



# National Committee on Uniform Traffic Control Devices

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Item No.: 24A-TTC-04  
Technical Correction

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

**COMMITTEE / TASK FORCE:** TTC  
**ITEM NUMBER:** 24A-TTC-04  
**TOPIC:** Technical Correction – Typical Applications  
**ORIGIN OF REQUEST:** TTC Technical Committee  
**AFFECTED SECTIONS OF MUTCD:** Section 6P.01 Typical Applications

### 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:

The need for technical corrections has been identified for six typical applications in Part 6 – Temporary Traffic Control. The technical corrections can be categorized as 1) error in dimensioning on a typical application figure, 2) errors in typical application notes, and 3) error in sign depiction on typical application figures.

### DISCUSSION:

The need for technical corrections has been identified for Typical Applications 5, 27, 39, 47, 48, and 50.

#### *Typical Application 5 – Shoulder Closure on a Freeway*

Figure 6P-5 shows the dimensions for the advance warning sign spacing distances in incorrect order. The “C” dimension should be “A” and the “A” dimension should be “C”. The “B” dimension is in the correct order.

36 *Typical Application 27 – Closure at the Side of an Intersection*  
37 Note 9 is presented beneath a “Support” heading but contains the word “may” and the note is  
38 presented in *italic* text indicating a guidance note. To correct these errors, “may” is changed to  
39 “can” and plain text is used. These corrections revert note 9 to its appearance in the 2009  
40 MUTCD and the 11<sup>th</sup> Edition NPA.

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42 *Typical Application 39 – Median Crossover on a Freeway*  
43 Note 12 presents a new Option regarding use of positive protection devices. Positive protection  
44 devices are encouraged in Section 6M.02 P02 as a method to separate workers and road users.  
45 However, the median crossover on a freeway described and depicted in the typical application  
46 provides physical separation of workers and road users making positive protection unnecessary.

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48 *Typical Applications 47, 48, and 50 – Bicycle facility typical applications*  
49 Typical Application Figure 6P-47, 6P-48, and 6P-50 show the W16-1P plaque with the legend  
50 “IN ROAD” consistent with Figure 9C-1. However, the notes for Figure 6P-47 (note 3), Figure  
51 6P-48 (note 7), and Figure 6P-50 (note 3) refer to an “IN ROADWAY” plaque. In these notes,  
52 “IN ROADWAY” is proposed to be corrected to state “IN ROAD.”

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54 The depiction of the R9-20 sign on Figures 6P-47, 6P-48, and 6P-50 is inconsistent with the R9-  
55 20 sign shown in Figure 9B-1. The R9-20 sign used in the typical application figures uses a sign  
56 legend stating, “MAY USE FULL LANE” whereas the sign legend in Figure 9B-1 states  
57 “ALLOWED USE OF FULL LANE.” In the typical application figures, the depiction of the R9-20  
58 is proposed to correct the inconsistency with Figure 9B-1.

