

# 2025 Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Overview of Changes

Key changes you may want to know!

# Welcome!

*Your Kimley-Horn Presenters*



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# Disclaimer

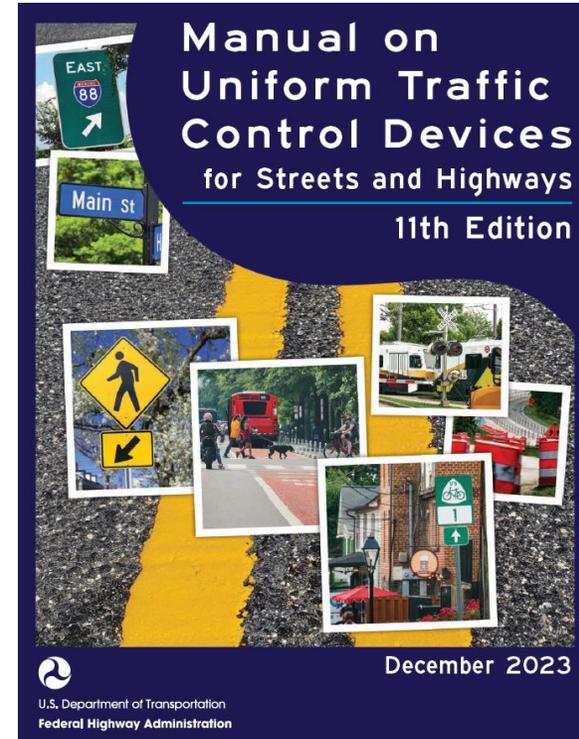
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# Agenda

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

# Federal MUTCD

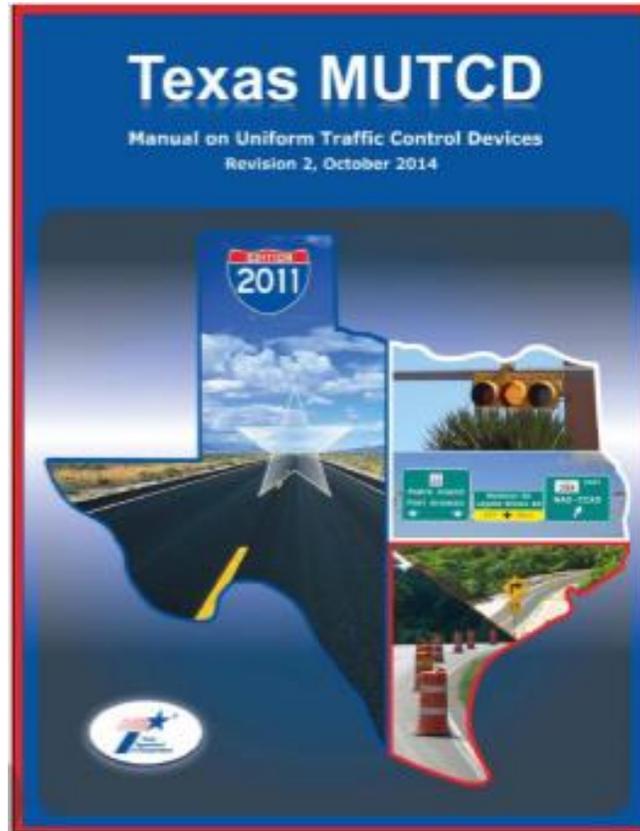
- **The Manual on Uniform Traffic Control Devices**
- A national manual:
  - Sets a minimum standard
  - Provides guidance
  - Ensures uniformity of traffic control devices across the nation
- Result of years of practical experience, research, and experimentation.
- The MUTCD 11<sup>th</sup> Edition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



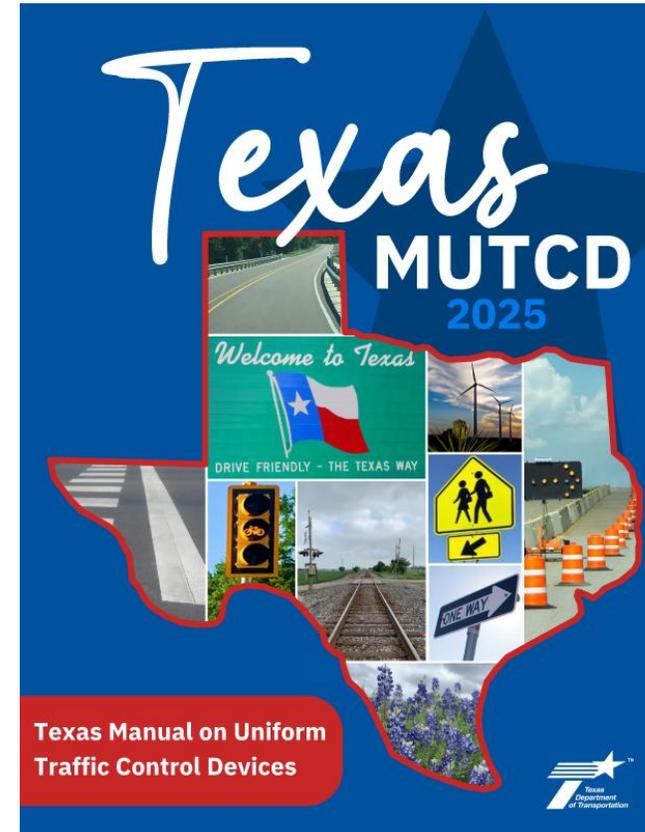
# Texas MUTCD

- The 2011 Texas MUTCD was revised twice.
- 14 years between Editions - the Longest in History.

