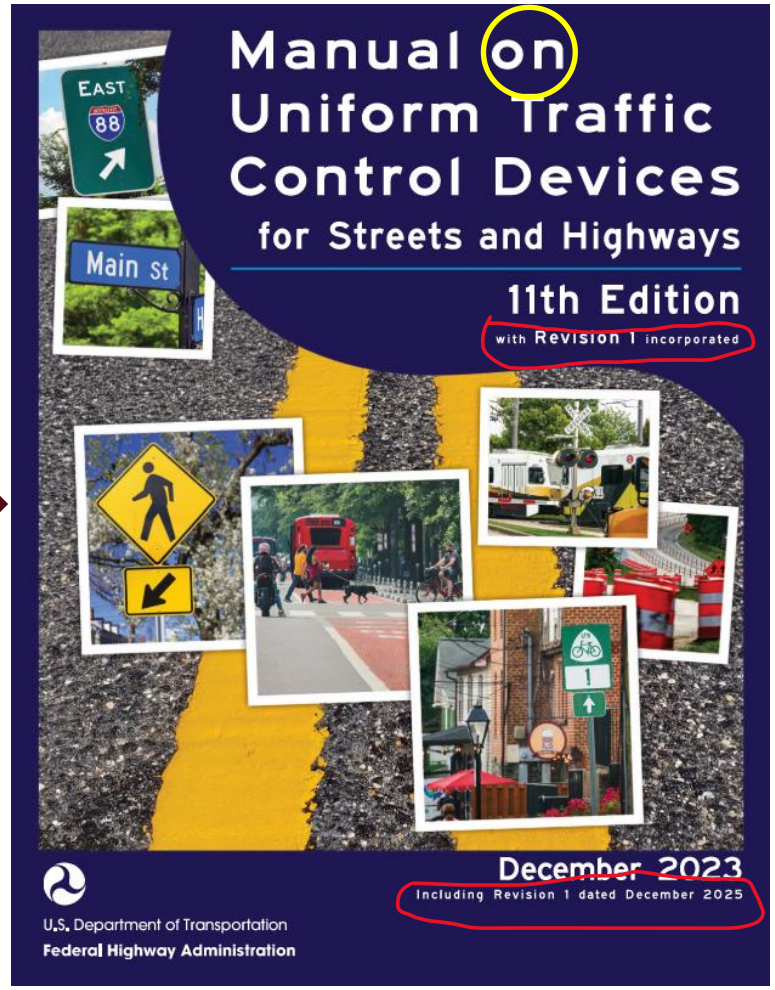
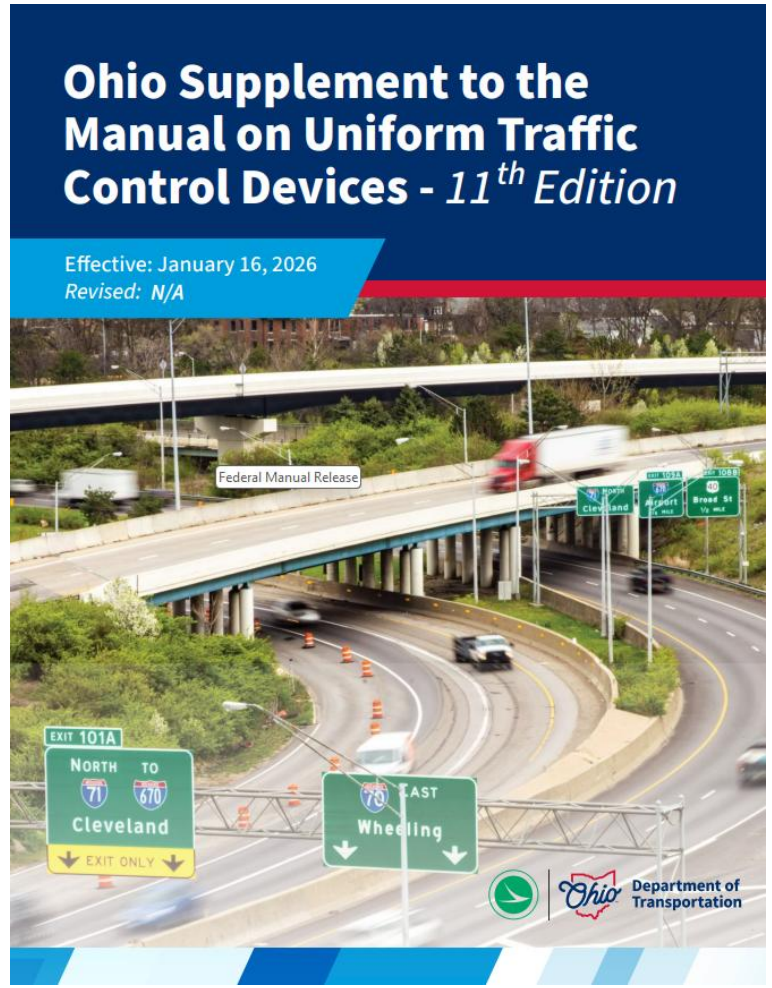
OMUTCD TO MUTCD + OHIO SUPPLEMENT







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OMUTCD TO MUTCD + OHIO SUPPLEMENT

- Previous OMUTCD was completely stand-alone document. Link to previous OMUTCD.

- Ohio moved to Fed MUTCD + Ohio Supplement. These two documents are now our OMUTCD. Link to current Ohio MUTCD.

NEW OMUTCD PARTS

- Part 1: General
- Part 2: Signs
- Part 3: Markings
- Part 4: Highway Traffic Signals
- Part 5: Traffic Control Device Considerations for Automated Vehicles (Previously Traffic Control Devices for Low-Volume Roads)

NEW OMUTCD PARTS (CONTINUED)

- Part 6: Temporary Traffic Control
- Part 7: Traffic Control for School Areas
- Part 8: Traffic Control for Railroad and Light Rail Transit Grade Crossings
- Part 9: Traffic Control for Bicycle Facilities

HOW TO USE THE MUTCD + OHIO SUPPLEMENT

1. User determine which Part and Section of MUTCD content they are interested in
2. Review Ohio Supplement Table of Contents
   a) If Part and Section of interest listed in Ohio Supplement use Ohio Supplement
   b) If Part and Section of interest NOT listed in Ohio Supplement use Fed MUTCD

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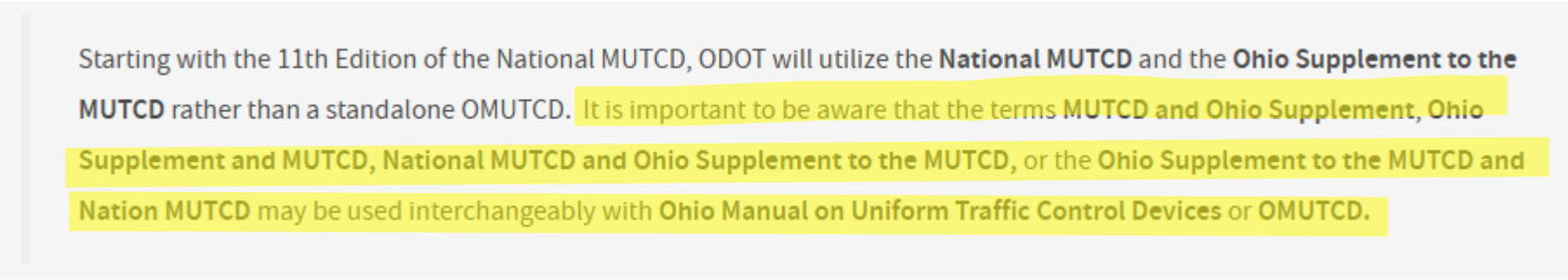
GETTING AROUND ON THE WEBPAGE

- Demonstrate using live website
- PDF of Ohio Supp provides bookmarks
- PDF of Ohio Supp is searchable…. Includes text within Figures/Tables
  - https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/ohio-mutcd/


Starting with the 11th Edition of the National MUTCD, ODOT will utilize the **National MUTCD** and the **Ohio Supplement to the MUTCD** rather than a standalone OMUTCD. It is important to be aware that the terms **MUTCD and Ohio Supplement, Ohio Supplement and MUTCD, National MUTCD and Ohio Supplement to the MUTCD,** or the **Ohio Supplement to the MUTCD and Nation MUTCD** may be used interchangeably with **Ohio Manual on Uniform Traffic Control Devices** or **OMUTCD.**

PAPER MANUAL

- Current policy is to provide manual online for download.
- Printed Paper Copies will no longer be available from ODOT
- Ohio Supplement document provided in a printable format if agencies want to pursue hard copies

OHIO SUPPLEMENT – KNOWN ERRORS AND UPDATES

- The content in the Ohio Supplement will only be pulling in Known Errors from the Federal Manual if they are **directly related** to the Ohio Specific Content.

- ODOT intends to provide any updates / corrections to the Ohio Supplement on a Biannual basis (January and July).

