

2025 Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Overview of Changes

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Agenda

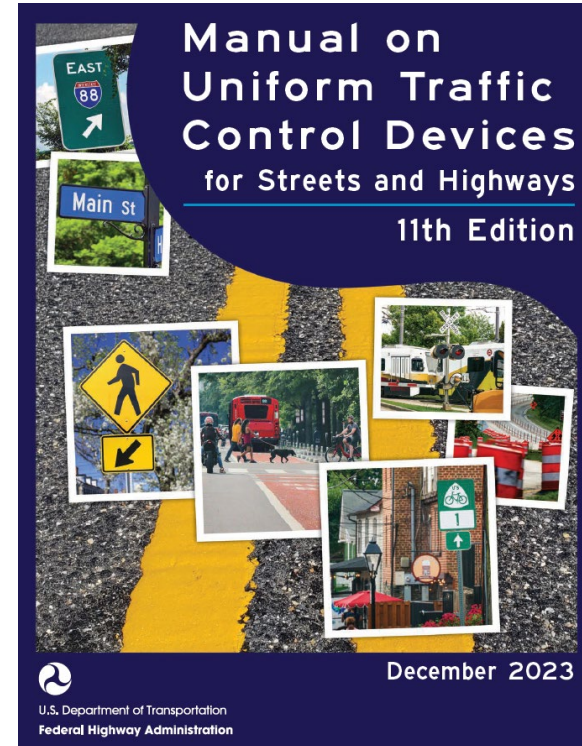
- **2025 Texas MUTCD Update Process**
- **Major Changes in the 2025 Texas MUTCD**
- **Next Steps**

Disclaimer

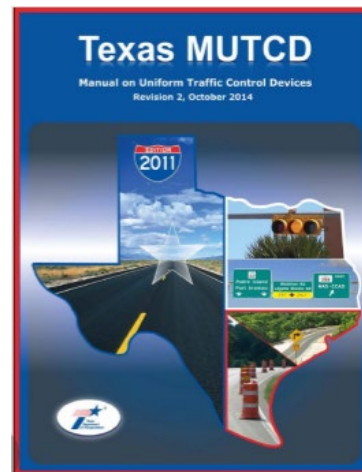
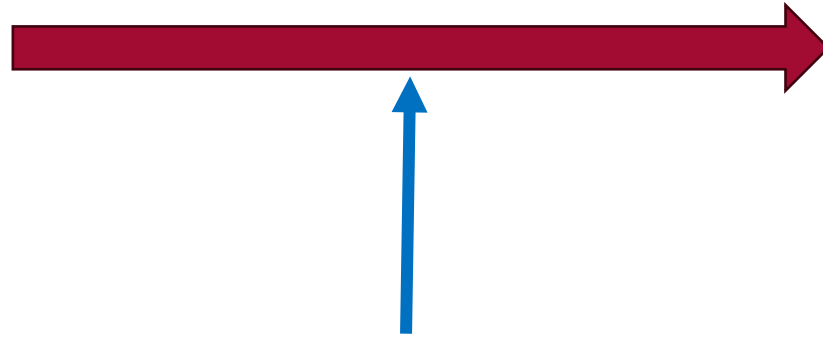
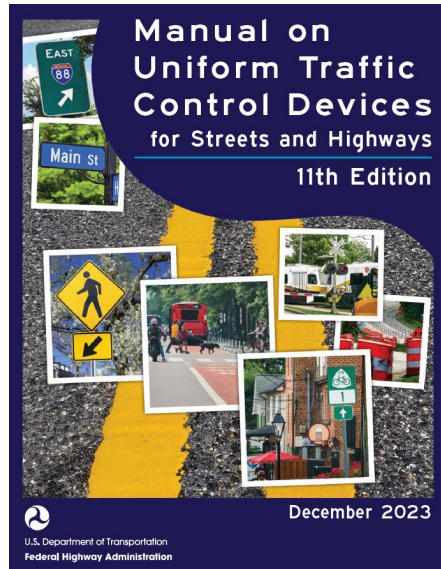
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Federal MUTCD

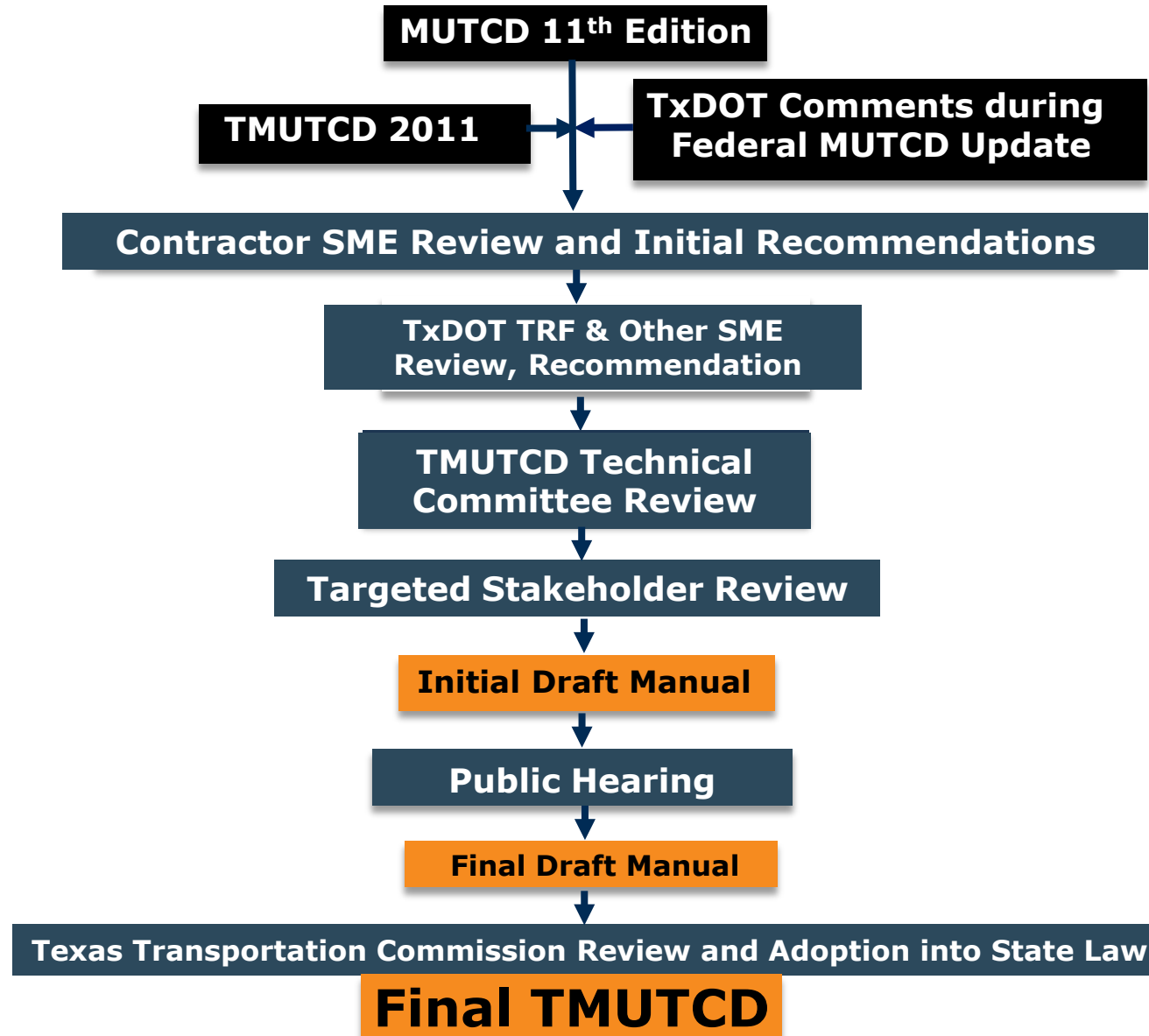
- **The Manual on Uniform Traffic Control Devices**
- A national manual:
 - Sets a minimum standard
 - Provides guidance
 - Ensures uniformity of traffic control devices across the nation
- Result of years of practical experience, research, and experimentation.
- The MUTCD 11th Edition was released in December 2023.
 - Used as the foundation for the new 2025 TMUTCD.