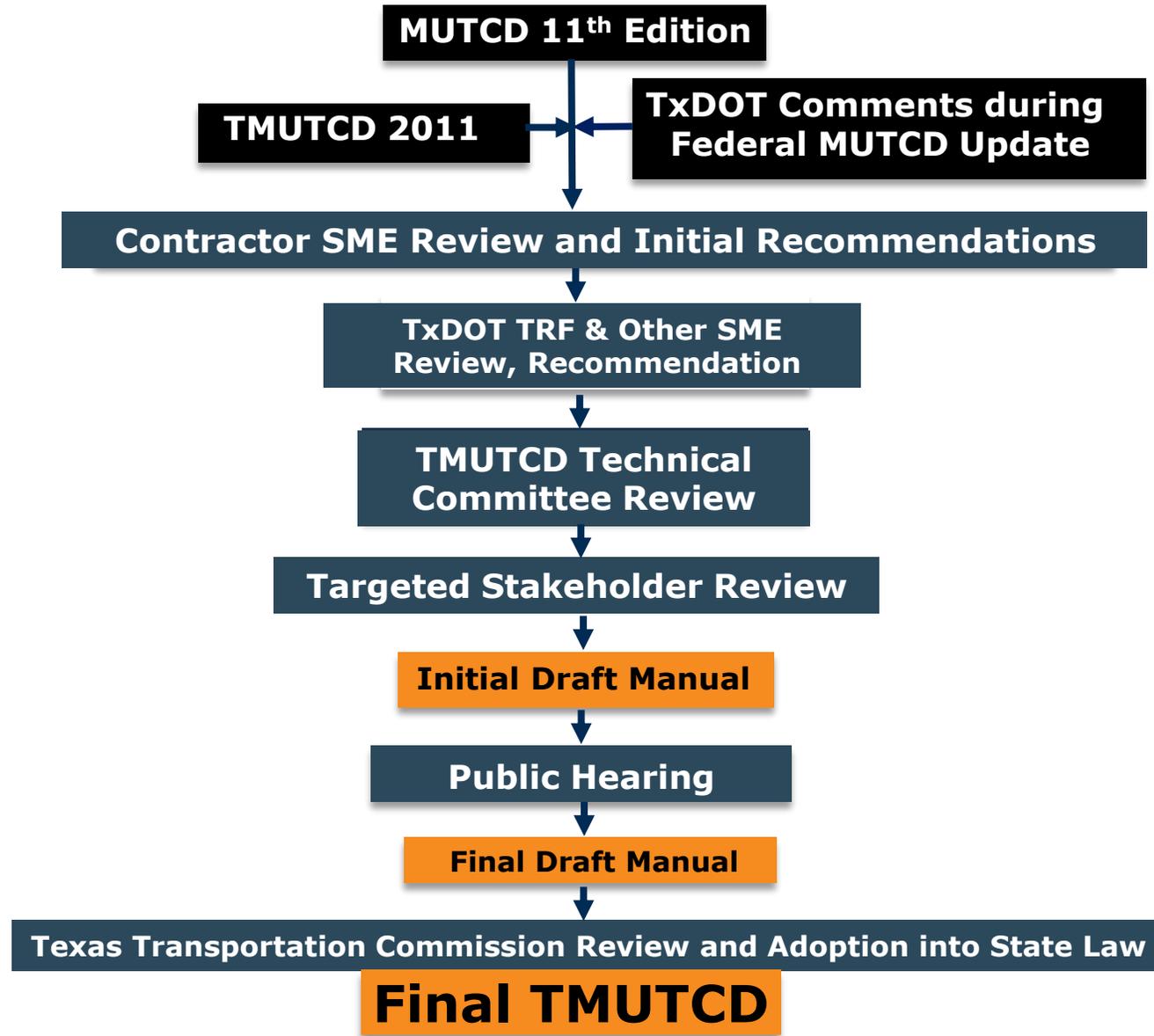
2011



2025



# New Texas MUTCD update process



# The 2025 Texas MUTCD - Implementation

Table 1: 2025 TMUTCD Phased Implementation\*

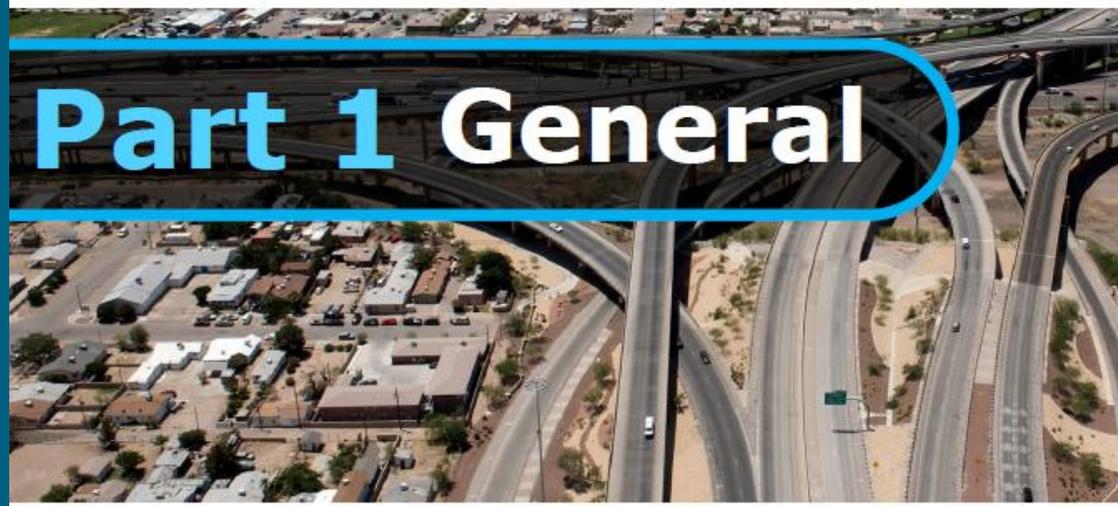
Date	Transition Activity
July 3, 2025	TxDOT posted the draft TMUTCD on the TxDOT.gov <a href="#">TMUTCD website</a>
November 13, 2025	TxDOT requests that the Texas Transportation Commission adopt the 2025 TMUTCD on this date, effective January 18, 2026.
January 18, 2026	2025 TMUTCD effective date, deadline mandated by FHWA.
January 18, 2026 – June 30, 2026	<p>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.</p> <p>All jurisdictions are encouraged to use the 2025 TMUTCD as soon as possible after the effective date.</p>
On and after July 1, 2026	All projects letting on or after this date <u>shall</u> comply with the 2025 TMUTCD.

# Parts in the 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



# New Definitions and Compliance Dates

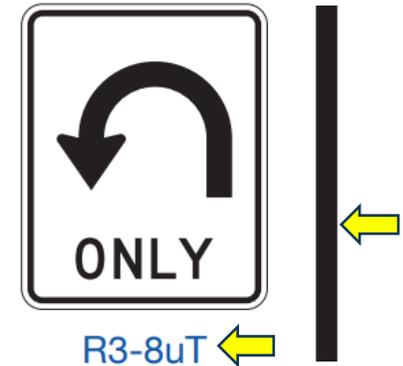
- Compliance dates for provisions required to be implemented.

**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

# 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.30A Turnaround ONLY Sign (R3-8uT)**

### *Guidance:*

- 01 *The Turnaround ONLY (R3-8uT) sign (See Figure 2B-4) should be used to indicate the exclusive turnaround movement that is required from a specific traffic lane. It should be used on expressways and freeways where a separate traffic lane is provided to connect the frontage roads on either side of the facility without a driver having to go through the adjacent intersection.*

