



National Committee on Uniform Traffic Control Devices

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Attachment No. 5

Item No.: 17A-TCC-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

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TECHNICAL COMMITTEE: Temporary Traffic Controls

ITEM NUMBER: 17A-TCC-01

TOPIC: Optional use of the Advisory Speed (W13-1P) Plaque in Section 6F.52, and Figures 6H-7, 6H-31, 6H-32, 6H-37, 6H-39, and 6H-43.

ORIGIN OF REQUEST: TCCTC Task Force: John Leonard (TTCTC Chair), David Church, Tim Cox, Tom Hicks, Dave Royer, Tim Stroth, Jim Bryden, Todd Lohman, Gene Edmonds, Fred Hanscom, Dave McKee, Gene Putman, Charles Adams, Jim Harkness

AFFECTED SECTIONS OF MUTCD: Chapter 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES
Section 6F.52, Advisory Speed Plaque (W13-1P)
Chapter 6H. TYPICAL APPLICATIONS
Figure 6H-7, Road Closure with a Diversion
Figure 6H-31, Lane Closure on a Street with Uneven Directional Volumes
Figure 6H-32, Half Road Closure on a Multi-Lane, High-Speed Highway
Figure 6H-37, Double Lane Closure on a Freeway
Figure 6H-39, Median Crossover on a Freeway
Figure 6H-43, Partial Exit Ramp Closure
Figure 6H-45, Temporary Reversible Lane Using Movable Barriers

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DEVELOPMENT HISTORY:

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- Approved by Technical Committee: 01/05/2017
 - Resolution of Sponsor Comments by Technical Committee: 06/28/2017
 - Approved by NCUTCD Council: 06/30/2017

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This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or



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19 *options. If approved by the NCUTCD Council, the recommended changes will be*
20 *submitted to FHWA for consideration for inclusion in a future MUTCD revision. The*
21 *MUTCD can be revised only through the federal rulemaking process.*
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23 **SUMMARY:**

24 The Temporary Traffic Controls Technical Committee recommends a clarification to the use of
25 the Advisory Speed Plaque. This will require modifications to Section 6F.52, Advisory Speed
26 Plaque (W13-1P); to Figure 6H-7, Road Closure with a Diversion; to Figure 6H-31, Lane
27 Closure on a Street with Uneven Directional Volumes; to Figure 6H-32, Half Road Closure on a
28 Multi-Lane, High-Speed Highway; to Figure 6H-37, Double Lane Closure on a Freeway; to
29 Figure 6H-39, Median Crossover on a Freeway; Figure 6H-43, Partial Exit Ramp Closure and
30 Figure 6H-45, Temporary Reversible Lane Using Movable Barriers.

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32 This is a modification to 16B-TTC-05 based upon comments received from sponsors.
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34 **DISCUSSION**

35 As now presented in the Section 6F.52, the use of an Advisory Speed (W13-1P) Plaque is
36 optional in combination with a warning sign to indicate a recommended speed through the TTC
37 zone. The optional use of this sign calls for engineering judgment, considering many factors.
38 The TTCTC recommends adding two support statements to Section 6F.52 to 1) clarify locations
39 where it may be appropriate to add an advisory speed plaque and 2) that AASHTO design
40 documents contain established engineering practices that are appropriate to help make those
41 determinations.
42

43 Additionally, the figures in Section 6H, Typical Applications, are not consistent in the
44 presentation of the concept of optional advisory speed plaques, Figures 6H-7, 6H-31, 6H-32,
45 6H-37, 6H-39, and 6H-43 are proposed to be modified to reflect a consistent approach to the use
46 of the optional Advisory Speed Plaque.
47

48 The proposed figure modifications are as follows:

49 TA-7, add 'Advisory Speed Plaque Optional' to the existing advisory speed plaque.

50 TA-31, add advisory speed plaques and 'Advisory Speed Plaque Optional' to both reverse curve
51 signs.

52 TA-32, add an advisory speed plaque to the existing right reverse curve sign and 'Advisory
53 Speed Plaque Optional' to both exiting reverse curve signs.

54 TA-37, remove the existing advisory speed plaque to be consistent with other lane closures.

55 TA-39, add an advisory speed plaque to the existing right reverse curve sign and 'Advisory
56 Speed Plaque Optional' to both exiting reverse curve signs.

