National Committee on
Uniform Traffic Control Devices

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Item No.: 24A-TTC-01
Technical Correction

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE:	TTC
ITEM NUMBER:	24A-TTC-01
TOPIC:	Technical Correction – Removal of Duplicate Text in Fundamental Principles of Temporary Traffic Control (6A.02)
ORIGIN OF REQUEST:	TTC Technical Committee
AFFECTED SECTIONS OF MUTCD:	6A.02 Fundamental Principles of Temporary Traffic Control

DEVELOPMENT HISTORY:

Approved by TTC:	01/10/2024
Approved by NCUTCD Council:	MM/DD/YYYY

This is a proposed change to the MUTCD that has been developed by a technical committee or joint task force of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

Some of the language in Section 6A.02, Paragraph 02, Item B.4 is recommended to be deleted as it is duplicative of the language included in Section 6N.13.

DISCUSSION:

The MUTCD final rule disposition for NPA Item No. 465 stated that the added information regarding the spacing and number of signs that was proposed to be added was deleted because the wording was added to Section 6N.13 Paragraphs 02 and 03 where it was more appropriate. However, in the final rule, the text remains in Section 6A.02. This appears to be a technical error in the MUTCD 11th Edition and the Temporary Traffic Control Technical Committee recommends that the text be deleted from Section 6A.02.

RECOMMENDED MUTCD CHANGES:

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by [bracketed white text in shaded green]. Deletions made by a technical committee or task force after initial distribution to sponsoring organizations are shown in ~~highlighted red strikethrough and Helvetica text~~. Additions made by a technical committee or task force after initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

PART 6. TEMPORARY TRAFFIC CONTROL

CHAPTER 6A. GENERAL

Section 6A.02 Fundamentals Principles of Temporary Traffic Control

Guidance:

01 Road user and worker safety and accessibility in TTC zones should be an integral and high-priority element of every project from planning through design and construction. Similarly, maintenance and utility work should be planned and conducted with the safety and accessibility of all motorists, bicyclists, pedestrians (including those with disabilities), and workers being considered at all times. If the TTC zone includes a grade crossing, early coordination with the railroad company or light rail transit agency should take place.

02 The following are the seven fundamental principles of TTC:

- *A. General plans or guidelines should be developed to provide safety for motorists, bicyclists, pedestrians, workers, enforcement/emergency officials, and equipment, with the following factors being considered:*
  - *1. The basic safety principles governing the design of permanent roadways and roadsides should also govern the design of TTC zones. The goal should be to route road users through such zones using roadway geometrics, roadside features, and TTC devices as nearly as possible comparable to those for normal highway situations.*
  - *2. A TTC plan, in detail appropriate to the complexity of the work project or incident, should be prepared and understood by all responsible parties before the site is occupied. Any changes in the TTC plan should be approved by an official who is knowledgeable (for example, trained and/or certified) in proper TTC practices.*
- *B. Road user movement should be inhibited as little as practical, based on the following considerations:*
  - *1. TTC at work and incident sites should be designed on the assumption that drivers will only reduce their speeds if they clearly perceive a need to do so (see Section 6B.01).*
  - *2. Frequent and abrupt changes in geometrics such as lane narrowing, dropped lanes, or main roadway transitions that require rapid maneuvers, should be avoided.*
  - *3. Work should be scheduled in a manner that minimizes the need for lane closures or alternate routes, while still getting the work completed quickly and the lanes or roadway open to traffic as soon as possible.*
  - *4. Attempts should be made to reduce the volume of traffic using the roadway or freeway to match the restricted capacity conditions. Road users should be encouraged to use alternative routes. ~~When the roadway capacity is reduced because of lane closures, the demand could exceed the available capacity, which might result in either a lengthy stopped or slow moving queue of vehicles that might extend past the normal location of the signs shown in the typical advance warning area. An assessment of the expected queue length, which should be a part~~*

~~*of the TTC plan design process, might result in adjustments to the sign spacing and number of signs as well as the use of more conspicuous devices to increase the distance and conspicuity of the advance warning area.*~~ [Content in Section 6N.13] *For high-volume roadways and freeways, the closure of selected entrance ramps or other access points and the use of signed diversion routes should be evaluated.*

