



# 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 11<sup>th</sup> Edition of the MUTCD Docket Number: FHWA-2020-0001

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**Federal Register Item Number:** 415-416 (see listing below)

**NPA MUTCD Section Number:** Chapter 4G

**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 4G. 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 #NA, Section 4G.01: NCUTCD agrees with NPA content.
- NPA #415, Section 4G.02: NCUTCD agrees with NPA content.
- NPA #NA, Section 4G.03: NCUTCD agrees with NPA content.
- NPA #416, Section 4G.04: NCUTCD agrees with NPA content.

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**Section 4G.01 Comments: NCUTCD agrees with 4G.01 as presented in the NPA.**

### Section 4G.01 Flashing Operation of Traffic Control Signals – General

#### Standard:

The light source of a flashing signal indication shall be flashed continuously at a rate of not less than 50 or more than 60 times per minute.

The displayed period of each flash shall be a minimum of 1/2 and a maximum of 2/3 of the total flash cycle.

Flashing signal indications shall comply with the requirements of other Sections of this Manual regarding visibility-limiting or positioning of conflicting signal indications, except that flashing yellow signal indications for through traffic shall not be required to be visibility-limited or positioned to minimize visual conflict for road users in separately controlled turn lanes.

Each traffic control signal shall be provided with an independent flasher mechanism that operates in compliance with this Section.

The flashing operation shall not be terminated by removal or turn off of the controller unit or of the conflict monitor (malfunction management unit) or both.

40 A manual switch shall be provided to initiate the flashing mode. If appropriate, a conflict  
41 monitor (malfunction management unit) circuit and/or an automatic means shall also be provided  
42 to initiate the flashing mode.

43 Option:

44 Based on engineering study or engineering judgment, traffic control signals may be operated in the  
45 flashing mode on a scheduled basis during one or more periods of the day rather than operated  
46 continuously in the steady (stop-and-go) mode.

47 Support:

48 Sections 4I.06 and 4K.04 contain information regarding the operation of pedestrian signal heads and  
49 accessible pedestrian signal detector push button locator tones, respectively, during flashing operation.

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51 **Section 4G.02 Comments: NCUTCD agrees with 4G.02 as presented in the NPA.**

### 52 **Section 4G.02 Flashing Operation – Transition Into Flashing Mode**

53 Option:

54 The transition from steady (stop-and-go) mode to flashing mode, if initiated by a conflict monitor  
55 (malfunction management unit) or by a manual switch, may be made at any time.

56 **Standard:**

57 **Programmed changes from steady (stop-and-go) mode to flashing mode shall be made under  
58 either of the following circumstances:**

- 59
- 60 **A. At the end of the common major-street red interval (such as just prior to the start of the**  
61 **green in both directions on the major street), or**
  - 62 **B. Directly from a CIRCULAR GREEN signal indication to a flashing CIRCULAR YELLOW**  
63 **signal indication, or from a GREEN ARROW signal indication to a flashing YELLOW**  
64 **ARROW signal indication, or from a flashing YELLOW ARROW signal indication (see**  
65 **Sections 4F. 03, 4F.05, 4F.06, 4F.09, 4F.11, and 4F.13) to a flashing YELLOW ARROW**  
66 **signal indication (in a different signal section if the signal face displays the steady**  
67 **YELLOW ARROW signal indication in a different section than the flashing YELLOW**  
68 **ARROW signal indication).**

69 **During programmed changes into flashing mode, no green signal indication or flashing yellow**  
70 **signal indication shall be terminated and immediately followed by a steady red or flashing red**  
71 **signal indication without first displaying the steady yellow signal indication.**

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72 **Section 4G.03 Comments: NCUTCD agrees with 4G.03 as presented in the NPA.**

### 73 **Section 4G.03 Flashing Operation – Signal Indications During Flashing Mode**

74 *Guidance:*

75 *When a traffic control signal is operated in the flashing mode, a flashing yellow signal indication*  
76 *should be used for the major street and a flashing red signal indication should be used for the other*  
77 *approaches unless flashing red signal indications are used on all approaches.*

78 **Standard:**

79 **When a traffic control signal is operated in the flashing mode, all of the green signal indications**  
80 **at the signalized location shall be dark (non-illuminated) and shall not be displayed in either a**  
81 **steady or flashing manner, except for single-section GREEN ARROW signal indications as**  
82 **provided elsewhere in this Section.**

85 Flashing yellow signal indications shall be used on more than one approach to a signalized  
86 location only if those approaches do not conflict with each other.

87 Except as provided in Paragraph 5, when a traffic control signal is operated in the flashing  
88 mode, one and only one signal indication in every signal face at the signalized location shall be  
89 flashed.

