<table>
<thead>
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<tr>
<td>6A.01</td>
<td>941</td>
<td>07</td>
<td>concur with recommendation that Edit Committee develop uniform language to address similar language elsewhere in the MUTCD to reduce redundancy</td>
</tr>
<tr>
<td>6A.01</td>
<td>941</td>
<td>17</td>
<td>do not concur – change to “... while reasonably protecting road users, workers...”</td>
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<tr>
<td>6A.01</td>
<td>941</td>
<td>30</td>
<td>insert the word as follows: “…constraints, cost, and the …”</td>
</tr>
<tr>
<td>6A.01</td>
<td>941</td>
<td>37</td>
<td>replace “can also” with “might” to read “...improvements might be realized...”</td>
</tr>
<tr>
<td>6A.01</td>
<td>941</td>
<td>38-40</td>
<td>concur with deletion of the sentence beginning with “The use ...traffic-flow.”</td>
</tr>
<tr>
<td>6A.01</td>
<td>941</td>
<td>41-50</td>
<td>concur</td>
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<tr>
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<td>942</td>
<td>09</td>
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<tr>
<td>6B.01</td>
<td>943</td>
<td>3-9</td>
<td>concur</td>
</tr>
<tr>
<td>6B.01</td>
<td>943</td>
<td>34</td>
<td>number as 1st of 7 principles</td>
</tr>
<tr>
<td>6B.01</td>
<td>943</td>
<td>38</td>
<td>substitute practical for possible — “... as nearly as practical comparable to those...”</td>
</tr>
<tr>
<td>6B.01</td>
<td>943</td>
<td>42</td>
<td>concur</td>
</tr>
<tr>
<td>6B.01</td>
<td>943</td>
<td>44</td>
<td>number as 2nd of 7 principles</td>
</tr>
</tbody>
</table>
do not concur

6B.01 943 48  do not concur
6B.01 943 49 – 50 do not concur. Recommend removal of “C. Provisions...roadways.”
6B.01 944 2 - 7  concur
6B.01 944 8  3rd fundamental principle
6B.01 944 21  4th fundamental principle
6B.01 944 25  do not concur
6B.01 944 26 - 29 concur
6B.01 944 30  modify to read “...Provide worker safety protect road users and workers.”
6B.01 944 38  5th fundamental principle
6B.01 944 6 6th fundamental principle
6B.01 944 51  7th fundamental principle
6C.01 946 3 – 9 concur
6C.01 946 12  concur
6C.01 946 13  insert “...low protecting road users and workers” when a...
6C.01 946 32  concur
6C.01 947 3  concur
6C.01 947 4  concur – we wish English units was in front of metric
6C.01 947 5 – 7 concur
6C.01 947 13 – 15 concur
6C.02 947 26  concur
concur with this insertion: “...are approximate and for guidance purposes, and should...”

delete sentence “These distances... recommended distances. These distances should be adjusted for field conditions if needed by increasing or decreasing recommended distances.”

concur

do not concur

concur

concur

concur 

concur

concur

concur

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

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 From line 51 on page 955 through Line 2 page 956

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...”
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.”

CHAPTER 6E. FLAGGER CONTROL

Section 6E.01 – Qualifications for Flaggers

6E.01 959 04 Concur

6E.01 959 05 Concur

6E.01 959 06-08 Concur

Section 6E.02 – High-Visibility Safety Apparel

6E.02 959 22-23 Concur

6E.02 959 24-25 Strike “or equivalent revisions”

6E.02 959 26 Concur

6E.02 959 28 Concur

6E.02 959 32-33 Concur

6E.02 959 35-36 Concur

6E.02 959 34 Strike “or equivalent revisions” [in all other areas of this section]

6E.02 959 37 Concur

6E.02 959 38-40 Concur
Modify by moving “In lieu of ANSI/ISEA 107-2004 apparel” to beginning of sentence; Strike “or equivalent revisions”

