TTC Technical Committee Recommendations

Approved by NCUTCD Council January 12, 2008

6G.01 1005 3-9 TTC Concurs

6G.01 1005 18 – 19 modify to read: “Well designed TTC plans for planned special events will also likely might can result in a combination of ...”

6G.01 1005 21 – 22 concur – note to Edit Committee to include reference to private/other facilities

6G.02 1005 35-36 TTC Concur

6G.02 1006 14-15 TTC Dues not concur, reinsert and delete “pay-back”

6G.02 1006 25-26 TTC Concur

6G.04 1007 46-47 TTC Concur

6G.04 1008 17 insert as follows: “Temporary traffic barriers– stationary or movable “ Not in NPA, not acted on

6G.04 1008 38-40 TTC Concur

6G.05 1009 6 Editorial

6G.06 1009 21-22 TTC Concur

6G.07 1009 45-46 TTC Concur

6G.07 1010 6-23 TTC Concur

6G.10 1011 21 Editorial

6G.11 1011 42-44 TTC Concur
6G.12 1012 31 Editorial
6G.12 1012 33-37 TTC Concur
6G.12 1012 39-40 TTC Concur
6G.12 1012 47 TTC Dues not concur
6G.12 1013 3 TTC Concur
6G.12 1013 5 TTC Concur
6G.12 1013 12 TTC Concur
6G.13 1013 48-50 TTC Concur
6G.13 1013 51 modify to read: “...to provide improved adequate visibility.”

New 52 request that attention be paid to already NC approved work on aerial lifts

6G.13 1014 21 TTC modify to read: “...left turning or right turning...”

6G.14 1014 46-47 TTC modify - insert to read: “...protecting work forces road users and workers.”

6G.18 1016 7-12 TTC Concur
6G.19 1016 13 Editorial
6G.19 1016 24 Editorial
6G.19 1017 9 insert to read: “...illumination to protect workers and accomplish preform the work tasks.”

End of Chapter 6G
TTC Dues not concur – return to “6I” – unanimous

TTC Concur
NC already approved this language
NC already approved this language
TTC Concur
TTC Concur
NC already approved this language
TTC modify to read: “…warning devices to alert traffic approaching the back of the queue.”
TTC Concur
TTC modify to read: “…to traffic approaching the back of the queue.”
TTC Concur
TTC Concur
TTC modify to read: “…warning devices to alert road users traffic approaching the back of the queue.”
TTC Concur
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TTC Concur
TTC Concur
TTC Concur
Figure 6H-1. Examples of Traffic Incident Management Area Signs

NPA Did Not Change the Figure, but TTC voted to add the following:
Figure 6H-1 insert diamond signs: “EMERGENCY SCENE AHEAD” and “MERGE RIGHT/LEFT”

Incident Management TAs –TTC **Strongly Requests** that the Incident Management TAs as previously approved by the National Committee be included in this addition of the MUTCD—unanimous

Many incident management responders are already using parts of these TAs as currently in the National Fire Regulations. They think it is a good idea, why can’t we?
Chapter 6F  Temporary Traffic Control Devices

6F.01  967  not addressed, to be reviewed in June; from 6F.01 through 6F.59

6F.60  986  18-19  TTC Concur

6F.60  986  23  TTC Concur

6F.60  986  25 – 26 TTC Concur

6F.60  986  31  through page 987 line 37  tabled till June

6F.61  987  38  Editorial

6F.62  988  29 – 33 TTC Concur

6F.62  988  34  TTC Concur with modification: “orange bands placed a maximum of 150 mm (6 in) from the top...”

6F.62  988  36 – 38 note coordinate with 6D.01

6F.63  989  5 - 15  TTC Concur

6F.64  989  44 – 47 TTC Concur

6F.64  989  49 – 50 TTC Concur with recommendation that this be moved to section 6F.60 and modified to:

“Ballast shall not be placed on the top of a channelizing device. Channelizing devices shall not be weighted with sand, water, or any material to the extent that would make them hazardous to road users or workers when struck.”