90 Option:

91 If a signal face has two identical CIRCULAR RED or RED ARROW signal indications (see Section  
92 4E.04), both of those identical signal indications may be flashed simultaneously.

93 **Standard:**

94 No steady indications, other than a single-section signal face consisting of a continuously-  
95 displayed GREEN ARROW signal indication that is used alone to indicate a continuous movement  
96 in the steady (stop-and-go) mode, shall be displayed at the signalized location during the flashing  
97 mode. A single-section GREEN ARROW signal indication shall remain continuously-displayed  
98 when the traffic control signal is operated in the flashing mode.

99 If a signal face includes both circular and arrow signal indications of the color that is to be  
100 flashed, only the circular signal indication shall be flashed.

101 All signal faces that are flashed on an approach shall flash the same color, either yellow or red,  
102 except that separate turn signal faces (see Sections 4F.03 and 4F.10) shall be permitted to flash a  
103 RED ARROW signal indication when the adjacent through movement signal indications are  
104 flashed yellow. Shared signal faces (see Sections 4F.03 and 4F.10) for turn movements shall not be  
105 permitted to flash a CIRCULAR RED signal indication when the adjacent through movement  
106 signal indications are flashed yellow.

107 The appropriate RED ARROW or YELLOW ARROW signal indication shall be flashed when  
108 a signal face consists entirely of arrow indications. A signal face that consists entirely of arrow  
109 indications and that provides a protected only turn movement during the steady (stop-and-go)  
110 mode or that provides a flashing YELLOW ARROW or flashing RED ARROW signal indication  
111 for a permissive turn movement during the steady (stop-and-go) mode shall be permitted to flash  
112 the YELLOW ARROW signal indication during the flashing mode if the adjacent through  
113 movement signal indications are flashed yellow and if it is intended that a permissive turn  
114 movement not requiring a full stop by each turning vehicle be provided during the flashing mode.

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117 **Section 4G.04 Comments: NCUTCD agrees with 4G.04 as presented in the NPA.**

118 **Section 4G.04 Flashing Operation – Transition Out of Flashing Mode**

119 **Standard:**

120 All changes from flashing mode to steady (stop-and-go) mode shall be made under one of the  
121 following procedures:

- 122 A. Yellow-red flashing mode: Changes from flashing mode to steady (stop-and-go) mode shall  
123 be made at the beginning of the major-street green interval (when a green signal indication  
124 is displayed to through traffic in both directions on the major street), or if there is no  
125 common major-street green interval, at the beginning of the green interval for the major  
126 traffic movement on the major street.
- 127 B. Red-red flashing mode: Changes from flashing mode to steady (stop-and-go) mode shall be  
128 made by changing the flashing red indications to steady red indications followed by  
129 appropriate green indications to begin the steady mode cycle. These green indications shall  
130 be the beginning of the major-street green interval (when a green signal indication is  
131 displayed to through traffic in both directions on the major street) or if there is no common

132 **major-street green interval, at the beginning of the green interval for the major traffic**  
133 **movement on the major street.**

134 *Guidance:*

135 *The steady red clearance interval provided during the change from red-red flashing mode to steady*  
136 *(stop-and-go) mode should have a duration of 6 seconds.*

137 *When changing from the yellow-red flashing mode to steady (stop-and-go) mode at a location where*  
138 *there is a common major-street green interval, the flashing red signal indications for the minor street*  
139 *should immediately change to steady red signal indications, and the flashing yellow signal indications for*  
140 *the through movements on the major street should change to green signal indications in both directions*  
141 *(after the minor-street signal indications have been steady red for a short time, if desired), or the flashing*  
142 *yellow signal indications for the through movements on the major street should change to steady yellow*  
143 *signal indications followed by a steady red clearance interval before changing to green signal indications*  
144 *in both directions.*

145 *When changing from the yellow-red flashing mode to steady (stop-and-go) mode at a location where*  
146 *there is no common major-street green interval, the flashing red signal indications for the minor street*  
147 *should immediately change to steady red signal indications, and the flashing yellow signal indications for*  
148 *the through movements on the major street should change to steady yellow signal indications followed by*  
149 *a steady red clearance interval before changing to green signal indications for the major traffic*  
150 *movement on the major street.*

151 **Standard:**

152 **During programmed changes out of flashing mode, no flashing yellow signal indication shall be**  
153 **terminated and immediately followed by a steady red or flashing red signal indication without first**  
154 **displaying a steady yellow signal indication.**

155 *Option:*

156 *Because special midblock signals that rest in flashing circular yellow in the position normally*  
157 *occupied by the green signal indication do not have a green signal indication in the signal face, these*  
158 *signals may go directly from flashing circular yellow (in the position normally occupied by the green*  
159 *signal indication) to steady yellow without going first to a green signal indication.*