Section 6E.03 – Hand-Signaling Devices

6E.03 959 47-49 Concur
6E.03 960 06-07 Concur
6E.03 960 08 Concur
6E.03 960 10-11 Concur
6E.03 960 13-15 Modify to read “The preferred method of displaying the STOP or SLOW message to approaching traffic is to place the STOP/SLOW paddle on a rigid staff.”
6E.03 960 16-18 Delete
6E.03 960 50-52 Concur
6E.04 961 4 Concur
6E.04 961 5 insert commas to read: “to be remotely operated either by a single flagger, at one end of the TTC zone or at a central location, or by
6E.04 961 6 Concur
6E.04 961 7 Delete
6E.04 961 8 Modify to read: “An AFAD (see Section 6E.05 is a remotely controlled ...”
6E.04 961 9 Concur
6E.04 961 10-12 Delete
6E.04 961 13-22 Concur
Delete the first sentence: “AFADs should only be used when determined to be appropriate based on an engineering study conducted by the agency authorizing their use. Minimum or maximum ... the agency authorizing their use.”

Modify to read:

Standard:

Because AFADs are not traffic control signals, they shall not be used as a substitute for or a replacement for a continuously operating temporary traffic control signal as described in Section 6F.80. AFADs shall meet the crashworthy performance criteria contained in the National Cooperative Highway Research Program (NCHRP) Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features” (see Section 6F.01).

Delete the word “qualified” to read: “... only by a qualified flagger ...”

Modify to read: “AFAD(s) unattended at any time while the AFAD(s) is being used. to alternately control the right-of-way.”

Insert “both” to read: “... (Method 2) if both of”

Insert “and” at end of line to read: “of the AFAD(s), and”

Change comma at end of line to period
Delete

Concur

Change to a standard to read:

**Standard:**

When an AFAD is not in use, it **shall** be removed from its normal operating position and stored in a manner that reduces the possibility of it being impacted by run-off-the-road vehicles.

Insert “based on an engineering study” to read: “A State or local agency that elects to use AFADs should adopt a policy governing AFAD applications”

**Section 6E.05 - STOP/SLOW Automated Flagger Assistance Devices**

Delete wording to read: “**STOP/SLOW paddle without the need for a flagger in the immediate vicinity of the AFAD or on the roadway** (see Figure 6E.1).

Modify to read: “B. A **Stop Beacon (see Section 4L.05)** mounted no more than 600 mm (24 in) above the STOP face and a Warning Beacon (see Section 4L.03) mounted no more than 600 mm (24 in) above, below, or to the side of the SLOW face. The Stop Beacon shall not be flashed or illuminated when the SLOW face is displayed, and the Warning Beacon shall not be flashed or illuminated when the
Modify to read: “If louvers are used, the louvers shall be designed such so that the aspect of the full sign face is displayed to approaching traffic is a full sign face at a distance of 15 m (50 ft) or greater.

Change Guidance to Standard

Change to read: “The STOP/SLOW AFAD should shall include a gate arm that descends to a down position across the approach lane of traffic when the STOP face is displayed and then ascends to an upright position when the SLOW face is displayed.”

Delete the 1st 3 words to read: “If used, the The gate arm …”

Modify to read: “STOP face, if used, shall flash or the Stop Beacon shall flash. To permit stopped road users to proceed, the”

Modify to read: “If STOP/SLOW AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards the flagger(s) shall be prevented incorporated to prevent the flagger(s) from simultaneously displaying the SLOW face at each”

Insert “(s)” after flagger to read: “… the flagger (s) shall …”

Section 6E.06 Red/Yellow Lens Automated Flagger Assistance Devices
6E.06 963-964 Delete entire section

Section 6E.07 – Flagger Procedures

6E.07 964 47 Concur
6E.07 964 50-53 Concur with the removal of the reference to AFADs, here and throughout this section.
6E.07 965 21-22 Concur
6E.07 965 34-35 Concur
6E.07 965 40 Concur

