



National Committee on Uniform Traffic Control Devices

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Item No.: 24A-TTC-04
Technical Correction

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

COMMITTEE / TASK FORCE: Temporary Traffic Control TC
ITEM NUMBER: 24A-TTC-04
TOPIC: Technical Correction – Typical Applications
ORIGIN OF REQUEST: TTC Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 6P.01 Typical Applications

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:

The need for technical corrections has been identified for six typical applications in Part 6 – Temporary Traffic Control. The technical corrections can be categorized as 1) error in dimensioning on a typical application figure, 2) errors in typical application notes, and 3) error in sign depiction in typical application figures.

DISCUSSION:

The need for technical corrections has been identified for typical applications 5, 27, 39, 47, 48, and 50.

Typical Application 5 – Shoulder Closure on a Freeway

Figure 6P-5 shows the dimensions for the advance warning sign spacing distances in incorrect order. The “C” dimension should be “A” and the “A” dimension should be “C”. The “B” dimension is in the correct order.

Typical Application 27 – Closure at the Side of an Intersection

Note 9 is presented beneath a “Support” heading but contains the word “may” and the note is presented in *italic* text indicating a guidance note. To correct these errors, “may” is turned to “can” and plain text is used. These corrections revert note 9 to its appearance in the 2009 MUTCD and the 11th Edition NPA.

38 *Typical Application 39 – Median Crossover on a Freeway*
39 Note 12 presents a new Option regarding use of positive protection devices. Positive protection
40 devices are encouraged in Section 6M.02 P2 as a method to separate workers and road users.
41 The positive protection language in Part 6M.02 is intended for positive separation between
42 workers and adjacent open lanes of traffic. The language is NOT prescribed for positive
43 separation between bidirectional travel lanes. The MUTCD seems to make no reference for use
44 of positive protection to protect against bidirectional traffic.

45
46 *Typical Applications 47, 48, and 50 – Bicycle facility typical applications*

47 Typical Application Figure 6P-47, 6P-48, and 6P-50 show the W16-1P plaque with the legend
48 “IN ROAD” consistent with Figure 9C-1. However, the notes for Figure 6P-47 (note 3), Figure
49 6P-48 (note 7), and Figure 6P-50 (note 7) refer to an “IN ROADWAY” plaque. In these notes,
50 “IN ROADWAY” is proposed to be corrected to ‘IN ROAD.’

51
52 The depiction of the R9-20 sign on Figures 6P-47, 6P-48, and 6P-50 is inconsistent with the R9-
53 20 sign shown in Figure 9B-1. The R9-20 sign used in the typical application figures uses a sign
54 legend stating, “MAY USE FULL LANE” whereas the sign legend in Figure 9B-1 states
55 “ALLOWED USE OF FULL LANE.” In the typical application figures, the depiction of the R9-20
56 is proposed to correct the inconsistency with Figure 9B-1.

57
58 **RECOMMENDED MUTCD CHANGES:**

59 The following present the proposed changes to the current MUTCD within the context of the
60 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
61 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
62 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
63 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
64 background comments may be provided with the MUTCD text. These comments are indicated
65 by bracketed white text in shaded green.