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

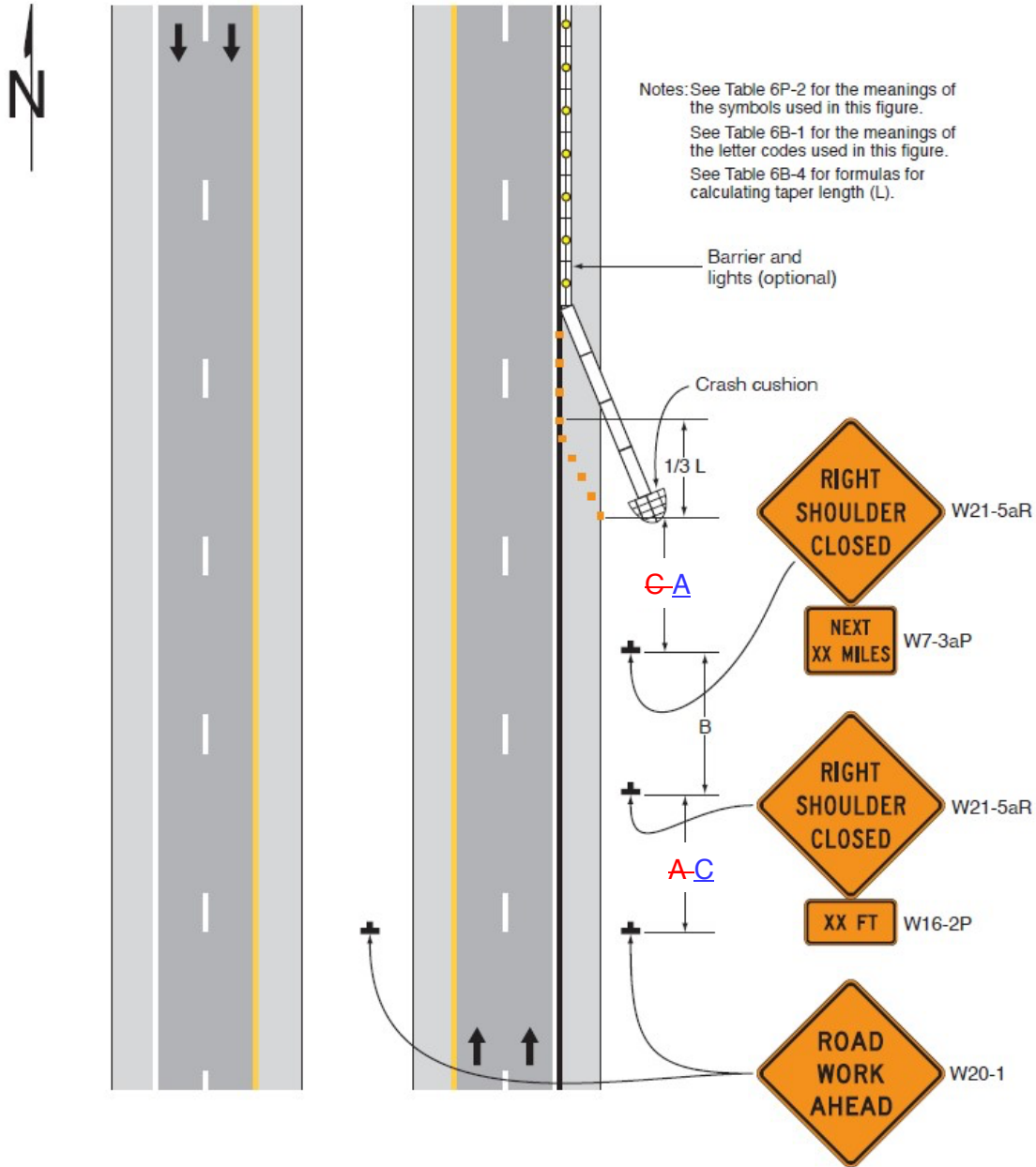
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**PART 6 TEMPORARY TRAFFIC CONTROL**  
**CHAPTER 6P. TYPICAL APPLICATIONS**

**Section 6P.01 Typical Applications**

**Figure 6P-5. Shoulder Closure on a Freeway (TA-5)**



77

**Typical Application 5**

78 **Notes for Figure 6P-27 – Typical Application 27**  
79 **Closure at the Side of an Intersection**

80 *Guidance*

- 81 1. *The situation depicted can be simplified by closing one or more of the intersection approaches. If*  
82 *this cannot be done, and/or when capacity is a problem, through vehicular traffic should be*  
83 *directed to other roads or streets.*  
84 2. *Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be*  
85 *used to direct road users within the intersection.*

86 **Standard:**

- 87 **3. At night, flagger stations shall be illuminated, except in emergencies.**

88 *Option:*

- 89 4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.  
90 5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle  
91 displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work  
92 space.  
93 6. A BE PREPARED TO STOP sign may be added to the sign series.

94 *Guidance:*

- 95 7. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*  
96 8. *ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.*

97 *Support:*

- 98 9. ~~*Turns may be prohibited as required by vehicular traffic conditions, such as where the streets are*~~  
99 ~~*so narrow that it might be physically impossible to make certain turns, especially for large*~~  
100 ~~*vehicles.*~~

101 Turns can be prohibited as required by vehicular traffic conditions, such as where the streets are  
102 so narrow that it might be physically impossible to make certain turns, especially for large  
103 vehicles. [Two technical errors proposed to be corrected: 1) support statement contained “may”  
104 indicative of an Option and 2) text was italicized indicating Guidance.]

105 *Option:*

- 106 10. Positive protection devices may be used per Section 6M.02.  
107 11. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing,  
108 oscillating, or strobe lights.

