National Committee on
Uniform Traffic Control Devices

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National Committee on Uniform Traffic Control Devices (NCUTCD)
Recommended Changes to Proposed Text for 11th Edition of the MUTCD
Docket Number: FHWA-2020-0001

Federal Register Item Number: 495, 496, 497, 498
NPA MUTCD Section Number: Sections 6K.01 to 6K.13
Legend: Base text shown in proposal is the NPA "clean" proposed text.

- NCUTCD recommendation for text to be added in final rule.
- ~~NCUTCD recommendation for text to be deleted in final rule~~.
- NCUTCD recommendation for text to be moved/relocated in final rule.
- NPA text that was not previously approved by NCUTCD but is now approved.
- Explanatory note: [Note that explains purpose of recommended change.]

The following pages present NCUTCD recommendations for changes to the MUTCD NPA proposed text, tables, and figures for Chapter 6L. Below is a short summary of the NCUTCD position for each section of this chapter. A more detailed summary is provided at the beginning of each section.

- NPA #495, Section 6K.01: Changes recommended based on Council action in spring 2021
- NPA #496, Section 6K.02: Changes recommended based on Council action in spring 2021
- NPA #N/A, Section 6K.03: NCUTCD agrees with NPA content (no changes recommended)
- NPA # N/A, Section 6K.04: NCUTCD agrees with NPA content (no changes recommended)
- NPA # N/A, Section 6K.05: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6K.06: NCUTCD agrees with NPA content (no changes recommended)
- NPA #497, Section 6K.07: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6K.08: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6K.09: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6K.10: NCUTCD agrees with NPA content (no changes recommended)
- NPA #498, Section 6K.11: Changes recommended based on Council action in spring 2021
- NPA #N/A, new Section 6K.12: Changes recommended based on Council action in spring 2021 (relocated Section from 6H.17)
- NPA # N/A, Section 6N.12 (now 6K.13): Changes recommended based on Council action in spring 2021

CHAPTER 6K. TTC ZONE CHANNELIZING DEVICES

Section 6K.01 Comments: NCUTCD generally agrees with 6K.01 as presented in the NPA, but recommends revising as follows:

- Add a reference to new proposed 1D.13 to the first Standard
- Revise the final Guidance statement to a Standard, and revise replacement criterion to "no longer serviceable", since "significant amount" is not defined

Section 6K.01 Channelizing Devices – General

Standard:

Designs of various channelizing devices shall be as shown in Figure 6K-1. All channelizing devices shall be crashworthy (see Section1D.13). [add reference]

Support:

The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users. Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and longitudinal channelizing devices.

Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the work space, pavement drop-offs, pedestrian or shared-use paths, or opposing directions of vehicular traffic.

Guidance:

The spacing between cones, tubular markers, vertical panels, drums, and barricades should not exceed a distance in feet equal to 1.0 times the speed limit in mph when used for taper channelization, and a distance in feet equal to 2.0 times the speed limit in mph when used for tangent channelization.

When channelizing devices have the potential of leading vehicular traffic out of the intended vehicular traffic space as shown in Figure 6P-39, the channelizing devices should be extended a distance in feet of 2.0 times the speed limit in mph beyond the downstream end of the transition area.

Option:

Warning lights (see Section 6L.07) may be added to channelizing devices in areas with frequent fog, snow, or severe roadway curvature, or where visual distractions are present.

A series of sequential flashing warning lights may be placed on channelizing devices that form a merging taper in order to increase driver detection and recognition of the merging taper.

Support:

The flashing rates and patterns for warning lights used on channelizing devices are specified in Section 6L.07.

Standard:

The retroreflective material used on channelizing devices shall display a similar color day or night.

Except as provided in Paragraph 11, information identifying the owner or manufacturer of the channelizing device shall not be displayed on any portion of the device that can be seen by road users approaching the device.

Option:

The name and telephone number of the highway agency, contractor, or supplier may be displayed on the non-retroreflective surface of all types of channelizing devices.

Standard:

The area containing the name and telephone number shall be non-retroreflective and not over 2 inches in height.

Particular attention should be given to maintaining the channelizing devices to keep them clean, visible, and properly positioned at all times.

