



# National Committee on Uniform Traffic Control Devices

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Item No.: 24B-TTC-03

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

**COMMITTEE / TASK FORCE:** Temporary Traffic Control Technical Committee  
**ITEM NUMBER:** 24B-TTC-03  
**TOPIC:** Relocate Work Duration Section  
**ORIGIN OF REQUEST:** Task Force #9 – Chapter 6N. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES  
**AFFECTED SECTIONS OF MUTCD:** Section 6N.01, 6B.01a Work Duration

### DEVELOPMENT HISTORY:

Approved by TTC TC: 06/29/2023, 06/26/2024, 01/08/2025  
Approved by NCUTCD Council: 01/09/2025

*This is a recommended change 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:

Section 6N.01 – Work Duration is recommended to be relocated to a new section after Section 6B.01 – Temporary Traffic Control Plans. Relocation after Section 6B.01 is recommended to retain the flow of the chapter, which discusses TTC Zones in 6B.02 and then goes on to discuss the specific elements of TTC zones in the subsequent sections.

This item, items 24B-TTC-01 and 24B-TTC-02, and anticipated future proposed changes, will eventually result in recommending Chapter 6N be removed in its entirety.

### DISCUSSION:

The Work Duration section is recommended to be relocated, the text itself is not being revised. Chapter 6N is titled “Type of Temporary Traffic Control Zone Activities” and Work Duration is not an activity, so 6B “Temporary Traffic Control Elements” seems like a more appropriate location.

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.

39  
40 **PART 6. TEMPORARY TRAFFIC CONTROL**

41  
42 **CHAPTER 6B. TEMPORARY TRAFFIC CONTROL ELEMENTS**

43  
44 [The following is a new section comprised of content moved from Section 6N.01.]

45 **Section 6B.01a Work Duration**

46 Support:

47 01 Work duration is a major factor in determining the number and types of devices used in TTC zones.  
48 The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot  
49 location.

50 Standard

51 02 The five categories of work duration and their time at a location shall be defined as follows:

- 52 A. Long-term stationary is work that occupies a location more than 3 days.
- 53 B. Intermediate-term stationary is work that occupies a location more than one daylight  
54 period up to 3 days, or nighttime work lasting more than 1 hour.
- 55 C. Short-term stationary is daytime work that occupies a location for more than 1 hour within  
56 a single daylight period.
- 57 D. Short duration is work that occupies a location up to 1 hour.
- 58 E. Mobile is work that moves intermittently or continuously.

59 Support:

60 03 At long-term stationary TTC zones, there is ample time to install and realize benefits from the full  
61 range of TTC procedures and devices that are available for use. Larger channelizing devices, temporary  
62 roadways, and temporary traffic barriers are frequently used.

63 Standard:

64 04 Since long-term operations extend into nighttime, retroreflective and/or illuminated devices  
65 shall be used in long-term stationary TTC zones.

66 Support:

67 05 In intermediate-term stationary TTC zones, it might not be feasible or practical to use procedures or  
68 devices that would be desirable for long-term stationary TTC zones, such as altered pavement markings,  
69 temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices  
70 in some cases could significantly lengthen the project, thus increasing exposure time.

71 Standard:

72 06 Since intermediate-term operations extend into nighttime, retroreflective and/or illuminated  
73 devices shall be used in intermediate-term stationary TTC zones.

74 Support:

75 07 Most maintenance and utility operations are short-term stationary work.

76 08 As compared to stationary operations, mobile and short-duration operations are activities that might  
77 involve different treatments. Devices having greater mobility might be necessary such as signs mounted  
78 on trucks. Devices that are larger, more imposing, or more visible can be used effectively and  
79 economically. The mobility of the TTC zone is important.

80 Guidance:

81 09 Safety in short-duration or mobile operations should not be compromised by using fewer devices  
82 simply because the operation will frequently change its location.

83 Support:

84 10 During short-duration work, it often takes longer to set up and remove the TTC zone than to perform  
85 the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time  
86 is short, delays affecting road users are significantly increased when additional devices are installed and  
87 removed.

88 Option:

89 11 Considering these factors, simplified control procedures may be warranted for short-duration work.  
90 A reduction in the number of devices may be offset by the use of other more dominant devices such as  
91 high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles.

92 Support:

93 12 Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole  
94 patching, or utility operations, and are similar to short-duration operations.

95 Option:

96 13 Flags and/or channelizing devices may additionally be used and moved periodically to keep them  
97 near the mobile work area.

