



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 Number: 25B-TTC-02

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

COMMITTEE / TASK FORCE: Temporary Traffic Control Technical Committee
ITEM NUMBER: 25B-TTC-02
TOPIC: Miscellaneous TTC Zone Signs
ORIGIN OF REQUEST: TTC TF #4 - TTC Signs TF
AFFECTED SECTIONS OF MUTCD: 6G.10, 6H.11, 6H.12, 6H.13, 6H.22, new 6H.37a, 6I.03a, and 6I.03b, Tables 6G-1, 6H-1, 6I-1

DEVELOPMENT HISTORY:

Approved by TTC TC:06/12/2025

Approved by NCUTCD Council:

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this 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, options, or support. 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 intended to add descriptive information on TTC regulatory and warning signs referenced in Chapters 6G - TTC Zone Regulatory Signs or 6H - TTC Zone Warning Signs but not described or defined in Chapter 2C - Warning Signs and Object Markers, Part 9 - Traffic Control for Bicycle Facilities, or elsewhere within Part 6. In addition, this proposal relocates three E-series (Guide) signs from Chapter 6H - TTC Zone Warning Signs to Chapter 6I - TTC Zone Guide Signs.

DISCUSSION:

A review of the TTC Zone Regulatory Signs listed in Table 6G-1 and TTC Zone Warning Signs listed in Table 6H-1 identified that there were several signs listed that were not described as to application in either Part 2 - Signs, Part 9 - Traffic Control for Bicycle Facilities, or elsewhere in Part 6. Most of these signs were referenced within Chapter 6N - Types of Temporary Traffic Control Activities, which has been proposed for combination with Chapter 6P - Typical Applications, but it was felt that the signs themselves should be included in either Chapter 6G or 6H, as appropriate, along with other TTC Zone signs.

In addition, it was noted that three E-series signs (E5-2, EXIT OPEN; E5-2a, EXIT CLOSED; and E5-3, EXIT ONLY) are currently described in Chapter 6H - TTC Zone Warning Signs, but their dimensions were shown in Table 6I-1 - Temporary Traffic Control Zone Guide Sign and Plaque Sizes. This proposal, therefore, relocates Sections 6H.12 and 6H.13 to Chapter 6I - TTC Zone Guide Signs.

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, joint committee, or task force after initial distribution to sponsoring organizations are shown in ~~highlighted red strikethrough and sans-serif text~~. Additions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in underline blue and sans-serif text.

PART 6

TEMPORARY TRAFFIC CONTROL

CHAPTER 6G. TTC ZONE REGULATORY SIGNS

Table 6G-1. Temporary Traffic Control Zone Regulatory Sign and Plaque Sizes

[Only a few sample lines of Table 6G-1 shown.]

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Sidewalk Closed, Cross Here	R9-11a	6G.10	24 x 12	---	--
Bike Lane Closed	R9-12	6P.04 <u>6G.10</u>	24 x 12 <u>36x24</u>	--	--
Stop Here on Red	R10-6	6L.04	24 x 36	--	--

Section 6G.10 SIDEWALK CLOSED and BIKE LANE CLOSED Signs (R9-9, R9-10, R9-11, ~~and R9-11a~~, and R9-12)

Guidance:

SIDEWALK CLOSED signs (see Figure 6G-1) should be used where pedestrian flow is restricted. *Bicyclist/ Pedestrian Detour (M4-9a)* signs or *Pedestrian Detour (M4-9b)* signs should be used where pedestrian flow is rerouted (see Section 6I.02).

The SIDEWALK CLOSED (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.

The SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.

04 The SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.

05 The SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.

05a The BIKE LANE CLOSED (R9-12) sign should be installed at the beginning of the closed bike lane, at the intersections preceding the closed bike lane, and elsewhere along the closed bike lane as needed.

Support:

06 These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with vision disabilities. A barrier or barricade detectable by a person with a vision disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary.

CHAPTER 6H. TTC ZONE WARNING SIGNS

Table 6H-1. Temporary Traffic Control Zone Warning Sign and Plaque Sizes

[Only a few sample lines of Table 6H-1 shown.]

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Path Work (with distance)	W20-1b	6P.04 6H.37a	36 x 36	--	30 x 30
Detour (with distance)	W20-2	6H.04	36 x 36	48 x 48	30 x 30
Bike Detour (with distance)	W20-2a	6P.04 6H.37a	36 x 36	--	30 x 30
Bike Diversion (with distance)	W20-2b	6P.04 6H.37a	36 x 36	--	30 x 30
Road Closed (with distance)	W20-3	6H.05	36 x 36	48 x 48	30 x 30
Path Closed (with distance)	W20-3a	6P.01	36 x 36	--	30 x 30
One Lane Road (with distance)	W20-4	6H.06	36 x 36	48 x 48	30 x 30
Lane(s) Closed (with distance)	W20-5, 5a	6H.07	36 x 36	48 x 48	30 x 30
Bike Lane Closed (with distance)	W20-5b	6P.04 6H.37a	36 x 36	--	30 x 30
Flagger (symbol)	W20-7	6H.15	36 x 36	48 x 48	30 x 30
Flagger	W20-7a	6H.15	36 x 36	48 x 48	30 x 30
Slow (on Stop/Slow Paddle)	W20-8	6D.02	18 x 18	--	--
Workers	W21-1, 1a	6H.18	36 x 36	48 x 48	30 x 30
Fresh Oil	W21-2	6H.19	36 x 36	48 x 48	30 x 30
Road Machinery Ahead	W21-3	6H.20	36 x 36	48 x 48	30 x 30
Slow Moving Vehicle	W21-4	6N.05 6H.11	36 x 18	-	-
Shoulder Work	W21-5	6H.22	36 x 36	48 x 48	30 x 30
Shoulder Closed	W21-5a	6H.22	36 x 36	48 x 48	30 x 30
Shoulder Closed (with distance)	W21-5b	6H.22	36 x 36	48 x 48	30 x 30
Survey Crew	W21-6	6H.23	36 x 36	48 x 48	30 x 30
Utility Work (with distance)	W21-7	6H.24	36 x 36	48 x 48	30 x 30
Mowing Ahead	W21-8	6N.05 6H.22	36 x 36	48 x 48	30 x 30