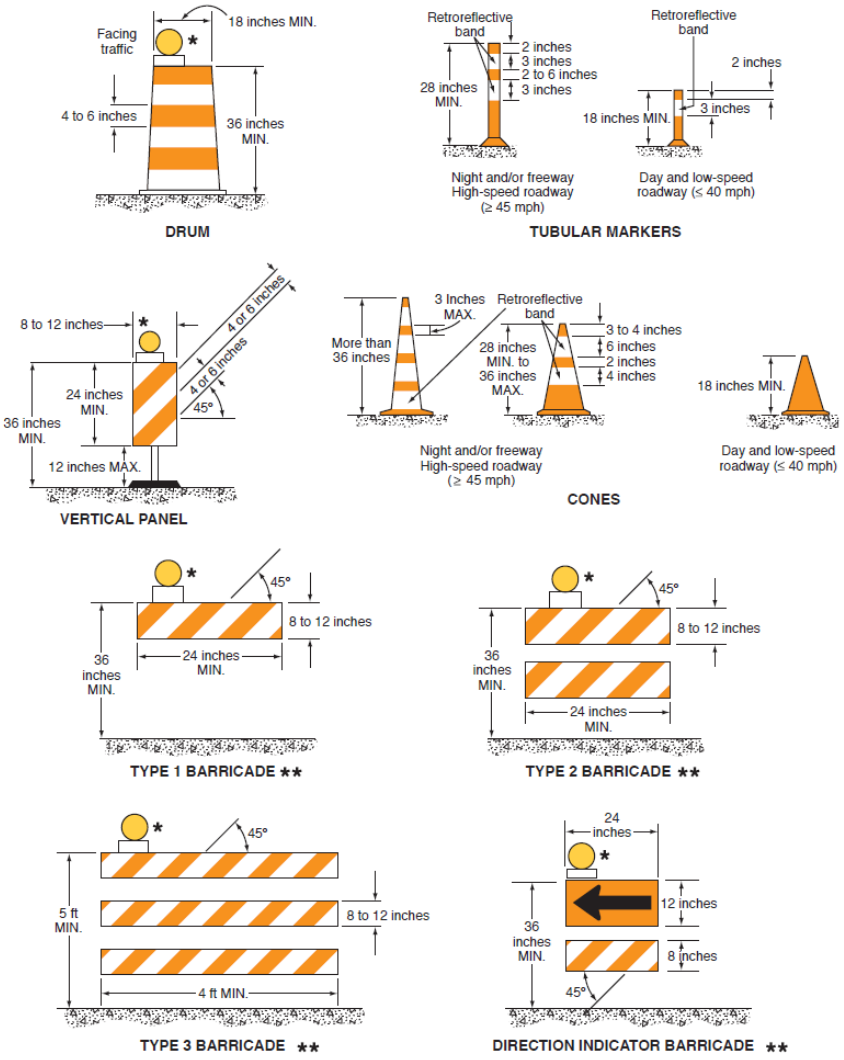
Standard:

Devices that are ~~damaged or have lost a significant amount of their retroreflectivity and effectiveness should~~ no longer serviceable shall be replaced. [restore back to Standard and edit for clarity]

Figure 6K-1 Comments: NCUTCD generally agrees with Figure 6K-1, but recommends revising the name of the figure by adding "Examples of" to "Channelizing Devices".

Examples of Channelizing Devices

Figure 6K-1. ~~Channelizing Devices~~



* Warning lights (optional)

** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Section 6K.02 Comments: NCUTCD generally agrees with 6K.02 as presented in the NPA, but recommends revising as follows:

- Revise the first Standard statement to reference the new proposed Section 1D.13 and define a maximum 38 inch height for the pedestrian channelizing device
- Add a Guidance statement similar to Note 1 in Figure 6K-2 adding a reference to criteria for providing a minimum gap width between the hand-trailing edge and the wall
- Relocate and revise material within the section to improve clarity, and revise a portion of Guidance on channelizing device materials to Option

Section 6K.02 Pedestrian Channelizing Devices

Support:

Pedestrian channelizing devices indicate a suitable path of pedestrian travel around or through the work zone.

Guidance:

Pedestrian channelizing devices should be provided when work activities impact sidewalks or other pedestrian facilities or when the design of the temporary pedestrian facility does not otherwise include accessibility features consistent with the features in the existing pedestrian facility.