OHIO SUPPLEMENT – INTRO/TOC

Introduction

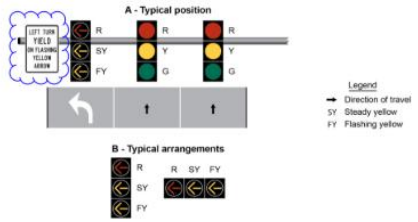
- **The "Ohio Supplement and the Manual on Uniform Traffic Control Devices (MUTCD)" is the "Ohio Manual on Uniform Traffic Control Devices (OMUTCD)". The two terms are intended to be used interchangeably.**
- **The Ohio Supplement does not conflict or contravene the Federal MUTCD in accordance with 23 CFR 655.603.**
- **In accordance with Ohio Revised Code 4511.09 the "Ohio Supplement and the MUTCD" or "OMUTCD" shall govern use of Traffic Control Devices throughout the State [ORC 4511.09]**
- **A Section, Table or Figure of the MUTCD contained within the Ohio Supplement shall replace the corresponding Section, Table or Figure in the Federal MUTCD in its entirety.**
- **If a Section, Table, or Figure from the MUTCD is not contained within this Supplement, the section in the Federal MUTCD shall remain unchanged.**
- **Known Errors in Federal MUTCD are only shown in Ohio Supplement when the Known Error is directly related to the Ohio Specific Content in the Supplement. Users will need to also refer to Federal Known Errors.**

Within the Ohio Supplement:

- **Black text denotes content unchanged from the Federal MUTCD 11th Edition.**
- **Text additions are formatted in Underline Blue text with vertical line in left margin.**
- **Text deletions are formatted in ~~strikeout red~~ text with vertical line in left margin.**
- **Tables and Figures of the MUTCD contained within the Ohio Supplement shall follow the same formatting convention for text updates. Black text denotes content unchanged from the Federal MUTCD 11th Edition. Text additions are formatted in underline blue and text deletions are formatted in ~~strikeout red~~. Graphic additions will be outlined with a blue clouding. Graphic deletions will be outlined with a transparent red box that also contains a red X. See below for examples of a graphic addition and graphic deletion.**

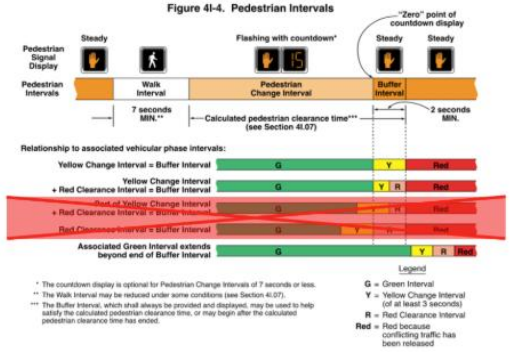
Date: January 16, 2026

Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns



Example of Graphic Addition

Figure 4I-4. Pedestrian Intervals



Example of Graphic Deletion

Date: January 16, 2026

Sections, Figures, and Tables of the MUTCD 11th Edition modified by the Ohio Supplement.

Table of Contents:

Date: January 16, 2026

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OHIO SUPPLEMENT – INTRO/TOC CONTINUED

Within the Ohio Supplement:

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All Federal MUTCD Content still viewable in Ohio Supplement

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OHIO SUPPLEMENT – TEXT UPDATE

4. **Actuated—a type of traffic control signal operation in which some or all signal phases are operated on the basis of actuation.**
5. **Actuation—initiation of, a change in, or an extension of a traffic signal phase or a sign legend through the operation of any type of detector.**
6. **Advance Preemption—the notification of approaching rail traffic that is forwarded to the highway traffic signal controller unit or assembly by the railroad or light rail transit equipment in advance of the activation of the railroad or light rail transit warning devices.**
7. **Advance Preemption Time—the period of time that is the difference between the required maximum highway traffic signal preemption time and the activation of the railroad or light rail transit warning devices.**
8. **Advisory Speed—a recommended speed for all vehicles operating on a section of highway and based on the highway design, operating characteristics, and conditions.**
9. **Agency—an organization with the responsibility for providing, maintaining, and/or operating a public or private road system.**
10. **Alley—a street or highway intended to provide access to the rear or side of lots or buildings in urban districts ~~areas~~ and not intended for the purpose of through vehicular traffic, and includes any street or highway that has been declared an "alley" by the legislative authority of the municipal corporation in which such street or highway is located. [ORC 4511.01]**

Support:

10a. The term Urban District and Urban Area may be used interchangeably in the context of the definition of an Alley. See definition # 281a for definition of Urban District.

Standard:

11. **Annual Average Daily Traffic (AADT)—the total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year. Normally, periodic daily traffic volumes are adjusted for hours of the day counted, days of the week, and seasons of the year to arrive at annual average daily traffic.**
12. **Application—in regard to a traffic control device, the act of deciding to use a device, generally or at a particular location for a particular condition.**
13. **Approach—all lanes of traffic moving toward an intersection or a midblock location from one direction, including any adjacent parking lane(s).**
14. **Arterial Highway (Street)—~~a general term denoting~~ a street or highway primarily used by through traffic, usually on a continuous route or a street or highway designated as part of an arterial system. [ORC 4511.01]**
15. **Automated Vehicle—see Driving Automation System.**
16. **Automatic Lane—see Exact Change Lane within the definition of Toll Collection.**
17. **Average Daily Traffic (ADT)—the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.**
18. **Average Day—a day representing traffic volumes normally and repeatedly found at a location, typically a weekday when volumes are influenced by employment or a weekend day when volumes are influenced by entertainment or recreation.**
19. **Backplate—see Signal Backplate.**
20. **Barrier-Separated Lane—a preferential lane or other special purpose lane that is separated from the adjacent general-purpose lane(s) by a physical barrier.**
21. **Beacon—a highway traffic signal with one or more signal indications that operates in a flashing mode. Types of beacons include:**

    (a) Emergency-Vehicle Hybrid Beacon—a special type of beacon (see Hybrid Beacon).

Option:

04 A bimodal signal section (capable of displaying a GREEN ARROW for the protected left-turn movement and a flashing YELLOW ARROW for the permissive left-turn movement) along with a steady left-turn YELLOW ARROW signal indication and a steady left-turn RED ARROW signal indication may be used for a separate left-turn signal face and may be considered to be a four-section signal face that is compliant with Item H.1 of Paragraph 3 of this Section.

05 A separate left-turn signal face with a flashing left-turn RED ARROW signal indication during the permissive left-turn movement may be used for unusual geometric conditions, such as wide medians with offset left-turn lanes, but only when an engineering study determines that each and every vehicle must successively come to a full stop before making a permissive left turn.

Standard:

06 If a separate left-turn signal face is being operated in a protected/permissive left-turn mode and a flashing left-turn RED ARROW signal indication is provided, it shall meet the following requirements (see Figure 4F-3):

- **A. It shall be capable of displaying the following signal indications: steady or flashing left-turn RED ARROW, steady left-turn YELLOW ARROW, and left-turn GREEN ARROW. Only one of the three indications shall be displayed at any given time.**
- **B. During the protected left-turn movement, a left-turn GREEN ARROW signal indication shall be displayed.**
- **C. A steady left-turn YELLOW ARROW signal indication shall be displayed following the left-turn GREEN ARROW signal indication.**
- **D. During the permissive left-turn movement, a flashing left-turn RED ARROW signal indication shall be displayed.**
- **E. A steady left-turn YELLOW ARROW signal indication shall be displayed following the flashing left-turn RED ARROW signal indication if the permissive left-turn movement is being terminated and the separate left-turn signal face will subsequently display a steady left-turn RED ARROW indication.**
- **F. When a permissive left-turn movement is changing to a protected left-turn movement, a left-turn GREEN ARROW signal indication shall be displayed immediately upon the termination of the flashing left-turn RED ARROW signal indication. A steady left-turn YELLOW ARROW signal indication shall not be displayed between the display of the flashing left-turn RED ARROW signal indication and the display of the steady left-turn GREEN ARROW signal indication.**
- **G. It shall be permitted to display a flashing left-turn RED ARROW signal indication for a permissive left-turn movement while the signal faces for the adjacent through movement display steady CIRCULAR RED signal indications and the opposing left-turn signal faces display left-turn GREEN ARROW signal indications for a protected left-turn movement.**
- **H. ~~A supplementary sign shall not be required. If used, it shall be a LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27) sign (see Section 2B.59).~~ The LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27) sign (see Figure 4F-3) shall be used with the installation of each flashing left-turn RED ARROW signal indication within a jurisdiction for at least five years (see Section 4F.04). No other signs related to flashing left-turn RED ARROW signal indications shall be used.**

Option:

07 The requirements of Item A in Paragraph 6 of this Section may be met by a vertically-arranged signal face with a horizontal cluster of two left-turn RED ARROW signal indications, the left-most of which displays a steady indication and the right-most of which displays a flashing indication (see Figure 4F-3).

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OHIO SUPPLEMENT – FIGURE & TABLE UPDATE

Figure 4F-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Variable Mode Left Turns

