

2009 North Carolina Supplement to the Manual on Uniform Traffic Control Devices



Image: courtesy of www.apwa.net



2009 Edition

NORTH CAROLINA SUPPLEMENT

TO THE

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

2009 Edition



Prepared By:

Transportation Mobility and Safety Division
Division of Highways
Department of Transportation
State of North Carolina

Adopted:
January 2012

ADOPTION – THE 2009 EDITION OF THE NORTH CAROLINA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

WHEREAS, the Board of Transportation has the authority to make rules, regulations and ordinances and is authorized to delegate the adoption and promulgation of rules, regulations and ordinances to the Secretary of Transportation; and

WHEREAS, The Board of Transportation has authorized the Secretary of Transportation to adopt and promulgate on behalf of the Board of Transportation all necessary rules, regulations and ordinances for use of and to police traffic on the State Highway System; and

WHEREAS, the 2009 Edition of THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) dated December, 2009, was published by the Federal Highway Administration on December 16, 2009 and became effective on January 15, 2010; and

WHEREAS, General Statutes 136-30 state “all traffic signs and other traffic control devices placed on a highway in the State highway system must conform to the Uniform Manual” and Administrative Code 19A NCAC 02B.0208 references the MUTCD and states “any subsequent revisions or additions of the same is hereby adopted and incorporated by reference”; and

WHEREAS, it is deemed desirable and necessary to publish a North Carolina Supplement to the MUTCD containing standards for all traffic control devices applicable to North Carolina not contained in the MUTCD;

NOW THEREFORE, on behalf of the Department of Transportation, the Secretary of Transportation hereby adopts the 2009 edition of the North Carolina Supplement to the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

1/10/2012
Date

[Signature]
State Traffic Engineer

1/10/2012
Date

[Signature]
State Highway Administrator

APPROVED:

1/10/2012
Date

[Signature]
Secretary of Transportation

Sworn to and subscribed before me
This the 10th day of January, 2011
My Commission expires 08-14-2015



[Signature]
Notary Public

**NORTH CAROLINA SUPPLEMENT TO THE
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES**

(NCSMUTCD)

INTRODUCTION

This *North Carolina Supplement to the Manual on Uniform Traffic Control Devices (NCSMUTCD)* is published to provide a document containing standards, guidelines, and policies for traffic control devices not contained in the *Manual on Uniform Traffic Control Devices (MUTCD)*, which are approved by the North Carolina Department of Transportation (NCDOT) or required by North Carolina General Statutes. These standards, guidelines, and policies contained herein are intended to supplement the *MUTCD* in the use of traffic control devices on the State Highway System.

The *NCSMUTCD* follows the format of the *MUTCD* chapters and sections. The numbering system for the sections of the *NCSMUTCD* correspond directly to the numbering system for the sections of the *MUTCD*. The NCDOT has adopted the sections in the *MUTCD* not addressed in the *NCSMUTCD*. *MUTCD* sections that do not have an addendum by North Carolina are not included in this document. In general, subjects not addressed in the *NCSMUTCD* can be located in the *MUTCD*. Unless otherwise stated, the section identified in this supplement will replace the sections in the *MUTCD*.

**NORTH CAROLINA SUPPLEMENT TO THE
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES**

(NCSMUTCD)

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	
PART 1.	GENERAL
Chapter 1A.	General.....1A-1-2
PART 2.	SIGNS
Chapter 2A.	General.....2A-1-1
Chapter 2C.	Warning Signs.....2C-1-1
Chapter 2D.	Guide Signs – Conventional Roads.....2D-1-1
PART 4.	HIGHWAY TRAFFIC SIGNALS
Chapter 4D.	Traffic Control Signal Features.....4D-1

Part 1

General

Prepared by:

**Transportation Mobility and Safety Division
Division of Highways
North Carolina Department of Transportation (NCDOT)**

PART 1. GENERAL
TABLE OF CONTENTS

CHAPTER 1A. GENERAL		<u>Page</u>
Section 1A.07	Responsibility for Traffic Control Devices.....	1A-1
Section 1A.08	Authority for Placement of Traffic Control Devices.....	1A-1
Section 1A.09	Engineering Study and Engineering Judgment	1A-2
Section 1A.13	Definitions of Words and Phrases in This Manual	1A-2-3

Section 1A.07 Responsibility for Traffic Control Devices**Support:**

The Division of Highways of the North Carolina Department of Transportation (NCDOT) has the responsibility for traffic control devices on all of the North Carolina State Highway System to include Interstate, primary, and secondary highways, both rural and urban. For municipal streets not on the State Highway System, the municipality has the responsibility for traffic control devices. For State Highway System streets within a city or town, the Division of Highways occasionally, by contractual agreement, delegates the maintenance of traffic control devices to the local government. However, the devices used must be approved by the Division of Highways and conform to the *Manual on Uniform Traffic Control Devices (MUTCD)* and the *North Carolina Supplement to the Manual on Uniform Traffic Control Devices (NCSMUTCD)*.

Any agency performing construction and maintenance work on or adjacent to a street or highway on the State Highway System is responsible for using the proper traffic control devices and procedures. The devices used are subject to approval by the Division of Highways and conformance to the *MUTCD* and the *NCSMUTCD*.

Standard:

The Division of Highways of the NCDOT shall be responsible for traffic control devices on all of the North Carolina State Highway System. Local municipalities shall be responsible for municipal streets not part of State Highway System. The Division of Highways shall approve all traffic control devices used on the State Highway System.

Option:

The Division of Highways may delegate by contract the maintenance of State Highway System streets within a city or town to the local municipal government.

Section 1A.08 Authority for Placement of Traffic Control Devices

Amended and add the following:

Support:

Under General Statutes 20-158, 20-158.1, 20-169, 136-18, 136-30, and 136-66.1, and Section 2B-0202, Title 19A, North Carolina Administrative Code, the NCDOT is authorized to install and maintain traffic control devices on State Highway System right-of-way. Under General Statute 160A-269 and 160A-300 a municipality, with reference to streets under its jurisdiction, is authorized to control and regulate traffic.

All traffic control devices installed on the State Highway System are to be in substantial conformance with the *MUTCD* and the *NCSMUTCD*. In addition, since the *MUTCD* has been approved by the Federal Highway Administration as a national engineering standard, it is applicable to all highways open to public travel in accordance with Title 23, United States Code, Sections 109(b), 109(d), and 402(a), and 23 CRF 1204.4. The *MUTCD* contains provisions for the design and use of traffic control devices on all streets and highways regardless of type or class or the governmental agency having jurisdiction. These facilities include local municipal streets and highways, and highways under Federal administration such as the National Park Service, United States Forest Service, Bureau of Land Management, Military reservations, etc.

Standard:

Under the General Statutes of North Carolina, the NCDOT shall be responsible for traffic control devices on all of the North Carolina State Highway System. All traffic control devices used on public streets and highways in North Carolina shall conform to the *MUTCD* and the *NCSMUTCD*.

Section 1A.09 Engineering Study and Engineering Judgment**Standard:**

This Manual describes the application of traffic control devices, but shall not be a legal requirement for their installation.

Guidance:

The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment.

Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of the roads and streets that the devices complement. Jurisdictions with responsibility for traffic control that do not have engineers on their staffs should seek engineering assistance from others, such as the State transportation agency, their County, a nearby large City, or a traffic engineering consultant.

Section 1A.13 Definitions of Words and Phrases in This Manual

Amended and add the following:

Standard:

When used in this Manual, the text heading of Standard shall be defined as follows:

A. **Standard**—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verb “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options.