# Part 2 Signs

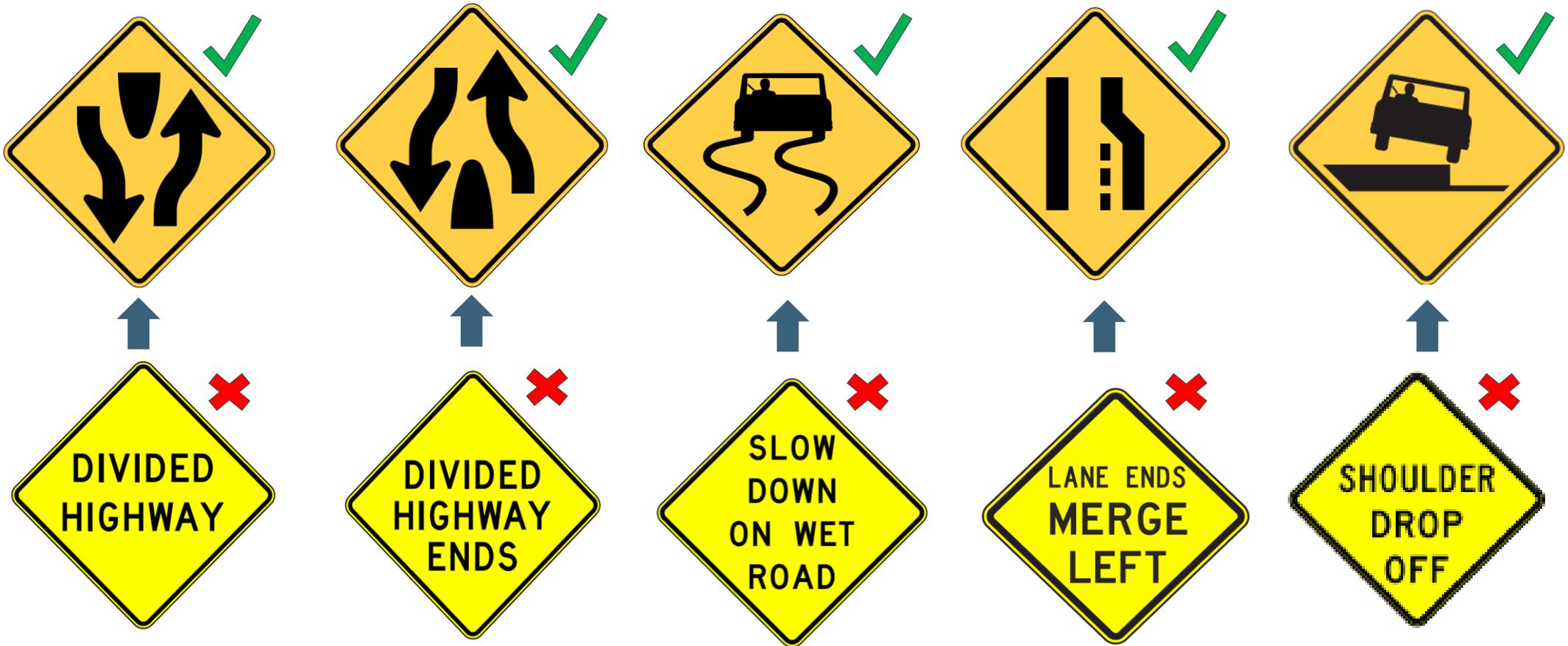


## Part 2 – Signs



# 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.



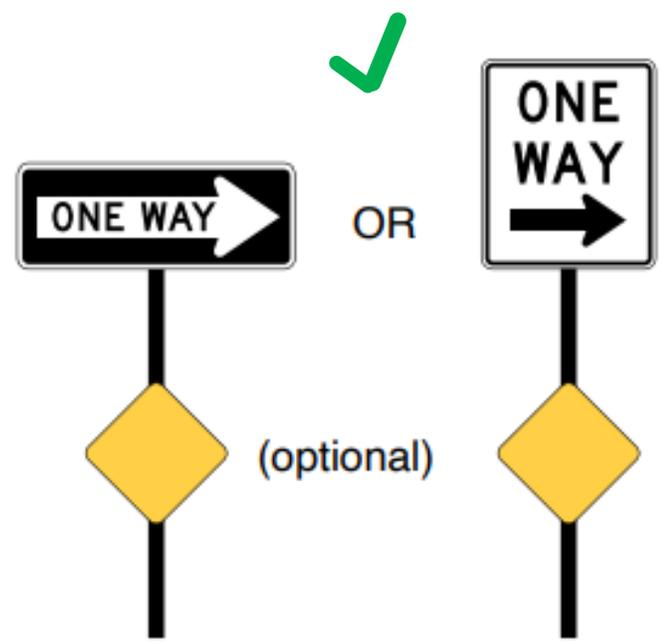
R1-5



R1-5b

# Roundabout Signs

- New regulatory signs to direct traffic around the central island of a roundabout.



# Humorous Messages on CMS

- New text that recommends against humorous messages on changeable message signs.



# Part 3 Markings

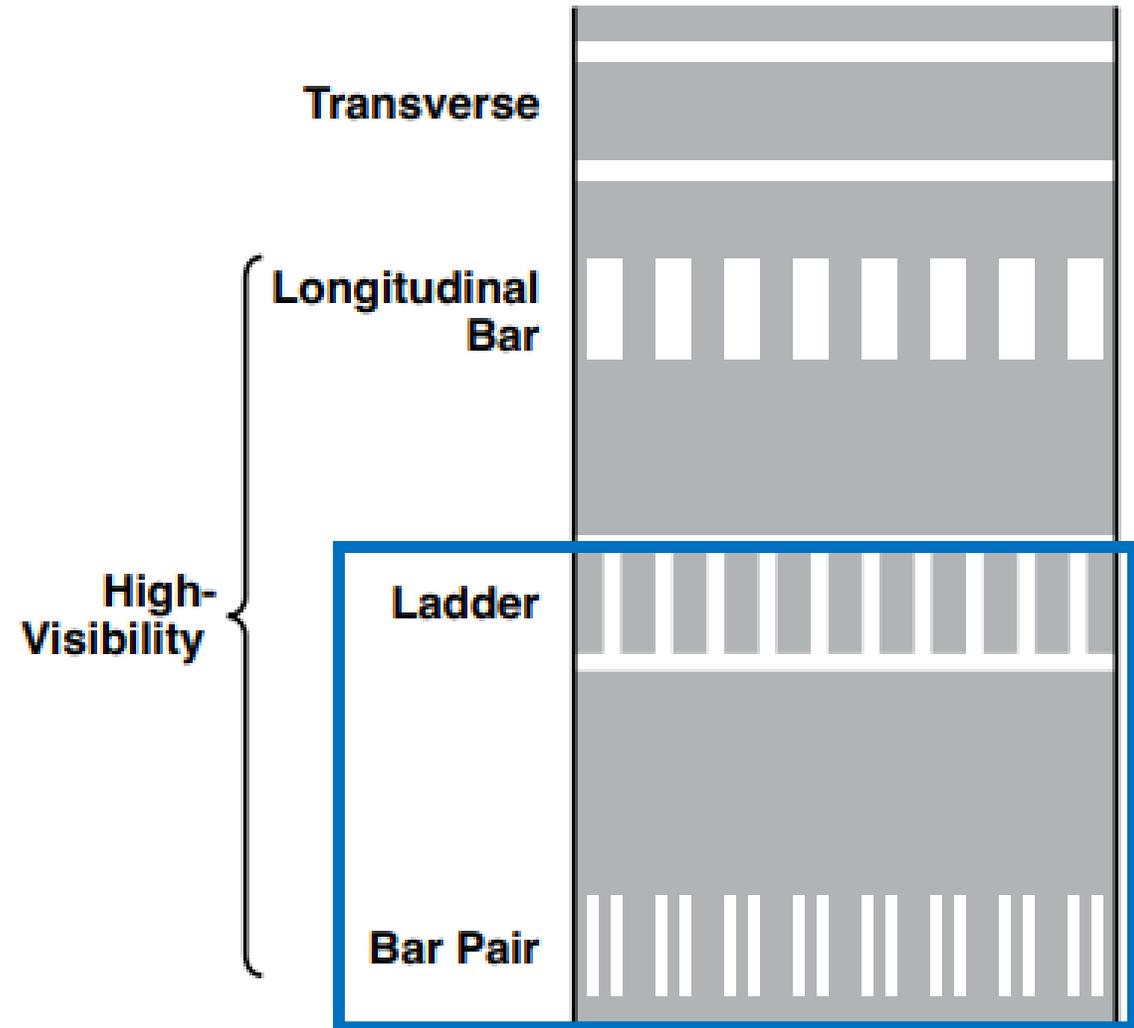


## Part 3 – Markings



# 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 Markings

- 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)