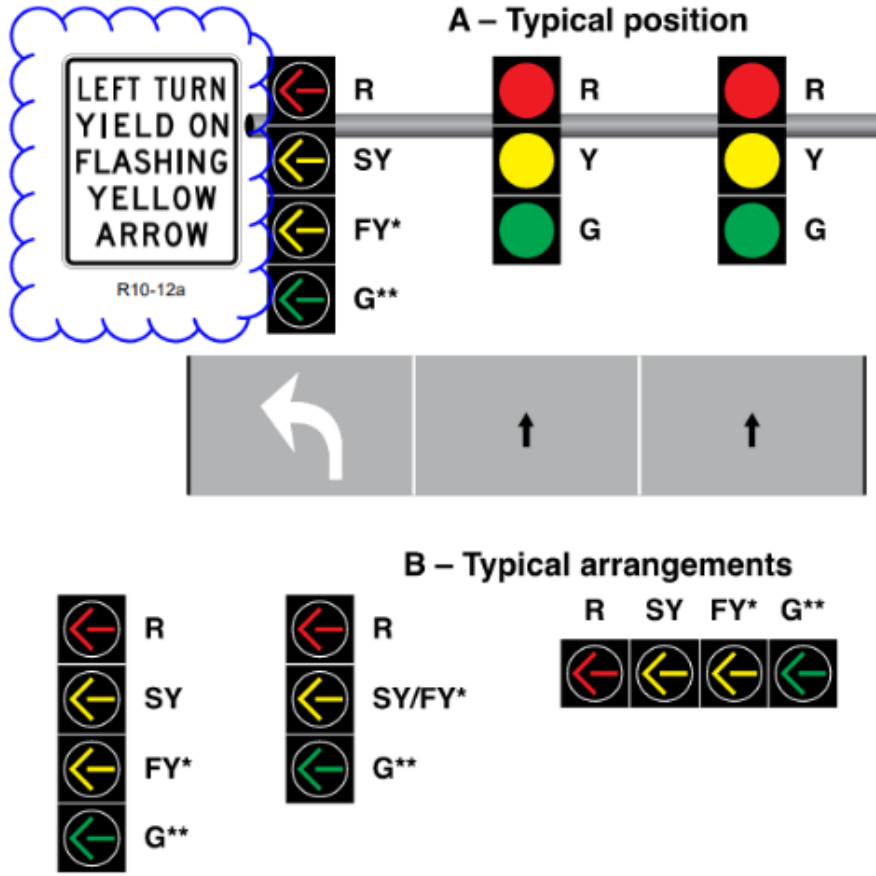
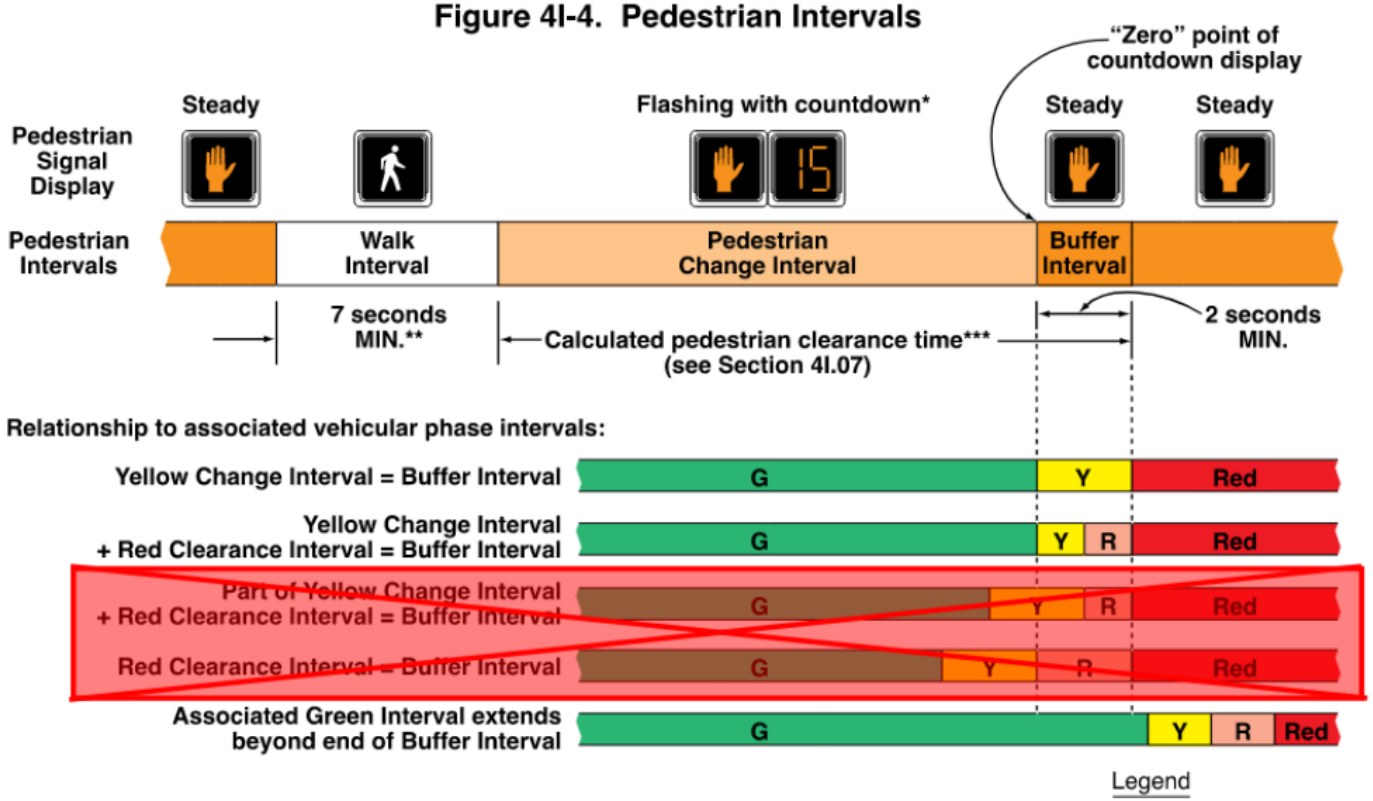


Figure 4I-4. Pedestrian Intervals



* The countdown display is optional for Pedestrian Change Intervals of 7 seconds or less.

** The Walk Interval may be reduced under some conditions (see Section 4I.07).

*** The Buffer Interval, which shall always be provided and displayed, may be used to help satisfy the calculated pedestrian clearance time, or may begin after the calculated pedestrian clearance time has ended.

Legend

G = Green Interval
Y = Yellow Change Interval (of at least 3 seconds)
R = Red Clearance Interval
Red = Red because conflicting traffic has been released

STANDARD, GUIDANCE, OPTION, SUPPORT

MUTCD 11th Edition

01 When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be defined as follows:

A. Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. In limited, location-specific cases, the results of a documented engineering study (see Section 1D.03) might indicate a deviation from one or more requirements of a Standard provision to be appropriate. All Standard statements are labeled, and the text appears in bold type. The verb "shall" is typically used. The verbs "should" and "may" are not used in Standard statements. Standard statements are sometimes modified by Option statements.

B. Guidance—a statement of recommended practice in typical situations, with deviations allowed if engineering judgment or engineering study (see Section 1D.03) indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold italic type. The verb "should" is typically used. The verbs "shall" and "may" are not used in Guidance statements. Guidance statements are sometimes modified by Option statements.

C. Option—a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometimes contain allowable modifications to a Standard or Guidance statement. All Option statements are labeled, and the text appears in unbold type. The verb "may" is typically used. The verbs "shall" and "should" are not used in Option statements.

D. Support—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in unbold type. The verbs "shall," "should," and "may" are not used in Support statements.

Previous Fed MUTCD

When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be ~~as~~ defined ~~in Paragraph 1 in Section 1A.13~~ as follows:

A. Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. In limited, location-specific cases, the results of a documented engineering study (see Section 1D.03) might indicate a deviation from one or more requirements of a Standard provision to be appropriate. All Standard statements are labeled, and the text appears in bold type. The verb "shall" is typically used. The verbs "should" and "may" are not used in Standard statements. Standard statements are sometimes modified by Option~~s~~ statements.

B. Guidance—a statement of recommended~~, but not mandatory,~~ practice in typical situations, with deviations allowed if engineering judgment or engineering study (see Section 1D.03) indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold italic type. The verb "should" is typically used. The verbs "shall" and "may" are not used in Guidance statements. Guidance statements are sometimes modified by Option~~s~~ statements.

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ENGINEERING STUDY VS ENGINEERING JUDGEMENT

76. Engineering Judgment—the evaluation of available pertinent information including, but not limited to, the safety and operational efficiency of all road users, and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the design (see Section 1D.03), use, installation, or operation of a traffic control device. Engineering judgment shall be exercised by a professional engineer (see definition in this Section) with appropriate traffic engineering expertise, or by an individual working under the supervision of such an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

77. Engineering Study—the analysis and evaluation of available pertinent information including, but not limited to, the safety and operational efficiency of all road users, and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the design (see Section 1D.03), use, installation, or operation of a traffic control device. An engineering study shall be performed by a professional engineer (see definition in this Section) with appropriate traffic engineering expertise, or by an individual working under the supervision of such an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented in writing.

COMPLIANCE DATES

- Compliance Dates!

Revision 1 of National Manual added specific 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	January 18, 2029
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	January 18, 2029
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	January 18, 2029
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	January 18, 2029
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)	January 18, 2034

Released with a revision to ~~previous~~ Federal MUTCD. ODOT actively working on this item for some time.

Local Agencies – All of these apply to you also!

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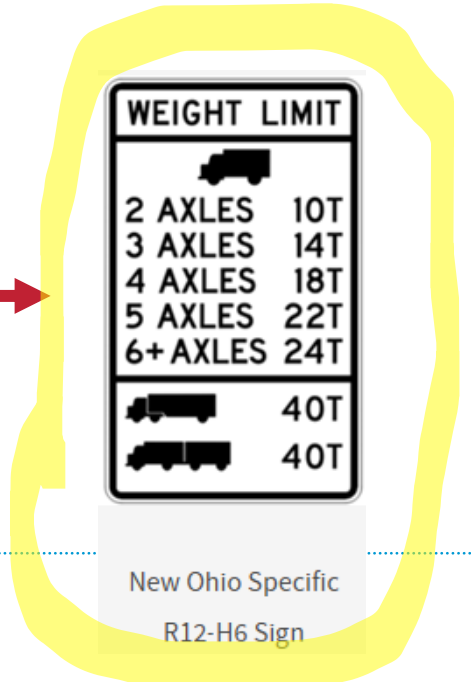
COMPLIANCE DATES – WEIGHT LIMIT SIGNS

- Weight limit signs (2B.64)
  - Previous OMUTCD did not require as standard requirement
  - New Ohio Supplement and MUTCD require two signs
    - One at applicable section of highway or structure
    - An additional sign with advisory distance or directional legend at point in advance where vehicles can detour

