

Known Errors in the 2003 MUTCD

7/9/04

[NOTE: FHWA intends to correct these errors via a future rulemaking action. This list of known errors is provided solely for the information of MUTCD users and does not constitute official changes to the MUTCD at this time.]

<u>Page</u>	<u>Error</u>
I-5	In the list of compliance dates in the Introduction, for Section 2E.28 the compliance date for LEFT on exit number plaques for left exits should be 15 years, rather than 5 years, from the effective date of the final rule for the 2003 MUTCD. [Compliance date of 15 years was proposed in the NPA and confirmed in the Final Rule in the Federal Register, but a typographical error occurred in the final page images of the MUTCD.]
2B-2	In Table 2B-1 (sheet 1 of 5) the Conventional Road size of the To Oncoming Traffic (R1-2a) sign should be 600 x 450 mm (24 x 18 in); and the Truck Speed Limit (Metric) (R2-2) sign and the Night Speed Limit (Metric) (R2-3) sign should both have an Expressway size of 900 x 1200 mm (36 x 48 in) and a Freeway size of 1200 x 1500 mm (48 x 60 in). [Sign sizes in final rule inadvertently did not match correct proportions of these signs as illustrated in the figures and in the Standard Highway Signs book.]
2B-4	In Table 2B-1 (sheet 3 of 5) a line for the Emergency Snow Route (R7-203) sign from Section 2B.40 should be added to the table, after the This Side of Sign (R7-202) sign. The R7-203 sign has a conventional road size of 600 x 750 mm (24 x 30 in) and a minimum size of 450 x 600 mm (18 x 24 in). [New sign was included in Section 2B.40 and illustrated in Figure 2B-16 but inadvertently omitted from Table 2B-1.] Also, there should be no values shown in the Minimum column for the Stop Here When Flashing (R8-10) sign. [Error in metric dimensions. Minimum size for this sign is same as Conventional Road size.] Additionally, for the No Hitch Hiking (R9-4) sign the size shown in the Minimum column should be 300 x 450 mm (12 x 18 in). [Sign size in final rule inadvertently did not match correct proportions of this sign as illustrated in the figure and in the Standard Highway Signs book.]
2B-5	In Table 2B-1 (sheet 4 of 5) the size in the Oversized column for the No Turn on Red (R10-11, 11a) sign should be 900 x 1200 mm (36 x 48 in). [Sign sizes in final rule inadvertently did not match correct proportions of these signs as illustrated in the figures and in the Standard Highway Signs book.]
2B-14	The reference to “see Section 2B.32” in the fifth line on the page should be a reference to “see Section 2B.37”. [2000 MUTCD had correct Section number reference. Section numbers changed in 2003 but cross-reference inadvertently not changed in final page images.]
2B-32	In Figure 2B-12 (sheet 2 of 2), in the bottom left illustration, the two arrows shown in the left half of the north-south one-way roadway should both be pointing upward (toward the north) rather than downward. [Arrows were shown correctly in the 2000 MUTCD and in the NPA but were inadvertently reversed in the figure for the final rule.]
2B-36	In the last paragraph of the Guidance statement, the sign number of the VAN ACCESSIBLE plaque used to direct drivers to van-accessible parking spaces should be R7-

8b (rather than R7-8a), and it should be mounted below the D9-6 (not D4-1) sign. Also, the sign number of the VAN ACCESSIBLE plaque used below the R7-8 sign for a reserved parking space designated for wheelchair vans should be R7-8a (rather than R7-8b.) **[The 1998 final rule that added these plaques to the MUTCD was correct, but there was an inadvertent error in the final text of the 2003 MUTCD.]**