98 14 Flaggers may be used for mobile operations that often involve frequent short stops.

99 Support:

100 15 Mobile operations also include work activities where workers and equipment move along the road  
101 without stopping, usually at slow speeds. The advance warning area moves with the work area.

102 Guidance:

103 16 When mobile operations are being performed, a shadow vehicle equipped with an arrow board or a  
104 sign should follow the work vehicle, especially when vehicular traffic speeds or volumes are high. Where  
105 feasible, warning signs should be placed along the roadway and moved periodically as work progresses.

106 17 To avoid high-volume conditions, consideration should be given to scheduling mobile operations  
107 work during off-peak hours.

108 18 If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow  
109 boards should be used.

110 Standard:

111 19 Mobile operations shall have appropriate devices on the equipment (that is, high-intensity  
112 rotating, flashing, oscillating, or strobe lights, signs, or special lighting), or shall use a separate  
113 vehicle with appropriate warning devices. Although vehicle hazard warning lights are permitted to  
114 be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights, they shall not be  
115 used instead of these devices.

116 Option:

117 20 For mobile operations that move at speeds of less than 3 mph, mobile signs or stationary signing that  
118 is periodically retrieved and repositioned in the advance warning area may be used.

119 Support:

120 21 A rolling roadblock is a method of TTC used to slow or stop traffic as a means of temporarily  
121 removing traffic from a roadway segment downstream of the roadblock. The rolling roadblock closes all  
122 lanes of traffic by using pacing vehicles to create a gap so that construction activities can be performed.  
123 Rolling roadblocks are used where long-term road closures using TTC devices are not needed. A rolling

124 [roadblock requires one blocking/pacing vehicle per lane of traffic, a clearing vehicle, and an advance](#)  
125 [warning vehicle. The rolling roadblock is normally performed by law enforcement officers during off-](#)  
126 [peak hours.](#)

127  
128 [The following section (Section 6N.01) is to be relocated as a new section after Section 6B.01.]

129  
130 **Section 6N.01 Work Duration** [Moved to after Section 6B.01]

131 *Support:*

132 01 ~~Work duration is a major factor in determining the number and types of devices used in TTC zones.~~  
133 ~~The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot~~  
134 ~~location.~~

135 **Standard**

- 136 02 ~~The five categories of work duration and their time at a location shall be defined as follows:~~  
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141 ~~a single daylight period.~~  
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144 *Support:*

145 03 ~~At long-term stationary TTC zones, there is ample time to install and realize benefits from the full~~  
146 ~~range of TTC procedures and devices that are available for use. Larger channelizing devices, temporary~~  
147 ~~roadways, and temporary traffic barriers are frequently used.~~

148 *Standard:*

149 04 ~~Since long-term operations extend into nighttime, retroreflective and/or illuminated devices shall be~~  
150 ~~used in long-term stationary TTC zones.~~

151 *Support:*

152 05 ~~In intermediate-term stationary TTC zones, it might not be feasible or practical to use procedures or~~  
153 ~~devices that would be desirable for long-term stationary TTC zones, such as altered pavement markings,~~  
154 ~~temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices~~  
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161 08 ~~As compared to stationary operations, mobile and short-duration operations are activities that might~~  
162 ~~involve different treatments. Devices having greater mobility might be necessary such as signs mounted~~  
163 ~~on trucks. Devices that are larger, more imposing, or more visible can be used effectively and~~  
164 ~~economically. The mobility of the TTC zone is important.~~

165 *Guidance:*

166 09 ~~Safety in short-duration or mobile operations should not be compromised by using fewer devices~~  
167 ~~simply because the operation will frequently change its location.~~

168 **Support:**  
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170 ~~the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time~~  
171 ~~is short, delays affecting road users are significantly increased when additional devices are installed and~~  
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173 **Option:**  
174 11 ~~Considering these factors, simplified control procedures may be warranted for short duration work.~~  
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176 ~~high intensity rotating, flashing, oscillating, or strobe lights on work vehicles.~~

177 **Support:**  
178 12 ~~Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole~~  
179 ~~patching, or utility operations, and are similar to short duration operations.~~

180 **Option:**  
181 13 ~~Flags and/or channelizing devices may additionally be used and moved periodically to keep them~~  
182 ~~near the mobile work area.~~

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186 ~~without stopping, usually at slow speeds. The advance warning area moves with the work area.~~

187 **Guidance:**  
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