2012 OMUTCD
R12-H5 Sign



New Ohio Specific
R12-H6 Sign

Compliance Date:
January 18, 2029

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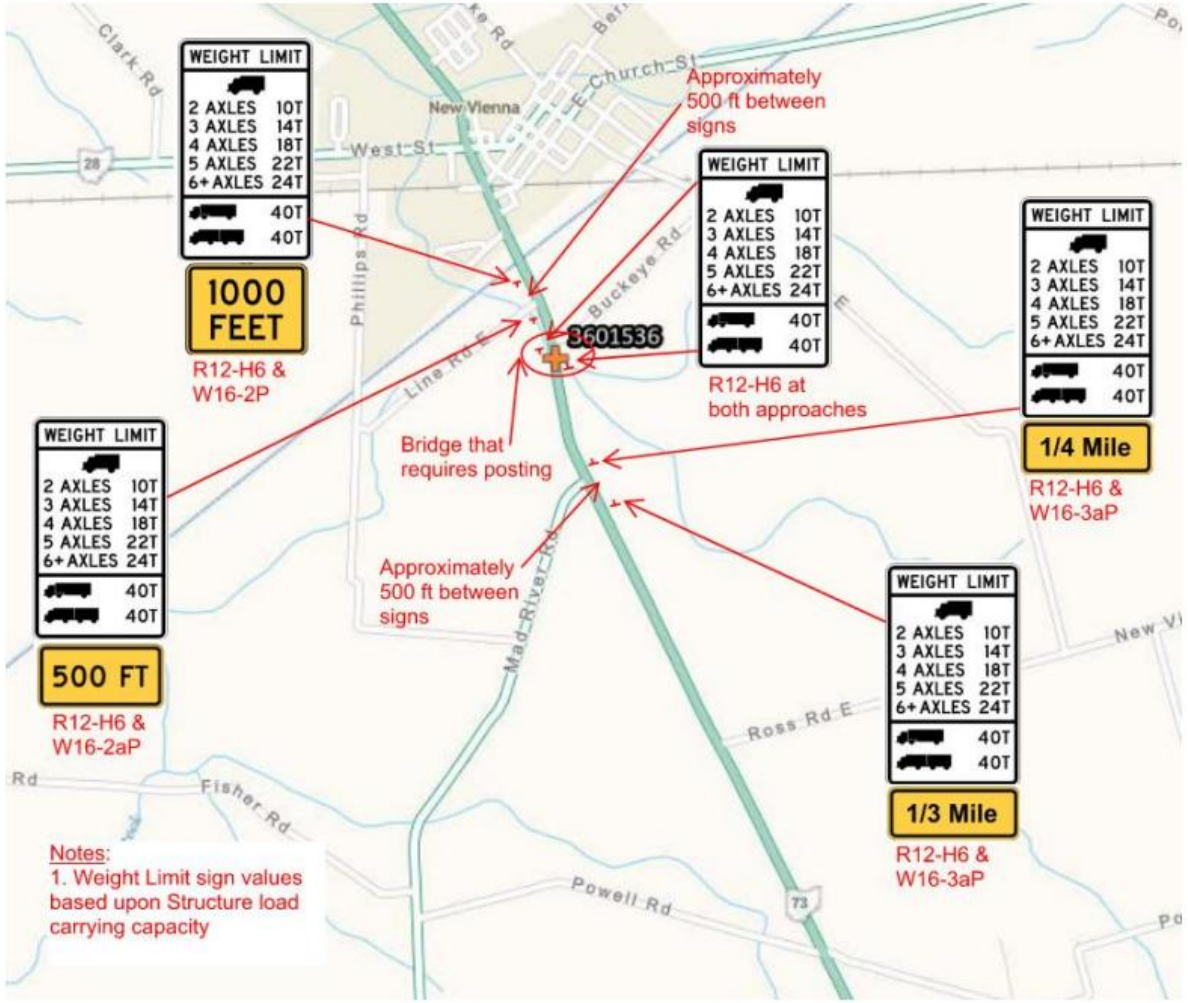
COMPLIANCE DATES – WEIGHT LIMIT SIGNS (CONT'D)

- Weight limit signs (2B.64) – Continued
  - See TEM 201-9 and TEM Figure 298-3 for more info
  - Though not required in OMUTCD, TEM shows use of three signs approaching each structure (OMUTCD requires two).

Traffic Engineering Manual Figure 298-3

Example Bridge Weight Limit Sign Placement



COMPLIANCE DATES – LOW CLEARANCE SIGNS

- Low Clearance Signs (2C.25)

Also see TEM 202-7 and Figure 298-42

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	January 18, 2029
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	January 18, 2029

W12-2	W12-2a	W12-2b
		

Compliance Date:
January 18, 2029

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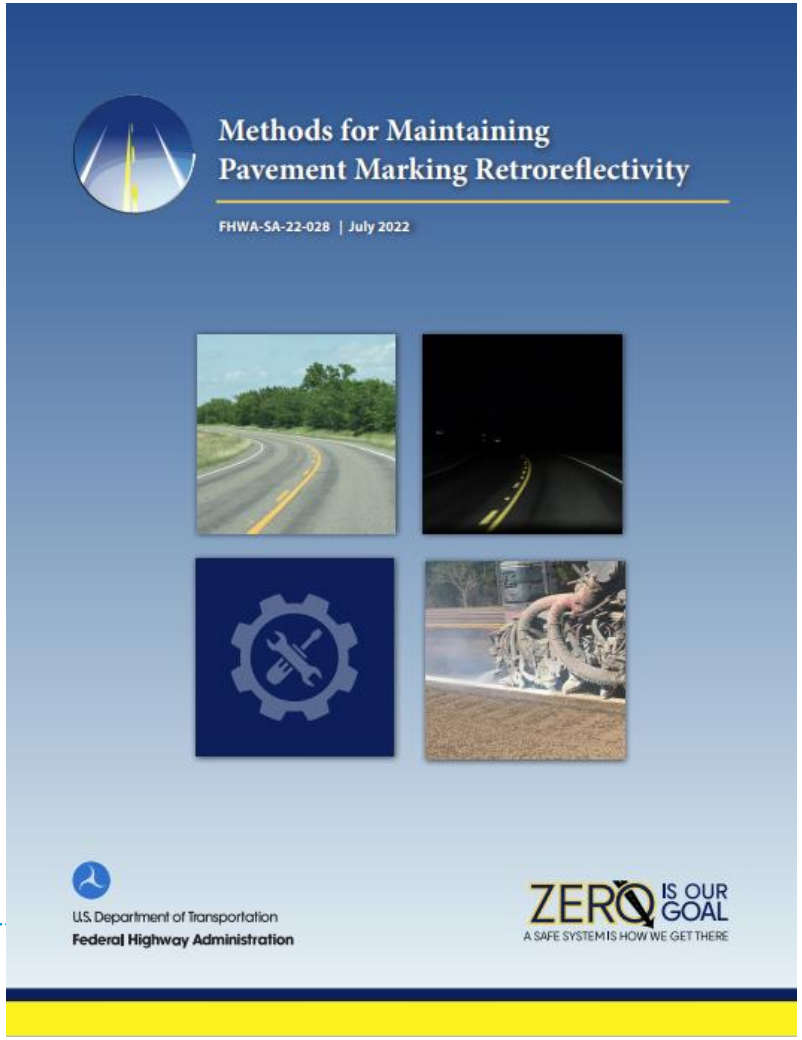
COMPLIANCE DATES – MIN RETROREFLECTIVITY

- Maintaining Minimum Retroreflectivity (3A.05)

- Codifies minimum retroreflectivity of longitudinal pavement markings with speed limit of 35 MPH or greater
- Refers to FHWA Publication, “Methods for Maintaining Pavement Marking Retroreflectivity” (see right)
- Owners must select and utilize one of these methods.
- Compliance Date: **September 6, 2026**



COMPLIANCE DATES – MIN RETROREFLECTIVITY CONT'D

- Maintaining Minimum Retroreflectivity (3A.05), Continued

- ODOT is using Service Life Based on Historical Data Method.
- Also will be periodically monitoring service life to improve historical data
- Research project, "Pavement Marking Selection for Local Public Roads in Ohio" coming soon thru Research Office

Service Life Based on Historical Data Method (See Chapter 6)

Using this method, an agency documents pavement marking installation dates and, using historical data or research results, establishes a schedule for replacing the markings. The schedule to replace the markings is designed to prevent the pavement marking retroreflectivity from falling below the MUTCD minimum levels. Pavement marking replacement schedules can be set for similar markings in similar conditions (considering factors such as pavement marking type, retroreflective optics, pavement type, pavement condition, and traffic volumes). Chapter 6 has more information about this method.