2025 Texas MUTCD update process



New Texas MUTCD update process



The 2025 Texas MUTCD - Implementation

Table 1: 2025 TMUTCD Phased Implementation*

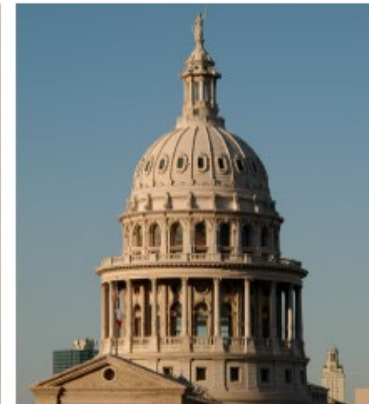
Date	Transition Activity
July 3, 2025	TxDOT posted the draft TMUTCD on the TxDOT.gov TMUTCD website
November 13, 2025	TxDOT requests that the Texas Transportation Commission adopt the 2025 TMUTCD on this date, effective January 18, 2026.
January 18, 2026	2025 TMUTCD effective date, deadline mandated by FHWA.
January 18, 2026 – June 30, 2026	All projects letting during this period <u>should</u> comply with the 2025 TMUTCD. At the discretion of the jurisdiction, to minimize impacts to scope, schedule, or budget late in the design process, traffic control devices may conform to the 2011 TMUTCD – Revision 2. All jurisdictions are encouraged to use the 2025 TMUTCD as soon as possible after the effective date.
On and after July 1, 2026	All projects letting on or after this date <u>shall</u> comply with the 2025 TMUTCD.

Parts in 2025 Texas MUTCD

- **Part 1: GENERAL**
- **Part 2: SIGNS**
- **Part 3: MARKINGS**
- **Part 4: SIGNALS**
- **Part 5: AUTOMATED VEHICLES**
- **Part 6: TEMPORARY TRAFFIC CONTROL**
- **Part 7: TRAFFIC CONTROL FOR SCHOOL AREAS**
- **Part 8: TC FOR RR & LIGHT RAIL CROSSINGS**
- **Part 9: TRAFFIC CONTROL FOR BICYCLE FACILITIES**

Part 1 General

Part 1 – General



Definitions of Headings in MUTCD

- **Standard:** A “shall” Statement
 - A statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device
- **Guidance:** A “should” Statement
 - *A statement of recommended practice in typical situations.*
- **Option:** A “may” statement
 - A statement of practice that is a permissive condition and carries no requirement or recommendation.
- **Support:** A statement for additional information
 - A statement that does not convey any degree of mandate, recommendation, authorization, or enforcement condition.

Part 1 Updates

- New definition updates.
 - Example: Pedestrian
- 6 compliance dates for provisions required to be implemented.

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

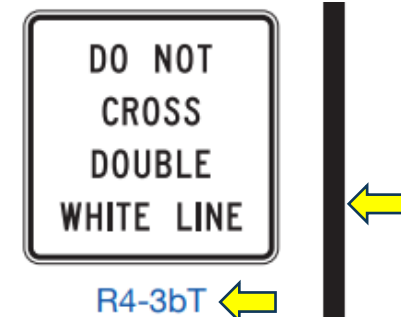
TMUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 6 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	January 18, 2029
2C.25	Low Clearance Signs (W12-2)	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 18 - 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

Method to Maintain Minimum Retroreflectivity

- Agencies are required to have a method designed to maintain retroreflectivity ≥ 50 millicandelas per square meter per lux for longitudinal markings on roadways with speed limits of 35 MPH or more by September 6, 2026.
 - The following markings can be excluded from this requirement:
 - Markings where illumination is present to assure visibility.
 - Markings on facilities with less than 6,000 vehicles per day.
 - Dotted extension lines through an intersection, major driveway, or interchange.
 - Curb markings.
 - Parking space markings.
 - Shared-use path markings.

New Content

- New section describing the format of the new TMUTCD.
- New content in the 2025 TMUTCD is captured with:
 - New Sections include “A”
 - Blue Verdana font (not black Times New Roman)
 - Black colored bar in the margin.
 - Sign name suffixes are “T”



Section 2B.43A DO NOT CROSS DOUBLE WHITE LINE Sign (R4-3bT)

Option:

- 01 The DO NOT CROSS DOUBLE WHITE LINE (R4-3bT) sign (see Figure 2B-10) may be used to supplement double white line pavement markings to restrict lane changes of vehicles traveling in the same direction.

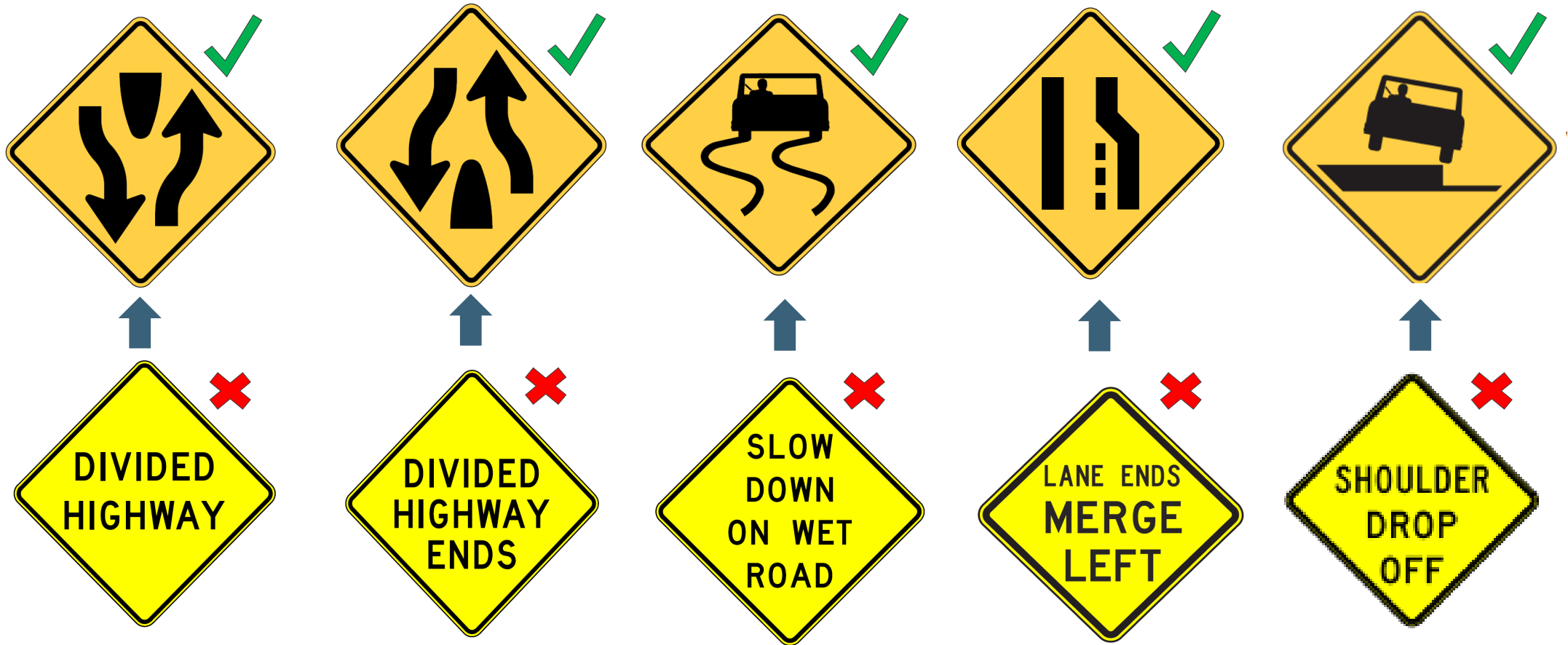
Part 2 – Signs

Part 2 Signs



New Signs

- ~ 300 New Signs and Plaques.
- Emphasis towards symbol signs.



Stop for Pedestrians

- New state law requires motorists to stop for pedestrians lawfully in an intersection.
- Yield to Pedestrians signs are no longer included.