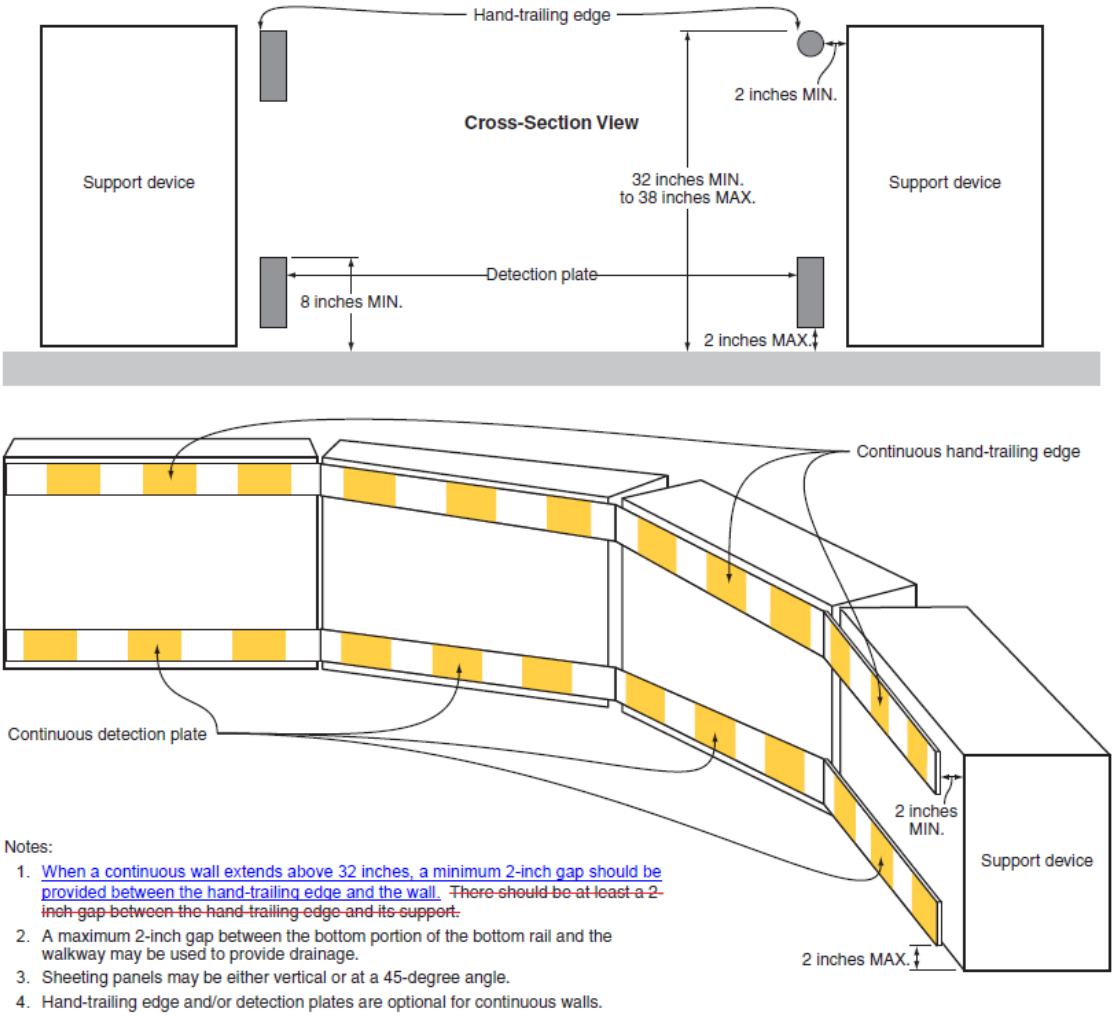
The pedestrian channelizing devices should be used both to close sidewalks and to delineate an alternate route.

Support:

An example of a Pedestrian Channelizing Device is depicted in Figure 6K-2.

Figure 6K-2 Comments: NCUTCD generally agrees with Figure 6K-2 as presented in the NPA, but recommends adding a reference in the notes to criteria for providing a minimum gap width between the hand-trailing edge and the wall.

Figure 6K-2. Pedestrian Channelizing Device



Notes:

1. When a continuous wall extends above 32 inches, a minimum 2-inch gap should be provided between the hand-trailing edge and the wall. ~~There should be at least a 2-inch gap between the hand-trailing edge and its support.~~
2. A maximum 2-inch gap between the bottom portion of the bottom rail and the walkway may be used to provide drainage.
3. Sheeting panels may be either vertical or at a 45-degree angle.
4. Hand-trailing edge and/or detection plates are optional for continuous walls.

