TCD STANDARDS

- The “Rule” book for traffic control devices is the Ohio Manual of Uniform Traffic Control Devices (OMUTCD)

- Applicable to **ALL** public streets per Ohio Law (without regard to funding source)

TCD STANDARDS

- OMUTCD required to be in “substantial” compliance with Federal MUTCD

Ohio National
TCD STANDARDS

- Local Input - When new version of the MUTCD is published ODOT forms stakeholder groups to decide what changes to adopt in OMUTCD. This includes the Township and County Engineer Associations.

TCD STANDARDS

- Some Functional Areas of OMUTCD:
  - Signs
  - Markings
  - Traffic Signals
  - Temporary Traffic Control (work zones)
  - School Areas
  - Railroad Crossings
  - Bicycle Facilities

ODOT will give one paper copy to EVERY local agency in Ohio.
TCD STANDARDS

CAUTION - Some provisions in OMUTCD are classified as “Standard”.

Standard = Shall
Guidance = Should
Option = May
Support = FYI related info

Be VERY careful violating a Standard or Guidance and DOCUMENT why - liability

Some TCD related Apps that may help you (from the LTAP web page)

- Roadside Safety Field Guide
- Traffic Sign Installation App
- Guidelines for Traffic Control in Work Zones
OMUTCD - SIGNALS

A Few OMUTCD Signal Requirements:
- Warrants (9 of them)
- Provisions for Pedestrians
- Size, Number, Meaning, Location (vertical, horizontal, longitudinal) of Heads
- Minimum Visibility Sight Distance
- Yellow and All Red Timing
ODOT SIGNAL “PROGRAM”

- Signal Timing & Phasing
  - Funded by ODOT Safety Program
  - Scope is tailorable to needs up to total Turnkey
  - Eligible for 100% funding (though a match is appreciated and helps your chances of funding)
  - Proof of need is relatively simple (convince our DSRT)

OMUTCD - SIGNS
OMUTCD - SIGNS

Sign Organization in OMUTCD:

- Chapter 2B—Regulatory Signs, Barricades, and Gates
- Chapter 2C—Warning Signs and Object Markers
- Chapter 2D—Guide Signs for Conventional Roads
- Chapter 2E—Guide Signs for Freeways and Expressways
- Chapter 2F—Toll Road Signs
- Chapter 2G—Preferential and Managed Lane Signs
- Chapter 2H—General Information Signs
- Chapter 2I—General Service Signs
- Chapter 2J—Specific Service (Logo) Signs
- Chapter 2K—Tourist-Oriented Direction Signs
- Chapter 2L—Changeable Message Signs
- Chapter 2M—Recreational and Cultural Interest Area Signs
- Chapter 2N—Emergency Management Signs

OMUTCD - SIGNS

OMUTCD Covers:

- Application (when to use a sign)
- Location (horizontal, longitudinal, vertical)
- Size
- Minimum Retroflectivity Requirements
  - I have testified in numerous court cases brought against ODOT
  - I have written depositions and was deposed for numerous other cases

MANY IF NOT THE MAJORITY OF THESE CASES INVOLVED SIGNS
ODOT “SIGNING” PROGRAM

From the ODOT Highway Safety Improvement Program Web Page:

Note: The township signing program is funded by the ODOT Safety Program based on crash rate. Additional Safety funding through the HSIP is available for ANY public road ($105M/year) meeting criteria. ODOT also sub-allocates $12M of safety funds for distribution by the County Engineers Association.

OMUTCD - 2019 IMPENDING DEADLINE

- The 2009 MUTCD established a 10 year deadline - that’s 2019 for:

  - Standard:

    In advance of horizontal curves on freeways, on expressways, and on roadways with more than 1,000 AADT that are functionally classified as arterials or collectors, horizontal alignment warning signs shall be used in accordance with Table 2C-5 based on the speed differential between the roadway’s posted or statutory speed limit or 85th percentile speed, or the prevailing speed on the approach to the curve, and the horizontal curve’s advisory speed.

Note: Most MUTCD changes are grandfathered in – you don’t have to comply until you do something to change the device meeting the “old” standard. In this case they made a firm fixed deadline of 2019.
OMUTCD – 2019 IMPENDING DEADLINE

- The 2009 MUTCD established a 10 year deadline - that’s 2019 for:

  **Table 2C-5. Horizontal Alignment Sign Selection**

<table>
<thead>
<tr>
<th>Type of Horizontal Alignment Sign</th>
<th>Difference Between Approach Speed * and Advisory Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5 mph</td>
</tr>
<tr>
<td>Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W1-10 series) (see Section 2C.07 to determine which sign to use)</td>
<td>Recommended</td>
</tr>
<tr>
<td>Advisory Speed Plaque (W13-1P)</td>
<td>Recommended</td>
</tr>
<tr>
<td>Channelize (W1-8) and/or One Direction Large Arrow (W1-6)</td>
<td>Optional</td>
</tr>
<tr>
<td>Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp</td>
<td>Optional</td>
</tr>
</tbody>
</table>

*Approach speed means the speed posted or statutory speed limit, 85th percentile speed, or prevailing speed on the approach to the curve (in accordance with FHWA-June 2, 2013 letter).

OMUTCD – 2019 IMPENDING DEADLINE

- For other roads not under the 2019 deadline.....
  
  Horizontal alignment warning signs may also be used on other roadways or on arterial and collector roadways with less than 1,000 AADT based on engineering judgment.

- ODOT is here to help!!! The LTAP program has ball bank indicators they can loan and they will provide instruction on use if needed.
SPEED LIMITS

- “Default” (i.e. statutory) speed limits established by ORC 4511.21

- Ex. rural roads are 55mph, CBD is 25mph, rural interstates are 70mph, etc.
SPEED LIMITS

- To revise a statutory speed limit a speed zone study must be performed by the LPA and approved by ODOT’s District Speed Zone Coordinator. ODOT approval is required even for Township roads with one exception.

- Townships may perform their own study, hire a consultant or request the County Engineer to perform.

SPEED LIMITS

- Speed zone process defined in TEM Chapter 12 – Zones and Studies

- The “normal” speed zone study: Form 1296-2
SPEED LIMITS

• “Abbreviated Study” – Form 1296-1
  “Narrow and Low Volume Rural Roads”

Much more stream-lined and easier to complete. No speed checks required. Based on roadway characteristics, crashes and roadside development.

SPEED LIMITS

○ The “EXCEPTION” to needing ODOT approval:

Under ORC Division 4511.21 (K), a Board of Township Trustees may, by resolution and based on “an engineering and traffic investigation,” declare a prima-facie speed limit on unimproved highways and also on highways under their jurisdiction which are within residential and commercial subdivisions (see Section 1203-2.3).

FORM 1296-15. ODOT does NOT approve this. We recommend townships use this to document meeting “an engineering and traffic investigation” requirement of ORC.
SPEED LIMITS

Final Thoughts:

- With very limited exception - ODOT required to approve speed zone studies;
- This can be an aid in dealing with local pressure.
- We now explicitly recognize calculated and approved speeds (formerly only calculated - no flexibility)
- ODOT is not an enforcement agency - we will not “police” agencies on setting proper speed limits. Courts adjudicate properness of a posted speed limit.

QUESTIONS