R1-5

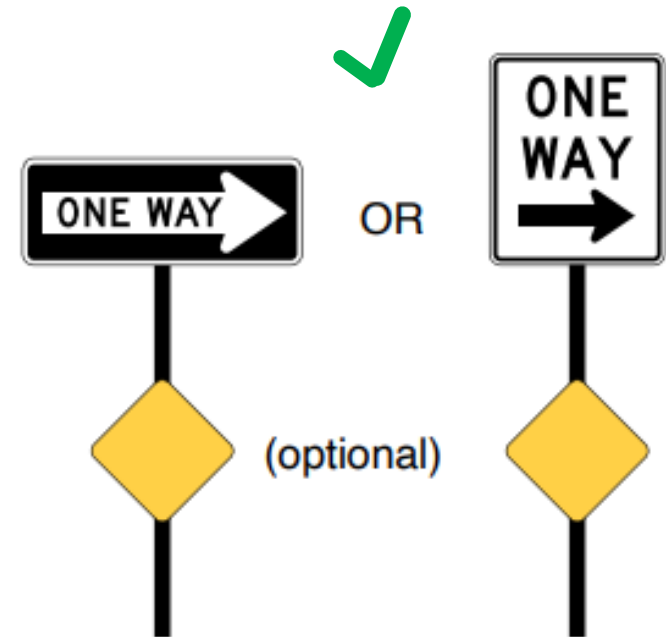


R1-5b

Roundabout Signs



R6-4a



Establishing or Reevaluating Speed Limits

- New language that recommends practitioners consider the following when establishing or reevaluating speed limits:
 - Roadway environment
 - Roadway characteristics
 - Geographic context
 - Crash history
 - Speed data

FHWA released the Speed Limit Setting Handbook in January 2025.



R2-1



U.S. Department of Transportation
Federal Highway Administration

Speed Limit Setting Handbook

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Expect More. Experience Better.

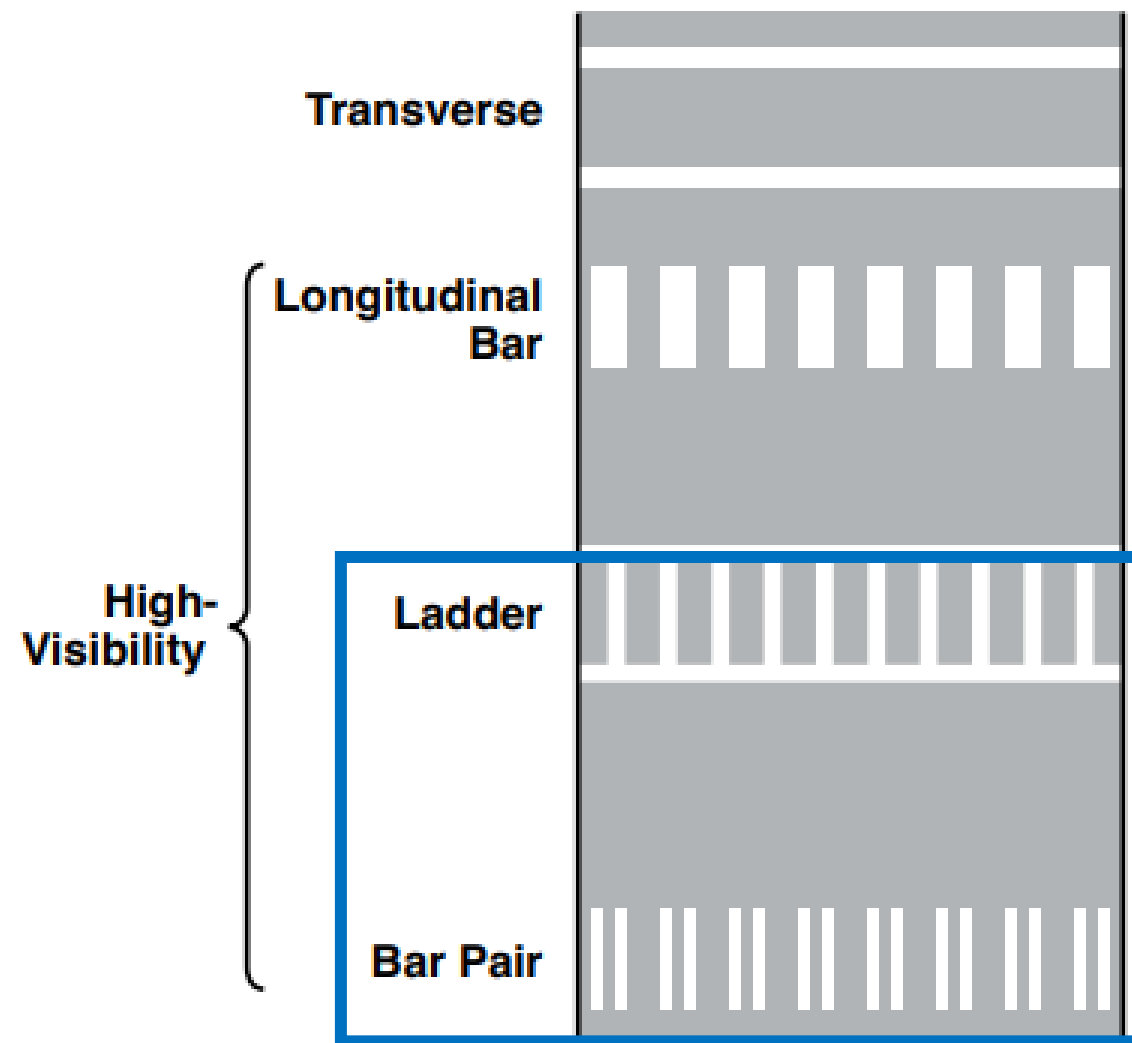
Part 3 Markings

Part 3 – Markings



Marked Crosswalks

- Marked crosswalks should be installed at locations controlled by traffic control signals.
- Previously this was based on an engineering study.
- New “Ladder” and “Bar Pair” options



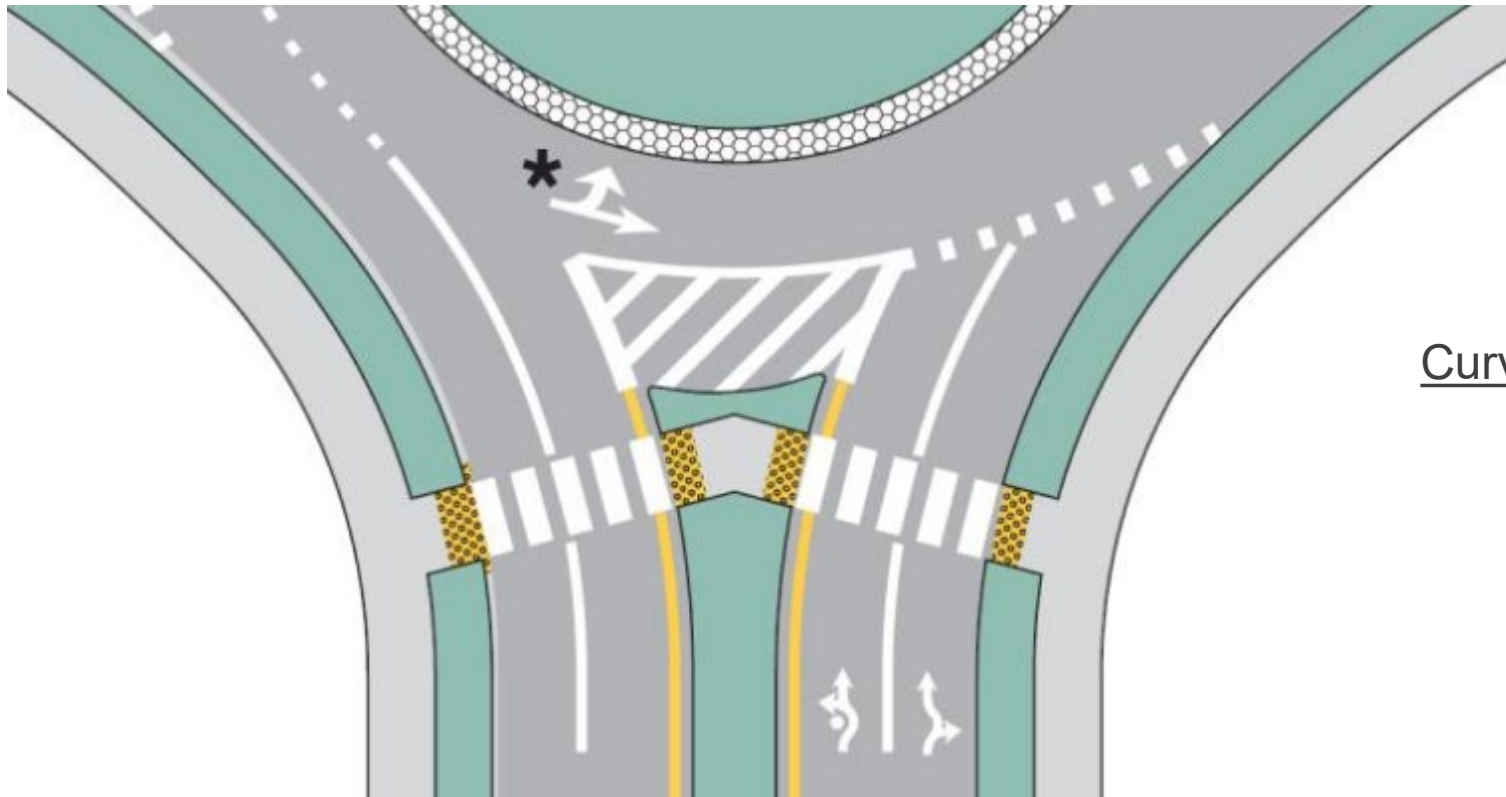
Colored Pavement

- New Standard limiting the use of colored pavement as a traffic control device only to where it supplements other markings
 - Green (bicycle facilities)
 - Red (public transit systems)
 - Purple (electronic toll collection lanes)