COMPLIANCE DATES – HIGH PROFILE GRADE XING

- High-Profile Grade Crossings (8B.16)

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
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	January 18, 2029

W10-5

W10-5P

Compliance Date:
January 18, 2029

Ohio Department of Transportation

COMPLIANCE DATES –

- Highway Traffic Signals at or Near Grade Crossings

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
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)	January 18, 2034

Compliance Date:
January 18, 2034

Ohio Department of Transportation

LIGHTNING ROUND

CHAPTER 2 – WARNING SIGN PLACEMENT

- Section 2C.04 Placement of 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

Values for warning of a potential stop condition were increased based on AASHTO policy with other adjustments as well

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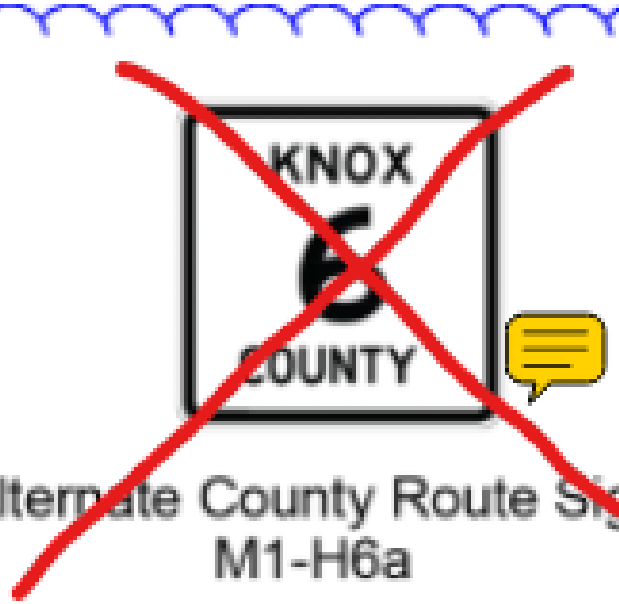
CHAPTER 2 – LOCAL ROAD SIGNS

Use Federal Standard Sign instead

Ohio Specific County Route Sign no longer option

Ohio Specific Township Sign Still available for use

County Route Sign
M1-6



Alternate County Route Sign
M1-H6a

Township Route Sign
M1-H6b

If Counties utilize the current Ohio Specific M1-H6a signs they are **NOT required** to immediately take them down and replace them. The existing signs may remain to the end of their useful life.

Department of Transportation

CHAPTER 2 – SPEED FEEDBACK SIGNS

- New in OMUTCD

Changed from Option to Support with Rev1 of National MUTCD

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

Support:

01 Vehicle Speed Feedback (W13-20) signs or (W13-20aP) plaques (see Figure 2C-4) that display the speed of an approaching vehicle to the vehicle operator are sometimes 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.

Rev. 1

Standard:

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

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

W13-20 W13-20aP

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

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.**

CHAPTER 2 – SPEED FEEDBACK SIGNS, CONTINUED

- No more of these……

Only Display Speed

Should be Black on Yellow

No colors or other messaging

No flashing

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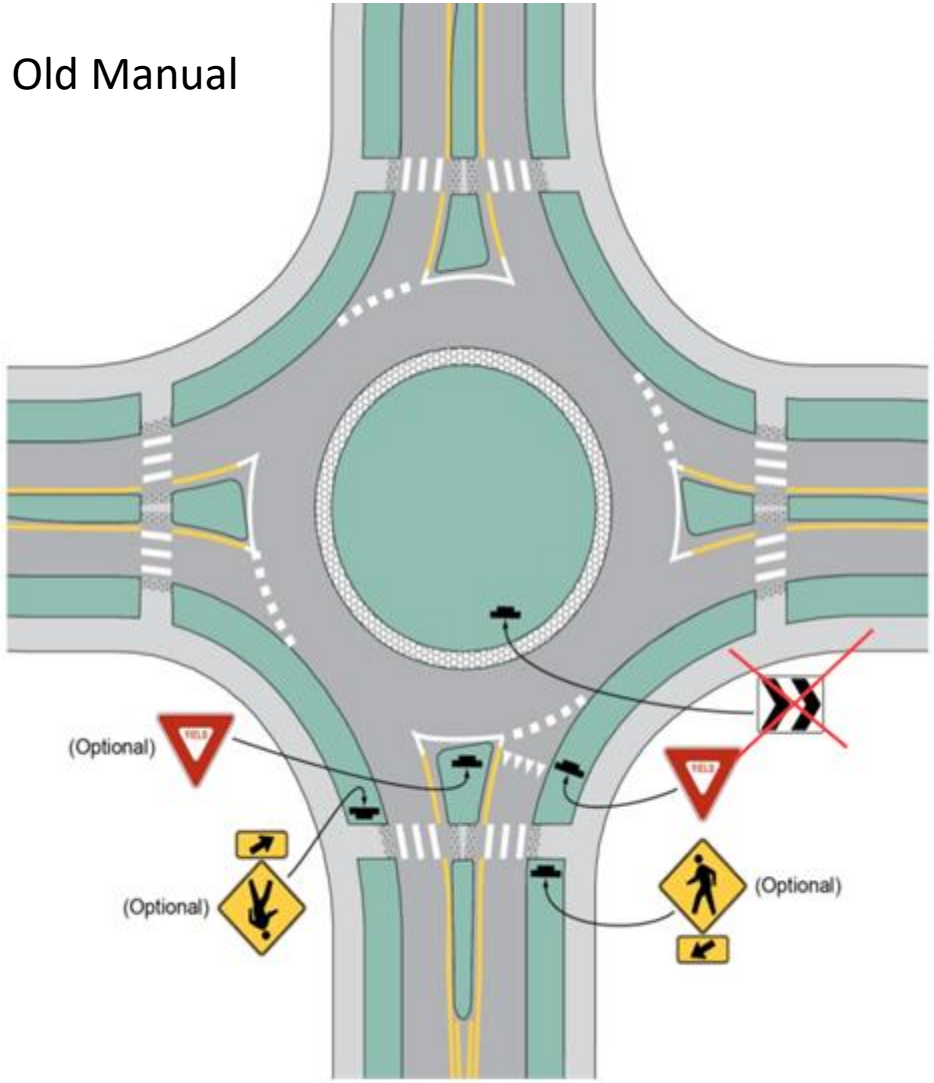
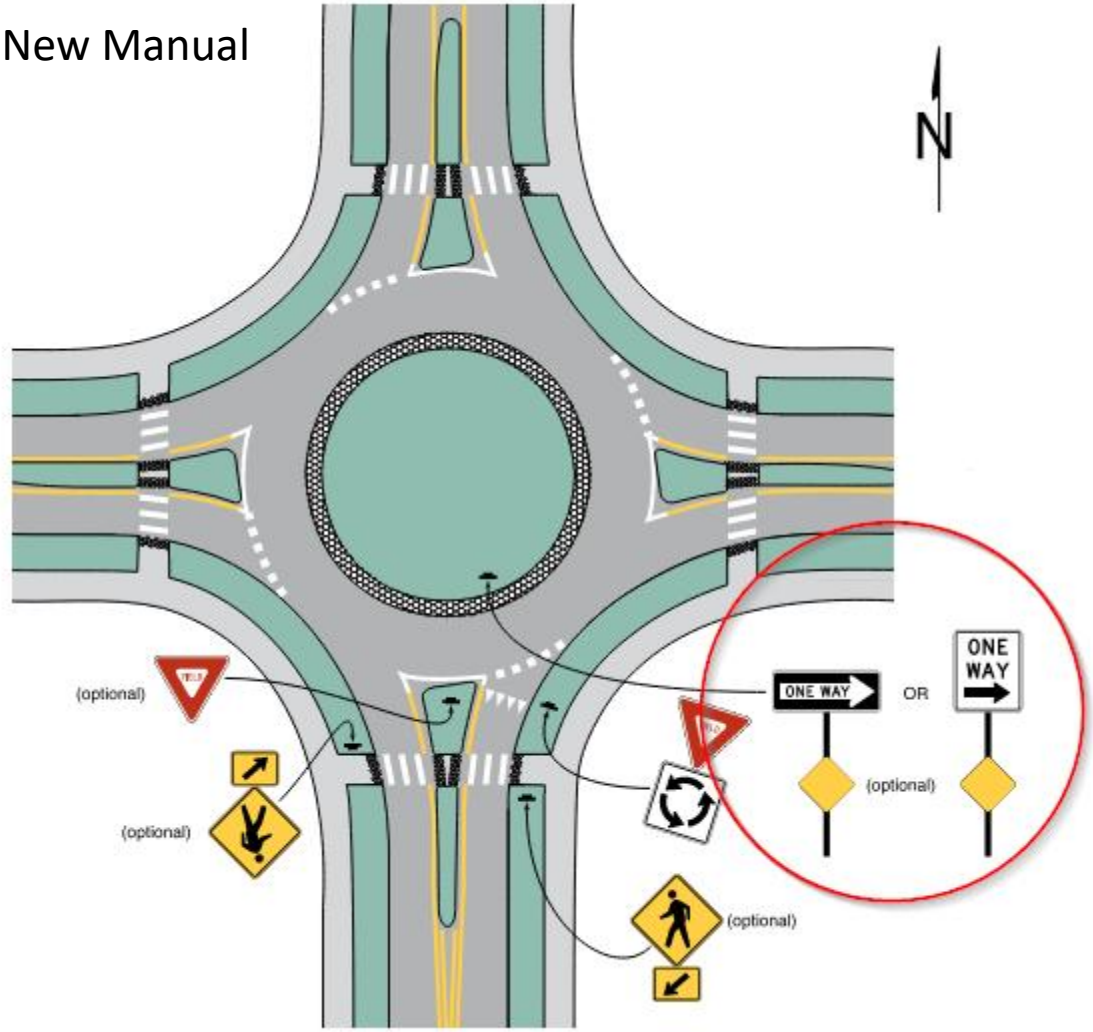
CHAPTER 2 – ROUNDABOUT SIGNAGE

Old Manual



New Manual



CHAPTER 4 – BICYCLE SIGNAL FACE

- Section 4H.01: Use of Bicycle Signal Face

Figure 4H-1. Typical Arrangements of Bicycle Signal Faces

Be very careful when using Bicycle Signal Faces

Standard:

08 **If used, a bicycle signal face shall only be used to control bicyclist movements from a designated bicycle lane or from a separate facility, such as a shared-use path.**

09 **If used, a bicycle signal face shall only be used to control bicyclist movements where bicyclists moving on a GREEN BICYCLE or YELLOW BICYCLE signal indication are not in conflict with any simultaneous motor vehicle movement at the signalized location, including right (or left) turns on red.**

