



# National Committee on Uniform Traffic Control Devices

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Item No.: 24A-TTC-02  
Technical Correction

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

**COMMITTEE / TASK FORCE:** Temporary Traffic Control  
**ITEM NUMBER:** 24A-TTC-02  
**TOPIC:** Technical Correction – Conflict with the definition of Long-Term Stationary work duration  
**ORIGIN OF REQUEST:** TTC Technical Committee  
**AFFECTED SECTIONS OF MUTCD:** Section 6M.02 Positive Protection and Temporary Traffic Barriers

### DEVELOPMENT HISTORY:

Approved by TTC: 01/11/2024  
Approved by NCUTCD Council: 06/27/2024

*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.*

### SUMMARY:

This proposal is a technical correction for an inconsistency in the use of the terminology “Long-Term Stationary” in Part 6.

### DISCUSSION:

Section 6M.02 Positive Protection and Temporary Barriers uses the term “Long-Term Stationary” defined as TTC zone durations that are two weeks or more. This definition is inconsistent with 6N.01 Work Duration definition, “Long-term stationary is work that occupies a location more than 3 days.”. This proposal recommends deleting the term Long-Term Stationary from Section 6M.02.

Additional technical corrections change the phrase “work zone” to “TTC zone” for consistency with Part 1 definitions.

31 **RECOMMENDED MUTCD CHANGES:**  
32 The following present the proposed changes to the current MUTCD within the context of the  
33 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
34 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
35 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
36 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,  
37 background comments may be provided with the MUTCD text. These comments are indicated  
38 by bracketed white text in shaded green.

## 40 **PART 6 TEMPORARY TRAFFIC CONTROL**

### 41 **CHAPTER 6M. OTHER TTC ZONE DESIGN FEATURES AND SAFETY DEVICES**

#### 42 **Section 6M.02 Positive Protection and Temporary Traffic Barriers**

46 Support:

47 01 Temporary traffic barriers, including portable or movable barriers, are devices designed to help  
48 prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers,  
49 bicyclists, and pedestrians.

50 *Guidance:*

51 02 *Except as otherwise required, at a minimum, longitudinal traffic barriers and/or other positive*  
52 *protection devices should be considered in ~~work~~ TTC zone situations that place workers at increased risk*  
53 *from motorized traffic, and where positive protection devices offer the highest potential for improved*  
54 *safety for workers and road users.*

55 Support:

- 56 03 Considerations for positive protection include, but are not limited to, the following circumstances:
- 57 A. ~~Work~~ TTC zones that provide workers no means of escape from motorized traffic such as tunnels  
58 or bridges;
  - 59 B. ~~Long term stationary work~~ TTC zones with durations of two weeks or more resulting in  
60 substantial worker exposure to motorized traffic;
  - 61 C. Projects with anticipated operating speeds of 45 mph or greater, especially when combined with  
62 high traffic volumes;
  - 63 D. Work operations that place workers, pedestrians, or bicyclists close to travel lanes open to traffic;  
64 and
  - 65 E. Roadside hazards, such as drop-offs or unfinished bridge decks, that will remain in place  
66 overnight or longer.