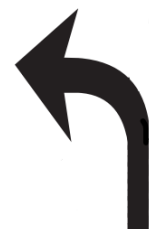
Roundabout Approach Markings

- New language that recommends the use of curved-stem lane-use arrows at the approach to a roundabout.



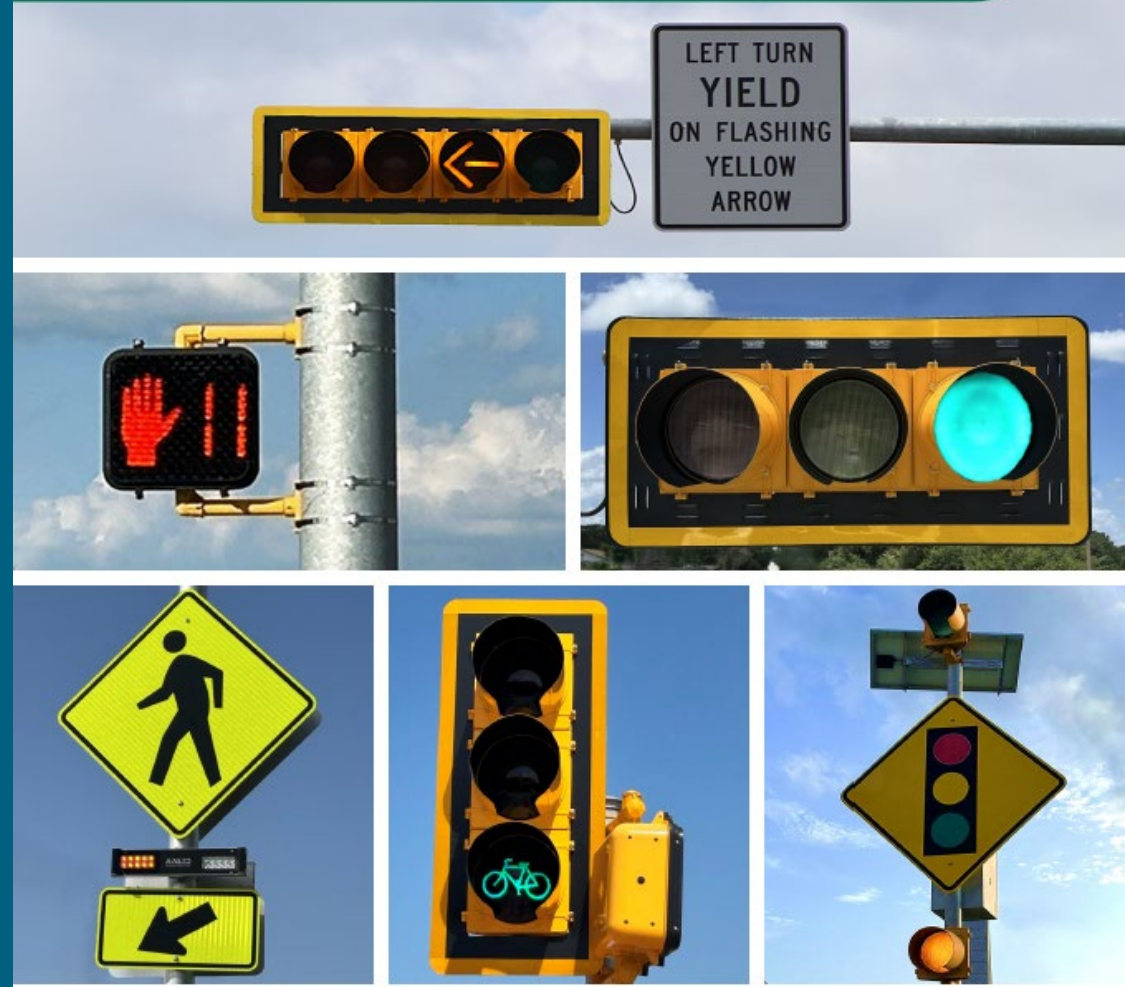
Curved-Stem

Normal Arrows



Part 4 – Highway Traffic Signals

Part 4 Highway Traffic Signals



Warrants

Standards ^{TO}  *Guidance*

- Reinforce other factors, beyond the warrants, be considered as part of the engineering study.
- More flexibility to consider other relevant factors in addition to numerical warrants analysis alone.

Warrant 7: Crash Warrant

- New crash thresholds for Warrant 7.

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

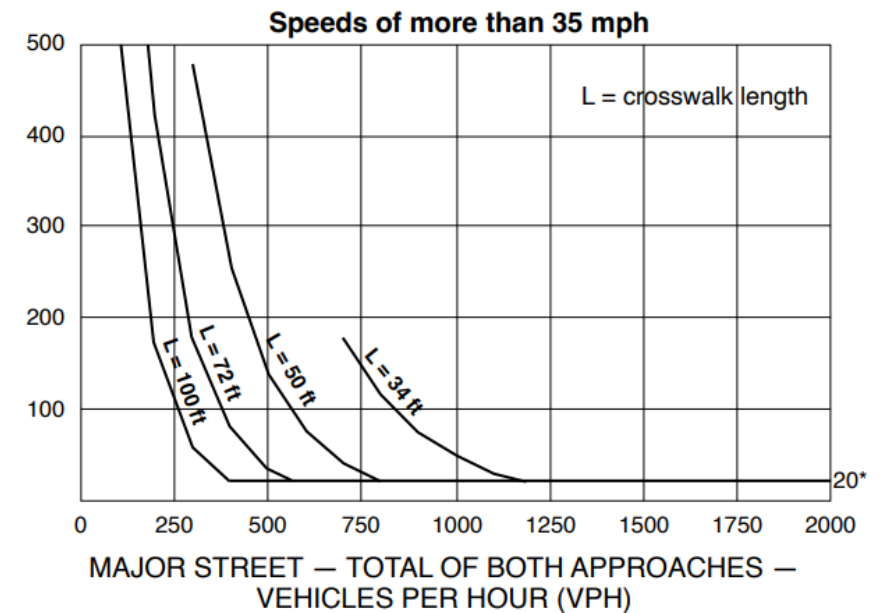
^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Warrants for Pedestrian Hybrid Beacons (PHBs)

- Option to reduce thresholds by up to 50% where speed is greater than 35 mph
- Option to separate application of the major-street traffic volumes criteria



TOTAL OF ALL
PEDESTRIANS CROSSING
THE MAJOR STREET - PEDESTRIANS
PER HOUR (PPH)