57 TA-43, add 'Advisory Speed Plaque Optional' to the existing advisory speed plaque.

58 TA-45, add advisory speed plaques and 'Advisory Speed Plaque Optional' to all four reverse
59 curve signs.
60

61 **RECOMMENDED MUTCD CHANGES**

62 The following present the proposed changes to the current MUTCD within the context of the
63 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
64 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
65 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
66 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
67 comments may be provided with the MUTCD text. These comments are indicated by
68 **[highlighted light blue in brackets]**.

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70 **Part 6. TEMPORARY TRAFFIC CONTROL**

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72 **Chapter 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES**

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74 **Section 6F.52 Advisory Speed Plaque (W13-1P)**

75 Option:

76 01 In combination with a warning sign, an Advisory Speed (W13-1P) plaque (see Figure 6F-4)
77 may be used to indicate a recommended speed through the TTC zone.

78 **Standard:**

79 02 **The Advisory Speed plaque shall not be used in conjunction with any sign other than a**
80 **warning sign, nor shall it be used alone. When used with orange TTC zone signs, this**
81 **plaque shall have a black legend and border on an orange background. The sign shall be at**
82 **least 24 x 24 inches in size when used with a sign that is 36 x 36 inches or larger. Except in**
83 **emergencies, an Advisory Speed plaque shall not be mounted until the recommended speed**
84 **is determined by the highway agency.**

85 Support:

86 03 Warning signs with advisory speed plaques inform drivers of the recommended
87 operating speed based on temporary conditions within a TTC zone (see Section 2C.08).
88 Examples include narrow lanes, temporary diversion (reverse curves), lane shifts, sight
89 distance restrictions, rough road surface, bumps, low/no shoulder, workers on foot, work
90 vehicles or equipment close to the open travel lane, or other conditions that indicate the
91 need for reduced speed.

92 04 AASHTO and ITE design documents contain established engineering practices for the
93 determination of the recommended advisory speeds for horizontal curves or locations with
94 limited sight distance.

95
96 **Chapter 6H. TYPICAL APPLICATIONS**

Figure 6H-7. Road Closure with a Diversion (TA-7)