Standard:

Pedestrian channelizing devices shall be crashworthy (see Section 1D.13) when exposed to vehicular traffic. [add reference]

Devices used to channelize pedestrians shall be detectable to users of long canes and visible to pedestrians with vision disabilities.

When used as a sidewalk closure, the device shall cover the entire width of the sidewalk.

Pedestrian channelizing devices shall have continuous bottom and top surfaces. The bottom of the bottom portion shall be no higher than 2 inches above the walkway. The top edge of the bottom portion shall measure at least 8 inches above the walkway. The top of the top portion shall be no lower than 32 inches and no higher than 38 inches above the

walkway. The top horizontal surface shall be smooth to optimize hand-trailing. Both upper and lower surfaces shall share a common vertical plane. [edit for clarity]

Option:

A continuous wall may be used as a pedestrian channelizing device.

Guidance:

When used, a continuous wall should have a lower edge no more than 2 inches above the walkway, should extend a minimum of 32 inches above the walkway, should have a common vertical face, and should have alternating, contrasting sheeting positioned 32 inches above the walkway.

Option:

The continuous wall may extend to any height above the 32 inch minimum.

Guidance:

When a continuous wall extends above 32 inches, a minimum 2 inch gap should be provided between the hand-trailing edge and the wall. [add Guidance]

~~*When pedestrian channelizing devices are combined in a series, the gap between devices should not exceed one inch.*~~ [relocate Guidance to under below Support.]

Support:

A Hand-Trailing Edge is the ~~upper~~ top horizontal surface of the upper rail on a pedestrian channelizing device, as shown in Figure 6K-2. It is provided to allow pedestrians with vision disabilities to follow the pedestrian channelizing device with their hand. The Hand-Trailing Edge is not a weight bearing railing. [edit for clarity]

Guidance:

When pedestrian channelizing devices are combined in a series, the gap between devices should not exceed one inch. [relocate Guidance from above]

Standard:

When ~~exposed~~ visible to vehicular traffic the bottom and top surfaces of the Pedestrian Channelizing Device shall have retroreflective sheeting complying with Section 6K.01 Paragraph 9. [edit for clarity]

Guidance:

When not ~~exposed~~visable to vehicular traffic, the Pedestrian Channelizing device should have a contrasting pattern in alternating light and dark colors to provide visual contrast on the upper surface consisting of a minimum of 6 vertical inches of sheeting or other contrasting materials. ~~*Non-retroreflective materials may be used on the pedestrian side of the Pedestrian Channelizing device.*~~ [relocate to the end of the Section, change from Guidance to Option, and edit for clarity]

Option:

The sheeting on the side of the device on the pedestrian side of the Pedestrian Channelizing device may have sheeting with a vertical orientation.

Support:

The contrast of the light and dark stripes on the barricade sheeting assists pedestrians with vision disabilities in following the designated detour.

See also Section 6M.04 regarding detectable edging for pedestrian channelization.

Option:

Non-retroreflective materials may be used on the pedestrian side of the Pedestrian Channelizing device. [relocate from above Guidance and change to Option]

Section 6K.03 Comments: NCUTCD agrees with 6K.03 as presented in the NPA.

Section 6K.03 Cones

Standard:

Cones (see Figure 6K-1) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.

For nighttime use, cones shall be retroreflectorized or equipped with lighting devices for maximum visibility. Retroreflectorization of cones that are 28 to 36 inches in height shall be provided by a 6-inch wide white band located 3 to 4 inches from the top of the cone and an additional 4-inch wide white band located approximately 2 inches below the 6-inch band.

Retroreflectorization of cones that are more than 36 inches in height shall be provided by horizontal, circumferential, alternating orange and white retroreflective stripes that are 4 to 6 inches wide. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflective spaces between the retroreflective stripes shall not exceed 3 inches in width.

Option:

Traffic cones may be used to channelize road users, divide opposing vehicular traffic lanes, divide lanes when two or more lanes are kept open in the same direction, and delineate short duration maintenance and utility work.

Guidance:

Steps should be taken to minimize the possibility of cones being blown over or displaced by wind or moving vehicular traffic.

Option:

Cones may be doubled up to increase their weight.

Support:

Some cones are constructed with bases that can be filled with ballast. Others have specially weighted bases, or weight such as sandbag rings that can be dropped over the cones and onto the base to provide added stability.