Section 6E.08 – Flagger Stations

6E.08 965 42 Concur
6E.08 965 52 Concur

Chapter 6F Temporary Traffic Control Devices

6F.01 967 3-9 Concur
6F.01 967 23-41 Concur
6F.02 967 Concur with Section
6F.03 968 Concur with Section
6F.06 970 Concur with Section
6F.08 970 Concur with Section
Option:

In order to give road users advance notice of a lane shift, a Reverse Curve sign (W1-4) or a sign showing multiple reverse curve symbols may be used (W1-4b, or W1-4c).
Standard:

When multiple reverse curve symbols are displayed, the number of arrows shall be the same as the number of lanes available to road users. The direction of the reverse curve shall be appropriately illustrated.

Option:

In order to give road users advance notice of a lane shift, a Reverse Curve sign (W1-4) or a sign showing multiple reverse curve symbols may be used (W1-4b, or W1-4c).

Standard:

When multiple reverse curve symbols are displayed, the number of arrows shall be the same as the number of lanes available to road users. The direction of the reverse curve shall be appropriately illustrated.

6F.49 to 6F.54 Concur with Sections
6F.55 to 6F.56 Concur with Sections
6F.57 981 Concur with section; Table 1A-2 be placed within this section; references to PCMS that are in Part 2 be repeated in Part 6
6F.58 985 35 Add “When using an arrow panel on a stationary single lane closure, only one arrow panel shall be used.” to the beginning of the standard
6F.60 986 23 TTC Concur
6F.60 986 25 – 26 TTC Concur
6F.60 986 31 Delete Lines 31 to 36. Add Lines 29 – 36 from Pg 990 to Pg 986, Line 31 with the following revisions:
Standard:

Where channelizing devices are used to channelize pedestrians, there shall be continuous detectable bottom and top surfaces to be detectable to users of long canes. The bottom of the bottom surface shall be no higher than 50 mm (2 in) above the ground. The top of the top surface shall be no lower than 800 mm (32 in) above the ground.

Option:

A gap not exceeding 50 mm (2 in) between the bottom surface and the ground

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 Relocated to Pg 986
Move sentence “Traffic control devices and other construction materials and features shall not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility.” to Pg 986 as part of the Standard statement listed above.

Move to Pg 986 below Standard statement as a Guidance statement.

Delete

Editorial

Editorial

TTC Concur with modification “conformance with the manufacturer’s application and installation recommendations ...”

TTC Concur with modification: “…with the manufacturer’s application and installation recommendations for the …”

Delete as repetitive

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

6F.70 993 29–33 TTC Concur with modification: “... open in the same direction. And to provide continuous pedestrian channelization.”

6F.70 993 34–37 TTC Concur with modification: “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...”

6F.70 993 38–50 TTC Concur with modification to line 43 – “... to provide maximum nighttime ...”

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

6F.71 994 Delete entire section [6D.02 956 48 Change reference “6F.71” to “6F.60”]

6F.72 994 36 Editorial

6F.72 994 47–48 TTC Concur with modification – change in line 48 - “300 mm (12 in)” to “250 mm (10)”

6F.73 995 4, 10 TTC Concur

6F.74 995 13-18 concur

6F.74 995 19-22 concur
concurs

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

concur

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 should be carefully reviewed during daytime and nighttime periods.”

6F.75 996 30 concur

6F.75 996 31 concur and strike the word “calendar”

6F.76 996 39-43 concur

6F.76 996 44-46 concur

6F.76 996 47-49 concur

6F.76 996 51-52 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

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.78  998  1-20  TTC Does Not Concur

6F.78  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

6F.80  1000  49-53  TTC concurs through to 1001 lines 1 - 4

6F.81  1001  8  editorial

6F.81  1001  21-51  TTC concurs

6F.81  1002  1-6  TTC concurs

6F.82  1002  9-44  TTC Does not concur

6F.83  1002  45-50  TTC Does not concur

6F.83  1003  1-3  TTC concurs

6F.83  1003  17  TTC concurs

6F.84  1003  35-48  TTC does not concur

6F.86  1003  49  TTC Concurs

6F.86  1004  1-9  TTC Concurs
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 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  TTC concurs – motion to modify 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
modify to read: “...to provide improved adequate visibility.”