109 **Standard:**

- 110 **12. Vehicle hazard warning signals shall not be used instead of the vehicle’s high-intensity**  
111 **rotating, flashing, oscillating, or strobe lights.**

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113 **Notes for Figure 6P-39 – Typical Application 39**  
114 **Median Crossover on a Freeway**

115 **Standard:**

- 116 **1. Channelizing devices or temporary traffic barriers shall be used to separate opposing**  
117 **vehicular traffic.**  
118 **2. An arrow board shall be used when a freeway lane is closed. When more than one freeway**  
119 **lane is closed, a separate arrow board shall be used for each closed lane.**

120 *Guidance:*

- 121 *3. For long-term work on high-speed, high-volume highways, consideration should be given to*  
122 *using a temporary traffic barrier to separate opposing vehicular traffic.*

123 *Option:*

- 124 *4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way*  
125 *Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.*  
126 *5. The alignment of the crossover may be designed as a reverse curve.*

127 *Guidance:*

- 128 *6. When the crossover follows a curved alignment, the design criteria contained in the "AASHTO*  
129 *Green Book - A Policy On Geometric Design Of Highways And Streets," 7th Edition, 2018,*  
130 *AASHTO should be used.*  
131 *7. When channelizing devices have the potential of leading vehicular traffic out of the intended*  
132 *traffic space, the channelizing devices should be extended a distance in feet of 2 times the speed*  
133 *limit in mph beyond the downstream end of the transition area as depicted.*  
134 *8. Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.*

135 *Option:*

- 136 *9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs,*  
137 *where XX is the distance to the downstream end of the two-way section.*

138 *Support:*

- 139 *10. When the distance is sufficiently short that road users entering the section can see the*  
140 *downstream end of the section, they are less likely to forget that there is opposing vehicular*  
141 *traffic.*  
142 *11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover*  
143 *direction of travel are not shown. They are similar to the series shown for the crossover direction,*  
144 *except that the left- hand lane is closed.*

145 ~~*Option:*~~

- 146 ~~*12. Positive protection devices may be used per Section 6M.02.*~~

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### Notes for Figure 6P-47 – Typical Application 47 Bicycle Lane Closure without a Detour

150 *Guidance*

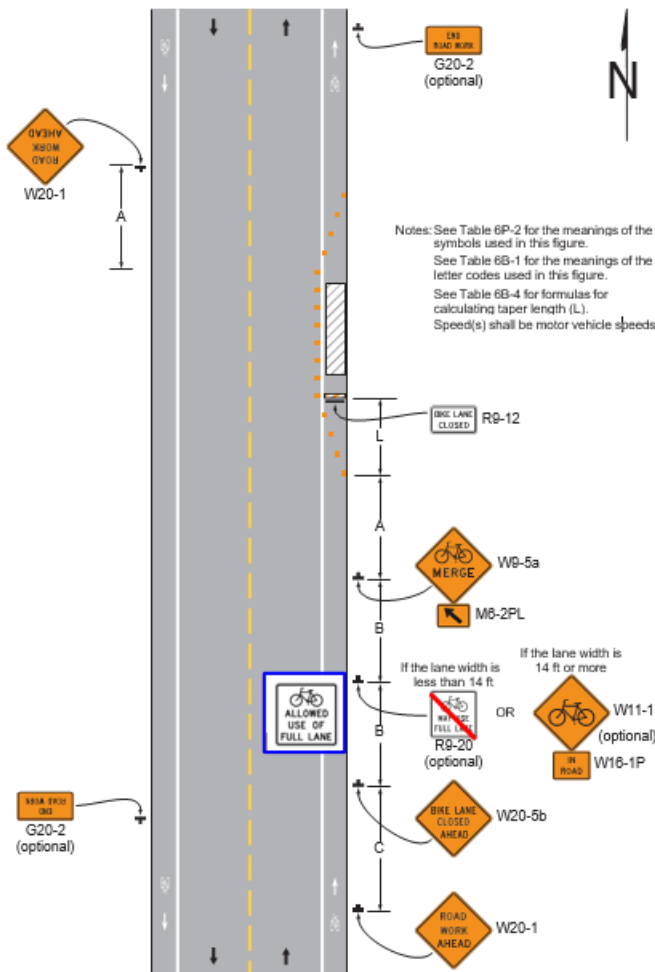
151 1. If a bicycle lane on a roadway having a speed limit of 35 mph or higher is closed and conditions  
152 are not appropriate to direct bicyclists into a shared lane, a separate bicycle facility or detour  
153 route should be considered (see Figures 6P-48 and 6P-51).

154 *Option:*

155 2. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
156 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs  
157 may be used.