Pedestrian Signals

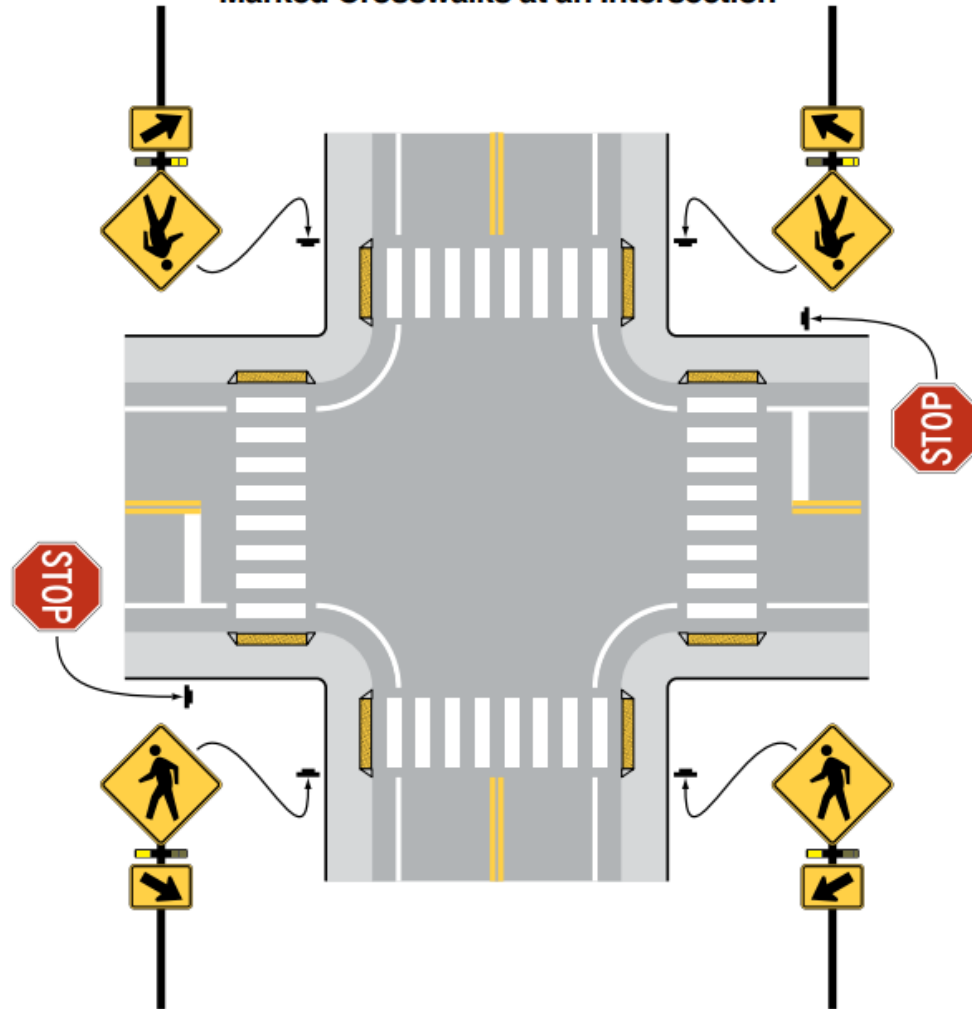
- Recommended at all traffic signals
- Previously decision was based on engineering judgment



Rectangular Rapid Flashing Beacons

- New Chapter for RRFBs

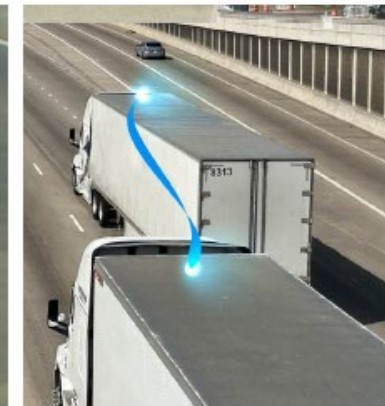
Figure 4L-1. Example of RRFBs at Uncontrolled, Marked Crosswalks at an Intersection



Part 5 – Automated Vehicles

Part 5

Traffic Control Device Considerations for Automated Vehicles



Consideration of TCD for AVs

- Provisions for agencies seeking to better accommodate driving automation systems to support AVs
 - Help prepare agencies for AV technologies
 - Support safe integration of Avs
- Standard that prohibits any scanning graphics that are used on signs to accommodate automated vehicles from being visible to the human eye.
- Consideration to use raised pavement markers only as supplement to traditional pavement markings.

Part 6 – Temporary Traffic Control

Part 6 Temporary Traffic Control



Sections Reorganization/Consolidation

- Reorganization throughout with new chapters and sections.
- Consolidated information and deleted repetitive materials.
- Sign updates for substantial conformance



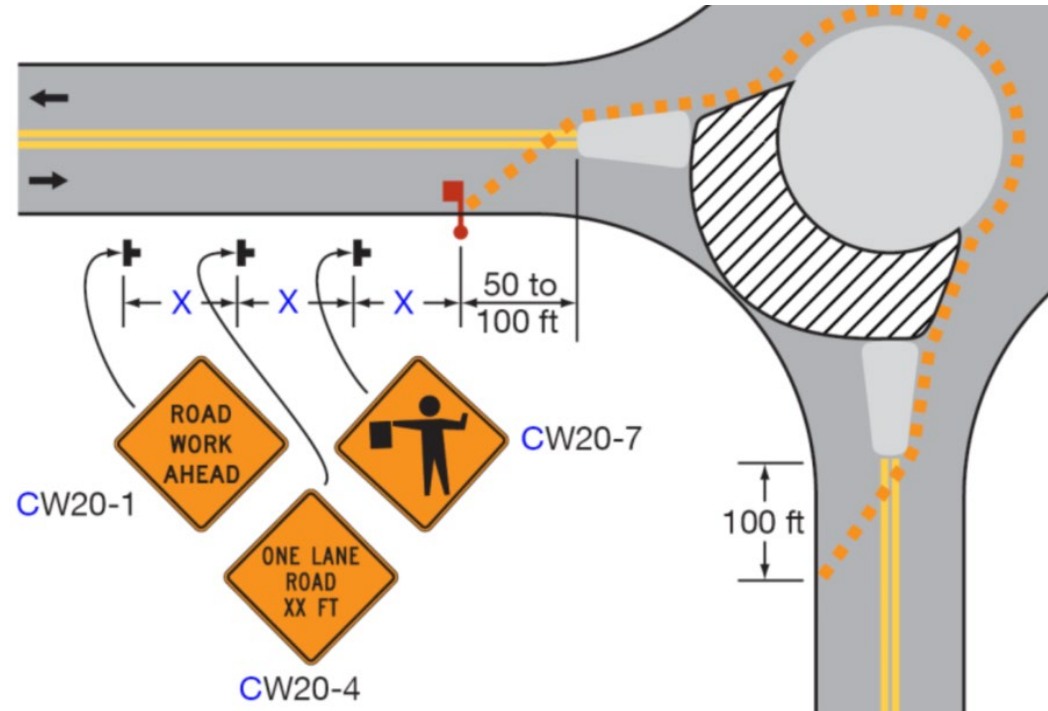
TO



Texas-Specific Signs Removal

New Contents

- New Standard requiring regulatory speed limit sign in work zones.
- New Guidance for sidewalk detours.
- New criteria for temporary pedestrian facilities.
- New typical applications for circular intersections.



Part 7 – School Areas

Part 7 Traffic Control for School Areas



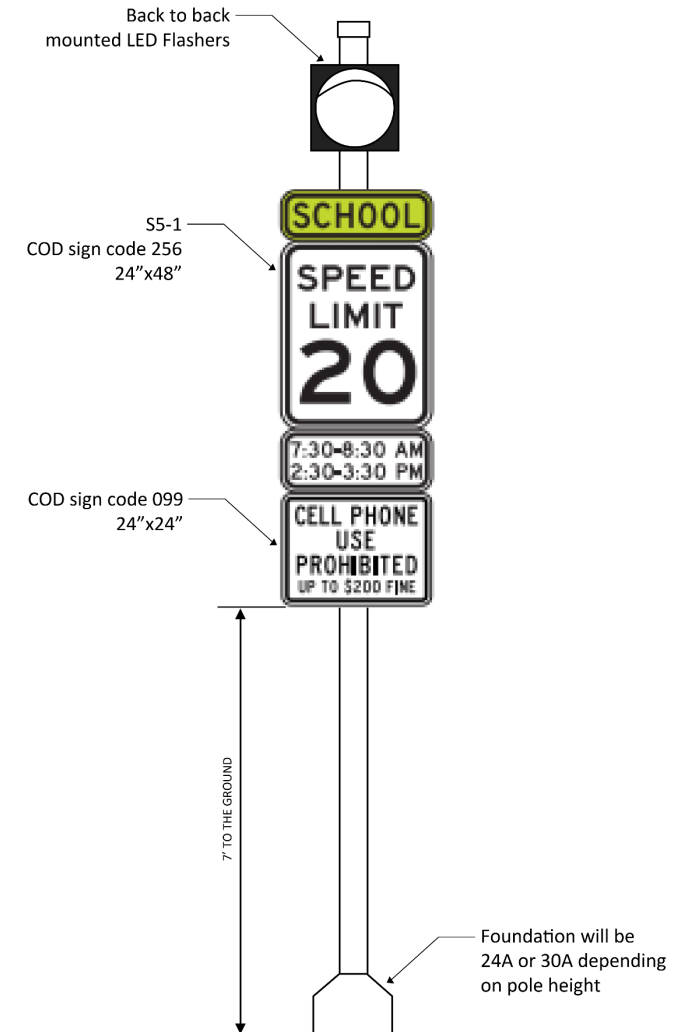
School Speed Limit Assemblies

- School speed limit assemblies with a supplemental Time of Day Plaque can continue to be used.
- Agencies are not required to use the WHEN FLASHING plaque as part of a school speed limit assembly.