5. *Bicyclists and pedestrians, including those with disabilities, should be provided with access and passage through the TTC zone.*
6. *If work operations permit, lane closures on high-volume streets and highways should be scheduled during off-peak hours. Night work should be considered if the work can be 0accomplished with a series of short-term operations.*
7. *Early coordination with officials having jurisdiction over the affected cross streets and providing emergency services should occur if significant impacts to roadway operations are anticipated.*

C. *Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites. The following principles should be applied:*
   1. *Adequate warning, delineation, and channelization should be provided to assist in guiding road users in advance of and through the TTC zone or incident site by using proper pavement marking, signing, or other devices that are effective under varying conditions. Information should be provided in usable formats <u>for</u> pedestrians with visual disabilities.*
   2. *TTC devices inconsistent with intended travel paths through TTC zones should be removed or covered. However, in intermediate-term stationary, short-term, and mobile operations, where visible permanent devices are inconsistent with intended travel paths, devices that highlight or emphasize the appropriate path should be used. Traffic control devices should provide information in usable formats for pedestrians with visual disabilities.*
   3. *Flagging procedures, when used, should provide positive guidance to road users traversing the TTC zone.*

D. *To provide acceptable levels of operations, routine day and night inspections of TTC elements should be performed as follows:*
   1. *Individuals who are knowledgeable (for example, trained and/or certified) in the principles of proper TTC should be assigned responsibility for safety in TTC zones. The most important duty of these individuals <u>is</u> to check that TTC devices on the project are consistent with the TTC plan and are effective for motorists, bicyclists, pedestrians, and workers.*
   2. *As the work progresses, temporary traffic controls and/or working conditions should be modified, as needed, to facilitate road user movement and provide worker safety. The individual responsible for TTC should have the authority to halt work until applicable or remedial safety measures are taken.*
   3. *TTC zones should be carefully monitored under varying conditions of road user volumes, light, and weather to check that applicable TTC devices are effective, clearly visible, clean, and in compliance with the TTC plan.*
   4. *When warranted, an engineering study should be made (in cooperation with law enforcement officials) of reported crashes occurring within the TTC zone. Crash records in TTC zones should be monitored to identify the need for changes in the TTC zone.*

E. *Attention should be given to the maintenance of roadside safety during the life of the TTC zone by applying the following principles:*
   1. *To accommodate run-off-the-road incidents, disabled vehicles, or emergency situations, unencumbered roadside recovery areas or clear zones should be provided where practical.*
   2. *Channelization of road users should be accomplished by the use of pavement markings, signing, and crashworthy, detectable channelizing devices.*
   3. *Work equipment, workers' private vehicles, materials, and debris should be stored in such a manner to reduce the probability of being impacted by run-off-the-road vehicles.*

F. Each person whose actions affect TTC zone safety, from the upper-level management through the field workers, should receive training appropriate to the job decisions each individual is required to make. Only those individuals who are trained in proper TTC practices and have a basic understanding of the principles (established by applicable standards and guidelines, including those of this Manual) should supervise the selection, placement, and maintenance of TTC devices used for TTC zones and for incident management.

G. Good public relations should be maintained by applying the following principles:

1. The needs of all road users should be assessed such that appropriate advance notice is given and clearly defined alternative paths are provided.

2. The cooperation of the various news media should be sought in publicizing the existence of and reasons for TTC zones because news releases can assist in keeping the road users well informed.

3. The needs of abutting property owners, residents, and businesses should be assessed and appropriate accommodations made.

4. The needs of emergency service providers (law enforcement, fire, and medical) should be assessed and appropriate coordination and accommodations made.

5. The needs of railroads and transit should be assessed and appropriate coordination and accommodations made.

6. The needs of operators of commercial vehicles such as buses and large trucks should be assessed and appropriate accommodations made.

7. Early coordination should occur with school officials to discuss potential impacts on picking up and dropping off schoolchildren, on school bus routing, and on safe routes to school patterns.