



National Committee on Uniform Traffic Control Devices

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Item No.: 24A-TTC-07

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

COMMITTEE / TASK FORCE: TTC
ITEM NUMBER: 24A-TTC-07
TOPIC: Stay in Lane sign (R4-9)
ORIGIN OF REQUEST: Stay in Lane MCTF
AFFECTED SECTIONS OF MUTCD: Sections 2B.40 STAY IN LANE sign (R4-9)
Section 6G.07 STAY IN LANE signs (R4-9, R4-9a)
Notes for Figure 6P-36

DEVELOPMENT HISTORY:

Approved by Multi-Committee Task Force: 04/24/2020
Approved by TTC Technical Committee: 06/18/2020
Concurrence from MKG Technical Committee: 06/18/2020
Approved by RW Technical Committee: 01/11/2021
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 proposed change correlates inconsistent and contradictory guidance between MUTCD Sections 2B.40 and 6G.07 and temporary traffic control typical application 36 regarding use of the STAY IN LANE (R4-9) sign and accompanying pavement markings.

DISCUSSION:

The STAY IN LANE (R4-9) sign and its use is described in Sections 2B.40 and 6G.07 and applied in typical application 36 of Chapter 6P. Section 2B.40 gives guidance that when the STAY IN LANE sign is used, double solid white lane lines should also be used. Typical Application 36 describes and shows the STAY IN LANE sign being used with single solid white lane lines. Section 6G.07 is silent on pavement markings. Thus, the guidance in Sections 2B.40, 6G.07, and typical application 36 are inconsistent and contradictory.

36 The STAY IN LANE sign indicates a prohibition on lane changing which is consistent with the
37 use of double solid lines as described in Section 3A.04. However, the task force’s experience is
38 that agencies will not use double solid line lane lines in a temporary traffic control setting.
39 Temporary traffic control relies heavily on the use of signs and channelizing devices because
40 they are portable and easy to set up and remove. Temporary pavement markings are used to a
41 lesser extent due in part to a reluctance to place pavement markings on pavement areas that
42 will not have pavement markings permanently and the difficulty in removing the temporary
43 pavement markings. Changing the guidance statements in Part 6 to correspond with guidance
44 in Section 2B.40 to indicate that double solid lane lines should be used when STAY IN LANE
45 signs are used will likely result in agencies omitting the STAY IN LANE signs rather than result
46 in an increased use of double solid lane lines in temporary traffic control settings.

47
48 Section 3A.04, P01, B indicates that a solid line “discourages or prohibits crossing.” Feedback
49 from the Markings technical committee has been that the combination of the STAY IN LANE
50 sign with solid pavement markings creates a situation where lane changing or crossing the lane
51 line is prohibited, but to be consistent with Section 3A.04, the text in Part 6 should include both
52 “discourage or prohibit.”

53
54 For these reasons, the task force proposes the following revisions:

- 55 • Section 2B.40: Make an exception to the use of double solid lane lines in temporary
56 traffic control settings.
- 57 • Section 6G.07:
 - 58 ○ Revise paragraph 01 to better correlate with paragraph 01 of Section 2B.40
 - 59 ○ Add paragraph 02 to indicate that the STAY IN LANE sign should be used with
60 single solid lane line pavement markings.
- 61 • Notes for Figure 6P-36 – Typical Application 36 – Lane Shift on a Freeway: revise note
62 11 to be identical to the proposed paragraph 02 of Section 6G.07.

63
64 These proposed revisions do not change current practices in the MUTCD, but they do address
65 and correlate the inconsistencies and contradictory guidance between Parts 2 and 6.

66
67 Other than minor changes in the MUTCD 11th Edition (section numbers, addition of a second
68 paragraph in Section 6G.07) the proposed changes, that have previously been approved by the
69 TTC and RW technical committees prior to the MUTCD 11th Edition, are not altered.