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

TTC modify to read: “...left turning or right turning...”

TTC modify - insert to read: “...protecting workforces road users and workers.”

insert to read: “...illumination to protect workers and accomplish preform the work tasks.”

End of Chapter 6G
6H.01  1018  1  TTC Dues not concur – return to “6I” – unanimous

6H.01  1018  3-10  TTC Concur

6H.01  1018  11-13  NC already approved this language

6H.01  1018  28  NC already approved this language

6H.01  1018  38-43  TTC Concur

6H.01  1018  44-47  TTC Concur

6H.01  1019  9  NC already approved this language

6H.02  1019  45  TTC modify to read: “...warning devices to alert traffic approaching the back of the queue.”

6H.02  1019  46  TTC Concur

6H.02  1019  47  TTC modify to read: “...to traffic approaching the back of the queue.”

6H.02  1020  5-6  TTC Concur

6H.02  1020  8-13  TTC Concur

6H.03  1020  25  TTC modify to read: “...warning devices to alert road users traffic approaching the back of the queue.”

6H.03  1020  27  TTC Concur

6H.03  1020  27-28  TTC modify to read: “...to road users traffic approaching the back of the queue.”

6H.03  1020  36-37  TTC Concur

6H.03  1020  39-44  TTC Concur
**Figure 6H-1. Examples of Traffic Incident Management Area Signs**

- **BE PREPARED TO STOP** (W3-4)
- **CENTER LANE CLOSED AHEAD** (W9-3)
- **EXIT CLOSED** (E5-2a)
- **END DETOUR** (M4-8a)
- **DETOUR** (M4-9, M4-10)

**NPA Did Not Change the Figure, but TTC voted to add the following:**

- **EMERGENCY SCENE AHEAD**
- **MERGE LEFT**
- **MERGE RIGHT**
- **MERGE**

Figure 6H-1 insert diamond signs: “EMERGENCY SCENE AHEAD” and “MERGE RIGHT/LEFT”
Incident Management TAs

TTC **Strongly Request** 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 an example, the National Fire Regulations. They think is a good idea, why can’t we?
TTC does not concur with the change in chapter numbering.

modify – “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”
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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<td>1053</td>
<td>30-31</td>
<td>do not concur</td>
</tr>
<tr>
<td>TA32</td>
<td>1054</td>
<td>2</td>
<td>Concur</td>
</tr>
<tr>
<td>TA32</td>
<td>1054</td>
<td>27-29</td>
<td>Concur with center line, Do not concur with hand</td>
</tr>
<tr>
<td>TA33</td>
<td>1055</td>
<td></td>
<td>concurs</td>
</tr>
<tr>
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<td>1056</td>
<td>9-29</td>
<td>concur</td>
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<td>1057</td>
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<td>concur to all</td>
</tr>
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<td></td>
<td>concur to all</td>
</tr>
<tr>
<td>TA41</td>
<td>1063</td>
<td>11</td>
<td>insert a comma after signs to read “.. intersection guide signs, and channelizing devices ...”</td>
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</table>
TA 42 1064  16 concur with all but line 16 « hand »

TA 44 1066  7 concurs with all but line 7 “hand”

TA 45 1067  21-24 concurs

TA 45 1067  42 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.
10. An ALL LANE THRU supplemental plaque may be used to emphasize the point that all lanes shift and no lanes are closed.

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

6l -1  314  no changes

6l -16  329  [Figure 6l-16] do not concur - delete reference to minimum 10’ lane width

6l -38  351  [Figure 6l-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