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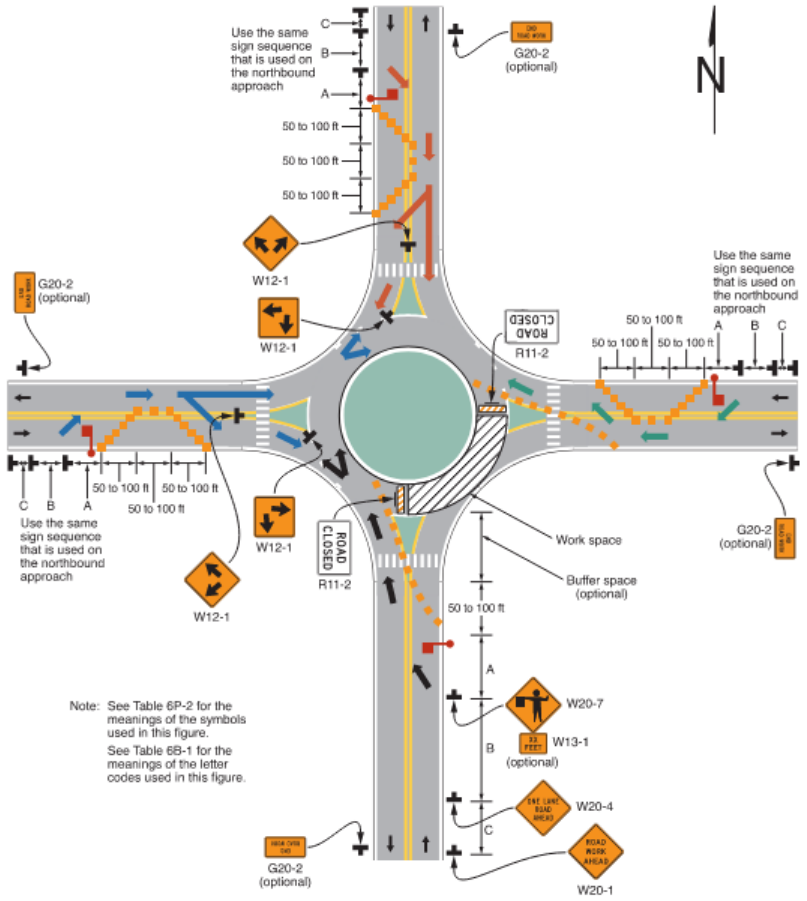
CHAPTER 5 – AUTOMATED VEHICLES

- New Manual: Traffic Control Device considerations for Automated Vehicles
- Old Manual: Traffic Control Devices for Low-Volume Roads
  - Low Volume content moved into respective chapters…. i.e. Sign Info for low volume roads went into Chapter 2

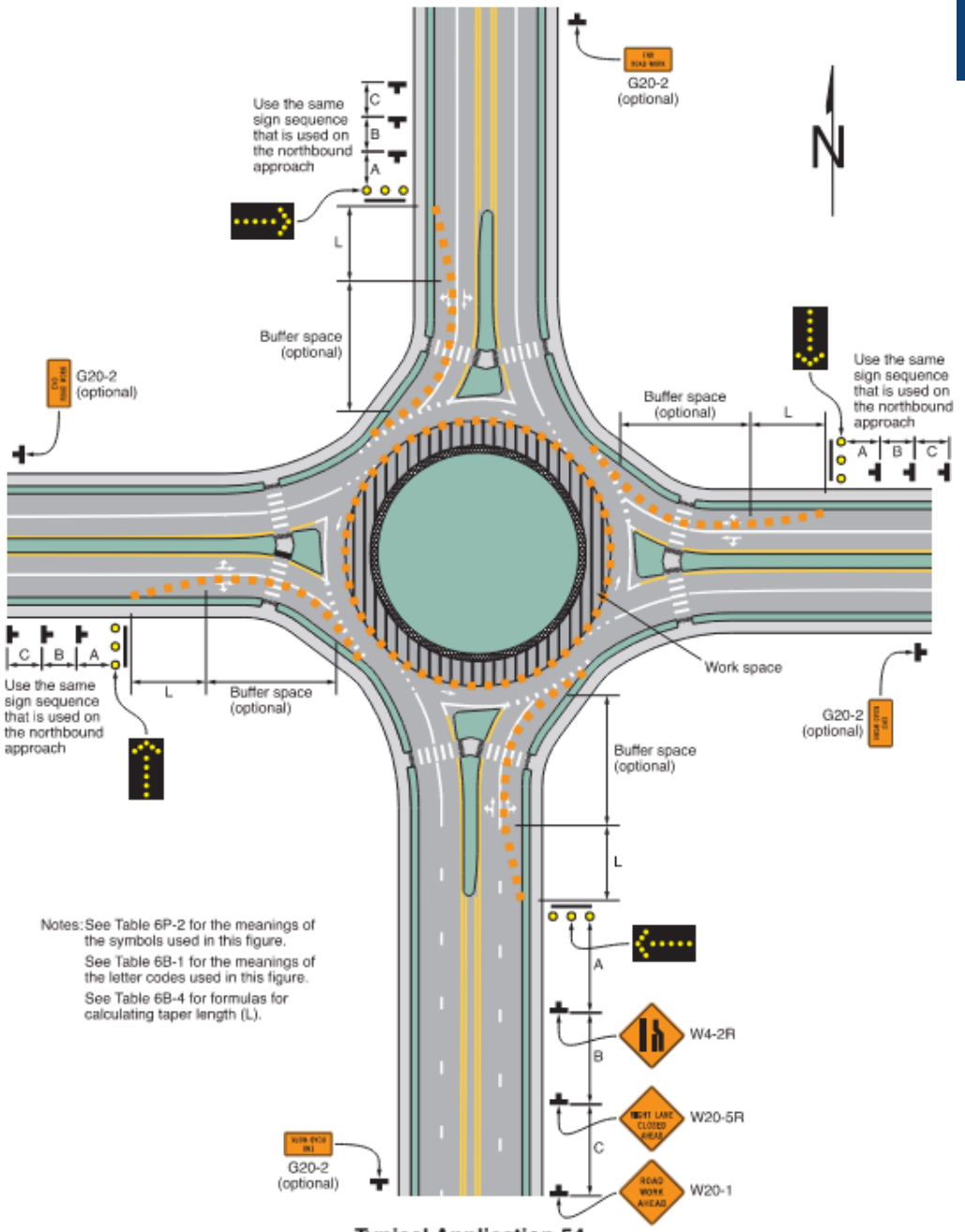
CHAPTER 6 – ROUNDABOUT

Figure 6P-53. Flagging Operation on a Single-Lane Circular Intersection (TA-53)



Typical Application 53

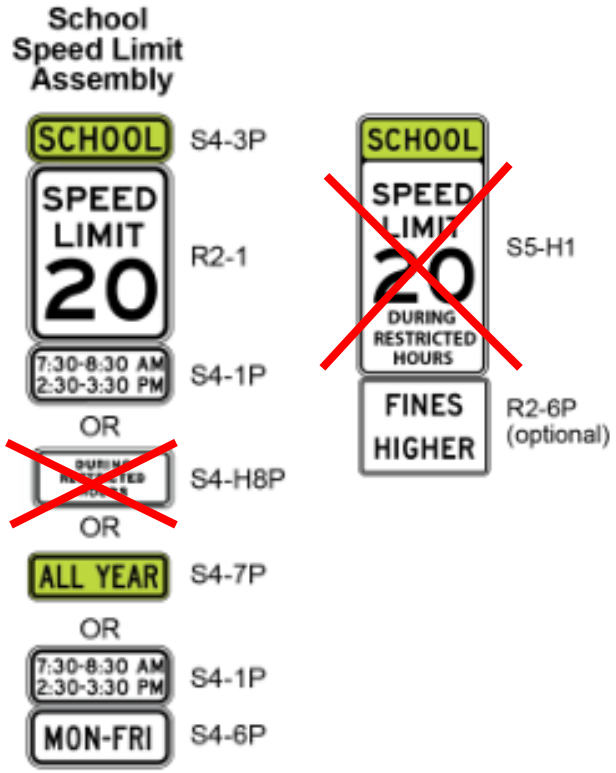
Figure 6P-54. Inside Lane Closure on a Multi-Lane Circular Intersection (TA-54)