Section 6H.11 SLOW TRAFFIC AHEAD and SLOW MOVING VEHICLE Signs (W23-1 and W21-4)

Option:

The SLOW TRAFFIC AHEAD (W23-1) sign or SLOW MOVING VEHICLE (W21-4) sign (see Figure 6H-1) may be used on a shadow vehicle, usually mounted on the rear of the most upstream shadow vehicle, along with other appropriate signs for mobile operations to warn of slow moving work vehicles. A ROAD WORK (W20-1) sign may also be used with the SLOW TRAFFIC AHEAD or SLOW MOVING VEHICLE sign.

[The following deletions are to move the E5-2, E5-2a, and E5-3 signs to Section 6I as they are classified as guide signs.]

~~**Section 6H.12 EXIT OPEN and EXIT CLOSED Signs (E5-2 and E5-2a)**~~

~~**Option:**~~

~~An EXIT OPEN (E5-2) or EXIT CLOSED (E5-2a) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.~~ [Moved to 6I.03a]

~~**Section 6H.13 EXIT ONLY Sign (E5-3)**~~

~~**Option:**~~

~~An EXIT ONLY (E5-3) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.~~ [Moved to 6I.03b]

Section 6H.22 Shoulder Work Signs (W21-5, W21-5a, ~~and W21-5b~~, and W21-8)

Support:

Shoulder Work signs (see Figure 6H-1) warn of maintenance, reconstruction, or utility operations on the highway shoulder where the roadway is unobstructed.

Standard:

The Shoulder Work sign shall have the legend **SHOULDER WORK (W21-5), RIGHT (LEFT) SHOULDER CLOSED (W21-5a), or RIGHT (LEFT) SHOULDER CLOSED XX FT or AHEAD (W21-5b).**

Option:

The Shoulder Work sign may be used in advance of the point on a non-limited access highway where there is shoulder work. It may be used singly or in combination with a ROAD WORK NEXT XX MILES or ROAD WORK AHEAD sign.

Guidance:

On freeways and expressways, the RIGHT (LEFT) SHOULDER CLOSED XX FT or AHEAD (W21-5b) sign followed by RIGHT (LEFT) SHOULDER CLOSED (W21-5a) sign should be used in advance of the point where the shoulder work occurs and should be preceded by a ROAD WORK AHEAD sign.

Option:

For mowing operations, the MOWING AHEAD (W21-8) sign may be used.

Section 6H.37a Bicycle Facilities Signs (W20-1b, W20-2a, W20-2b, W20-3a, and W2-5b)

Option:

Bicycle Facility TTC signs (see Figure 6H-1) may be used to alert users of bicycle lane and shared-use path users of maintenance, reconstruction, or utility operations affecting the facility they are approaching.

The PATH WORK AHEAD (W20-1b) sign may be used to warn of such work on a shared-use path. The Bicycle DETOUR AHEAD (W20-2a) may be used to alert bicyclists that the bicycle facility is closed and that an alternate route is provided. The Bicycle DIVERSION AHEAD (W20-2b) sign may be used to alert bicyclists that the share-used path is closed and that an alternative pathway has been provided. The PATH CLOSED AHEAD sign (W20-3a) may be used to alert bicyclists that the shared-use path has been closed. The BIKE LANE CLOSED AHEAD sign (W20-5b) may be used to alert bicyclists to the fact that the bicycle lane has been closed.

Support:

For all five Bicycle Facility TTC signs, the AHEAD legend may be replaced with an appropriate distance.

CHAPTER 6I. TTC ZONE GUIDE SIGNS

Table 6I-1. Temporary Traffic Control Zone Guide Sign and Plaque Sizes

[Only a few sample lines of Table 6I-1 shown.]

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Exit Open	E5-2	6H.12 6I.03a	48 x 36	48 x 36	--
Exit Closed	E5-2a	6H.12 6I.03a	48 x 36	48 x 36	--
Exit Only	E5-3	6H.13 6I.03b	48 x 36	48 x 36	--
Detour	M4-8P	6I.01	24 x 12	30 x 15	--

Section 6I.03 EXIT CLOSED Panel

Guidance:

When an exit ramp is closed, an EXIT CLOSED sign panel with a black legend and border on an orange background should be placed diagonally across the interchange/intersection guide signs.

Section 6I.03a EXIT OPEN and EXIT CLOSED Signs (E5-2 and E5-2a)

Option:

An EXIT OPEN (E5-2) or EXIT CLOSED (E5-2a) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.

Section 6I.03b EXIT ONLY Sign (E5-3)

Option:

An EXIT ONLY (E5-3) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.