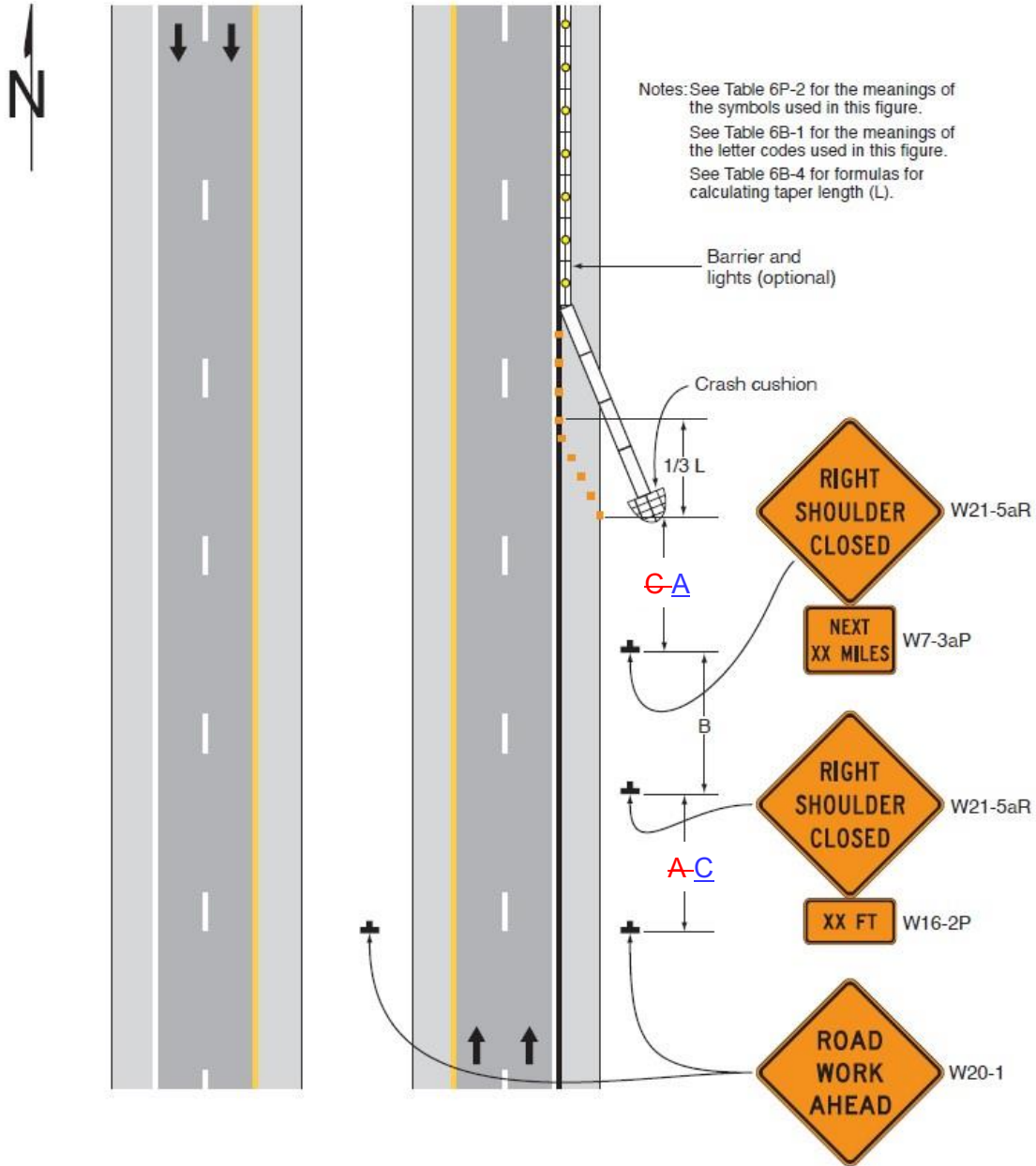
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PART 6 TEMPORARY TRAFFIC CONTROL

CHAPTER 6P. TYPICAL APPLICATIONS

Section 6P.01 Typical Applications

Figure 6P-5. Shoulder Closure on a Freeway (TA-5)



71

Typical Application 5

72 **Notes for Figure 6P-27 – Typical Application 27**
73 **Closure at the Side of an Intersection**

74 *Guidance*

- 75 1. *The situation depicted can be simplified by closing one or more of the intersection approaches. If*
76 *this cannot be done, and/or when capacity is a problem, through vehicular traffic should be*
77 *directed to other roads or streets.*
78 2. *Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be*
79 *used to direct road users within the intersection.*

80 **Standard:**

- 81 **3. At night, flagger stations shall be illuminated, except in emergencies.**

82 *Option:*

- 83 4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
84 5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle
85 displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work
86 space.
87 6. A BE PREPARED TO STOP sign may be added to the sign series.