The following words and phrases, when used in this Manual, shall have the following meanings:

64. **Engineering Judgment**—the evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in the Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

65. Engineering Study—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

Part 2

Signs

Prepared by:

**Transportation Mobility and Safety Division
Division of Highways
North Carolina Department of Transportation (NCDOT)**

PART 2. SIGNS
TABLE OF CONTENTS

		<u>Page</u>
CHAPTER 2A.	GENERAL	
Section 2A.06	Design of Signs	2A-1
CHAPTER 2C.	WARNING SIGNS	
Section 2C.38	Reduced Speed Limit Ahead Signs	2C-1
CHAPTER 2D.	GUIDE SIGNS – CONVENTIONAL ROADS	
Section 2D.11	Design of Route Signs	2D-1
Section 2D.43	Street Name Sign (D3-1)	2D-1

CHAPTER 2A. GENERAL

Section 2A.06 Design of Signs

Amended and add the following:

Support:

North Carolina has many special and/or unique sign designs. The “Sign Design Request” link on NCDOT’s Signing and Delineation Unit Webpage has information regarding how to obtain or create a special sign design.

CHAPTER 2C. WARNING SIGNS

Section 2C.38 Reduced Speed Limit Ahead Signs

Amended and add the following:

Standard:

If used, Reduced Speed Limit Ahead (W3-5) sign shall be installed at least 600 feet in advance of the beginning of the speed zone, indicating a change in the speed limit.

CHAPTER 2D. GUIDE SIGNS – CONVENTIONAL ROADS**Section 2D.11 Design of Route Signs**

Amended and add the following:

Standard:

The official route sign for N.C. routes shall be a diamond shield. Three-digit N.C. Route signs shall be at least 24" x 24" in size for ground mounted guide signs.

Three digit N.C. Route signs shall be at least 36" x 36" in size for overhead mounted guide signs.



M1-5

Section 2D.43 Street Name Sign (D3-1)

Amended and add the following:

Standard:

Street Name signs shall be the sole responsibility of the municipality. These signs shall be erected in such a manner that they will not interfere with other signs, signals, or operation of signals. Street Name signs shall be maintained by those responsible for placing the signs.

Part 4

Highway Traffic Signals

Prepared by:

**Transportation Mobility and Safety Division
Division of Highways
North Carolina Department of Transportation (NCDOT)**

Last update: November 2010

PART 4 HIGHWAY TRAFFIC SIGNALS

TABLE OF CONTENTS

	<u>Page</u>
CHAPTER 4D. TRAFFIC CONTROL SIGNAL FEATURES	
Section 4D.04 Meaning of Vehicular Signal Indications	4D-1

CHAPTER 4D. TRAFFIC CONTROL SIGNAL FEATURES

Section 4D.04 Meaning of Vehicular Signal Indications

Amended and revise the following:

Standard:

C. Steady CIRCULAR RED signal indication shall have the following meaning:

1. Vehicular traffic facing a steady CIRCULAR RED signal indication, unless entering the intersection to make another movement permitted by another signal indication, shall stop at a clearly marked stop line; but if there is no stop line, traffic shall stop before entering the crosswalk on the near side of the intersection; but if there is no crosswalk, then before entering the intersection, and shall remain stopped until a signal indication to proceed is given, or as provided below.

Except when a traffic control device is in place prohibiting a turn on red or a steady RED ARROW signal indication is displayed, vehicular traffic facing a steady CIRCULAR RED signal indication is permitted to enter the intersection to turn right after stopping. The right to proceed with the turn shall be subject to the rules applicable after making a stop at a STOP sign.

Support:

General Statute 20-158(b)(2) of the Motor Vehicle Laws of North Carolina states “when a traffic signal is emitting a steady red CIRCULAR light controlling traffic approaching an intersection, an approaching vehicle facing the red light shall come to a stop and shall not enter the intersection. After coming to a complete stop and unless prohibited by an appropriate sign, that approaching vehicle may make a right turn.”

The General Statutes of North Carolina currently prohibit (do not allow) a left turn on red at any intersection, including one way streets. As such, in North Carolina, vehicles may not turn left on red from a one way street onto another one way street.