



National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022
Phone/Text: 231-4-NCUTCD (231-462-8823)
E-mail: secretary@ncutcd.org Website: <https://ncutcd.org>

Item No.: 24A-TTC-02
Technical Correction

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

COMMITTEE / TASK FORCE: TTC
ITEM NUMBER: 24A-TTC-02
TOPIC: Technical Correction – Conflict with the definition of Long-Term Stationary work duration
ORIGIN OF REQUEST: TTC Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 6M.02 Positive Protection and Temporary Traffic Barriers

DEVELOPMENT HISTORY:

Approved by TTC: 01/11/2024
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:

This proposal is a technical correction for an inconsistency in the use of the terminology “Long-Term Stationary”

DISCUSSION:

Section 6M-02 Positive Protection and Temporary Barriers uses the term “Long-Term Stationary” defined as work zone durations that are two weeks or more. This definition is inconsistent with 6N.01 Work Duration definition, “Long-term stationary is work that occupies a location more than 3 days.”. This proposal recommends changing the 6M-02 term from Long-Term Stationary to Longer Duration to ameliorate this inconsistency.

32 **RECOMMENDED MUTCD CHANGES:**

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

44
45 **PART 6 TEMPORARY TRAFFIC CONTROL**

46
47 **CHAPTER 6M. OTHER TTC ZONE DESIGN FEATURES AND SAFETY DEVICES**

48
49 **Section 6M.02 Positive Protection and Temporary Traffic Barriers**

50 Support:

51 01 Temporary traffic barriers, including portable or movable barriers, are devices designed to help
52 prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers,
53 bicyclists, and pedestrians.

54 *Guidance:*

55 02 *Except as otherwise required, at a minimum, longitudinal traffic barriers and/or other positive*
56 *protection devices should be considered in work zone situations that place workers at increased risk from*
57 *motorized traffic, and where positive protection devices offer the highest potential for improved safety for*
58 *workers and road users.*

59 Support:

- 60 03 Considerations for positive protection include, but are not limited to, the following circumstances:
- 61 A. Work zones that provide workers no means of escape from motorized traffic such as tunnels or
 - 62 bridges;
 - 63 B. ~~Long-term stationary~~ Longer duration work zones of two weeks or more resulting in substantial
 - 64 worker exposure to motorized traffic;
 - 65 C. Projects with anticipated operating speeds of 45 mph or greater, especially when combined with
 - 66 high traffic volumes;
 - 67 D. Work operations that place workers, pedestrians, or bicyclists close to travel lanes open to traffic;
 - 68 and
 - 69 E. Roadside hazards, such as drop-offs or unfinished bridge decks, that will remain in place
 - 70 overnight or longer.
- 71