Confirmation Beacons

- Warning Beacons mounted on the back of a school speed limit assembly (confirmation beacons) are now required to have an additional sign supplementing the beacon.
- The SCHOOL SPEED LIMIT WHEN FLASHING Sign is required to supplement the confirmation beacon.



*INSTALL A 12" WHITE TRANSVERSE LINE ACROSS THE FULL PAVEMENT WIDTH TO MARK EACH END OF ESTABLISHED REDUCED SCHOOL SPEED LIMIT WITHIN THE SCHOOL ZONE IN ACCORDANCE WITH TMUTCD SECTION 7C.03

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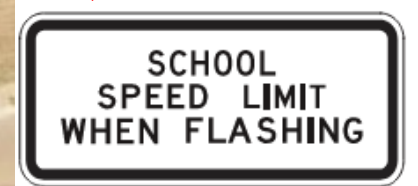
Expect More. Experience Better.

Confirmation Beacons (Back of Assembly)

2011 TMUTCD



2025 TMUTCD



Qualifications for Crossing Guards

- Specific qualifications for crossing guards have shifted to local jurisdictions.



Guidance:

04 *Jurisdictions should have policies and procedures for the qualifications, selection, and training of adult crossing guards.*

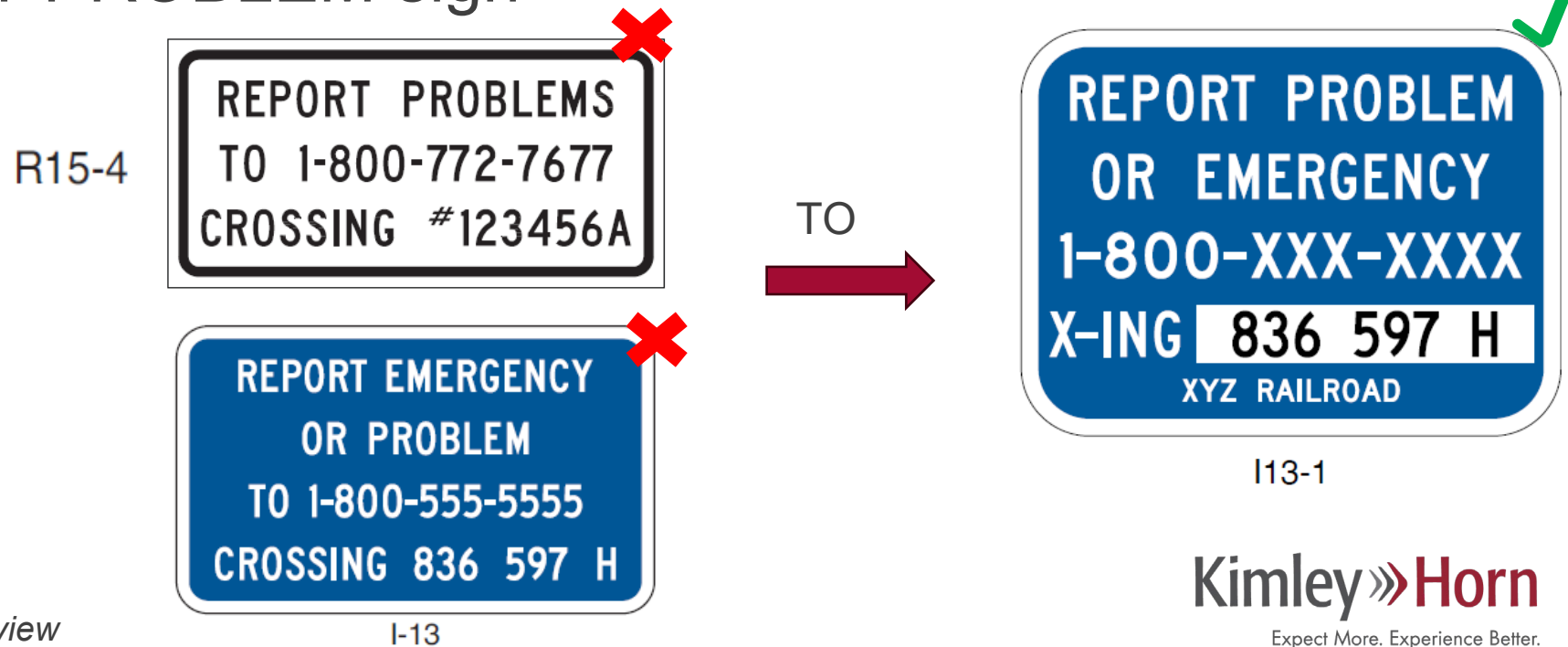
Part 8 – RR & LR Grade Crossings

Part 8 Traffic Control for Railroad and Light Rail Transit Grade Crossings



Part 8 Updates

- **Diagnostic Team:** Defined as a group of knowledgeable representatives of the parties of interest at grade crossings.
- New text recommending a signed detour to guide potential hang-up vehicles to alternate nearby crossings.
- **REPORT PROBLEM** sign



Part 9 – Bicycle Facilities

Part 9 Traffic Control for Bicycle Facilities



Bicycle Facilities

- Provides additional mixing zone and conflict area markings
- Provides additional intersection treatments for bicycles
- New regulatory signs with new facility types and lane control