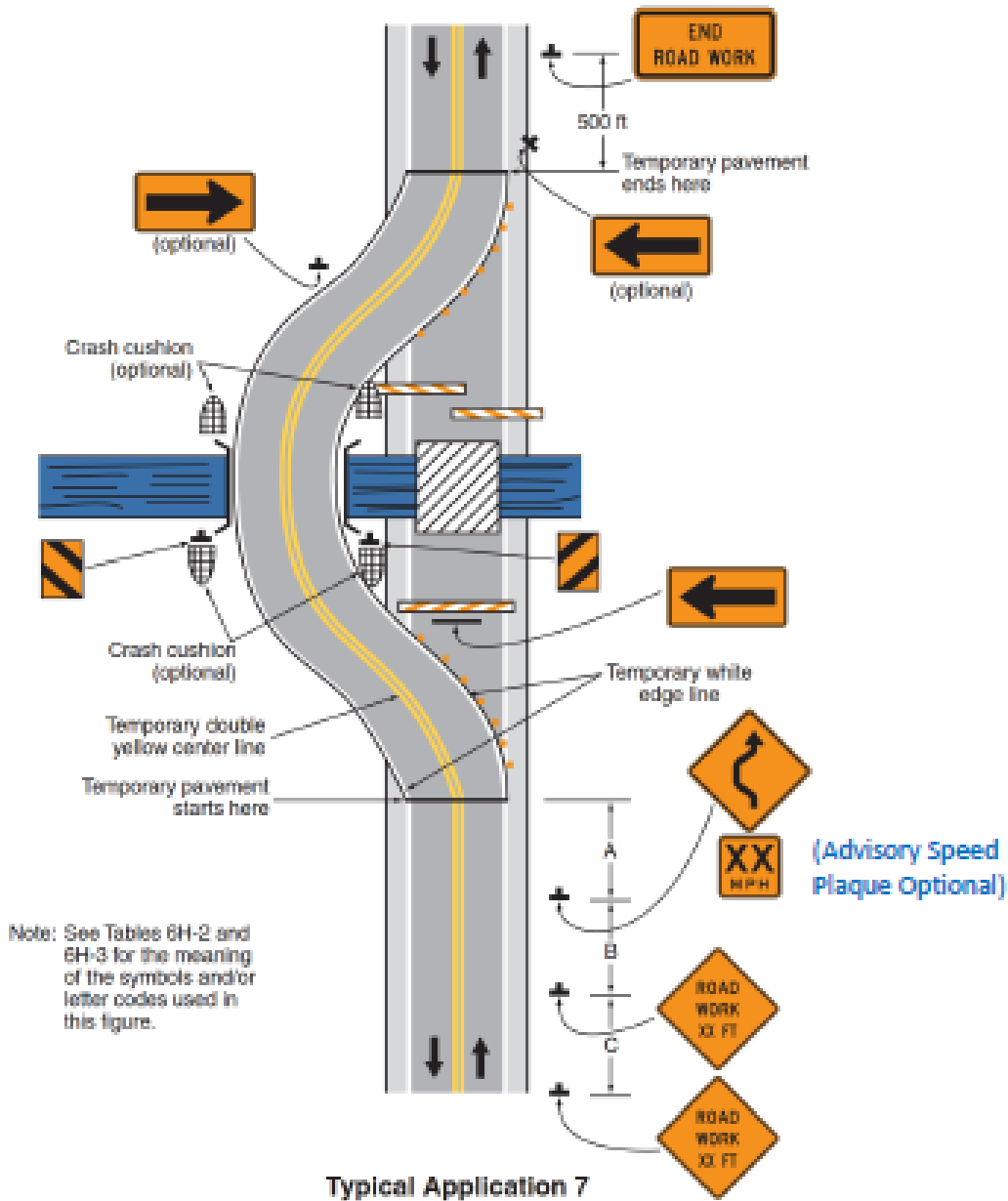


Figure 6H-31. Lane Closures on a Street with Uneven Directional Volumes (TA-31)