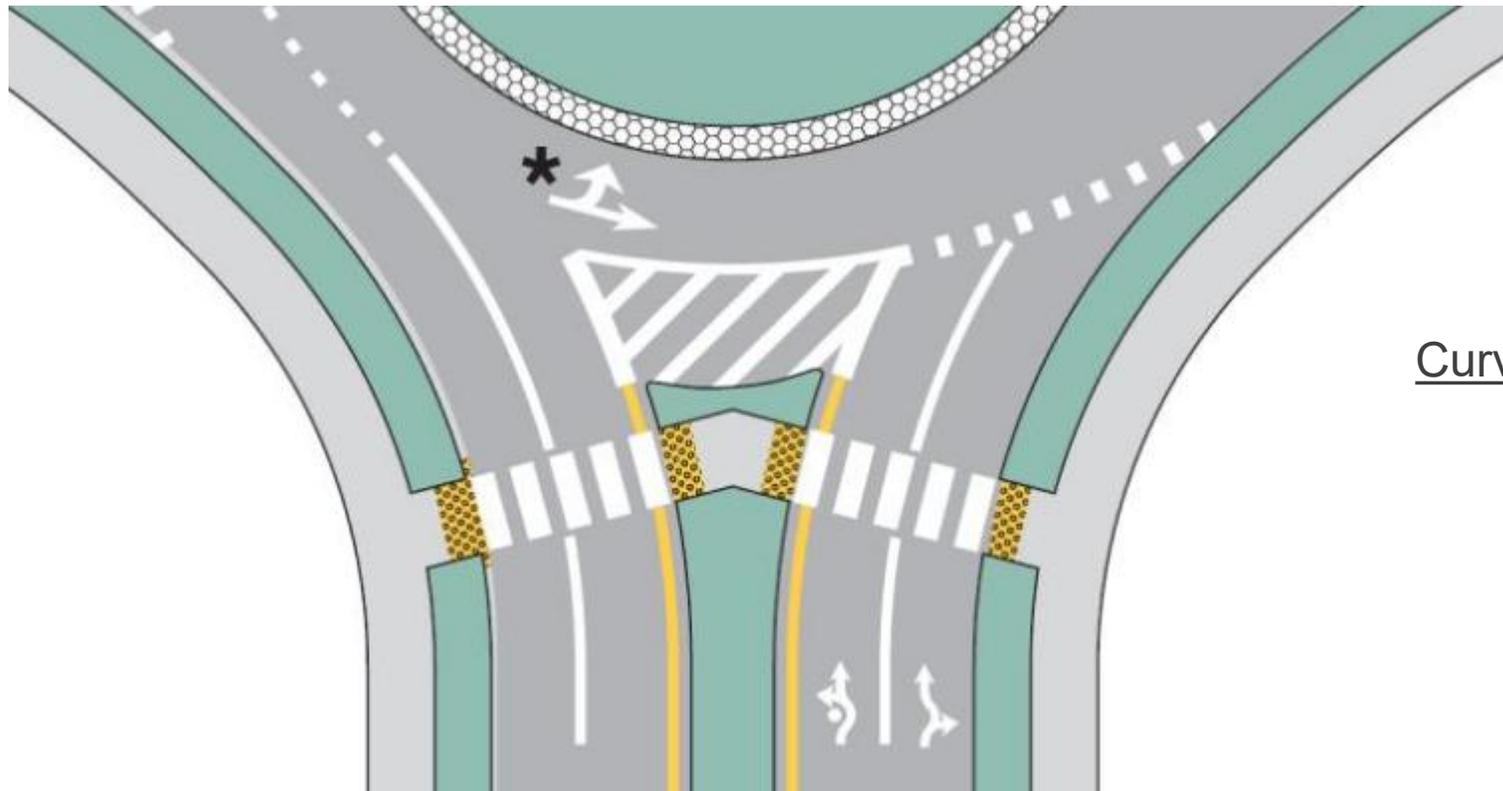
# Colored Pavement Markings - Green

- Bicycle lanes
- Extension of bicycle lanes
- Two-stage turn box
- Bicycle boxes
- Background for bicycle detector symbols



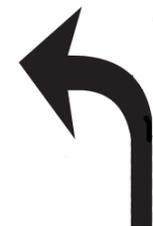
# Roundabout Approach Markings

- 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 – 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-4. Minimum Number of Reported Crashes in a One-Year Period**

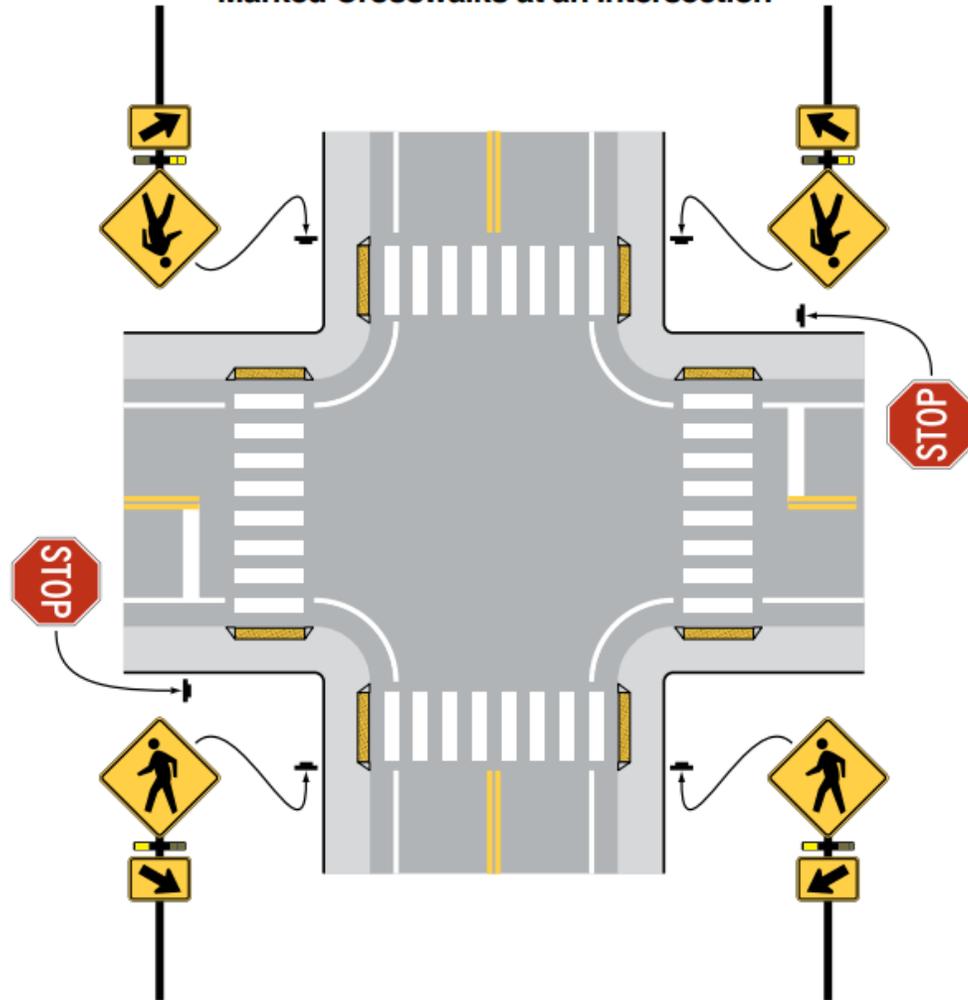
Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) <sup>a</sup>		Total of fatal-and-injury angle and pedestrian crashes <sup>a</sup>	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

