



# National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022  
Phone/Text: 231-4-NCUTCD (231-462-8823)  
E-mail: secretary@ncutcd.org Website: <https://ncutcd.org>

Item No.: 24A-TTC-07

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

**COMMITTEE / TASK FORCE:** Temporary Traffic Control TC  
**ITEM NUMBER:** 24A-TTC-07  
**TOPIC:** Stay in Lane Sign (R4-9)  
**ORIGIN OF REQUEST:** Stay in Lane MCTF: TTC: Ryan Lancaster (MCTF Chair), Matt Briggs, Bill Anderson, RWSTC: Herman Hill, Doug Bartlett, Markings: Rob Dingess  
**AFFECTED SECTIONS OF MUTCD:** Sections 2B.40 STAY IN LANE sign (R4-9)  
Section 6G.07 STAY IN LANE signs (R4-9, R4-9a)  
Notes for Figure 6P-36

### DEVELOPMENT HISTORY:

Approved by Multi-Committee Task Force: 04/24/2020  
Approved by Technical Committee: 06/18/2020  
Approved by NCUTCD Council: 06/28/2024

*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 proposed change corrects inconsistent and contradictory guidance between MUTCD Sections 2B.40 and 6G.07 and temporary traffic control typical application 36 regarding use of the STAY IN LANE (R4-9) sign and accompanying pavement markings.

### DISCUSSION:

The STAY IN LANE (R4-9) sign and its use is described in Sections 2B.40 and 6G.07 and applied in typical application 36 of Chapter 6P. Section 2B.40 gives guidance that when the STAY IN LANE sign is used, solid double white lane lines should also be used. Typical Application 36 describes and shows the STAY IN LANE sign being used with single solid white lane lines. Section 6G.07 is silent on pavement markings. Thus, the guidance in Sections 2B.40, 6G.07, and typical application 36 are inconsistent and contradictory.

The STAY IN LANE sign indicates a prohibition on lane changing which is consistent with the use of solid double lines as described in Section 3A.04. However, the task force's experience is that agencies will not use solid double line lane lines in a temporary traffic control setting. Temporary traffic control relies heavily on the use of signs and channelizing devices because they are portable and easy to set up and remove. Temporary pavement markings are used to a

35 lesser extent due in part to a reluctance to place pavement markings on pavement areas that  
36 will not have pavement markings permanently and the difficulty in removing the temporary  
37 pavement markings without marring the pavement. Changing the guidance statements in Part 6  
38 to correspond with guidance in Section 2B.40 to indicate that double solid lane lines should be  
39 used when STAY IN LANE signs are used will likely result in agencies omitting the STAY IN  
40 LANE signs rather than result in an increased use of double solid lane lines in temporary traffic  
41 control settings.

42  
43 Section 3A.04, P01, indicates that a double line “indicates maximum or special restrictions” and  
44 a solid line “discourages or prohibits crossing.” The Multi-Committee Task Force recommended  
45 adding a paragraph to use a solid (single) white line in Section 6G.07. Some sponsor comments  
46 suggested giving an option in Section 6G.07 to use a solid white line to discourage or solid  
47 double white line to prohibit lane changing.

48  
49 The task force, proposes the following revisions:

- 50 • Section 2B.40: Make an exception to the use of double solid lane lines in temporary  
51 traffic control settings.
- 52 • Section 6G.07:
  - 53 ○ Revise paragraph 01 to match paragraph 01 of Section 2B.40
  - 54 ○ Add paragraph 01a to indicate that the STAY IN LANE sign should be used with  
55 solid white line or solid double white line pavement markings.
- 56 • Notes for Figure 6P-36 – Typical Application 36 – Lane Shift on a Freeway: revise note  
57 11 to be identical to the proposed paragraph 01a of Section 6G.07.

58  
59 These proposed revisions do not change current practices in the MUTCD, but they do address  
60 and correlate the inconsistencies and contradictory guidance between Parts 2 and 6.

#### 61 **RECOMMENDED MUTCD CHANGES:**

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

70 PART 2 SIGNS

71 CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

72  
73  
74 Section 2B.40 STAY IN LANE Sign (R4-9)

75 Option:

76 01 A STAY IN LANE (R4-9) sign (see Figure 2B-10) may be used on multi-lane highways to direct  
77 road users to stay in their lane until conditions permit shifting to another lane.