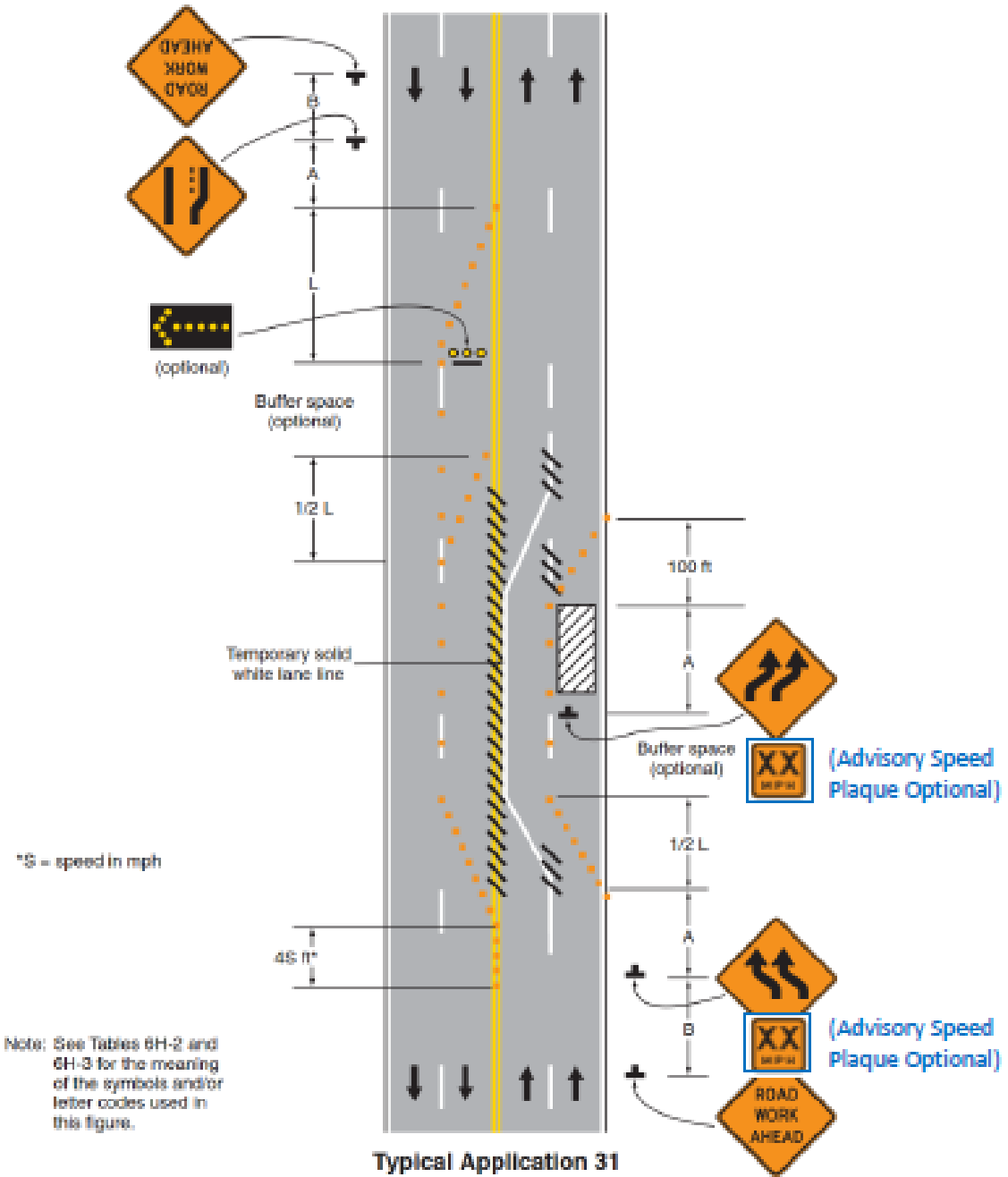
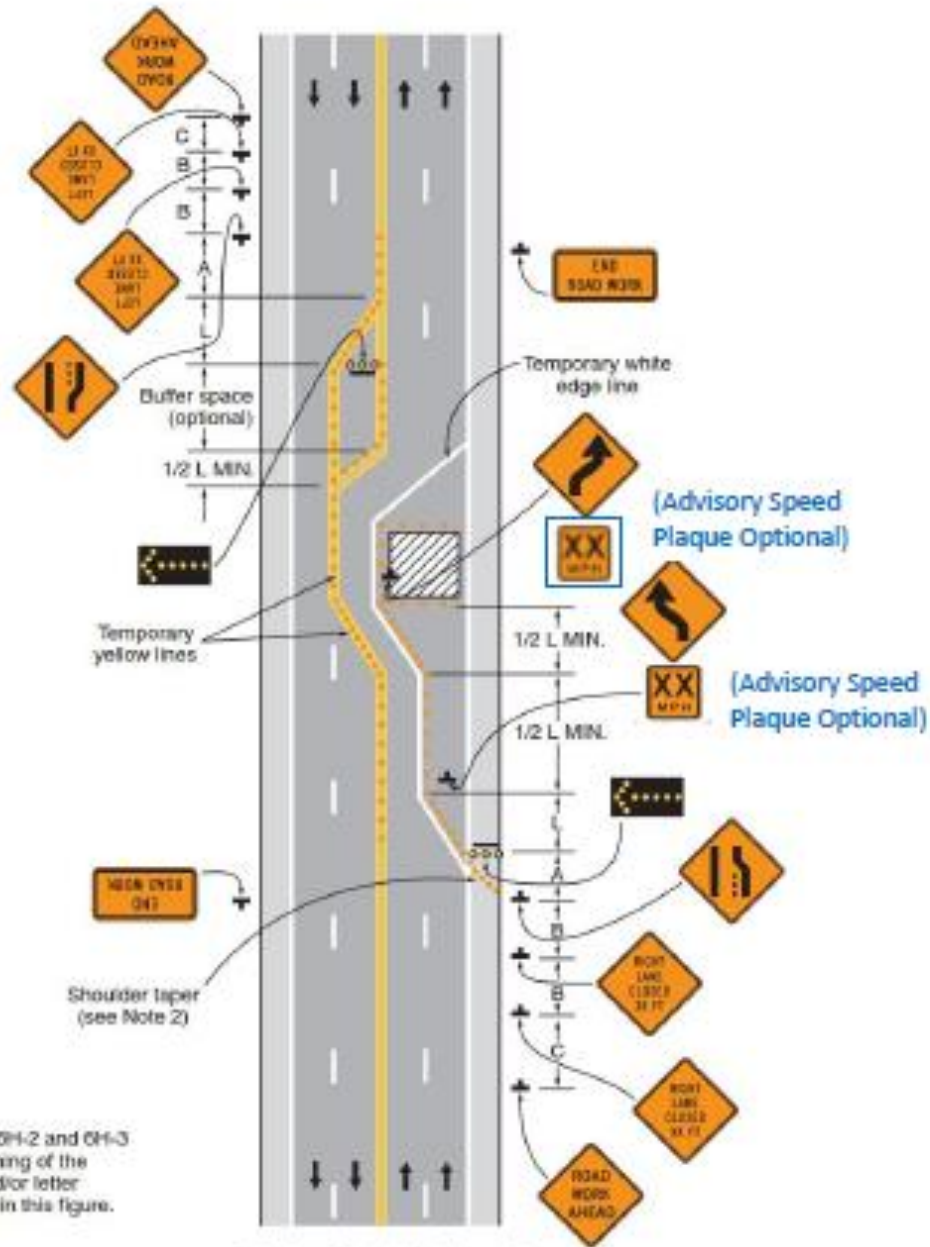