<sup>a</sup> 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

# Rectangular Rapid Flashing Beacons

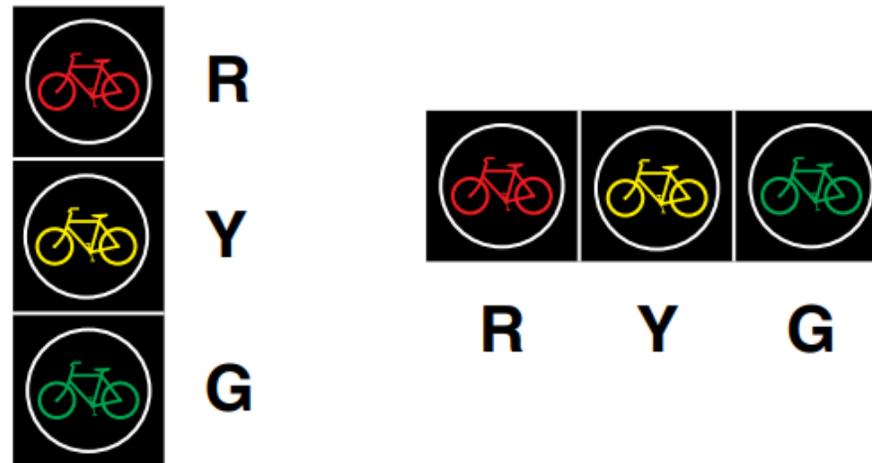
- New Chapter for RRFBs

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



# Bicycle Signal Faces

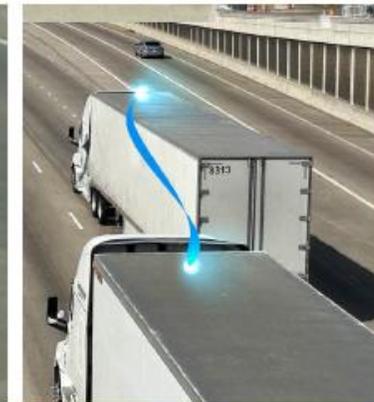
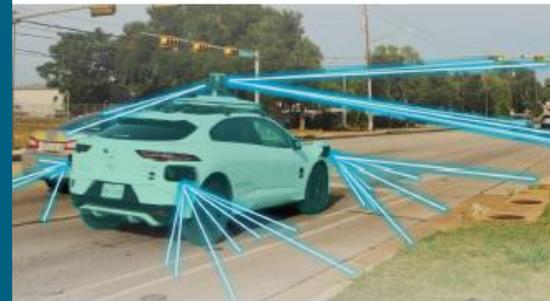
- New Chapter 4H for Bicycle Signal Faces.
- Bicycle signal faces are limited to facilities with a bike lane.



# 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.

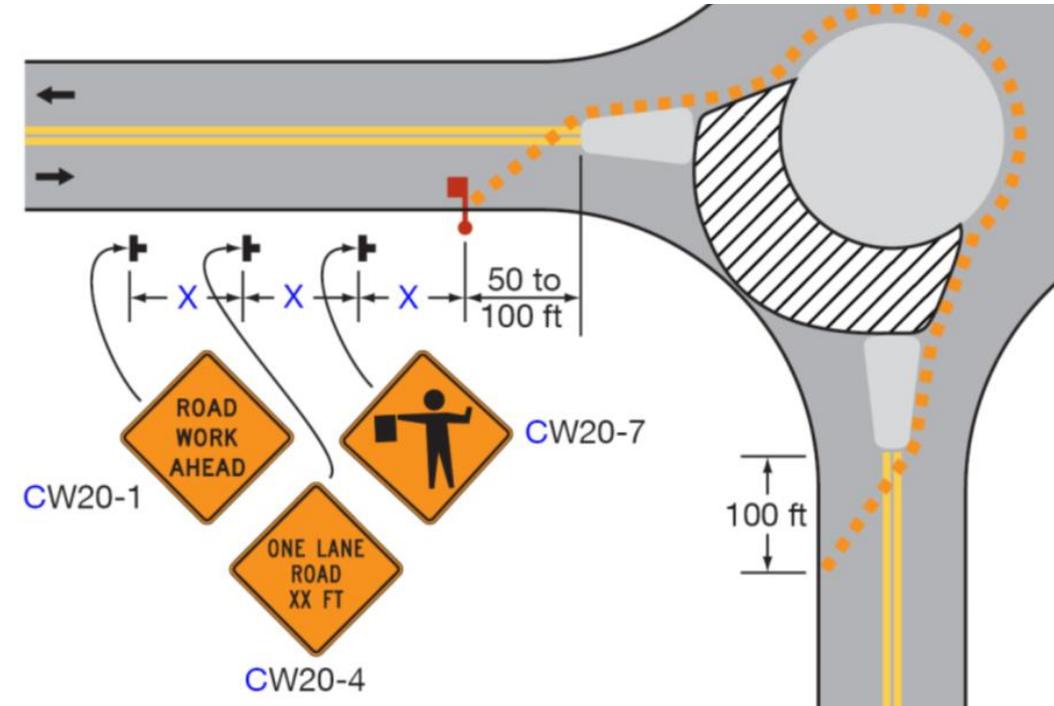
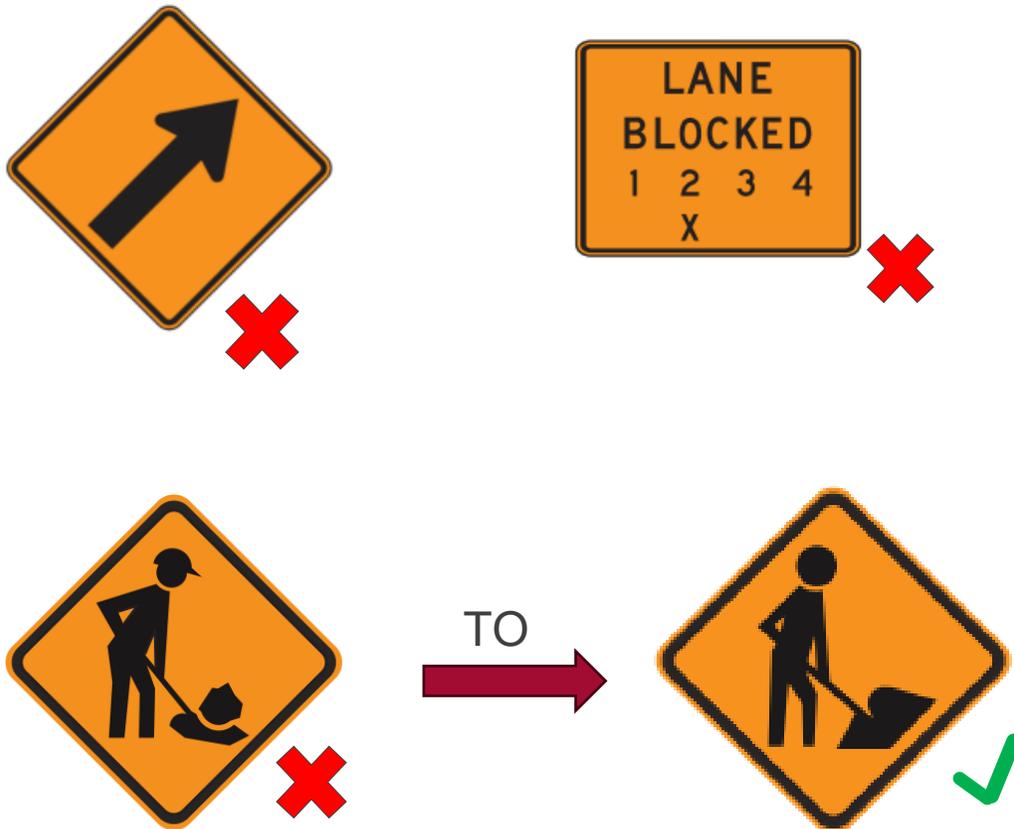
# Part 6 – Temporary Traffic Control

## Part 6 Temporary Traffic Control



# Reorganization and New TAs

- New criteria for temporary pedestrian facilities.
- New typical applications for circular intersections.



