



# 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

6 **Federal Register Item Number:** NA (see listing below)

7 **NPA MUTCD Section Number:** Chapter 4O

8 **Legend:** Base text shown in proposal is the NPA “clean” proposed text.

- 9 • [NCUTCD recommendation for text to be added in final rule.](#)
- 10 • ~~NCUTCD recommendation for text to be deleted in final rule.~~
- 11 • [NCUTCD recommendation for text to be moved/relocated in final rule.](#)
- 12 • NPA text that was not previously approved by NCUTCD but is now approved.
- 13 • Explanatory note: [\[Note that explains purpose of recommended change.\]](#)

15 The following pages present NCUTCD recommendations for changes to the MUTCD NPA  
16 proposed text, tables, and figures for Chapter 4O. Below is a short summary of the NCUTCD  
17 position for each section of this chapter. A more detailed summary is provided at the beginning  
18 of each section.

- 19 • NPA #NA, Section 4O.01: NCUTCD agrees with NPA content.
- 20 • NPA #NA, Section 4O.02: NCUTCD agrees with NPA content.
- 21 • NPA #NA, Section 4N.03: Changes recommended based on Council action in spring  
22 2021.

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

### 26 Section 4O.01 Application of Traffic Control Signals for One-Lane, Two-Way Facilities

27 Support:

28 A traffic control signal at a narrow bridge, tunnel, or roadway section is a special signal that  
29 alternates which direction of vehicles passing over a bridge or through a tunnel or roadway  
30 section that is not of sufficient width for two opposing vehicles to pass is directed to stop and  
31 which direction is permitted to proceed.

32 Temporary traffic control signals (see Sections 4D.10 and 6L.01) are the most frequent  
33 application of one-lane, two-way facilities.

34 *Guidance:*

35 *Sight distance across or through the one-lane, two-way facility should be considered as well*  
36 *as the approach speed and sight distance approaching the facility when determining whether*  
37 *traffic control signals should be installed.*

38 Option:

39 At a narrow bridge, tunnel, or roadway section where a traffic control signal is not justified  
40 under the conditions of Chapter 4C, a traffic control signal may be used if gaps in opposing  
41 traffic do not permit the flow of traffic through the one-lane section of roadway.

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44 **Section 40.02 Comments:** NCUTCD agrees with 40.02 as presented in the NPA.

45 **Section 40.02 Design of Traffic Control Signals for One-Lane, Two-Way Facilities**

46 **Standard:**

47 The provisions of Chapters 4D through 4G shall apply to traffic control signals for one-  
48 lane, two-way facilities, except that:

49 A. Durations of red clearance intervals shall be adequate to clear the one-lane section  
50 of conflicting vehicles.

51 B. Adequate means, such as interconnection, shall be provided to prevent conflicting  
52 signal indications, such as green and green, at opposite ends of the section.

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55 **Section 40.03 Comments:** NCUTCD recommends the first Standard paragraph in Section  
56 40.03 be changed from Standard to Guidance in accordance with NCUTCD recommendation  
57 14A-STC-01. The phrase “consistent with traffic requirements” is too vague for a Standard, as it  
58 can only be subjectively applied and there are no objective criteria.

59 **Section 40.03 Operation of Traffic Control Signals for One-Lane, Two-Way Facilities**

60 ~~Standard~~Guidance:

61 Traffic control signals at one-lane, two-way facilities ~~shall~~ should operate in a manner  
62 consistent with traffic requirements. (change to Guidance per 14A-STC-01)

63 Standard:

64 When in the flashing mode, the signal indications shall flash red.

65 *Guidance:*

66 Adequate time should be provided to allow traffic to clear the narrow facility before  
67 opposing traffic is allowed to move. Engineering judgment should be used to determine the  
68 proper timing for the signal.