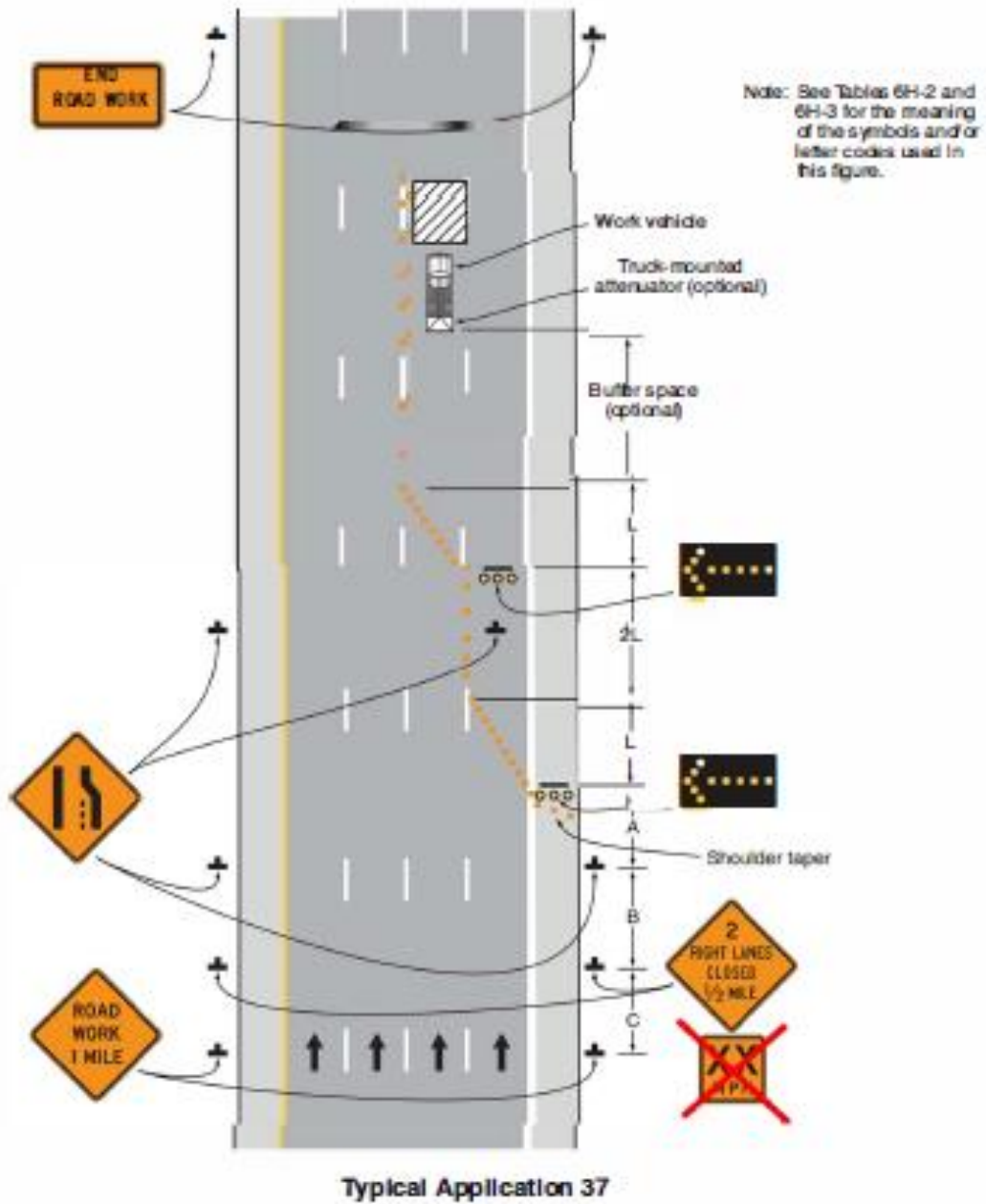