# Part 7 Traffic Control for School Areas

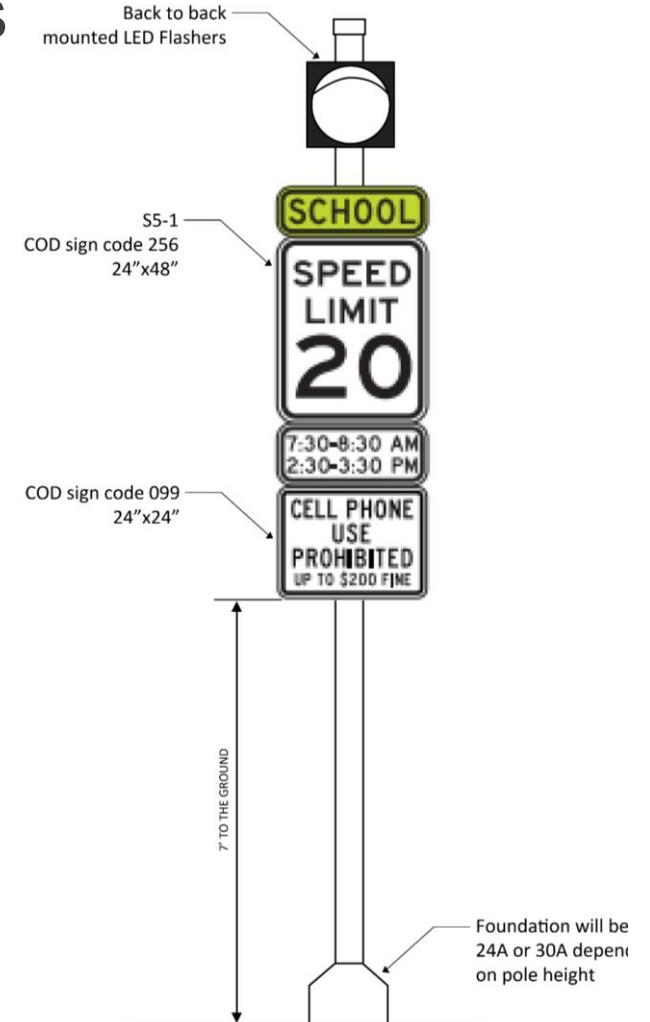


## Part 7 – School Areas



# Sign for Confirmation Beacon

- New content for buffer school speed zones
- New devices for confirmation beacons.



# Part 8 – RR & LR Grade Crossings

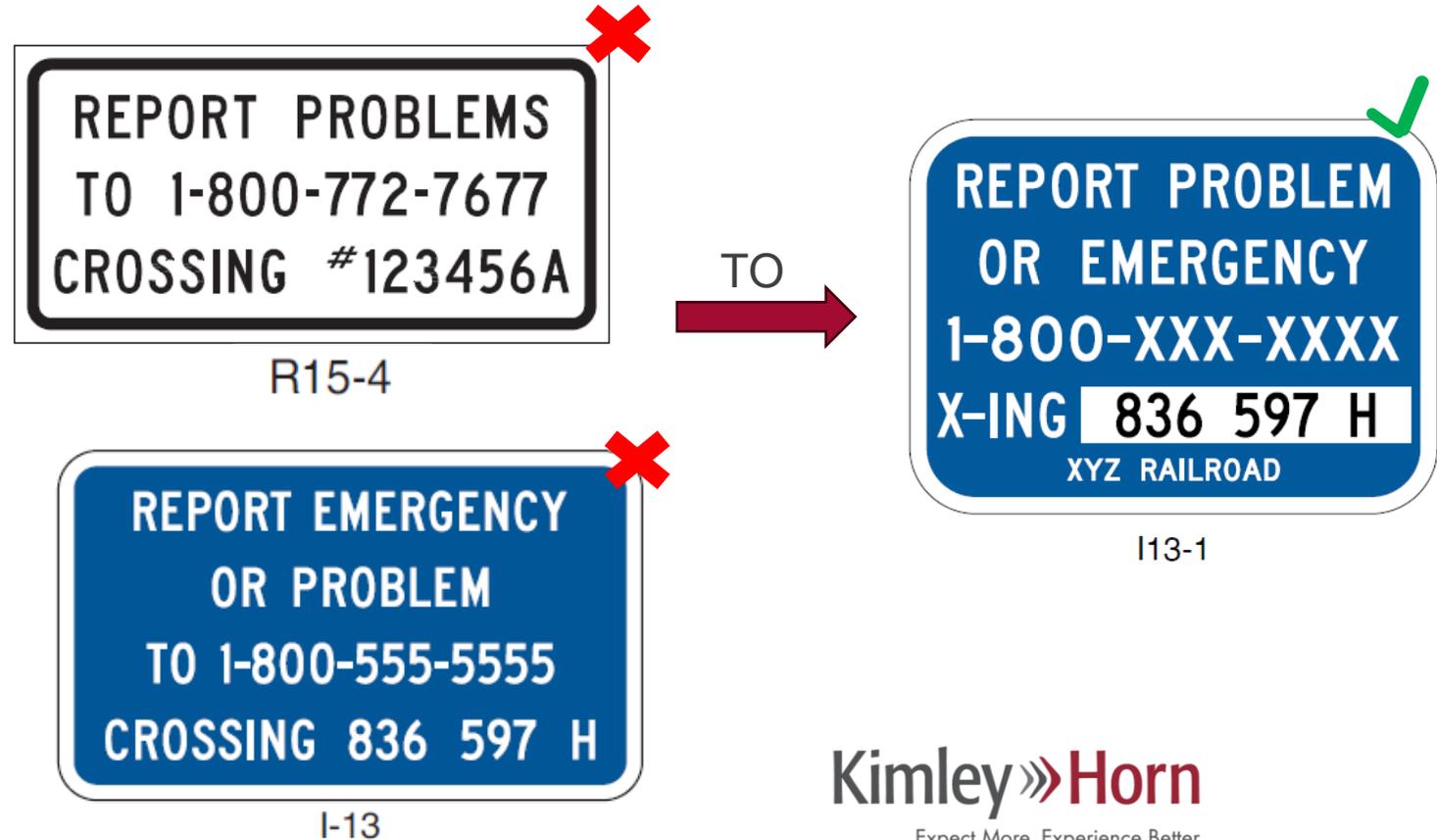
## Part 8 Traffic Control for Railroad and Light Rail Transit Grade Crossings



