



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.: 25A-TTC-01

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

COMMITTEE / TASK FORCE: Temporary Traffic Control Technical Committee
ITEM NUMBER: 25A-TTC-01
TOPIC: Remove Section 6N.10 (Work within the Traveled Way of an Urban Street)
ORIGIN OF REQUEST: TTC TC
AFFECTED SECTIONS OF MUTCD: 6N.10

DEVELOPMENT HISTORY:

Approved by TTC TC: 01/09/2025, 06/11/2025
Approved by NCUTCD Council: 06/12/2025

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:

This recommended change proposes the deletion of paragraphs 8-10 in Section 6N.10 Work within the Traveled Way of an Urban Street describing utility work. Paragraphs 1-7 were previously recommended to be relocated or deleted in 24B-TTC-01.

DISCUSSION:

The TTC Technical Committee recommends the deletion of paragraphs 8-10 in Section 6N.10 Work within the Traveled Way of an Urban Street describing utility work. By removing the last three paragraphs from Section 6N.10 Work within the Traveled Way of an Urban Street, the entire Section will be removed.

The Support statement in paragraph 8 describes types and location of utility work including challenges with work force, vehicles and TTC devices. Utility work occurs in and near roadways both in urban and rural areas. The Guidance statement in paragraph 9 is already included in Section 6N.01 Work Duration (recommended to be moved to Section 6B.01a in 24B-TTC-03), paragraph 11. The list of Typical Applications (TAs) in paragraph 10 is not needed as utility related work can occur within almost any of the TAs in Part 6.

Through 24B-TTC-01, 24B-TTC-02, 24B-TTC-03, this document, and 25B-TTC-02, the content in Chapter 6N is recommended to be relocated to a variety of other Chapters and Sections and Chapter 6N is recommended to be removed in its entirety.

RECOMMENDED 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 [bracketed white text in shaded green].

PART 6. TEMPORARY TRAFFIC CONTROL

CHAPTER 6N. TYPES OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

~~Section 6N.10 Work within the Traveled Way of an Urban Street~~

[Paragraphs 01 through 07 were deleted or relocated to Section 6P.10 in 24B-TTC-01.]

~~Support:~~

~~01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.~~

~~02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.~~

~~03 Pedestrian traffic needs separate attention. Chapter 6C contains information regarding pedestrian movements near TTC zones.~~

~~Standard:~~

~~04 If the TTC zone affects the movement of bicyclists, adequate access to the roadway or shared-use paths shall be provided (see Part 9).~~

~~05 Where transit stops are affected or relocated because of work activity, both pedestrian and vehicular access to the affected or relocated transit stops shall be provided.~~

~~Guidance:~~

~~06 If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.~~

~~07 Worksites within the intersection should be protected against inadvertent pedestrian incursion by providing detectable channelizing devices.~~

~~Support:~~

~~08 Utility work takes place both within and outside the roadway to construct and maintain services such as power, gas, light, water, or telecommunications. Operations often involve intersections, since that is where many of the network junctions occur. The work force is usually small, only a few vehicles are involved, and the number and types of TTC devices placed in the TTC zone is usually minimal.~~

~~Guidance:~~

~~09 As discussed under short duration projects, however, the reduced number of devices in utility TTC zones should be offset by the use of high-visibility devices, such as high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles or high-level warning devices.~~

82 Support:
83 10—Figures 6P-6, 6P-10, 6P-15, 6P-18, 6P-21, 6P-22, 6P-23, 6P-26, and 6P-33 are examples of typical
84 applications for utility operations. Other typical applications might apply as well.