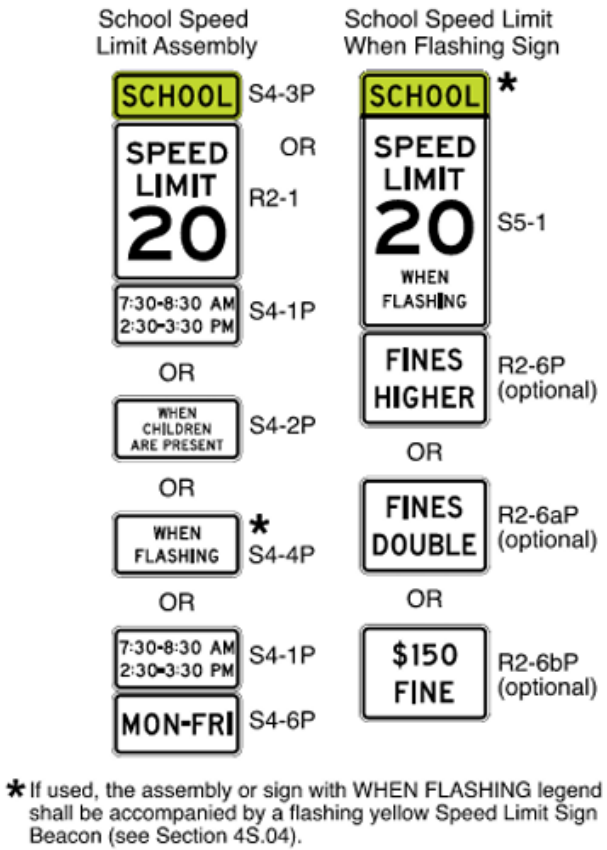
Typical Application 54

CHAPTER 7 – SCHOOL SPEED LIMIT SIGNS

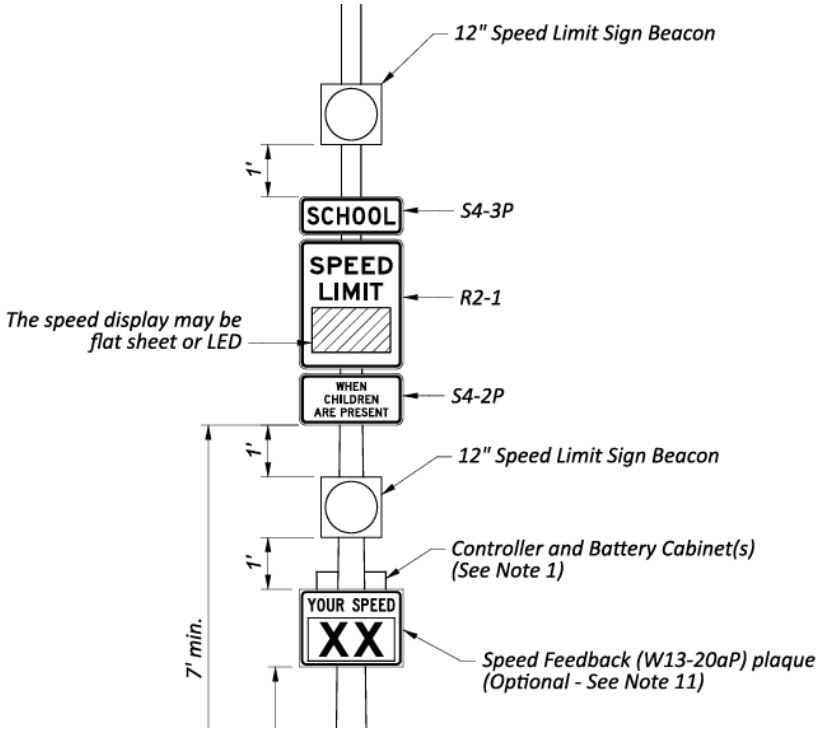
- Changes with School Speed Limit Signs!



Previous OMUTCD



New OMUTCD



From ODOT SCD TC-87.20

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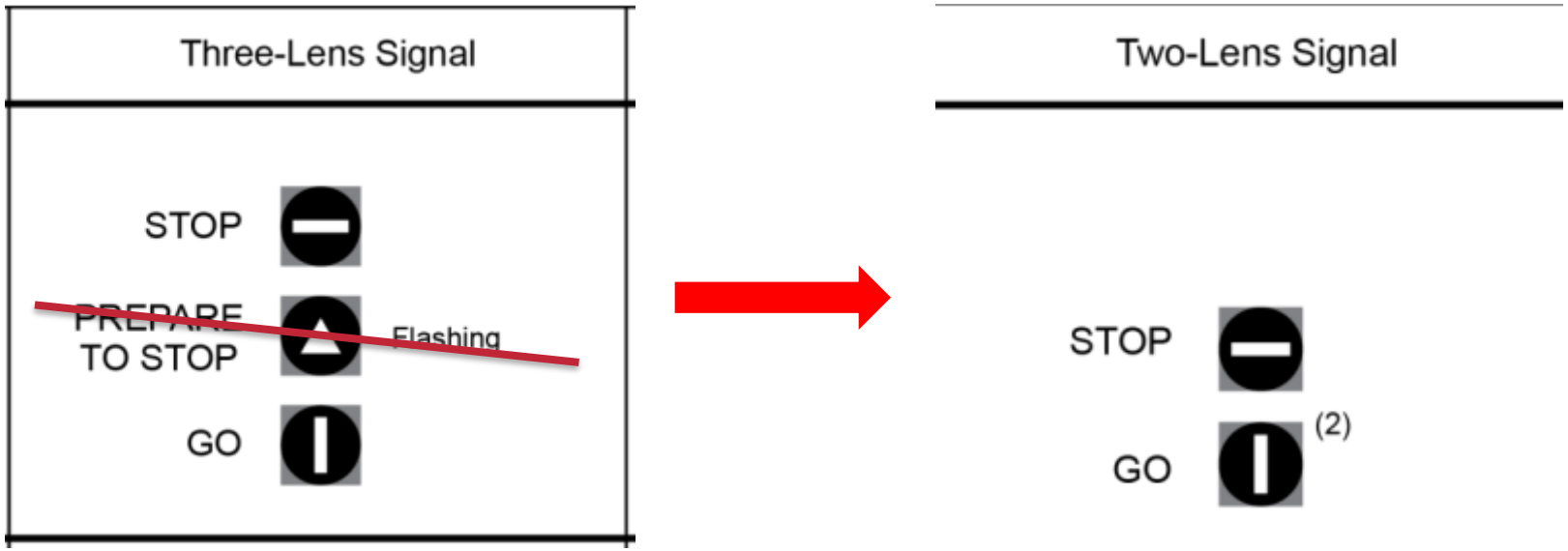
CHAPTER 8 – LRT (AND BUS RAPID TRANSIT) SIGNALS



Previous manual allowed three Lens (head) signal with Triangle shaped signal indication. New manual no longer allows this. Impacts both LRT Grade Crossings **AS WELL AS** Bus Rapid Transit Facilities

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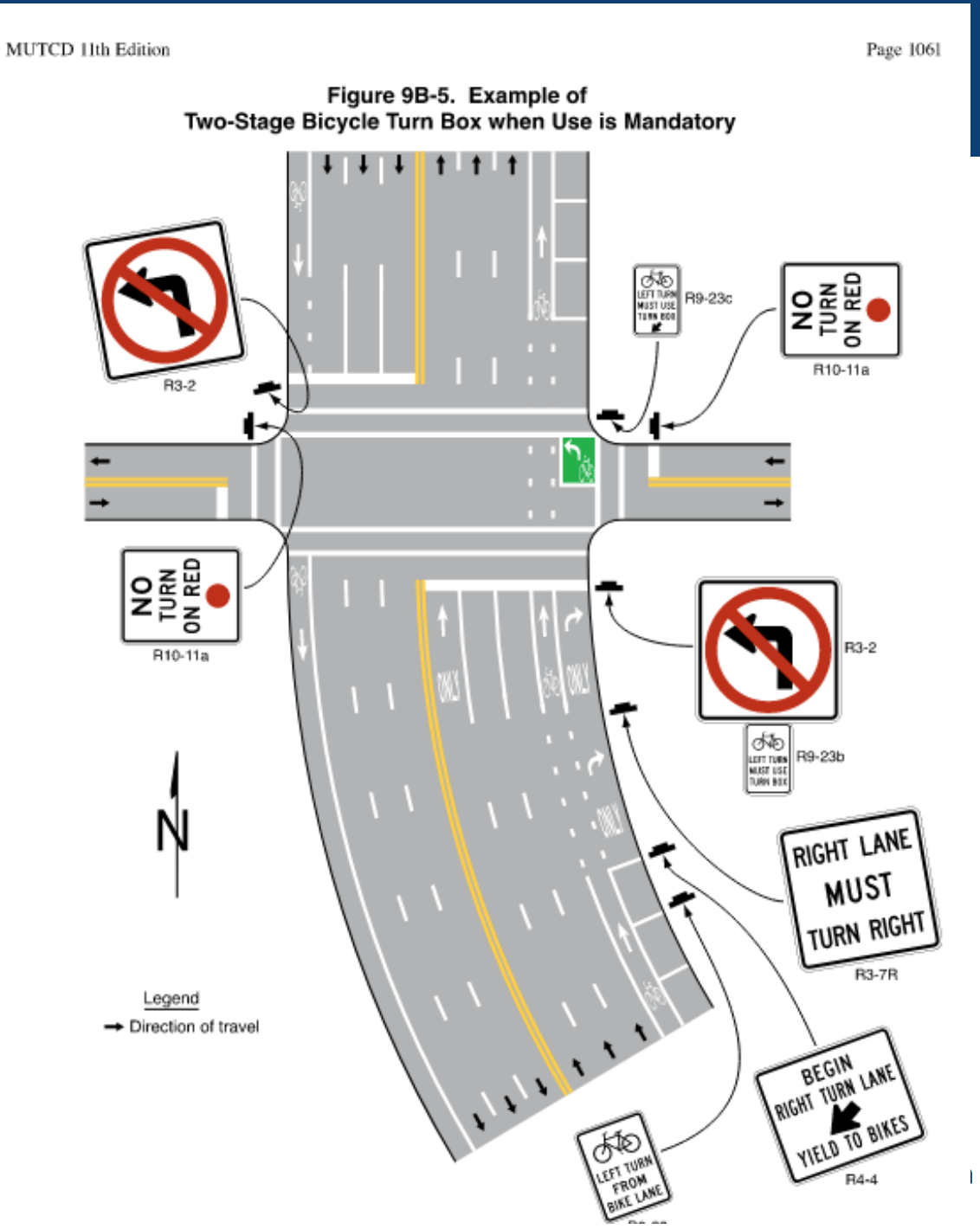
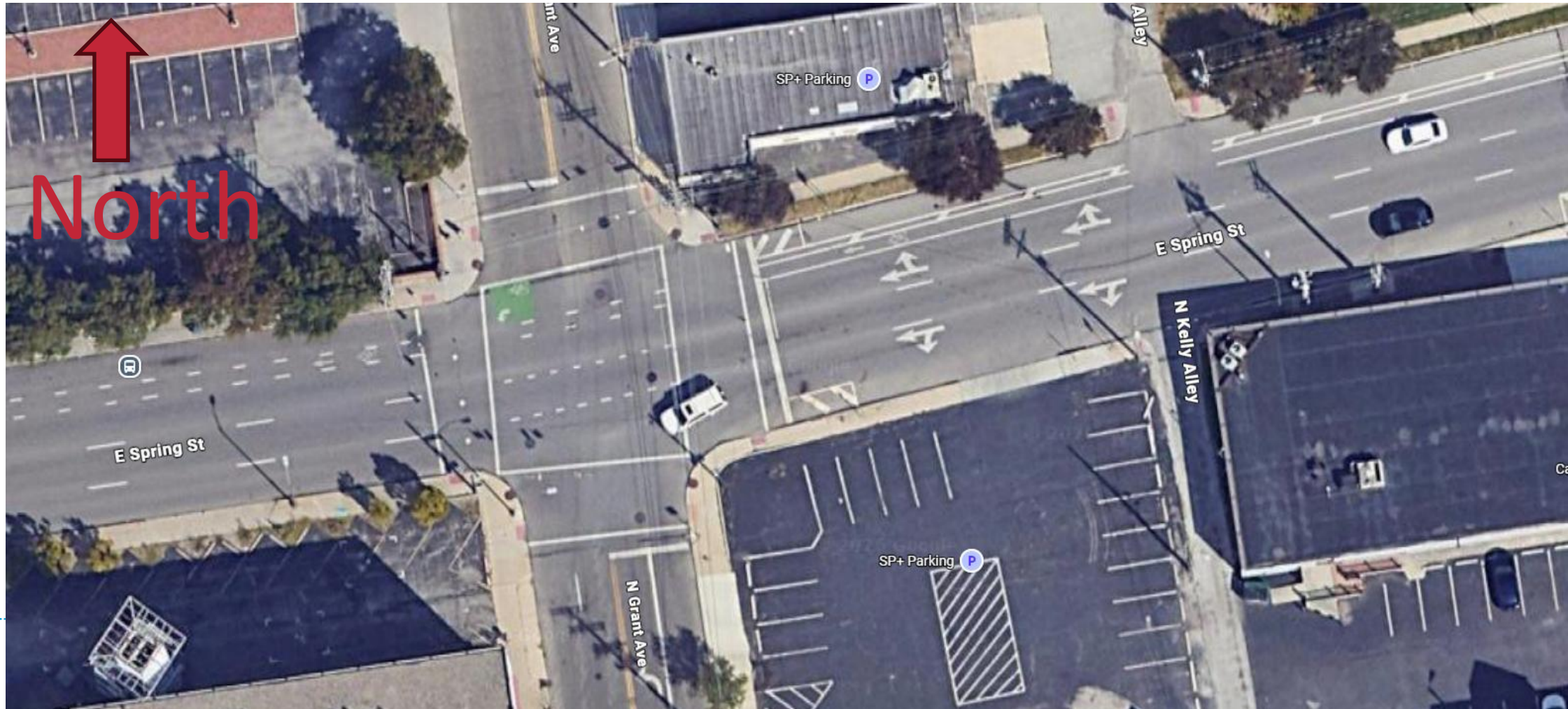
CHAPTER 9 – BIKE BOXES