# New Definition and Sign Update

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

- REPORT PROBLEM sign



# Part 9 Traffic Control for Bicycle Facilities



## Part 9 – Bicycle Facilities



# New Signs

- 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



R4-11

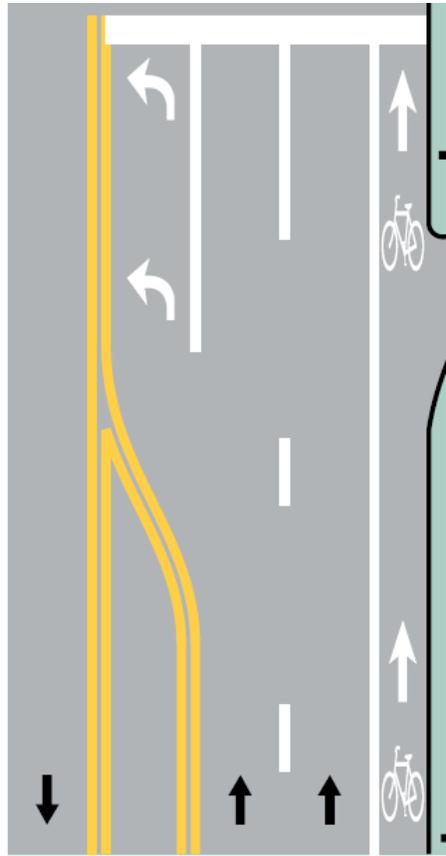


R9-20

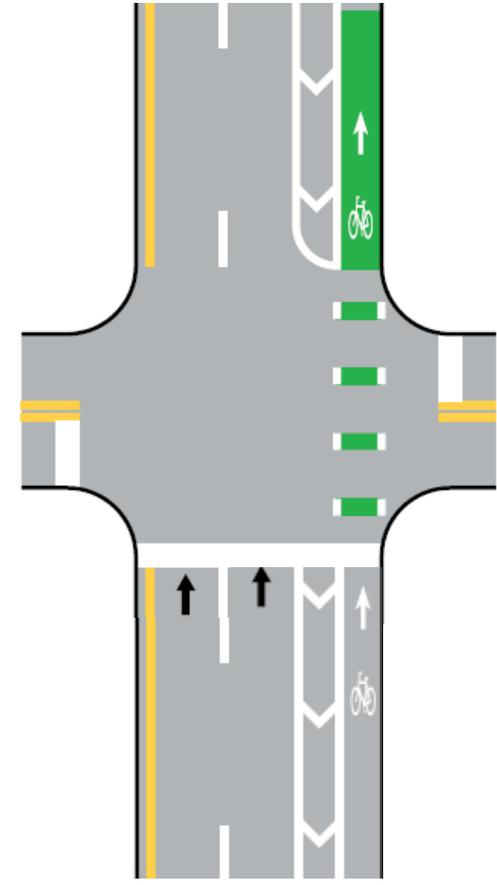
NEW SIGNS

# Bicycle Lanes

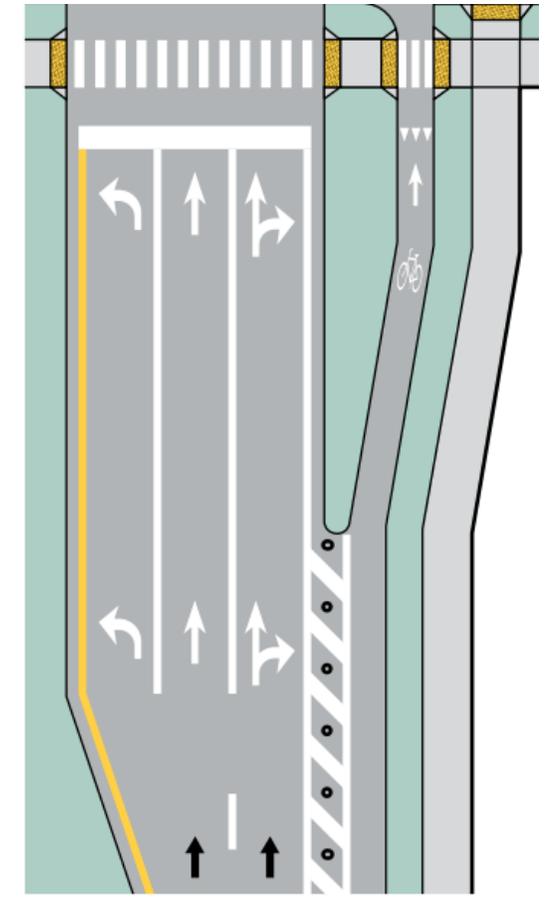
Conventional  
Bicycle Lane



Buffer-Separated  
Bicycle Lane

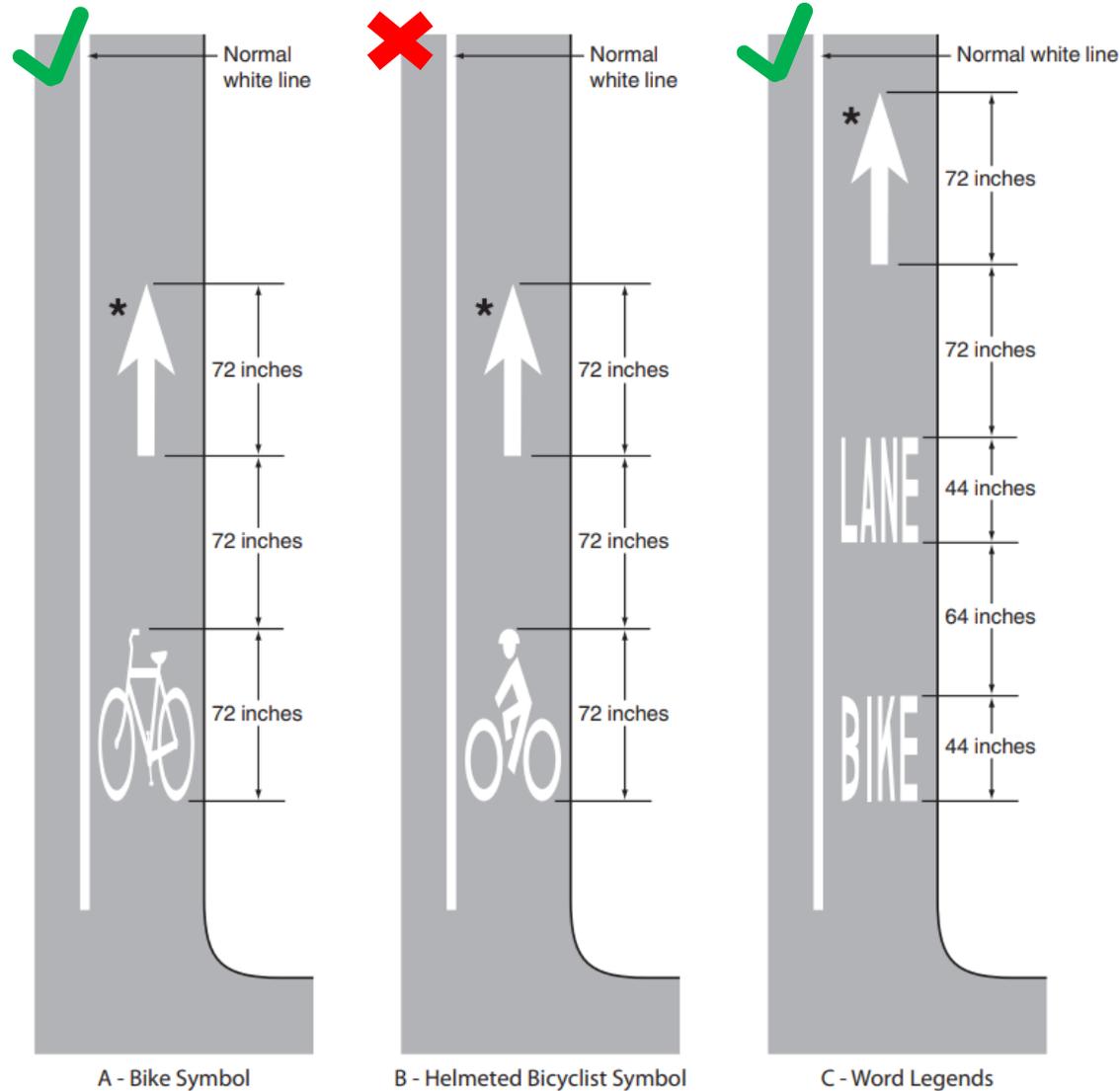