78 Guidance:

79 02 ~~Except as provided in Section 6G.07, if a STAY IN LANE sign is used, it should be accompanied by~~  
80 ~~a solid double white line(s) lines to prohibit lane changing (see Section 3B.06).~~

81  
82 PART 6 TEMPORARY TRAFFIC CONTROL

83 CHAPTER 6G. TTC ZONE REGULATORY SIGNS

84  
85 Section 6G.07 STAY IN LANE Signs (R4-9, R4-9a)

86 Option:

87 01 A STAY IN LANE (R4-9) sign (see Figure 6G-1) may be used ~~where a on~~ multi-lane ~~highways shift~~  
88 ~~has been incorporated as part of the TTC on a highway~~ to direct road users ~~to stay in their lane until~~  
89 ~~conditions permit shifting to another lane~~ ~~around road work that occupies part of the roadway on a multi-~~  
90 ~~lane highway.~~  
91  
92

93 Guidance:

94 ~~01a If a STAY IN LANE sign is used, it should be accompanied by solid white lines to discourage or solid~~  
95 ~~double white lines to prohibit lane changing (see Section 3B.06).~~

96 02 A STAY IN LANE TO MERGE POINT (R4-9a) sign (see Figure 6G-1) should be used during late  
97 merge operations (see Section 6N.19) to direct traffic to use all available lanes until the merge point is  
98 reached.  
99

100 CHAPTER 6P. TYPICAL APPLICATIONS

101 NOTES FOR FIGURE 6P-36 – TYPICAL APPLICATION 36  
102 LANE SHIFT ON A FREEWAY  
103

104 Guidance:

- 105  
106 1. The lane shift should be used when the work space extends into either the right-hand or left-hand  
107 lane of a divided highway and it is impracticable, for capacity reasons, to reduce the number of  
108 available lanes.

109 Support:

- 110 2. When a lane shift is accomplished by using (1) geometry that meets the design speed at which the  
111 permanent highway was designed, (2) full normal cross-section (full lane width and full  
112 shoulders), and (3) complete pavement markings, then only the initial general work-zone warning  
113 sign is required.

114 Guidance:

- 115 3. When the conditions in Note 2 above are not met, the information shown in the typical  
116 application should be employed and the provisions in Notes 4 through 17 below are applicable.

117 Standard:

- 118 4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.

119       **5. The barrier shall not be placed along the shifting taper. The lane shall first be shifted using**  
120       **channelizing devices and pavement markings.**

121       *Guidance:*

122       6. *A warning sign should be used to show the changed alignment.*

123       **Standard:**

124       7. **Except as provided in Note 8 below, the number of lanes illustrated on the Reverse Curve**  
125       **signs shall be the same as the number of through lanes available to road users, and the**  
126       **direction of the reverse curves shall be appropriately illustrated.**

127       *Option:*

128       8. Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-  
129       1cP) plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.

130       9. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be  
131       rectangular.

132       *Guidance:*

133       10. *Where the shifted section is longer than 600 feet, one set of Reverse Curve signs should be used*  
134       *to show the initial shift and a second set should be used to show the return to the normal*  
135       *alignment. If the tangent distance along the temporary diversion is less than 600 feet, a Double*  
136       *Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second*  
137       *Reverse Curve sign should be omitted.*

138       11. *If a STAY IN LANE sign is used, ~~then~~ it should be accompanied by solid white ~~lane~~ lines ~~should~~*  
139       *~~be used~~ to discourage or solid double white lines to prohibit lane changing*

140       **Standard:**

141       **12. The minimum width of the shoulder lane shall be 10 feet.**

142       **13. For long-term stationary work, existing conflicting pavement markings shall be removed**  
143       **and temporary markings shall be installed before traffic patterns are changed.**

144       *Option:*

145       14. For short-term stationary work, lanes may be delineated by channelizing devices or removable  
146       pavement markings instead of temporary markings.

147       *Guidance:*

148       15. *If the shoulder cannot adequately accommodate trucks, trucks should be directed to use the travel*  
149       *lanes.*

150       16. *The use of a barrier should be based on engineering judgment.*

151       *Option:*

152       17. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier  
153       parallel to the edge of the pavement for nighttime lane closures.