88 *Guidance:*

- 89 7. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*
90 8. *ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.*

91 **Support Option:**

- 92 9. *Turns may be prohibited as required by vehicular traffic conditions, such as where the streets are*
93 *so narrow that it might be physically impossible to make certain turns, especially for large*
94 *vehicles.*

95 Turns may be prohibited as required by vehicular traffic conditions, such as where the streets are
96 so narrow that it might be physically impossible to make certain turns, especially for large
97 vehicles. [Two technical errors recommended to be corrected: 1) support statement contained
98 “may” indicative of an Option and 2) text was italicized indicating Guidance.]

99 **Option:**

- 100 10. Positive protection devices may be used per Section 6M.02.
101 11. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing,
102 oscillating, or strobe lights.

103 **Standard:**

- 104 **12. Vehicle hazard warning signals shall not be used instead of the vehicle’s high-intensity**
105 **rotating, flashing, oscillating, or strobe lights.**

106 **Notes for Figure 6P-39 – Typical Application 39**
107 **Median Crossover on a Freeway**

108 **Standard:**

- 109 **1. Channelizing devices or temporary traffic barriers shall be used to separate opposing**
110 **vehicular traffic.**
111 **2. An arrow board shall be used when a freeway lane is closed. When more than one freeway**
112 **lane is closed, a separate arrow board shall be used for each closed lane.**

113 *Guidance:*

- 114 *3. For long-term work on high-speed, high-volume highways, consideration should be given to*
115 *using a temporary traffic barrier to separate opposing vehicular traffic.*

116 *Option:*

- 117 *4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way*
118 *Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.*
119 *5. The alignment of the crossover may be designed as a reverse curve.*

120 *Guidance:*

- 121 *6. When the crossover follows a curved alignment, the design criteria contained in the "AASHTO*
122 *Green Book - A Policy On Geometric Design Of Highways And Streets," 7th Edition, 2018,*
123 *AASHTO should be used.*
124 *7. When channelizing devices have the potential of leading vehicular traffic out of the intended*
125 *traffic space, the channelizing devices should be extended a distance in feet of 2 times the speed*
126 *limit in mph beyond the downstream end of the transition area as depicted.*
127 *8. Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.*

128 *Option:*

- 129 *9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs,*
130 *where XX is the distance to the downstream end of the two-way section.*

131 *Support:*

- 132 *10. When the distance is sufficiently short that road users entering the section can see the*
133 *downstream end of the section, they are less likely to forget that there is opposing vehicular*
134 *traffic.*
135 *11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover*
136 *direction of travel are not shown. They are similar to the series shown for the crossover direction,*
137 *except that the left- hand lane is closed.*

138 ~~*Option:*~~

- 139 ~~*12. Positive protection devices may be used per Section 6M.02.*~~

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Notes for Figure 6P-47 – Typical Application 47 Bicycle Lane Closure without a Detour