R9-23



R9-23a

NEW SIGNS



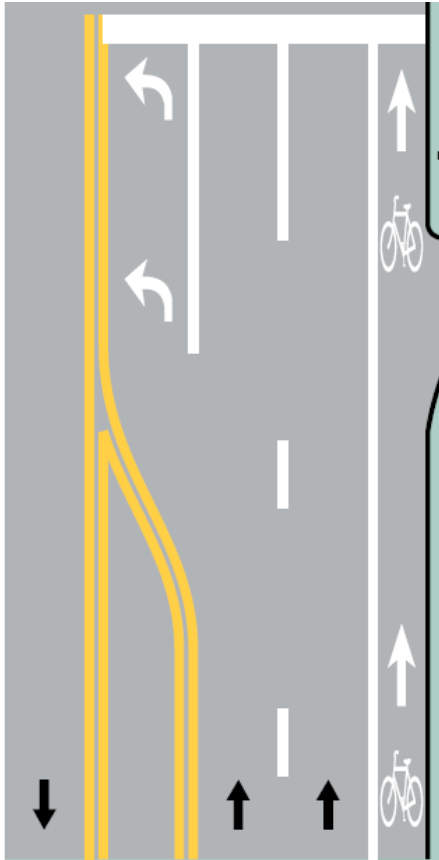
R4-11



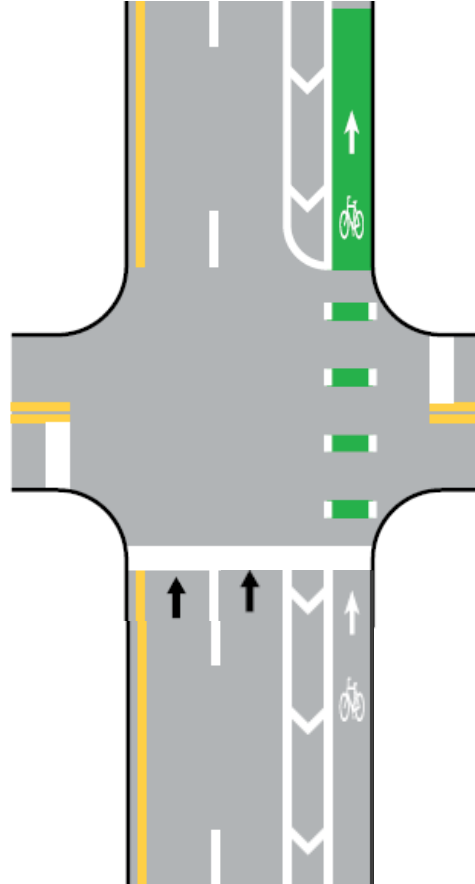
R9-20

Bicycle Lanes

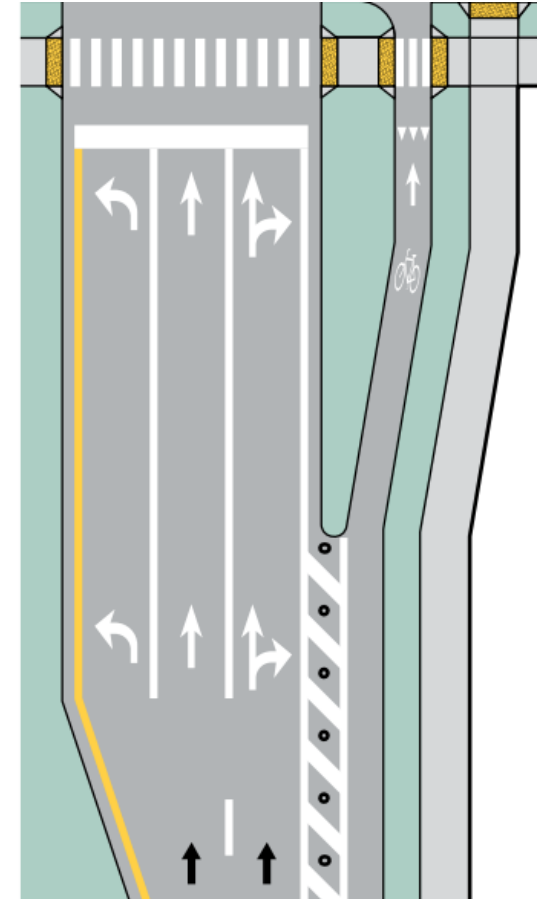
Conventional
Bicycle Lane



Buffer-Separated
Bicycle Lane

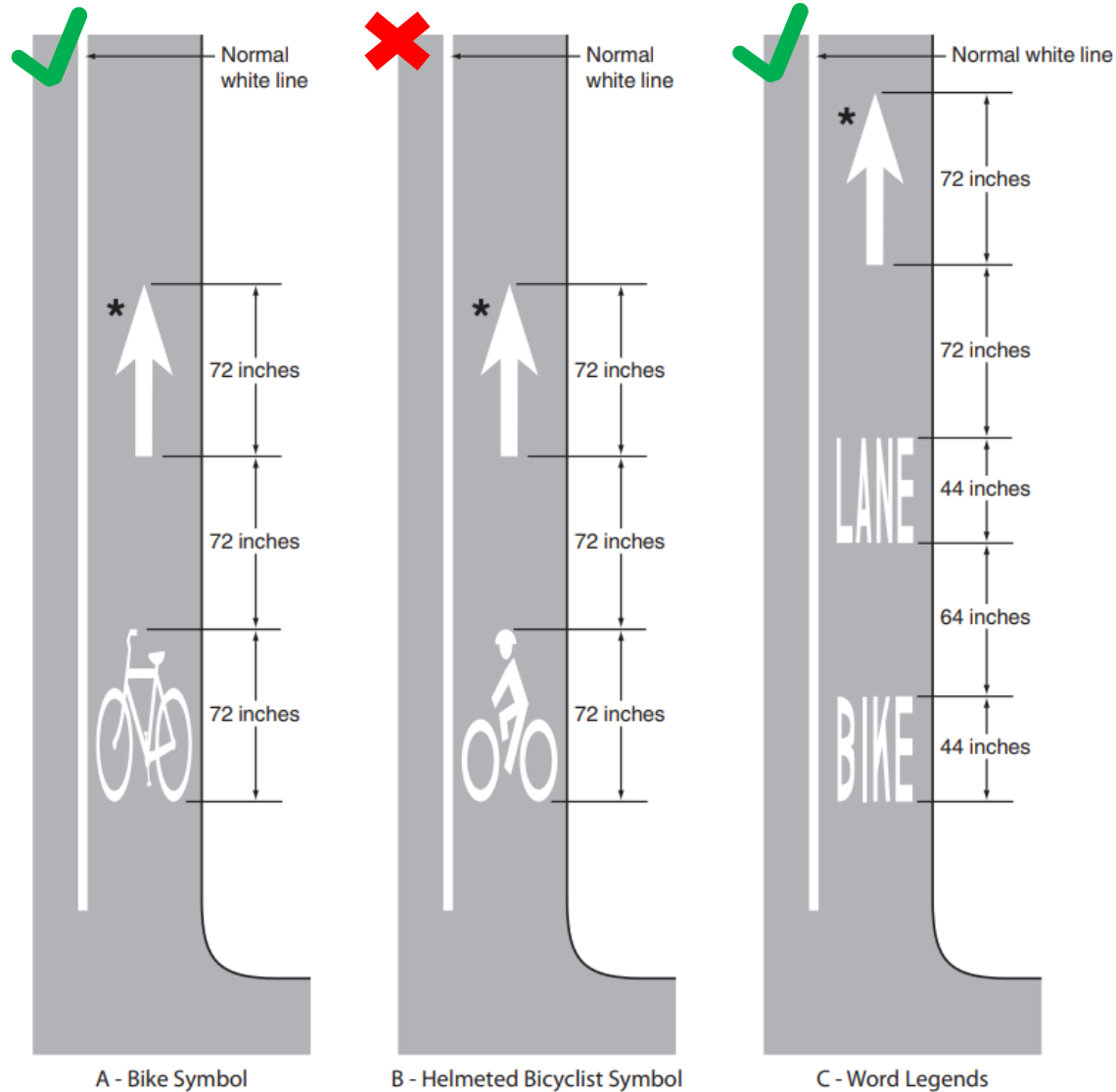


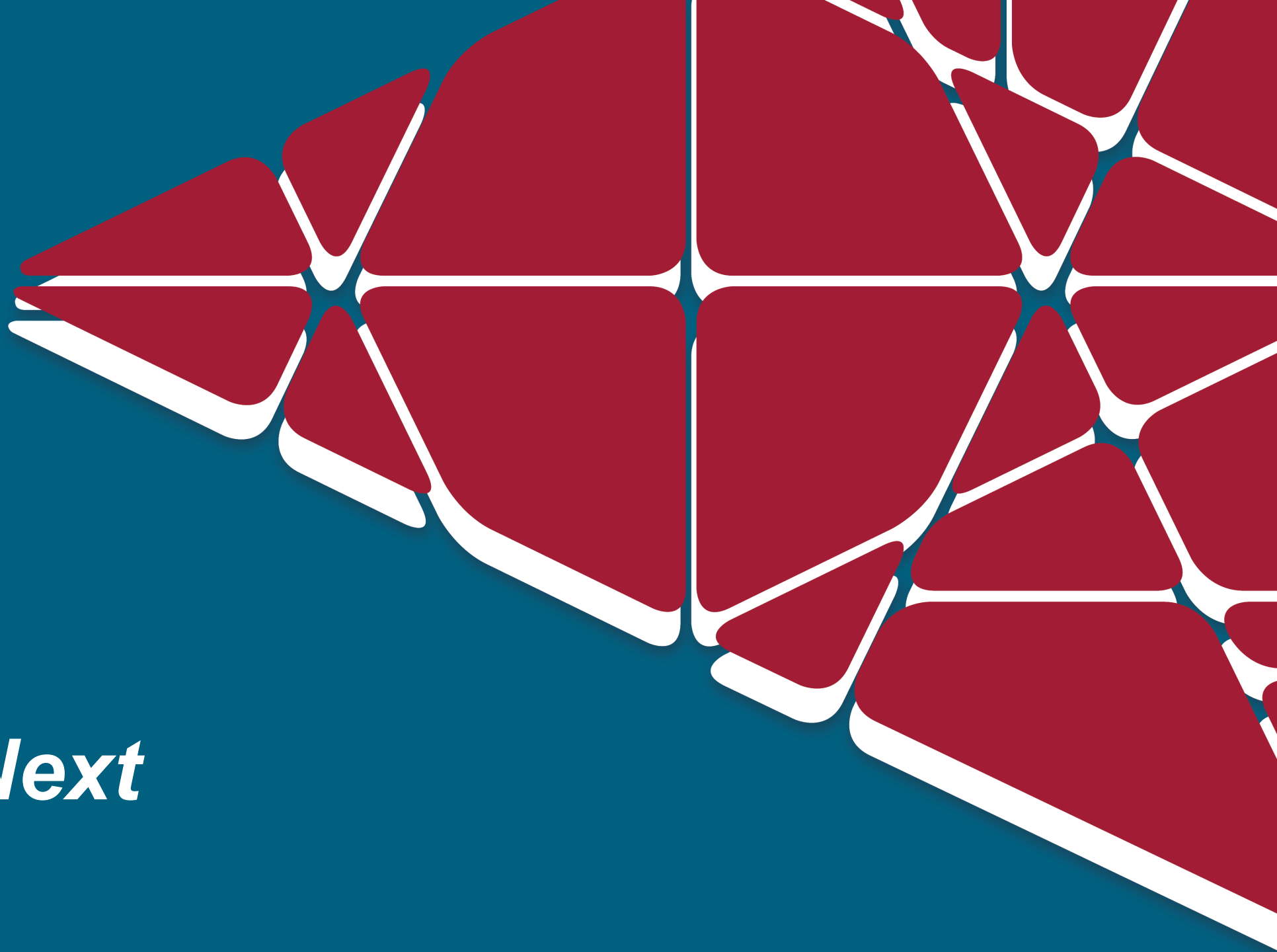
Separated Bicycle
Lane



Bicycle Lane Markings

- Helmeted Bicyclist Symbol Marking is removed.





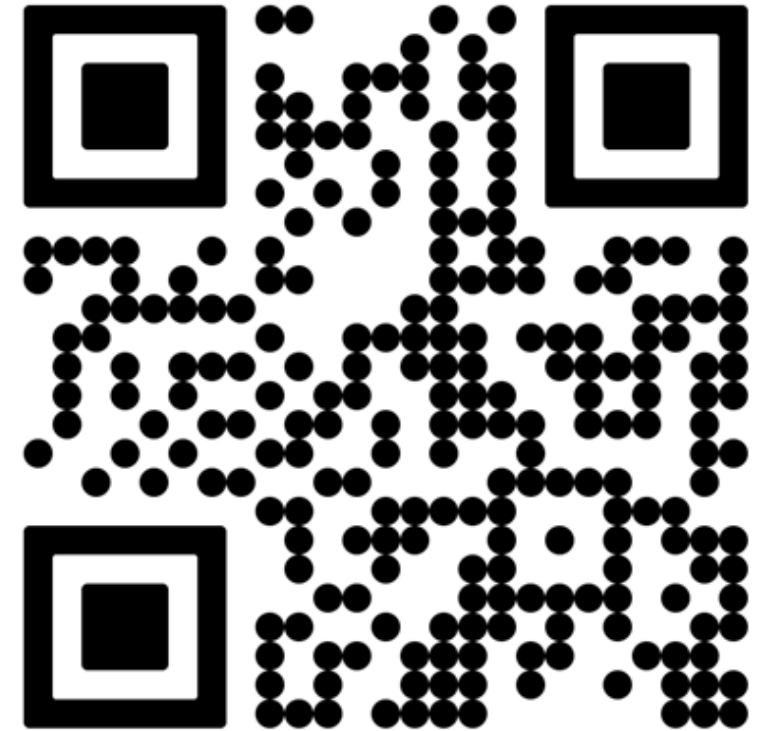
What's Next

What Next for Agencies Throughout Texas?

- Since the 2025 Texas MUTCD is now published, other ongoing updates include:
 - TxDOT is updating the Standard Highway Sign Designs for Texas (SHSD).
 - TxDOT will continue updating manuals:
 - Freeway Signing Handbook
 - Sign Crew Field Book
 - Sign Guidelines and Applications Manual
 - Other standards
 - Anticipate local agencies to update design and guidance documents.
 - Agencies will need to develop a systematic plan to upgrade their substandard traffic control devices.

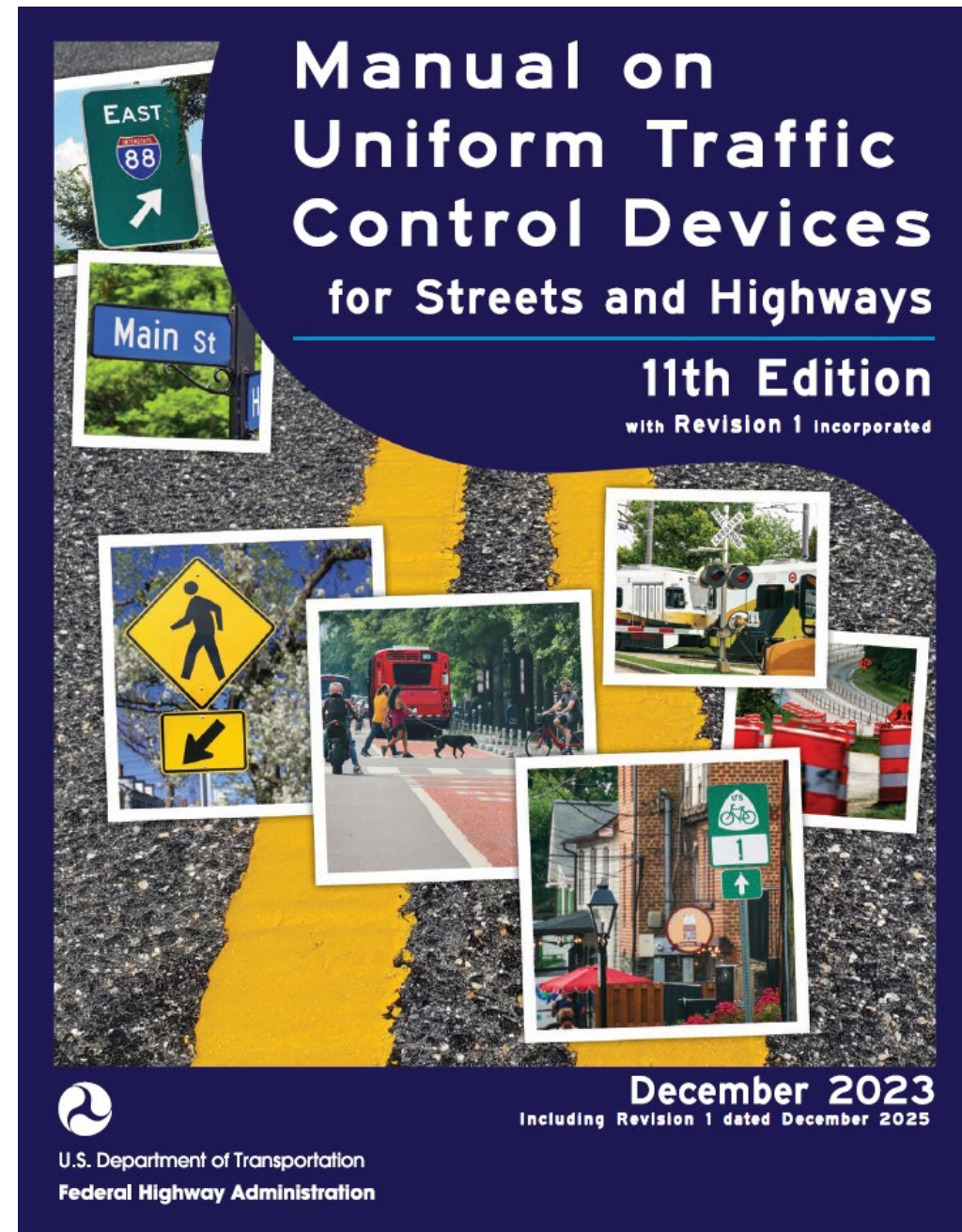
TMUTCD and Additional Information

- TxDOT's webpage includes:
 - Frequently Asked Questions
 - Videos of recent TMUTCD webinars
 - List of Changes in the 2025 TMUTCD
 - Additional resources



MUTCD Revision 1

- Published March 5, 2026
- ~ 500 edits
 - Technical
 - Editorial
- TMUTCD Revision 1





Thank you!

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