

**RESCINDED
JANUARY 2024**
This Recommended
Change to the MUTCD
was rescinded by the
NCUTCD Council on
January 12, 2024.



National Committee on Uniform Traffic Control Devices

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Attachment No. 5

Item No.: 16B-TTC-06

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

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**TECHNICAL
COMMITTEE:**

Temporary Traffic Controls

ITEM NUMBER:

16B-TTC-06

TOPIC:

Providing uniformity between TA-40 and TA-44

ORIGIN OF REQUEST:

TCCTC Task Force: John Leonard (TTCTC Chair), David Church, Tim Cox, Tom Hicks, Dave Royer, Tim Stroth, Jim Bryden, Todd Lohman, Gene Edmonds, Fred Hanscom, Dave McKee, Gene Putman, Charles Adams, Jim Harkness

**AFFECTED SECTIONS
OF MUTCD:**

Notes for Figures 6H-40, Median Crossover for an Entrance Ramp, and 6H-44, Work in the Vicinity of an Entrance Ramp

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DEVELOPMENT HISTORY:

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- Approved by Technical Committee: 06/09/2016
 - Approved by Technical Committee following Sponsor comments: 01/03/2018
 - Approved by NCUTCD Council: 01/05/2018

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This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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.

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SUMMARY:

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The Temporary Traffic Controls Technical Committee recommends that there be modifications to the Notes for Figure 6H-40--Typical Application 40, Median Crossover for an Entrance Ramp, and to the Notes for Figure 6H-44, Typical Application 44, Work in the Vicinity of an Entrance Ramp, in Part 6, Temporary Traffic Control, Chapter 6H, Typical Applications:

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DISCUSSION

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As originally presented to Sponsors, the Notes for both Figure 6H-40 and Figure 6H-44 refer to the YIELD Sign as when 'used', making it an optional use of the sign. To have both of the Figures in conformance with the Notes for these Figures, it was proposed to add the term 'Optional' to the Figures at the YIELD Sign location. Additionally, since the YIELD Sign is optional, the Yield Ahead (W3-2) Sign can only be used when the YIELD Sign is present. It was also recommended to add "when YIELD Sign is present" to the Yield Ahead Sign location.

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er, based on Sponsor comments, it is now recommended to modify the Notes for each of figures, and not modify the Figures themselves.

COMMENDED 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 highlighted light blue in brackets.

Part 6. TEMPORARY TRAFFIC CONTROL

Chapter 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES

Chapter 6H. TYPICAL APPLICATIONS

Notes for Figure 6H-40—Typical Application 40

Median Crossover for an Entrance Ramp

Guidance:

01 The typical application illustrated should be used for carrying an entrance ramp across a closed directional roadway of a divided highway.

Standard

01a Where inadequate acceleration distance exists for the temporary entrance, a STOP sign shall be installed.

Guidance

02 A temporary acceleration lane should be used to facilitate merging.

03 When used, the YIELD or STOP sign should be located far enough forward to provide adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. If needed, yield or stop lines should be installed across the ramp to indicate the point at which road users should yield or stop. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed.

03a If sufficient gaps are not available, consideration should be given to closing the ramp.

Option:

04 If vehicular traffic conditions allow, the ramp may be closed.

05 A broken edge line may be carried across the temporary entrance ramp to assist in defining the through vehicular traffic lane.

06 When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs and the DO NOT ENTER signs may be eliminated.

06a A Stop Beacon (see Section 4L.05) or a Type B high-intensity warning flasher with a red lens may be placed above the STOP sign.

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77 Where the acceleration distance is significantly reduced, a supplemental plaque may be placed below the Yield Ahead sign reading NO MERGE AREA.

**Notes for Figure 6H-44—Typical Application 44
Work in the Vicinity of an Entrance Ramp**

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82 *Guidance:*

83 *01 An acceleration lane of sufficient length should be provided whenever possible as shown on*
84 *the diagram on the left.*

85 **Standard:**

86 **02 For the information shown on the diagram on the right-hand side of the typical**
87 **application, where inadequate acceleration distance exists for the temporary entrance, a**
88 **STOP sign shall be installed. ~~the YIELD sign shall be replaced with STOP signs (one on~~**
89 **~~each side of the approach).~~**

90 *Guidance:*

91 *03 When used, the YIELD or STOP sign should be located so that ramp vehicular traffic has*
92 *adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap in the*
93 *mainline vehicular traffic flow, but should not be located so far forward that motorists will be*
94 *encouraged to stop in the path of the mainline traffic. Also, a longer acceleration lane should be*
95 *provided beyond the sign to reduce the gap size needed. If sufficient ~~insufficient~~ gaps are not*
96 *available, consideration should be given to closing the ramp.*

97 *04 Where a STOP sign is ~~signs are~~ used, a temporary stop line should be placed across the*
98 *ramp at the desired stop location.*

99 *05 The mainline merging taper with the arrow board at its starting point should be located*
100 *sufficiently in advance so that the arrow board is not confusing to drivers on the entrance ramp,*
101 *and so that the mainline merging vehicular traffic from the lane closure has the opportunity to*
102 *stabilize before encountering the vehicular traffic merging from the ramp.*

103 *06 If the ramp curves sharply to the right, warning signs with advisory speeds located in*
104 *advance of the entrance terminal should be placed in pairs (one on each side of the ramp).*

105 **Option:**

106 *07 A Stop Beacon (see Section 4L.05) or a Type B high-intensity warning flasher with a red*
107 *lens may be placed above the STOP sign.*

108 *08 Where the acceleration distance is significantly reduced, a supplemental plaque may be*
109 *placed below the Yield Ahead sign reading NO MERGE AREA.*

110 **Standard:**

111 **09 An arrow board shall be used when a freeway lane is closed. When more than one**
112 **freeway lane is closed, a separate arrow board shall be used for each closed lane.**

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