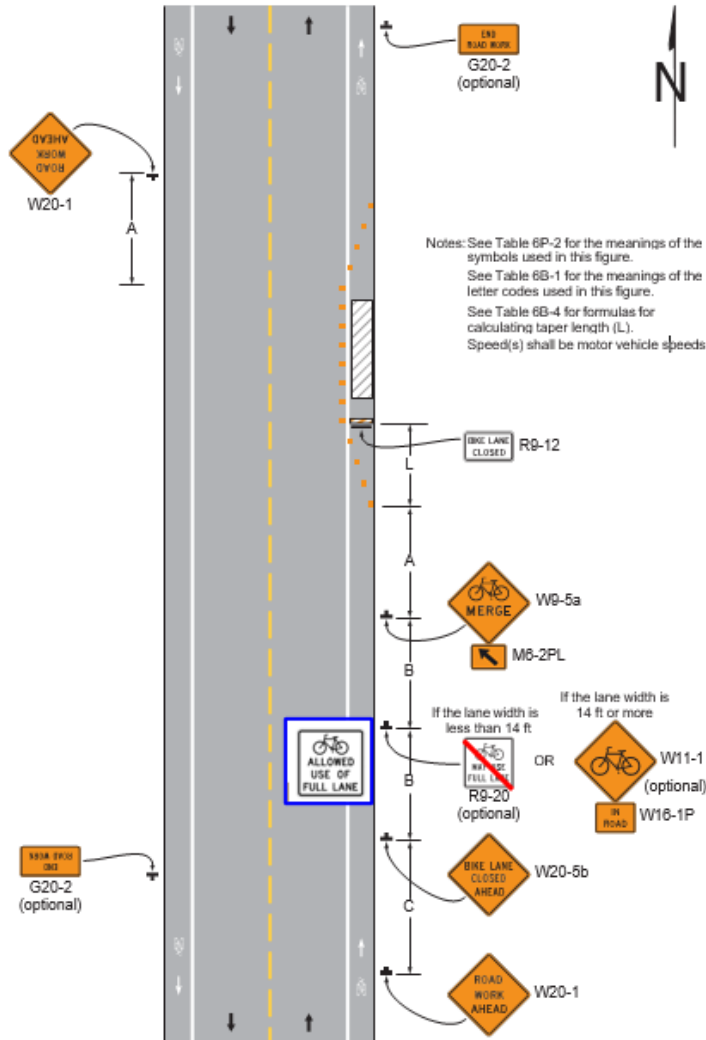
142 *Guidance*

- 143 1. If a bicycle lane on a roadway having a speed limit of 35 mph or higher is closed and conditions
- 144 are not appropriate to direct bicyclists into a shared lane, a separate bicycle facility or detour
- 145 route should be considered (see Figures 6P-48 and 6P-51).

146 *Option:*

- 147 2. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
- 148 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs
- 149 may be used.
- 150 3. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
- 151 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in
- 152 association with IN STREET or IN ROADWAY ROAD plaques may be used.

Figure 6P-47. Bicycle Lane Closure without a Detour (TA-47)



► Typical Application 47

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Notes for Figure 6P-48 – Typical Application 48 Bicycle Lane Closure with an On-Road Detour

156 *Guidance*

- 157 1. *A detour route for bicyclists where a section of bicycle lane is closed should use the most direct*
158 *route practical on roadways or shoulders where conditions are appropriate for bicycling.*
159 2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour*
160 *based on engineering judgment and traffic conditions.*
161 3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