6F.65  990  7  Editorial

6F.65  990  29 – 36 defer to June meeting

6F.65  990  37  Editorial

6F.65  990  49  Editorial
6F.65 991 1-2 Editorial
6F.65 991 9 TTC Concur with modification “conformance with the manufacturer’s application and installation recommendations...”
6F.65 991 11-12 delete 1st sentence; modify 2nd sentence to read “Channelizing devices...”; move to 6F.60
6F.65 991 13-14 move to 6F.60
6F.65 991 35-36 TTC Concur.
6F.66 991 40 Editorial
6F.66 991 41 TTC Concur
6F.66 992 1 Editorial
6F.67 992 14-25 TTC Concur
6F.67 992 27-31 TTC Concur with modification: “...with the manufacturer’s application and installation recommendations for the...”
6F.67 992 32 TTC Concur
6F.67 992 34-38 deferring to June 2008 meeting
6F.68 992 39-49 TTC Concur
6F.68 993 1 TTC Dues not concur
6F.68 993 2-4 TTC Concur with modification: “...with the manufacturer’s application and installation recommendations for the...”
6F.68 993 6-21 TTC Concur with modification to line 20 – “...provide positive protection for hazards, obstacles or provide positive protection for pedestrians...”
6F.69 993 22, 27 TTC Concur
TTC Concur with modification: “... open in the same direction. And to provide continuous pedestrian channelization.”

“Temporary lane separators shall be between 64 mm (2.5 in) and 100 mm (4 in) in height and between 0.25 m (10 in) and 0.3 m (12 in) in width, and shall have sloping sides...”

TTC Concur with modification to line 43 – “… to provide maximum nighttime ...”

to line 44 – “… are not used, the curbing of the temporary...”

Editorial – section tabled

Editorial

TTC Concur with modification – change in line 48 - “300 mm (12 in)” to “250 mm (10)”

TTC Concur

TTC Concur

TTC Concur

TTC Concur with modification to retain “...along pave streets and highways...”

TTC Concur

TTC Concur

do not concur ...remove [delete all of] the non pavement...

delete “…and the obliteration methods) shall minimize pavement scarring.”
change Guidance to read:

Pavement marking obliteration methods should not leave scars that can appear to be a pavement marking.

concur

concur and add to the end of line 9: an exiting pavement surface, or where lanes are temporarily shifted on pavement that is to remain in place.

concur with modifications: remove “an” and “study” and replace with “engineering judgment”.

concur

remove “State’s or highway agency’s policy based on engineering judgment.”

concur

concur

change by removing 26-27 to guidance to read:

“All pavement markings and devices used to delineate road user paths shall should be carefully reviewed during daytime and nighttime periods.”

concur

concur and strike the word “calendar”

concur

concur

concur

retain the word “temporary”: 
do not concur - retain original language for 51 through line 1 on page 997

6F.76 997 3 move the sentence: “The value of N referenced for solid lines shall equal the N for the broken or dotted lines that might be adjacent to or might extend the solid lines (see Section 3B.11).” and move to the end of line 8

6F.76 997 6-8 concur
6F.76 997 9-12 do not concur
6F.76 997 14-15 concur
6F.76 997 20-21 concur
6F.77 997 27-28 do not concur with the right hand and left hand

65.77 997 31-34 concur 6F.78 997 41-42 Support needs to be re-worded since they have removed most of the items in the NPA. We recommend the following wording:

There are four types of warning lights commonly used in TTC zones: Type A, Type B, Type C and Type D.

6F.76 998 1-20 TTC Does Not Concur
6F.77 998 21-32 TTC could not get a 2/3 vote
6F.78 999 3 TTC concurs
6F.79 999 11-12 TTC concurs
6F.79 999 29-35 TTC Concurs
6F.80 999 39 TTC concurs
6F.80 999 45-49 TTC concurs
6F.80 1000 8-11 TTC Concurs
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TTC Concur

TTC Concur

TTC Concur

TTC Concur

TTC Does not concur

TTC Concur

TTC Concur

TTC Concur with modification – “... conflicts with work site work vehicles, equipment ...”

TTC Concur

TTC Concur

TTC Concur

TTC Concur with modification – delete 2 sentences in lines 21 – 24 and replace with –

“To accommodate the needs of pedestrians, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

A. Provisions for continuity of paths for pedestrians should be incorporated into the TTC process.

B. Access to transit stops should be maintained.

C. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility.
There should be no curbs or abrupt changes in grade or terrain that could cause tripping.

D. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility.”

6D.01 954  27 – 32 TTC Concur
6D.01 954  38 – 42 TTC Concur
6D.01 955  40 – 41 TTC Concur
6D.02 955  51 – 2 TTC Concur with modification – “The extent of pedestrian needs, including pedestrians with disabilities, should be determined through engineering judgment or by the individual responsible for each TTC zone situation. Adequate provision should be made for pedestrians with disabilities.”

6D.02 956  4 – 8 tabled - TTC Concur with modification –

Line 5 – “...shall include detectable and accessibility features consistent...”

Line 6 – “…the a closed sidewalk pedestrian facility...”

Line 8 – “…the a closed sidewalk pedestrian facility...”

6D.02 956  10 – 14 TTC Concur
6D.02 956  15 – 20 TTC Concur with insertion – “… alternate crossings, path guidance, and sign...”
6D.02 956  21 – 29 TTC Concur
6D.02 956  31 – 33 TTC Concur with modifications
To accommodate the needs of pedestrians with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

A. Provisions for continuity of accessible and detectable paths for pedestrians should be incorporated into the TTC process.

B. Accessible and detectable access to temporary transit stops should be provided.

C. (Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices, accessible pedestrian signals, or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision.) Where pedestrian traffic is detoured to a TTC signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.

D. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should comply with the provisions of Section 6F.71.

E. [delete first sentence] There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the
facility should meet the applicable requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)” (see Section 1A.11).

F. [delete first sentence] When it is not possible to maintain a minimum width of 1500 mm (60 in) throughout the entire length of the pedestrian pathway, a 1500 x 1500 mm (60 x 60 in) passing space should be provided at least every 60 m (2004 ft), to allow individuals in wheelchairs to pass.

G. Signs and other devices mounted lower than 2.1 m (7 ft) above the temporary pedestrian pathway should not project more than 100 mm (4 in) into accessible pedestrian facilities.”

6D.03 957 24 – 29 TTC Concur

6D.03 957 39 TTC Concur

6D.03 957 47 – 55 TTC Concur with modification

Line 48 – “All workers, including emergency responders, within…”

Line 49 – “…or to work vehicles and construction equipment…”

??Line 53 – “…risk exposure, except as noted in the option below. A person designated by the employer to be responsible for the worker safety plan shall…”

6D.03 958 2

6D.03 958 4 – 7 TTC Concur – insert at end of line 7 – “Emergency responders may elect not to wear high visibility apparel when they are directly exposed to risks associated with fire, chemicals or other similar hazards.”
TTC does not concur with the change in chapter numbering.

In general, the procedures illustrated represent minimum possible solutions for the situations depicted. Except for the notes (which are clearly classified using headings as being Standard, Guidance, Option, or Support), the information presented in the typical applications can generally be regarded as Guidance Option.”

TTC concurs with all editorial replacements of “a” for “the”
Option:

“The Reverse Curve signs may contain a single reverse curve arrow or multiple reverse curve arrows with the number of arrows being the same as the number of through lanes available to road users.” Note this applies to other diagrams [ta31, ta45] and 6F.47
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I concur with all but line 16 "hand"

I concur with all but line 7 "hand"

I concur with all 21-24

I TA42 1064 16 insert options from TA31 and insert the standard from TA 37

Option:
2. The procedure may be used during a peak period of vehicular traffic and then changed to provide two lanes in the other direction for the other peak.

Option:
9. A longitudinal buffer space may be used in the activity area to separate opposing vehicular traffic. An ALL Lanes Third supplemental plaque may be used to emphasize the point that all lanes shift and no lanes are closed.
10. A work vehicle or a shadow vehicle may be equipped with a truck-mounted attenuator.

Standard:
1. An arrow panel shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow panel shall be used for each closed lane.

TA46 1068 concur with all

TABLES concur with all

FIGURES

-1 314 no changes

-16 329 do no concur - delete refernce to minimum 10’ lane width

-38 351 [Figure 6I-38] TTC does not concur - when the optional cones are used, extend the temporary white edge line on the right side of the work area downstream to the end of the cones