Guidance:

Ballast should be kept to the minimum amount needed.

Section 6K.04 Comments: NCUTCD agrees with 6K.04 as presented in the NPA.

Section 6K.04 Tubular Markers

Standard:

Tubular markers (see Figure 6K-1) shall be predominantly orange for temporary traffic control zone applications and shall be not less than 18 inches high and 2 inches wide facing road users. They shall be made of a material that can be struck without causing damage to the impacting vehicle.

Tubular markers shall be a minimum of 28 inches in height when they are used on freeways and other high-speed highways, on all highways during nighttime, or whenever more conspicuous guidance is needed.

For nighttime use, tubular markers shall be retroreflectorized. Retroreflectorization of tubular markers that have a height of less than 42 inches shall be provided by two 3-inch wide white bands placed a maximum of 2 inches from the top with a maximum of 6 inches between the bands. Retroreflectorization of tubular markers that have a height of 42 inches or more shall be provided by four 4- to 6-inch wide alternating orange and white stripes with the top stripe being orange.

Guidance:

Tubular markers have less visible area than other devices and should be used only where space restrictions do not allow for the use of other more visible devices.

Tubular markers should be stabilized by affixing them to the pavement, by using weighted bases, or weights such as sandbag rings that can be dropped over the tubular markers and onto the base to provide added stability. Ballast should be kept to the minimum amount needed.

Option:

Tubular markers may be used effectively to divide opposing lanes of road users, divide vehicular traffic lanes when two or more lanes of moving vehicular traffic are kept open in the same direction, and to delineate the edge of a pavement drop off where space limitations do not allow the use of larger devices.

Standard:

A tubular marker shall be attached to the pavement to display the minimum 2-inch width to the approaching road users.

Section 6K.05 Comments: NCUTCD agrees with 6K.05 as presented in the NPA.

Section 6K.05 Vertical Panels

Standard:

Vertical panels (see Figure 6K-1) shall have retroreflective striped material that is 8 to 12 inches in width and at least 24 inches in height. They shall have alternating diagonal orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction vehicular traffic is to pass.

Where the height of the retroreflective material on the vertical panel is 36 inches or more, a stripe width of 6 inches shall be used.

Option:

Where the height of the retroreflective material on the vertical panel is less than 36 inches, a stripe width of 4 inches may be used.

Where space is limited, vertical panels may be used to channelize vehicular traffic, divide opposing lanes, or replace barricades.

Section 6K.06 Comments: NCUTCD agrees with 6K.06 as presented in the NPA.

Section 6K.06 Drums

Standard:

Drums (see Figure 6K-1) used for road user warning or channelization shall be constructed of lightweight, deformable materials. They shall be a minimum of 36 inches in height and have at least an 18-inch minimum width regardless of orientation. Metal drums shall not be used. The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 4 to 6 inches wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflectorized spaces between the horizontal orange and white stripes shall not exceed 3 inches wide. Drums shall have closed tops that will not allow collection of construction debris or other debris.

Support:

Drums are highly visible, have good target value, give the appearance of being formidable obstacles and, therefore, command the respect of road users. They are portable enough to be shifted from place to place within a TTC zone in order to accommodate changing conditions, but are generally used in situations where they will remain in place for a prolonged period of time.

Option:

Although drums are most commonly used to channelize or delineate road user flow, they may also be used alone or in groups to mark specific locations.

Guidance:

Drums should not be weighted with sand, water, or any material to the extent that would make them hazardous to road users or workers when struck. Drums used in regions susceptible to freezing should have drain holes in the bottom so that water will not accumulate and freeze causing a hazard if struck by a road user.

Standard:

Ballast shall not be placed on the top of a drum.

Section 6K.07 Comments: NCUTCD agrees with 6K.07 as presented in the NPA, but recommends that if PROWAG is adopted as a Standard, it be referenced in the Manual.

Section 6K.07 Type 1, 2, or 3 Barricades

Support:

A barricade is a portable or fixed device having from one to three rails with appropriate markings and is used to control road users by closing, restricting, or delineating all or a portion of the right-of-way.

As shown in Figure 6K-1, barricades are classified as Type 1, Type 2, or Type 3.

Standard:

Stripes on barricade rails shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Except as provided in Paragraph 4, the stripes shall be 6 inches wide.