162 Option:

- 163 4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

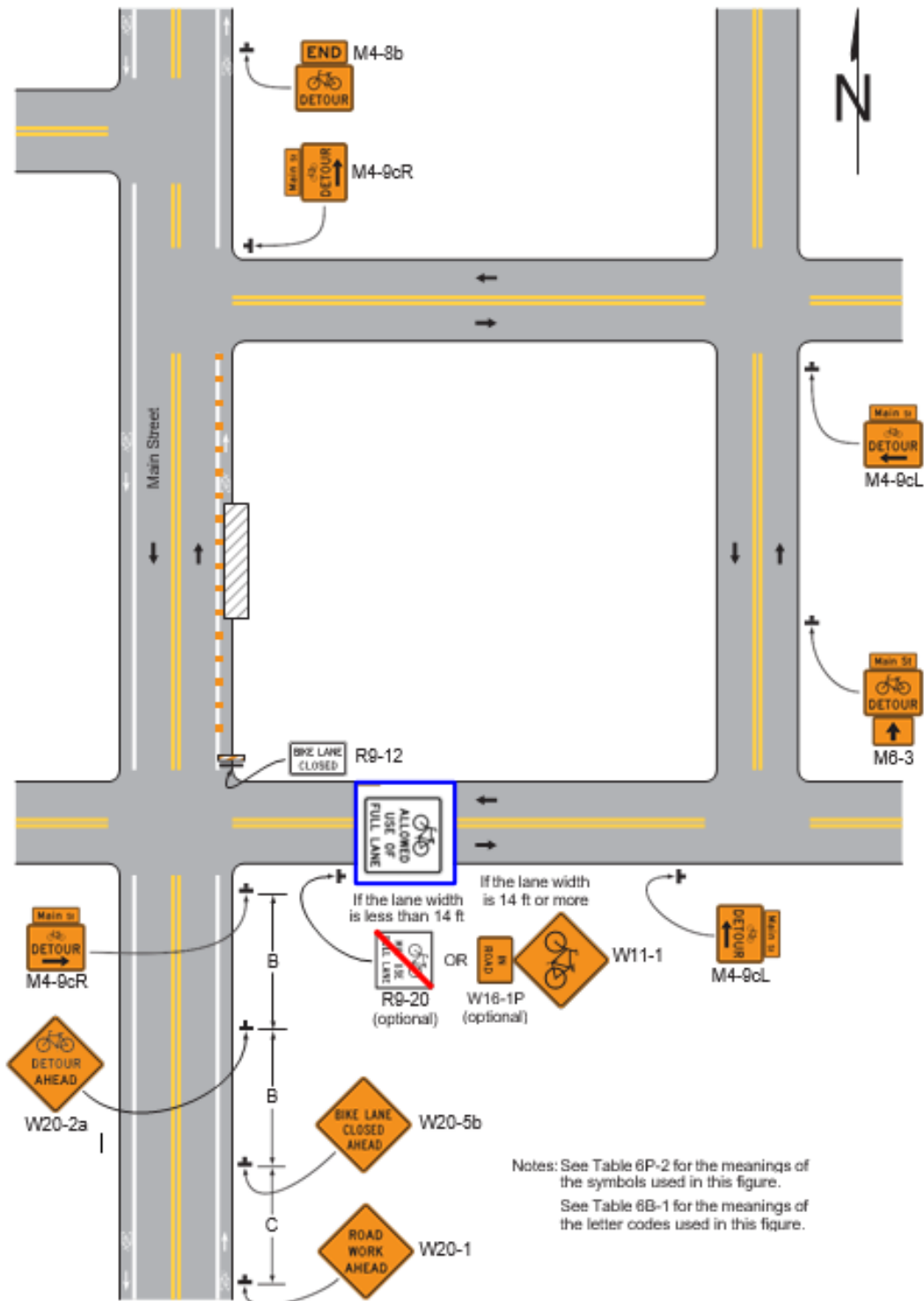
164 **Standard:**

- 165 5. **Where used, the Street Name sign or Bike Route Name sign shall be placed above the Bike**
166 **Detour sign.**

167 Option:

- 168 6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
169 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs
170 may be used.
171 7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
172 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in
173 association with IN STREET or IN ~~ROADWAY~~ ROAD plaques may be used.

Figure 6P-48. Bicycle Lane Closure with an On-Road Detour (TA-48)



Typical Application 48

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176 **Notes for Figure 6P-50—Typical Application 50**
177 **On-Road Detour for a Shared-Use Path**

178 *Guidance:*

- 179 1. *The on-road detour route for bicyclists should use the most direct route practical on roadways or*
180 *shoulders where conditions are appropriate for bicycling.*
181 2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour*
182 *based on engineering judgment and traffic conditions.*
183 3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