70 71 **RECOMMENDED MUTCD CHANGES:**

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

82

83 PART 2 SIGNS

84 CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

85
86
87 Section 2B.40 STAY IN LANE Sign (R4-9)

88 Option:

89 01 A STAY IN LANE (R4-9) sign (see Figure 2B-10) may be used on multi-lane highways to direct
90 road users to stay in their lane until conditions permit shifting to another lane.

91 Guidance:

92 02 Except as provided in Section 6F.11, if a STAY IN LANE sign is used, it should be accompanied by
93 a double solid white lane line(s) lines to prohibit lane changing.

94
95 PART 6 TEMPORARY TRAFFIC CONTROL

96
97 CHAPTER 6G. TTC ZONE REGULATORY SIGNS

98
99 Section 6G.07 STAY IN LANE Signs (R4-9, R4-9a)

100 Option:

101 01 A STAY IN LANE (R4-9) sign (see Figure 6G-1) may be used ~~where on~~ a multi-lane highway
102 where a shift has been incorporated ~~as part of the TTC on a highway~~ to direct road users around road
103 work ~~that occupies part of the roadway on a multi-lane highway.~~

104 Guidance:

105 01a If a STAY IN LANE sign is used, it should be accompanied by solid white lane lines to discourage or
106 prohibit lane changing.

107 02 A STAY IN LANE TO MERGE POINT (R4-9a) sign (see Figure 6G-1) sign should be used during
108 late merge operations (see Section 6N.19) to direct traffic to use all available lanes until the merge point
109 is reached.

110 CHAPTER 6P. TYPICAL APPLICATIONS

111
112 NOTES FOR FIGURE 6P-36 – TYPICAL APPLICATION 36
113 LANE SHIFT ON A FREEWAY

114
115 Guidance:

116 1. The lane shift should be used when the work space extends into either the right-hand or left-hand lane
117 of a divided highway and it is impracticable, for capacity reasons, to reduce the number of available
118 lanes.

119 Support:

120 2. When a lane shift is accomplished by using (1) geometry that meets the design speed at which the
121 permanent highway was designed, (2) full normal cross-section (full lane width and full shoulders),
122 and (3) complete pavement markings, then only the initial general work-zone warning sign is
123 required.

124 Guidance:

125 3. When the conditions in Note 2 above are not met, the information shown in the typical application
126 should be employed and the provisions in Notes 4 through 17 below are applicable.

127 Standard:

- 128 4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.
- 129 5. The barrier shall not be placed along the shifting taper. The lane shall first be shifted using
130 channelizing devices and pavement markings.

131 Guidance:

132 6. A warning sign should be used to show the changed alignment.

133 Standard:

134 7. **Except as provided in Note 8 below, the number of lanes illustrated on the Reverse Curve signs**
135 **shall be the same as the number of through lanes available to road users, and the direction of**
136 **the reverse curves shall be appropriately illustrated.**

137 Option:

138 8. Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-1cP)
139 plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.

140 9. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

141 *Guidance:*

142 10. *Where the shifted section is longer than 600 feet, one set of Reverse Curve signs should be used to*
143 *show the initial shift and a second set should be used to show the return to the normal alignment. If*
144 *the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign*
145 *should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be*
146 *omitted.*

147 11. *If a STAY IN LANE sign is used, ~~then~~ it should be accompanied by solid white lane lines ~~should be~~*
148 *~~used~~ to discourage or prohibit lane changing.*

149 **Standard:**

150 **12. The minimum width of the shoulder lane shall be 10 feet.**

151 **13. For long-term stationary work, existing conflicting pavement markings shall be removed and**
152 **temporary markings shall be installed before traffic patterns are changed.**

153 Option:

154 14. For short-term stationary work, lanes may be delineated by channelizing devices or removable
155 pavement markings instead of temporary markings.

156 *Guidance:*

157 15. *If the shoulder cannot adequately accommodate trucks, trucks should be directed to use the travel*
158 *lanes.*

159 16. *The use of a barrier should be based on engineering judgment.*

160 Option:

161 17. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to
162 the edge of the pavement for nighttime lane closures.