



National Committee on Uniform Traffic Control Devices

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Item No.: 24B-TTC-03

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

COMMITTEE / TASK FORCE: Temporary Traffic Control Technical Committee
ITEM NUMBER: 24B-TTC-03
TOPIC: Relocate Work Duration Section
ORIGIN OF REQUEST: Task Force #9 – Chapter 6N. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES
AFFECTED SECTIONS OF MUTCD: Section 6N.01, 6B.02a Work Duration

DEVELOPMENT HISTORY:

Approved by TTC: 06/29/2023
Approved by NCUTCD Council:

This is a proposal for recommended changes 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 Work Duration section is recommended to be relocated from Section 6N.01 to a new section after Section 6B.02 Temporary Traffic Control Zones. Through a variety of proposals, the content in Chapter 6N is proposed to be relocated to a variety of other sections and Chapter 6N will be removed in its entirety.

DISCUSSION:

The Work Duration section is recommended to be relocated, the text itself is not being revised. Chapter 6N is titled “Type of Temporary Traffic Control Zone Activities” and Work Duration is not an activity, so 6B “Temporary Traffic Control Elements” seems like a more appropriate location.

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 6B. TEMPORARY TRAFFIC CONTROL ELEMENTS**

48
49 [The following is a new section comprised of content moved from Section 6N.01.]

50 **Section 6B.02a Work Duration**

51 **Support:**

52 01 Work duration is a major factor in determining the number and types of devices used in TTC zones.
53 The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot
54 location.

55 **Standard**

- 56 02 The five categories of work duration and their time at a location shall be defined as follows:
- 57 A. Long-term stationary is work that occupies a location more than 3 days.
 - 58 B. Intermediate-term stationary is work that occupies a location more than one daylight
59 period up to 3 days, or nighttime work lasting more than 1 hour.
 - 60 C. Short-term stationary is daytime work that occupies a location for more than 1 hour within
61 a single daylight period.
 - 62 D. Short duration is work that occupies a location up to 1 hour.
 - 63 E. Mobile is work that moves intermittently or continuously.

64 **Support:**

65 03 At long-term stationary TTC zones, there is ample time to install and realize benefits from the full
66 range of TTC procedures and devices that are available for use. Larger channelizing devices, temporary
67 roadways, and temporary traffic barriers are frequently used.

68 **Standard:**

69 04 Since long-term operations extend into nighttime, retroreflective and/or illuminated devices
70 shall be used in long-term stationary TTC zones.

71 **Support:**

72 05 In intermediate-term stationary TTC zones, it might not be feasible or practical to use procedures or
73 devices that would be desirable for long-term stationary TTC zones, such as altered pavement markings,
74 temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices
75 in some cases could significantly lengthen the project, thus increasing exposure time.

76 **Standard:**

77 06 Since intermediate-term operations extend into nighttime, retroreflective and/or illuminated
78 devices shall be used in intermediate-term stationary TTC zones.

79 Support:

80 07 Most maintenance and utility operations are short-term stationary work.

81 08 As compared to stationary operations, mobile and short-duration operations are activities that might
82 involve different treatments. Devices having greater mobility might be necessary such as signs mounted
83 on trucks. Devices that are larger, more imposing, or more visible can be used effectively and
84 economically. The mobility of the TTC zone is important.

85 Guidance:

86 09 Safety in short-duration or mobile operations should not be compromised by using fewer devices
87 simply because the operation will frequently change its location.

88 Support:

89 10 During short-duration work, it often takes longer to set up and remove the TTC zone than to perform
90 the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time
91 is short, delays affecting road users are significantly increased when additional devices are installed and
92 removed.

93 Option:

94 11 Considering these factors, simplified control procedures may be warranted for short-duration work.
95 A reduction in the number of devices may be offset by the use of other more dominant devices such as
96 high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles.

97 Support:

98 12 Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole
99 patching, or utility operations, and are similar to short-duration operations.

100 Option:

101 13 Flags and/or channelizing devices may additionally be used and moved periodically to keep them
102 near the mobile work area.

103 14 Flaggers may be used for mobile operations that often involve frequent short stops.

104 Support:

105 15 Mobile operations also include work activities where workers and equipment move along the road
106 without stopping, usually at slow speeds. The advance warning area moves with the work area.