Figure 6H-32. Half Road Closure on a Multi-Lane, High-Speed Highway (TA-32)



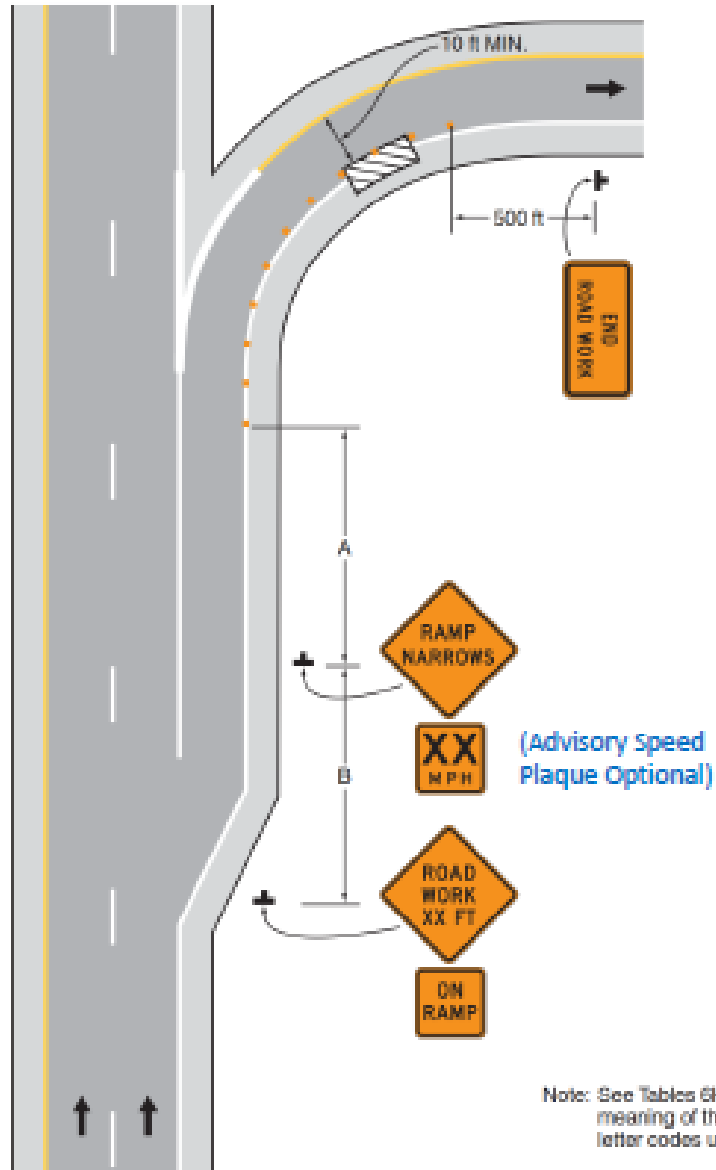
Typical Application 32

Figure 6H-37. Double Lane Closure on a Freeway (TA-37)



Typical Application 37

Figure 6H-43. Partial Exit Ramp Closure (TA-43)



Typical Application 43