Option:

When rail lengths are less than 36 inches, 4-inch wide stripes may be used.

Standard:

The minimum length for Type 1 and Type 2 Barricades shall be 24 inches, and the minimum length for Type 3 Barricades shall be 48 inches. Each barricade rail shall be 8 to 12 inches wide. Barricades used on freeways, expressways, and other high-speed roadways shall have a minimum of 270 square inches of retroreflective area facing road users.

Guidance:

Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.

Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.

Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.

Barricade rails should be supported in a manner that will allow them to be seen by the road user, and in a manner that provides a stable support that is not easily blown over or displaced.

The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

Barricade rail supports should not project into pedestrian circulation routes more than 4 inches from the support between 27 and 80 inches from the surface as described in Section 307 of the "2010 ADA Standards for Accessible Design" (see Section 1A.05).

Option:

For Type 1 Barricades, the support may include other unstriped horizontal rails necessary to provide stability.

Guidance:

On high-speed expressways or in other situations where barricades may be susceptible to overturning in the wind, ballasting should be used.

Option:

Sandbags may be placed on the lower parts of the frame or the stays of barricades to provide the required ballast.

Support:

Type 1 or Type 2 Barricades are intended for use in situations where road user flow is maintained through the TTC zone.

Option:

Barricades may be used alone or in groups to mark a specific condition or they may be used in a series for channelizing road users.

Type 1 Barricades may be used on conventional roads or urban streets.

Guidance:

Type 2 or Type 3 Barricades should be used on freeways and expressways or other high-speed roadways. Type 3 Barricades should be used to close or partially close a road.

Option:

Type 3 Barricades used at a road closure may be placed completely across a roadway or from curb to curb.

Guidance:

Where provision is made for access of authorized equipment and vehicles, the responsibility for Type 3 Barricades should be assigned to a person who will provide proper closure at the end of each work day.

Support:

When a highway is legally closed but access must still be allowed for local road users, barricades usually are not extended completely across the roadway.

Standard:

A sign shall be installed with the appropriate legend concerning permissible use by local road users (see Section 6G.05).

Guidance:

Adequate visibility of the barricades from both directions should be provided.

Option:

Signs may be installed on barricades (see Section 6F.02).

Section 6K.08 Comments: NCUTCD agrees with 6K.08 as presented in the NPA.

Section 6K.08 Direction Indicator Barricades

Standard:

The Direction Indicator Barricade (see Figure 6K-1) shall consist of a One-Direction Large Arrow (W1-6) sign mounted above a diagonal striped, horizontally aligned, retroreflective rail.

The One-Direction Large Arrow (W1-6) sign shall be black on an orange background. The stripes on the bottom rail shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. The stripes shall be 4 inches wide. The One-Direction Large Arrow (W1-6) sign shall be 24 x 12 inches. The bottom rail shall have a length of 24 inches and a height of 8 inches.

Option:

The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.

Guidance:

If used, Direction Indicator Barricades should be used in series to direct the driver through the transition and into the intended travel lane.

Section 6K.09 Comments: NCUTCD agrees with 6K.09 as presented in the NPA.

Section 6K.09 Temporary Traffic Barriers as Channelizing Devices

Support:

Temporary traffic barriers (see Section 6M.02) are not TTC devices in themselves; however, when placed in a position identical to a line of channelizing devices and marked and/or equipped with appropriate channelization features to provide guidance and warning both day and night, they serve as TTC devices.

Standard:

Temporary traffic barriers serving as TTC devices shall comply with requirements for such devices as set forth throughout Part 6.

Temporary traffic barriers (see Section 6M.02) shall not be used solely to channelize road users, but also to protect the work space. If used to channelize vehicular traffic, the temporary traffic barrier shall be supplemented with delineation, pavement markings, or channelizing devices for improved daytime and nighttime visibility.

Guidance:

Temporary traffic barriers should not be used for a merging taper except in low-speed urban areas.

When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper length should be designed to optimize road user operations considering the available geometric conditions.

Standard:

When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper shall be delineated using channelizing devices, and/or an edge line, and/or delineators on the barrier.

Guidance:

When used for channelization, temporary traffic barriers should be of a light color for increased visibility.

Section 6K.10 Comments: NCUTCD agrees with 6K.10 as presented in the NPA.

Section 6K.10 Longitudinal Channelizing Devices

Support:

Longitudinal channelizing devices are lightweight, deformable devices that are highly visible, have good target value, and can be connected together.