107 Guidance:

108 16 When mobile operations are being performed, a shadow vehicle equipped with an arrow board or a
109 sign should follow the work vehicle, especially when vehicular traffic speeds or volumes are high. Where
110 feasible, warning signs should be placed along the roadway and moved periodically as work progresses.

111 17 To avoid high-volume conditions, consideration should be given to scheduling mobile operations
112 work during off-peak hours.

113 18 If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow
114 boards should be used.

115 Standard:

116 19 Mobile operations shall have appropriate devices on the equipment (that is, high-intensity
117 rotating, flashing, oscillating, or strobe lights, signs, or special lighting), or shall use a separate
118 vehicle with appropriate warning devices. Although vehicle hazard warning lights are permitted to
119 be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights, they shall not be
120 used instead of these devices.

121 Option:

122 20 For mobile operations that move at speeds of less than 3 mph, mobile signs or stationary signing that
123 is periodically retrieved and repositioned in the advance warning area may be used.

124 Support:
125 21 A rolling roadblock is a method of TTC used to slow or stop traffic as a means of temporarily
126 removing traffic from a roadway segment downstream of the roadblock. The rolling roadblock closes all
127 lanes of traffic by using pacing vehicles to create a gap so that construction activities can be performed.
128 Rolling roadblocks are used where long-term road closures using TTC devices are not needed. A rolling
129 roadblock requires one blocking/pacing vehicle per lane of traffic, a clearing vehicle, and an advance
130 warning vehicle. The rolling roadblock is normally performed by law enforcement officers during off-
131 peak hours.

132
133 [The following section (Section 6N.01) is to be relocated as a new section after Section 6B.02.]

134
135 **Section 6N.01 Work Duration** [Moved to after Section 6B.02]

136 Support:
137 01 Work duration is a major factor in determining the number and types of devices used in TTC zones.
138 The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot
139 location.

140 **Standard**
141 02 ~~The five categories of work duration and their time at a location shall be defined as follows:~~
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146 ~~a single daylight period.~~
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149 Support:
150 03 At long term stationary TTC zones, there is ample time to install and realize benefits from the full
151 range of TTC procedures and devices that are available for use. Larger channelizing devices, temporary
152 roadways, and temporary traffic barriers are frequently used.

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155 used in long term stationary TTC zones.

156 Support:
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158 devices that would be desirable for long term stationary TTC zones, such as altered pavement markings,
159 temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices
160 in some cases could significantly lengthen the project, thus increasing exposure time.

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166 08 As compared to stationary operations, mobile and short duration operations are activities that might
167 involve different treatments. Devices having greater mobility might be necessary such as signs mounted
168 on trucks. Devices that are larger, more imposing, or more visible can be used effectively and
169 economically. The mobility of the TTC zone is important.

170 *Guidance:*
171 09 *Safety in short duration or mobile operations should not be compromised by using fewer devices*
172 *simply because the operation will frequently change its location.*

173 *Support:*
174 10 *During short duration work, it often takes longer to set up and remove the TTC zone than to perform*
175 *the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time*
176 *is short, delays affecting road users are significantly increased when additional devices are installed and*
177 *removed.*

178 *Option:*
179 11 *Considering these factors, simplified control procedures may be warranted for short duration work.*
180 *A reduction in the number of devices may be offset by the use of other more dominant devices such as*
181 *high intensity rotating, flashing, oscillating, or strobe lights on work vehicles.*

182 *Support:*
183 12 *Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole*
184 *patching, or utility operations, and are similar to short duration operations.*

185 *Option:*
186 13 *Flags and/or channelizing devices may additionally be used and moved periodically to keep them*
187 *near the mobile work area.*

188 14 *Flaggers may be used for mobile operations that often involve frequent short stops.*

189 *Support:*
190 15 *Mobile operations also include work activities where workers and equipment move along the road*
191 *without stopping, usually at slow speeds. The advance warning area moves with the work area.*

192 *Guidance:*
193 16 *When mobile operations are being performed, a shadow vehicle equipped with an arrow board or a*
194 *sign should follow the work vehicle, especially when vehicular traffic speeds or volumes are high. Where*
195 *feasible, warning signs should be placed along the roadway and moved periodically as work progresses.*

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197 *work during off peak hours.*

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205 **used instead of these devices.**

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208 *is periodically retrieved and repositioned in the advance warning area may be used.*

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