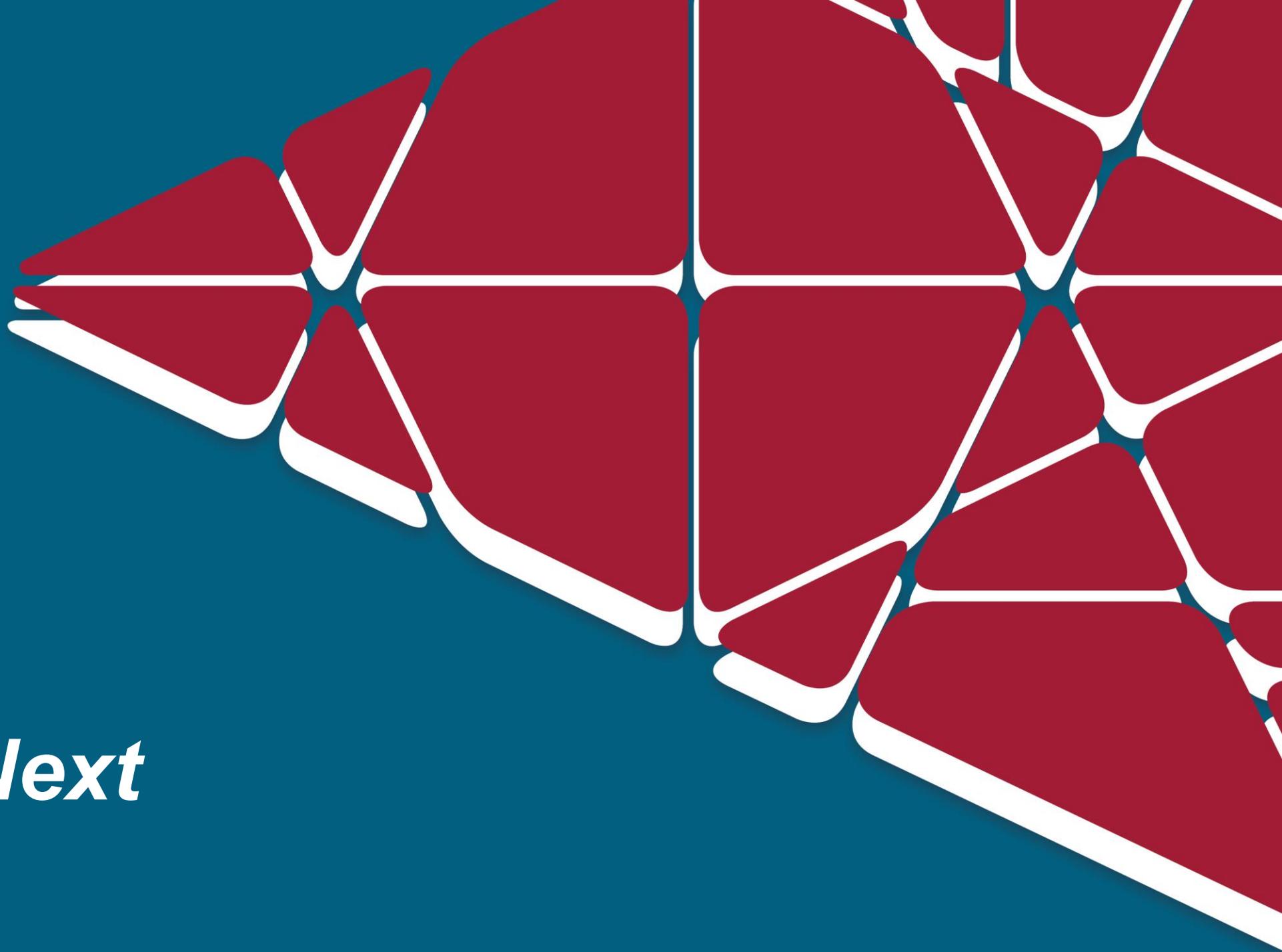
Separated Bicycle  
Lane



# Bicycle Lane Markings

- Helmeted Bicyclist Symbol Marking is removed.





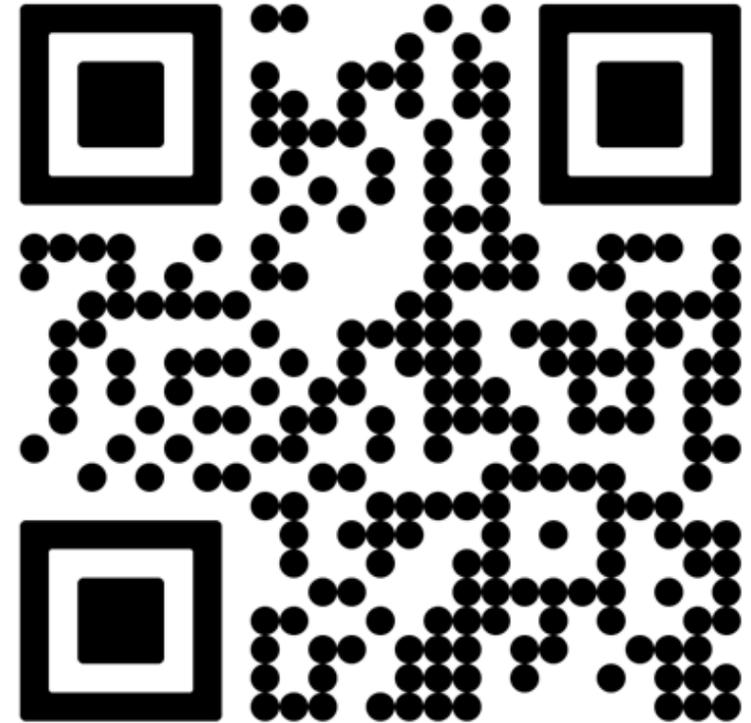
# *What's Next*

# What Next for Agencies Throughout Texas?

- Since the 2025 Texas MUTCD is now effective:
  - TxDOT is updating the Standard Highway Sign Designs for Texas (SHSD).
  - TxDOT will continue updating other TxDOT documents:
    - 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



# Questions?



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