Standard:

If used singly as Type 1, 2, or 3 barricades, longitudinal channelizing devices shall comply with the general size, color, stripe pattern, retroreflectivity, and placement characteristics established for the devices described in this Chapter.

Guidance:

If used to channelize vehicular traffic at night, longitudinal channelizing devices should be supplemented with retroreflective material or delineation for improved nighttime visibility.

Option:

Longitudinal channelizing devices may be used instead of a line of cones, drums, or barricades.

Longitudinal channelizing devices may be hollow and filled with water as a ballast.

Longitudinal channelizing devices may be used for pedestrian traffic control.

Standard:

If used for pedestrian traffic control, longitudinal channelizing devices shall be interlocked to delineate or channelize flow. The interlocking devices shall not have gaps that allow pedestrians to stray from the channelizing path.

Guidance:

Longitudinal channelizing devices have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.

Section 6K.11 Comments: NCUTCD generally agrees with 6K.11 as presented in the NPA, but recommends revising the name of the W6-4 sign from Opposing Lane Traffic Divider to Opposing Traffic Lane Divider since the traffic is in opposition, not the lanes.

Section 6K.11 Temporary Lane Separators

Option:

Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, and to divide lanes when two or more lanes are open in the same direction.

Standard:

Temporary lane separators shall consist of a longitudinal base component with a maximum height of 4 inches and a maximum width of 1 foot. The longitudinal base shall have sloping sides in order to facilitate crossover by emergency vehicles. One or more ~~of~~ types of channelizing devices, such as tubular markers, vertical panels, or Opposing ~~Lane~~ Traffic Lane Divider (W6-4) signs mounted on flexible supports, shall be affixed to the longitudinal base. [edit sign name]

Channelizing devices affixed to the longitudinal base of a temporary lane separator shall be retroreflectorized to provide nighttime visibility.

Guidance:

A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be intentionally moved from place to place within the TTC zone in order to accommodate changing conditions.

Temporary Lane Separators should not be used to shield obstacles or provide positive protection for pedestrians or workers, because these devices have not met the crashworthy requirements for temporary traffic barriers.

Standard:

At pedestrian crossing locations, temporary lane separators shall have an opening or be shortened to provide a pathway that is at least 60 inches wide for crossing pedestrians.

New Section 6K.12 Comments: NCUTCD recommends relocating Section 6H.17 to Chapter 6K as a new inserted Section 6K.12. Although the NPA reclassified this device from a channelizing device to a warning sign and relocated this Section from 6F.76 in the 2009 MUTCD, NCUTCD does not agree with the relocation and reclassification of this device, as it is not a sign, but is a channelizer, as it is attached to a flexible support.

Revise 6H.17 as presented in the NPA into 6K.12 as follows:

- Change the title of the section to 'Opposing Traffic Lane Divider', since the traffic is opposition, not the lanes
- Revise text for simplicity and clarity

Section ~~6H.17~~6K.12 Opposing Traffic Lane ~~Traffic~~ Divider ~~Sign (W6-4)~~ [edit name]

Standard:

The opposing traffic lane divider ~~Opposing Lane Traffic Divider (W6-4) sign (see Figure 6H-1)~~ shall consist of an opposing traffic lane divider (W6-4) (see Figure 6H-1) ~~be an upright, retroreflective orange-colored sign~~ placed on a flexible support ~~and sized at least 12 inches wide by 18 inches high~~. [show W6-4 in Figure 6H-1, and edit for name and for clarity]

Support:

The opposing traffic lane dividerOpposing Lane Traffic Divider (W6-4) sign is intended to be used for mounting only on a flexible support in a series along the center lane line to separate opposing vehicular traffic on a two-lane, two-way operation. [edit for name and for clarity]

Standard:

Opposing traffic lane dividers Lane Traffic Divider signs shall not be placed within pedestrian crossings. [edit name]

Section 6K.12 Comments: NCUTCD agrees with 6K.12 as presented in the NPA, but recommends revising the Section number to 6K.13.

Section 6K.12 6K.13 Other Channelizing Devices [renumber section]

Option:

Channelizing devices other than those described in this Chapter may be used in special situations based on an engineering study.

Guidance:

Other channelizing devices should comply with the general size, color, stripe pattern, retroreflection, and placement characteristics established for the devices described in this Chapter.