- 2B-37 In Figure 2B-16, the R7-2a should have a red border rather than black. . **[Was correct in 2000 MUTCD and in NPA. Inadvertent error in final figure.]**
- 2C-3 In the Expressway column of the table, the sizes of 1500 x 750 and 60 x 30 (mm and inches, respectively) should be shown on the third line from the top, for Rectangular W1 Arrows. **[The Final Rule in the Federal Register included this addition but it was inadvertently omitted from the final text of the figure.]**
- 2C-14 In Figure 2C-4, a W3-6 sign should be added, shown as a diamond-shaped sign with black DRAWBRIDGE AHEAD legend and border on a yellow background. **[Sign is referenced in Section 4I.02 but inadvertently not illustrated in figure.]**
- 2E-59 In Figure 2E-44, a D5-6 sign should be added, shown as a rectangular-shaped sign with white NEXT REST AREA 24 MILES legend and border on a blue background. **[Sign is referenced in Section 2E.52 but inadvertently not illustrated in figure.]**
- 3B-27 In illustration b), One-way roadway, the arrow on the R1-5 (YIELD HERE TO PEDESTRIANS) sign on the left side of the one-way road should point toward the road rather than away from it. On that sign, the positions of the pedestrian symbol and the “HERE (arrow) TO” should be reversed. **[Was correct in NPA; this figure was not in the 2000 MUTCD. Inadvertent reversal of sign in final figure.]**
- 4I-1 In the sixth paragraph of Section 4I.02 (“A DRAWBRIDGE AHEAD warning sign...”, the sign code of W3-6 and a reference “(see Figure 2C-4)” should be added to the text. **[See error description for page 2C-14.]**
- 6C-9 The dimension of the Downstream Taper should be “30 m (100 ft) MAX”. **[The metric equivalent of the 100 ft. dimension was inadvertently omitted.]**
- 6F-3 In Table 6F-1 (sheet 1 of 4) the Conventional Road size of the Weight Limit (with symbols) (R12-5) sign should be 750 x 1050 mm (30 x 42 in). **[Sign size in final rule inadvertently did not match correct proportions of this sign as illustrated in the figure and in the Standard Highway Signs book.]**
- 6F-8 The reference to Section 6F.54 associated with the flag tree should be a reference to Section 6F.57. **[2000 MUTCD had correct Section number reference. Section numbers changed in 2003 but cross-reference in notes of figure inadvertently not changed in final page images.]**
- 6F-10 The code “**R11-3b**” should be added below the BRIDGE OUT sign and the word “**OR**” to the left of this sign should be deleted. **[Labeling error in final figure]**
- 6F-31 The height of the cone shown as the middle of the three cones illustrated should be 700 mm (28 in) MIN. to 900 mm (36 in) MAX. **[The maximum height of the cone with two white retroreflective bands, as noted in the text of Section 6F.59, was inadvertently omitted.]**

- 6G-8 The reference to Section 6G.15 in the last line on this page should be a reference to Section 6G.16. **[2000 MUTCD had correct Section number reference. Section numbers changed in 2003 but cross-reference inadvertently not changed in final page images.]**
- 6H-23 A black-on-orange “END DETOUR” sign should be shown mounted above the “WEST SR 4” route sign assembly in the top right corner of the figure. **[Was correct in 2000 MUTCD and in NPA; inadvertently missing from final figure.]**
- 6H-33 In the top drawing, the top dimension line for the 40 to 150 ft dimension from the stop line should be to the signal heads facing this approach. **[Correctly dimensioned in 2000 MUTCD and in NPA; inadvertent error in final figure.]**
- 6H-43 The arrow on the detour sign facing southbound traffic at the bottom left intersection should point to the left, not to the right. **[Was correct in 2000 MUTCD and in NPA. Inadvertent reversal of arrow in final figure.]**
- 6H-81 The two LANE CLOSED warning signs shown near the bottom right of the figure should indicate RIGHT (not LEFT) lane closures. **[Was correct in the NPA but inadvertently incorrect in the final figure.]**
- 6H-93 On the left drawing, the sign image for the ROAD WORK AHEAD sign facing ramp traffic (500 feet from the end of the ramp) is missing. Also, the extraneous Merge warning sign image (without a leader line) located above the arrow panel on the left drawing should be deleted. **[Was correct in 2000 MUTCD and in NPA. Inadvertent errors in final figure.]**
- 6H-95 On the right drawing, the Double Lane Reverse Curve sign that is located adjacent to the workspace should be a (single lane) Reverse Curve sign as only one lane is being shifted back to the original alignment. **[Error was in 2000 MUTCD also, perpetuated in NPA and inadvertently not corrected in final page images.]**
- 7B-2 Table 7B-1 should also include size information for the In-Street Pedestrian Crossing signs, MUTCD Code R1-6 and R1-6a, used in school areas as per Section 7B.09. The Conventional Road size for these signs should be shown as 300 x 900 mm (12 x 36 in). **[Inadvertent omission in the final page images for the table.]**
- 7B-4 In Figure 7B-1, in the illustration of the School Speed Limit Assembly, below the last “OR” at the bottom of the assembly, the S4-6 “MON-FRI” plaque should be shown as two plaques together, the S4-1 “7:30-8:30 AM, 2:30-3:30 PM” plaque immediately above the S4-6 “MON-FRI” plaque. **[Inadvertent error in final page image for the figure. The S4-6 is most often associated with specific times.]**
- 7B-7 The S4-3 SCHOOL plaques shown above the R1-6 and R1-6a in-street signs should each be denoted with an asterisk (*) and the list of reduced sign sizes should include the S4-3 as 300 x 100 mm (12 x 4 in). **[Inadvertent omission in final page image for the figure.]**
- TC8-2 & 8B-8 The title of Figure 8B-4 should be “Examples of Emergency Notification Signs”. **[Figure is referred to in the MUTCD text as examples. “Examples” was inadvertently omitted from figure title.]**

- 10C-4 In the third paragraph of Section 10C.05, “highway-light rail transit” should be changed to “highway”. **[Was correct in 2000 MUTCD. Error introduced in NPA, inadvertently not corrected in final page images.]**
- TC10-2 & 10C-9 The title of Figure 10C-4 should be “Examples of Emergency Notification Signs”. **[Figure is referred to in the MUTCD text as examples. “Examples” was inadvertently omitted from figure title.]**