



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

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Federal Register Item Number: 478

NPA MUTCD Section Number: Sections 6E.01 to 6E.06

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: [\[Note that explains purpose of recommended change.\]](#)

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The following pages present NCUTCD recommendations for changes to the MUTCD NPA proposed text, tables, and figures for Chapter 6E. 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 #N/A, Section 6E.01: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6E.02: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6E.03: NCUTCD agrees with NPA content (no changes recommended)
- NPA #478, Section 6E.04: Changes recommended based on Council action in spring 2021
- NPA #N/A, Section 6E.05: NCUTCD agrees with NPA content (no changes recommended)
- NPA #N/A, Section 6E.06: NCUTCD agrees with NPA content (no changes recommended)

CHAPTER 6E. ONE-LANE, TWO-WAY TRAFFIC CONTROL

Section 6E.01 Comments: NCUTCD agrees with 6E.01 as presented in the NPA

Section 6E.01 One-Lane, Two-Way Traffic Control – General

Standard:

Except as provided in Paragraph 4, when traffic in both directions must use a single lane for a limited distance, movements from each end shall be coordinated.

Guidance:

Provisions should be made for alternate one-way movement through the constricted section via methods such as flagger control, a flag transfer, a pilot car, traffic control signals, or stop or yield control.

Control points at each end should be chosen to permit easy passing of opposing lanes of vehicles.

Option:

42 If the work space on a low-volume street or road is short and road users from both directions
43 are able to see the traffic approaching from the opposite direction through and beyond the
44 worksite, the movement of traffic through a one-lane, two-way constriction may be self-
45 regulating.

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48 **Section 6E.02 Comments:** NCUTCD agrees with 6E.02 as presented in the NPA

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50 **Section 6E.02 Flagger Method**

51 *Guidance:*

52 *Except as provided in Paragraph 2, traffic should be controlled by a flagger at each end of a*
53 *constricted section of roadway. One of the flaggers should be designated as the coordinator. To*
54 *provide coordination of the control of the traffic, the flaggers should be able to communicate*
55 *with each other orally, electronically, or with manual signals. These manual signals should not*
56 *be mistaken for flagging signals.*

57 *Option:*

58 When a one-lane, two-way TTC zone is short enough to allow a flagger to see from one end
59 of the zone to the other, traffic may be controlled by either a single flagger or by a flagger at
60 each end of the section.

61 *Guidance:*

62 *When a single flagger is used, the flagger should be stationed on the shoulder opposite the*
63 *constriction or work space, or in a position where good visibility and traffic control can be*
64 *maintained at all times. When good visibility and traffic control cannot be maintained by one*
65 *flagger station, traffic should be controlled by a flagger at each end of the section.*

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67 **Section 6E.03 Comments:** NCUTCD agrees with 6E.03 as presented in the NPA

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69 **Section 6E.03 Flag Transfer Method**

70 *Support:*

71 The driver of the last vehicle proceeding into the one-lane section is given a red flag (or other
72 token) and instructed to deliver it to the flagger at the other end. The opposite flagger, upon
73 receipt of the flag, then knows that traffic can be permitted to move in the other direction. A
74 variation of this method is to replace the use of a flag with an official pilot car that follows the
75 last road user vehicle proceeding through the section.

76 *Guidance:*

77 *The flag transfer method should be employed only where the one-way traffic is confined to a*
78 *relatively short length of a road, usually no more than 1 mile in length.*

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81 **Section 6E.04 Comments:** NCUTCD generally agrees with 6E.04, but recommends the addition
82 of a Guidance statement to address the potentially long (10-15 min) wait times that could be
83 experienced by road users at the temporary traffic signal.

84
85 **Section 6E.04 Pilot Car Method**

86 *Option:*

87 A pilot car may be used to guide a queue of vehicles through the TTC zone or detour.

88 *Guidance:*
89 *The pilot car should have the name of the contractor or contracting authority prominently*
90 *displayed.*

91 **Standard:**

92 **The PILOT CAR FOLLOW ME (G20-4) sign shall be mounted on the top or on the**
93 **rear of the pilot vehicle (see Section 6H.37).**

94 **The pilot car operation shall be coordinated with flagging operations or other methods**
95 **of control at each end of the one lane section of the work zone.**

96 **If an Automated Flagger Assistance Device (AFAD) is used in pilot car operations, it**
97 **shall be operated by a flagger.**

98 *Guidance:*

99 *If temporary traffic control signals are used in pilot car operations and long wait times will*
100 *be encountered by road users, consideration should be given to using signs to notify drivers of*
101 *the wait time and/or pilot car operation, based on engineering judgment. [new Guidance to*
102 *address long wait times]*

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105 **Section 6E.05 Comments: NCUTCD agrees with 6E.05 as presented in the NPA**

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107 **Section 6E.05 Temporary Traffic Control Signal Method**

108 Option:

109 Traffic control signals may be used to control vehicular traffic movements in one-lane, two-
110 way TTC zones (see Figure 6P-12 and Chapter 4Q).

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113 **Section 6E.06 Comments:** NCUTCD agrees with 6E.06 as presented in the NPA.

114

115 **Section 6E.06 Stop or Yield Control Method**

116 Option:

117 STOP or YIELD signs may be used to control traffic on low-volume roads at a one-lane,
118 two-way TTC zone when drivers are able to see the other end of the one-lane, two-way operation
119 and have sufficient visibility of approaching vehicles.

120 *Guidance:*

121 *If the STOP or YIELD sign is installed for only one direction, then the STOP or YIELD sign*
122 *should face road users who are driving on the side of the roadway that is closed for the work*
123 *activity area.*

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