



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

6 **Federal Register Item Numbers:** 493, 494

7 **NPA MUTCD Section Number:** Sections 6J.01 to 6J.04

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

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- 10 • [NCUTCD recommendation for text to be added in final rule.](#)
 - 11 • ~~NCUTCD recommendation for text to be deleted in final rule.~~
 - 12 • [NCUTCD recommendation for text to be moved/relocated in final rule.](#)
 - 13 • NPA text that was not previously approved by NCUTCD but is now approved.
 - 14 • 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 6J. 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.

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- 20 • NPA #493, Section 6J.01: NCUTCD agrees with NPA content (no changes recommended)
 - 21 • NPA #N/A, Section 6J.02: NCUTCD agrees with NPA content (no changes recommended)
 - 22 • NPA #494, Section 6J.03: NCUTCD agrees with NPA content (no changes recommended)
 - 23 • NPA #N/A, Section 6J.04: NCUTCD generally agrees with Section 6J.04, but recommends
24 restoring language from the 2009 MUTCD based on Council action in spring 2021

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26 CHAPTER 6J. GENERAL

27

28 **Section 6J.01 Comments:** NCUTCD agrees with 6J.01 as presented in the NPA.

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30 Section 6J.01 Pavement Markings in TTC Zones

31 Support:

32 Pavement markings are installed or existing markings are maintained or enhanced in TTC
33 zones to provide road users with a clearly defined path for travel through the TTC zone in day,
34 night, and twilight periods under both wet and dry pavement conditions.

35 *Guidance:*

36 *The work should be planned and staged to provide for the placement and removal of the*
37 *pavement markings in a way that minimizes the disruption to traffic flow approaching and*
38 *through the TTC zone during the placement and removal process.*

39 **Standard:**

40 Existing pavement markings shall be maintained in all long-term stationary (see
41 Section **6N.01**) TTC zones in accordance with Chapters 3A and 3B, except as otherwise
42 provided for temporary pavement markings in Section **6J.02**. Pavement markings shall
43 match the alignment of the markings in place at both ends of the TTC zone. Pavement
44 markings shall be placed along the entire length of any paved detour or temporary
45 roadway prior to the detour or roadway being opened to road users.

46 Guidance:

47 *For long-term stationary operations, pavement markings in the temporary traveled way that*
48 *are no longer applicable should be removed or obliterated as soon as practical. Pavement*
49 *marking obliteration should remove the non-applicable pavement marking material, and the*
50 *obliteration method should minimize pavement scarring.*

51 **Standard:**

52 **Painting over existing pavement markings with black paint or spraying with asphalt**
53 **shall not be accepted as a substitute for removal or obliteration.**

54 Option:

55 Removable, non-reflective, preformed tape that is approximately the same color as the
56 pavement surface may be used where markings need to be covered temporarily

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59 **Section 6J.02 Comments:** NCUTCD agrees with 6J.02 as presented in the NPA.

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61 **Section 6J.02 Temporary Markings**

62 Support:

63 Temporary markings are those pavement markings or devices that are placed within TTC
64 zones to provide road users with a clearly defined path of travel through the TTC zone when the
65 permanent markings are either removed or obliterated during the work activities. Temporary
66 markings are typically needed during the reconstruction of a road while it is open to traffic, such
67 as overlays or surface treatments or where lanes are temporarily shifted on pavement that is to
68 remain in place.

69 Guidance:

70 *Unless justified based on engineering judgment, temporary pavement markings should not*
71 *remain in place for more than 14 days after the application of the pavement surface treatment or*
72 *the construction of the final pavement surface on new roadways or over existing pavements.*

73 *The temporary use of edge lines, channelizing lines, lane-reduction transitions, gore*
74 *markings, and other longitudinal markings, and the various non-longitudinal markings (such as*
75 *stop lines, railroad crossings, crosswalks, words, symbols, or arrows) should be in accordance*
76 *with the State's or highway agency's policy.*

77 **Standard:**

78 **Warning signs, channelizing devices, and delineation shall be used to indicate required**
79 **road user paths in TTC zones where it is not possible to provide a clear path by pavement**
80 **markings.**

81 **Except as otherwise provided in this Section, all temporary pavement markings for no-**
82 **passing zones shall comply with the requirements of Chapters 3A and 3B. All temporary**
83 **broken-line pavement markings shall use the same cycle length as permanent markings**
84 **and shall have line segments that are at least 2 feet long.**

85 *Guidance:*
86 *All pavement markings and devices used to delineate road user paths should be reviewed*
87 *during daytime and nighttime periods.*

88 *Option:*
89 Half-cycle lengths with a minimum of 2-foot stripes may be used on roadways with severe
90 curvature (see Section 3A.04) for broken line center lines in passing zones and for lane lines.
91 For temporary situations of 14 days or less, for a two- or three-lane road, no-passing zones
92 may be identified by using DO NOT PASS (R4-1), PASS WITH CARE (R4-2), and NO
93 PASSING ZONE (W14-3) signs (see Sections 2B.38, 2B.39, and 2C.52) rather than pavement
94 markings. Also, DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs may be
95 used instead of pavement markings on roads with low volumes for longer periods in accordance
96 with the State's or highway agency's policy.

97 *Guidance:*
98 *If used, the DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs should be*
99 *placed in accordance with Sections 2B.38, 2B.39, and 2C.52.*

100 *If used, the NO CENTER LINE sign should be placed in accordance with Section 6H.29*

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103 **Section 6J.03 Comments:** NCUTCD agrees with 6J.03 as presented in the NPA.

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105 **Section 6J.03 Temporary Raised Pavement Markers**

106 *Option:*

107 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective
108 raised pavement markers supplemented by retroreflective or internally illuminated markers, may
109 be substituted for markings of other types in TTC zones.

110 **Standard:**

111 **If used, the color and pattern of the raised pavement markers shall simulate the color**
112 **and pattern of the markings for which they substitute.**

113 **If temporary raised pavement markers are used to substitute for broken line segments,**
114 **a group of at least three retroreflective markers equally spaced at no greater than 5 feet**
115 **shall be installed every 40 feet.**

116 **If temporary raised pavement markers are used to substitute for solid lines, the**
117 **markers shall be equally spaced at no greater than 10 feet, with retroreflective or internally**
118 **illuminated units at a spacing no greater than 20 feet.**

119 *Option:*

120 Temporary raised pavement markers may be used to substitute for broken line segments by
121 using at least two retroreflective markers placed at each end of a segment of 2 to 5 feet in length,
122 using the same cycle length as permanent markings.

123 *Guidance:*

124 *Raised pavement markers should be considered for use along surfaced detours or temporary*
125 *roadways, and other changed or new travel-lane alignments.*

126 *Option:*

127 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective
128 raised pavement markers supplemented by retroreflective or internally illuminated markers, may
129 also be used in TTC zones to supplement markings as prescribed in Chapters 3A and 3B.

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Section 6J.04 Comments: NCUTCD generally agrees with 6J.01, but recommends restoring language from the 2009 MUTCD to advise practitioners that crashworthy devices are required.

Section 6J.04 Delineators

Option:

Delineators may be used in TTC zones to indicate the alignment of the roadway and to outline the required vehicle path through the TTC zone.

Standard:

When used, delineators shall combine with or supplement other TTC devices. They shall be mounted on crashworthy supports and shall be in accordance with Chapter 3G.

[restore deleted language]

Guidance:

Spacing along roadway curves should be as set forth in Section 3G.04 and should be such that several delineators are visible to-an approaching driver.