- Two-Stage Bicycle Boxes are now in the manual
  - (previously allowed via an Interim Approval)



QUIZ TIME

- How do you legally make a left turn while heading WB on Spring St to go SB on Grant Ave on a bicycle?



QUIZ TIME

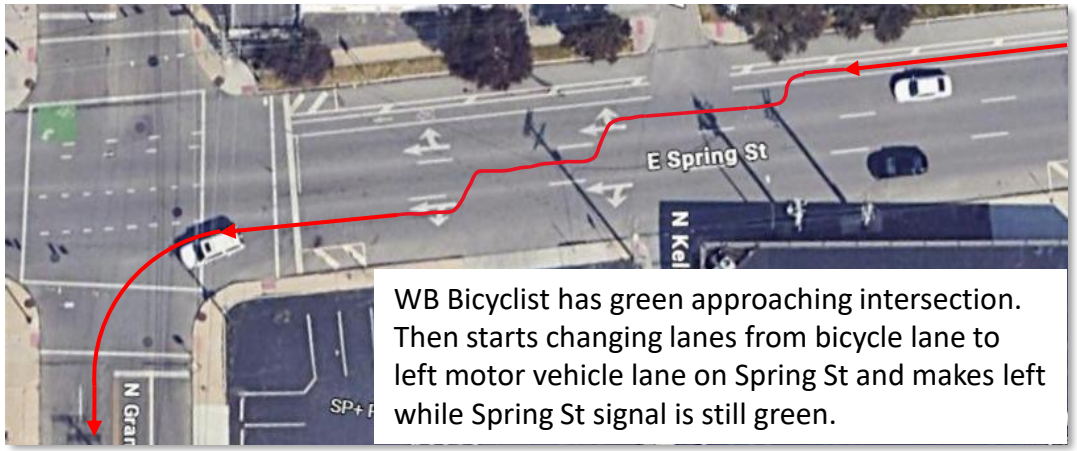
A)

WB Bicyclist has green approaching intersection, stops in turn-box, rotates bicycle heading south and waits for SB Signal to turn green, and then proceeds SB on Grant Ave.

B)

WB Bicyclist has green approaching intersection, stops in turn-box, rotates bicycle heading south and while WB Spring still has green waits for gap in WB Spring traffic, and then proceeds SB on Grant Ave.

C)



WB Bicyclist has green approaching intersection. Then starts changing lanes from bicycle lane to left motor vehicle lane on Spring St and makes left while Spring St signal is still green.

D) Both A and C

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QUIZ TIME

- And the Answer is…….

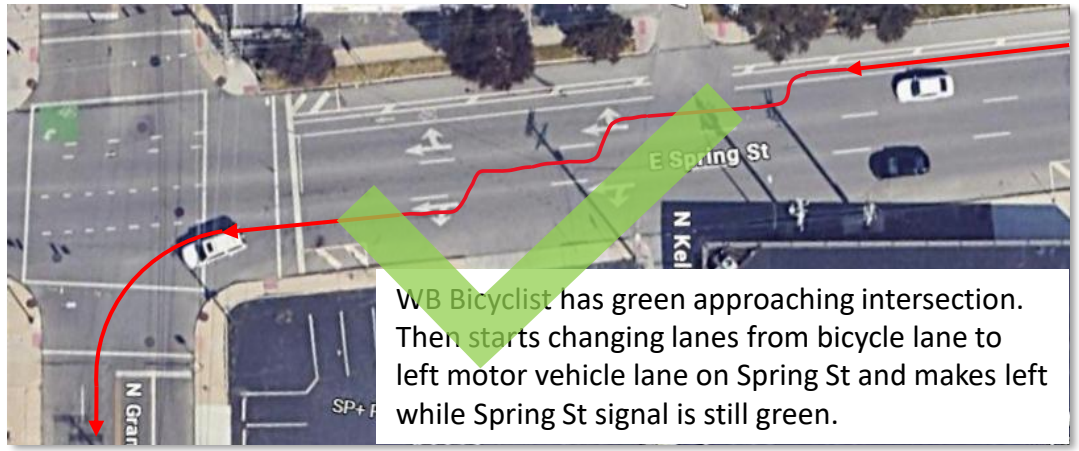
A)

WB Bicyclist has green approaching intersection, stops in turn-box, rotates bicycle heading south and waits for SB Signal to turn green, and then proceeds SB on Grant Ave.

B)

WB Bicyclist has green approaching intersection, stops in turn-box, rotates bicycle heading south and while WB Spring still has green waits for gap in WB Spring traffic, and then proceeds SB on Grant Ave.

C)



WB Bicyclist has green approaching intersection. Then starts changing lanes from bicycle lane to left motor vehicle lane on Spring St and makes left while Spring St signal is still green.

D) Both A and C

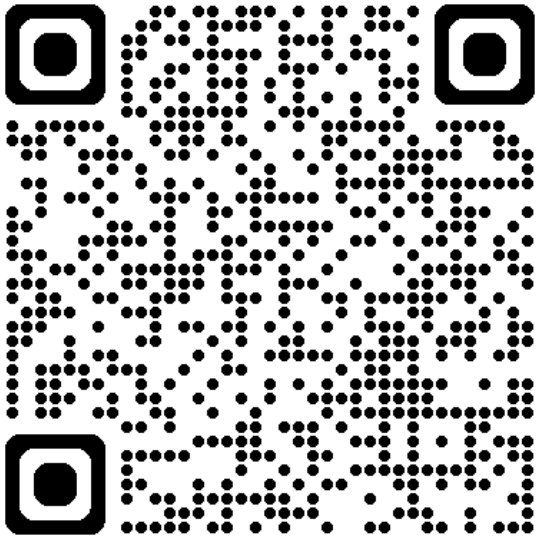
Department of Transportation

RESOURCES

- Ohio Supplement to MUTCD
- New Federal MUTCD Homepage
- Standard Highway Signs
- Ohio SDMM
- Previous OMUTCD

FOR A DEEPER DIVE….

- Ohio DOT LTAP providing recordings of sessions this summer.
  - Session 1 (Overview, Part 1 and appendices): 6/4/2026
  - Session 2 (Quick Overview, Parts 2 and 3): 6/25/2026
  - Other sessions (3 through 5) to be scheduled soon



https://www.transportation.ohio.gov/programs/ltap/all-events/webinars

Ohio Department of Transportation

QUESTIONS

Jonathan Young, Traffic Control Section Head

jonathan.young@dot.ohio.gov or 614.752.9967

Kevin Fiant, Traffic Standards Engineer

kevin.fiant@dot.ohio.gov or 614.275.1349

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transportation.ohio.gov

THANK YOU