184 *Option:*

- 185 4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

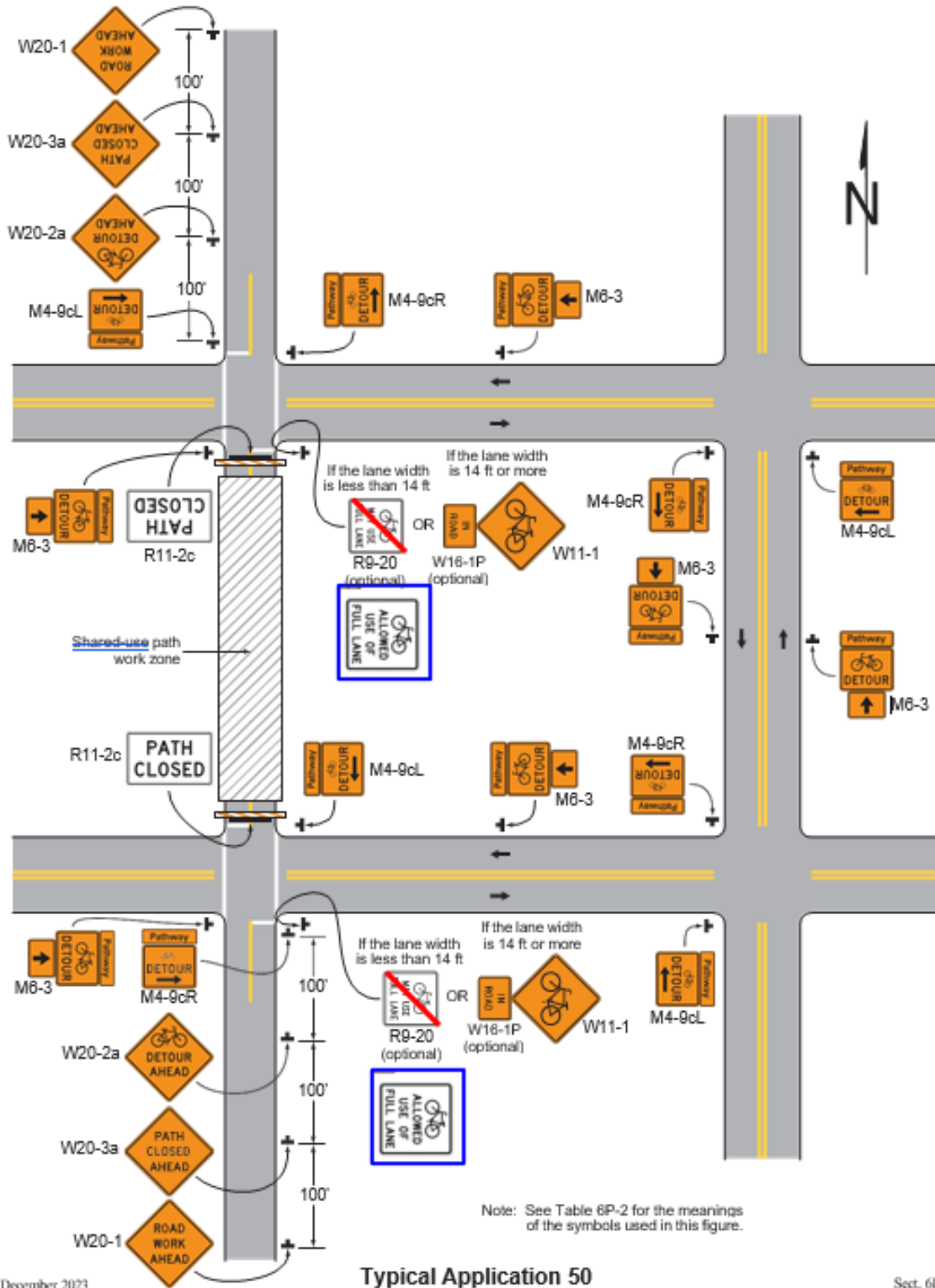
186 **Standard:**

- 187 **5. Where used the Street Name sign or Bike Route Name sign shall be placed above the Bike**
188 **Detour sign.**

189 *Option:*

- 190 6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
191 travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs
192 may be used.
193 7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent
194 travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in
195 association with IN STREET or IN ~~ROADWAY~~ ROAD plaques may be used.

Figure 6P-50. On-Road Detour for a Shared-Use Path (TA-50)



Typical Application 50

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Sect. 6P.01