158 3. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
159 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in  
160 association with IN STREET or IN ROADWAY ROAD plaques may be used.

Figure 6P-47. Bicycle Lane Closure without a Detour (TA-47)



► Typical Application 47

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## Notes for Figure 6P-48 – Typical Application 48 Bicycle Lane Closure with an On-Road Detour

165 *Guidance*

- 166 1. *A detour route for bicyclists where a section of bicycle lane is closed should use the most direct*  
167 *route practical on roadways or shoulders where conditions are appropriate for bicycling.*  
168 2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour*  
169 *based on engineering judgment and traffic conditions.*  
170 3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

171 Option:

- 172 4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

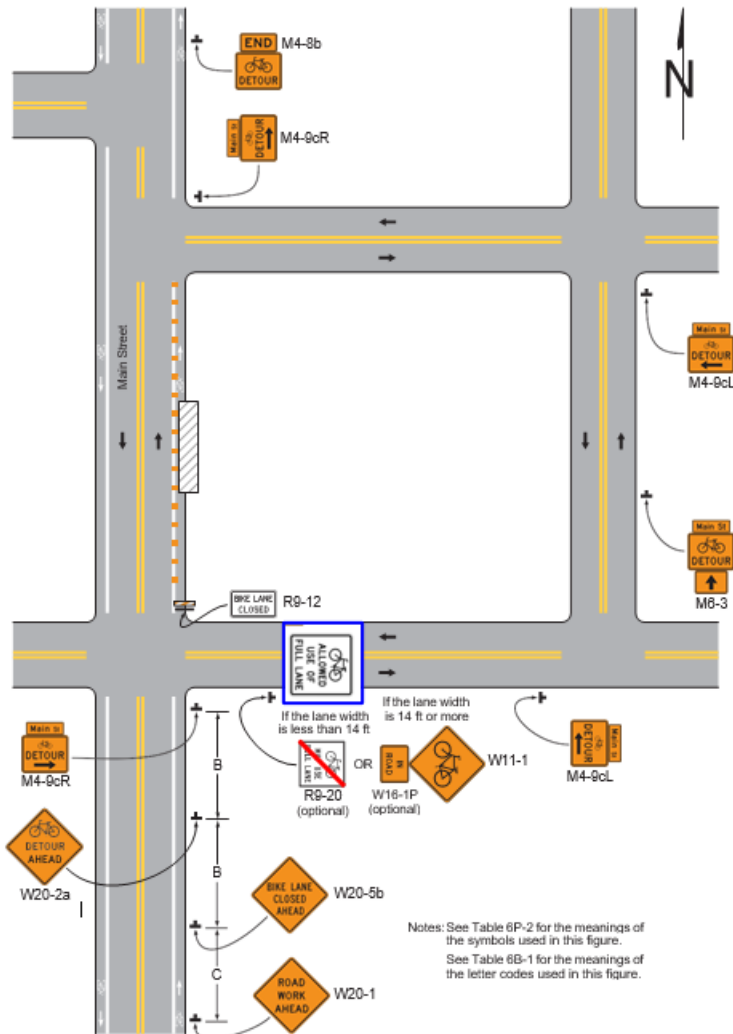
173 **Standard:**

- 174 5. **Where used, the Street Name sign or Bike Route Name sign shall be placed above the Bike**  
175 **Detour sign.**

176 Option:

- 177 6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
178 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs  
179 may be used.  
180 7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
181 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in  
182 association with IN STREET or IN ~~ROADWAY~~ ROAD plaques may be used.

Figure 6P-48. Bicycle Lane Closure with an On-Road Detour (TA-48)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.  
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 48

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185 **Notes for Figure 6P-50—Typical Application 50**  
186 **On-Road Detour for a Shared-Use Path**

187 *Guidance:*

- 188 1. *The on-road detour route for bicyclists should use the most direct route practical on roadways or*  
189 *shoulders where conditions are appropriate for bicycling.*  
190 2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour*  
191 *based on engineering judgment and traffic conditions.*  
192 3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

193 *Option:*

- 194 4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

195 **Standard:**

- 196 **5. Where used the Street Name sign or Bike Route Name sign shall be placed above the Bike**  
197 **Detour sign.**

198 *Option:*

- 199 6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
200 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs  
201 may be used.  
202 7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent  
203 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in  
204 association with IN STREET or IN ~~ROADWAY~~ ROAD plaques may be used.

Figure 6P-50. On-Road Detour for a Shared-Use Path (TA-50)

