



National Committee on Uniform Traffic Control Devices

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Item No.: 25A-TTC-04

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

COMMITTEE / TASK FORCE: Temporary Traffic Control Technical Committee
ITEM NUMBER: 25A-TTC-04
TOPIC: “TTC Zone”, “Work Zone”, and “Work Space” Consistency
ORIGIN OF REQUEST: TTC Task Force #10 - Special Projects
**AFFECTED SECTIONS
OF MUTCD:** 1C.02
6A.01, 6B.01a (formerly 6N.01), 6B.07, 6B.09, 6C.02, 6E.04,
6H.07, 6K.02, 6M.05, 6M.08, 6P.07 (6N.11 in 11th Ed.)
9A.01

DEVELOPMENT HISTORY:

Approved by Edit TC: 01/08/2025, 06/11/2025
Approved by Bicycle TC: 01/08/2025
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:

For improved consistency throughout the MUTCD, the term “work zone” was reviewed to see if the term “TTC zone” was more applicable in the context of each section. In parallel, the use of “work area” was reviewed for universal replacement with the term “work space”. The definition of the term “Temporary Traffic Control Zone” was also reviewed and updated to reflect the current description provided in Section 6B.02. The definition of the term “work zone” is also recommended for inclusion in Section 1C.02 pointing back to the definition of “Temporary Traffic Control Zone”.

DISCUSSION:

A review of the definition of “Temporary Traffic Control Zone” in Section 1C.02 resulted in recommendations to include “planned special events” and “emergency responders”. We are recommending the proposed changes to the definition of “Temporary Traffic Control Zone” presented below and including a definition of “Work Zone” which refers to the “Temporary Traffic Control Zone” definition. TTC presented this proposed definition to the Edit Committee on

01/08/25, and with modifications to what was originally presented, was passed unanimously as shown below.

A review of the term “work zone” in the MUTCD identified 35 occurrences including section titles. Of those occurrences, twelve (12) are recommended to be replaced with “TTC zone” and three (3) replaced with “work space” based on the context. Note that Ballot items 24A-TTC-06 and 24A-TTC-02, approved by Council June 2024, already recommended eliminating the phrase “work zone” in Sections 6L.01 and 6M.02, respectively. It is recommended that the fifteen (15) references to “work zone” be replaced as presented in this proposal.

Two (2) occurrences are in Part 9 (Traffic Control for Bicycle Facilities). TTC Committee has coordinated with the Bicycles Technical Committee regarding our recommendation to replace “work zone” with “TTC zone”.

A review of the term “work area” in the MUTCD, an outdated term, identified ten (10) occurrences. The correct term is “work space” which is well described in Section 6B.06 (Activity Area) including multiple figures in the MUTCD. It is recommended that nine (9) references to “work area” be replaced with “work space” and one (1) be replaced with “TTC zone” as presented in this proposal. The references to “work area” in Section 4D.11 were previously addressed by the 24A-TTC-06 ballot item in coordination with Signals Technical Committee.

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 1. GENERAL

CHAPTER 1C. DEFINITIONS, ACRONYMS, AND ABBREVIATIONS USED IN THIS MANUAL

Section 1C.02 Definitions of Words and Phrases Used in this Manual

Standard:

01 Unless otherwise defined in this Section, or in other Parts of this Manual, words or phrases shall have the meaning(s) as defined in the “Uniform Vehicle Code,” “AASHTO Transportation Glossary (Highway Definitions),” or other appropriate publications.

02 Where a term that is defined in this Section or elsewhere in this Manual has a different definition in another resource or in common use, the definition herein shall govern for purposes of the applicability of the provisions of this Manual.

03 The following words and phrases, when used in this Manual, shall have the following meanings:

[Only affected definitions are shown. Definition 262 and proposed definition 291a are also impacted by separate ballot item 25A-EDT-01 “Definitions of Highway, Roadway, and Road” under concurrent

review by Council. This ballot item will be updated to reflect all approve changes if both ballot items pass Council.]

262. Temporary Traffic Control Zone—an area of a highway, pedestrian or bicycle facility where road user conditions are changed because of a work zone, planned special event, or incident by the use of temporary traffic control devices, flaggers, emergency responders, uniformed law enforcement officers, or other authorized personnel.

291a. Work Zone – an area of a highway, pedestrian or bicycle facility with construction, maintenance or utility work activities (see Temporary Traffic Control Zone).

PART 4. HIGHWAY TRAFFIC SIGNALS

CHAPTER 4D. DESIGN FEATURES OF TRAFFIC CONTROL SIGNALS

Section 4D.11 Temporary and Portable Traffic Control Signals

[For brevity, only paragraphs 06 and 07 of Section 4D.11 are shown.]

Guidance:

~~06 A temporary traffic control signal should be used only if engineering judgment indicates that installing the signal will improve the overall safety and/or operation of the location.~~

~~07 The use of temporary traffic control signals by a work crew on a regular basis in their work area should be subject to the approval of the jurisdiction having authority over the roadway.~~

[Instance of “work area” deleted in 24A-TTC-06.]

PART 6. TEMPORARY TRAFFIC CONTROL

CHAPTER 6A. GENERAL

Section 6A.01 General

[For brevity, only paragraphs 01-02 and 10 of Section 6A.01 are shown.]

~~Support:~~

~~01 Whenever the acronym “TTC” is used in Part 6, it refers to “temporary traffic control.”~~

Standard:

02 The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on a site roadway open to public travel (see definition in Section 1C.02), including persons with disabilities) through a Temporary Traffic Control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

Support:

~~10 Operational improvements might be realized by using intelligent transportation systems (ITS) in work zones TTC zones. The use of ITS technologies in work zones of ITS technology, such as portable camera systems, highway advisory radio, variable speed limits, ramp metering, traveler information, merge guidance, warning systems for vehicles exiting the work space, and queue detection information, is aimed at increasing safety for both workers and road users and helping to ensure a more efficient traffic flow. The use of ITS technologies in work zones TTC zones of ITS technologies has been found to be effective in providing traffic monitoring and management, data collection, and traveler information.~~

CHAPTER 6B. TEMPORARY TRAFFIC CONTROL ELEMENTS

Section ~~6N.01~~ 6B.01a Work Duration

[Section 6N.01 was relocated to 6B.01a in 24B-TTC-03. For brevity, only paragraphs 13-15 of the section are shown.]

Option:

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

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

Support:

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

Section 6B.07 Termination Area

Support:

01 The termination area is the section of the highway where road users are returned to their normal driving path. The termination area extends from the downstream end of the work ~~space~~ area to the last TTC device such as END ROAD WORK signs, if posted.

Option:

02 An END ROAD WORK sign, a Speed Limit sign, or other signs may be used to inform road users that they can resume normal operations.

03 A longitudinal buffer space may be used between the work space and the beginning of the downstream taper.

Section 6B.09 Detours and Diversions

Support:

01 A detour is a temporary rerouting of road users onto an existing highway in order to avoid a TTC zone.

Guidance:

02 *Detours should be clearly signed over their entire length so that road users can easily use existing highways to return to the original highway.*

Support:

03 A diversion is a temporary rerouting of road users onto a temporary highway or alignment placed around the work ~~space~~ area.

CHAPTER 6C. PEDESTRIAN AND WORKER SAFETY

Section 6C.02 Pedestrian Considerations

[For brevity, only paragraphs 05 and 10 of Section 6C.02 are shown.]

Option:

05 If an existing pedestrian route is impacted by a short-duration or a short-term stationary ~~TTC zone work-zone~~ that is attended with project personnel, establishing an alternate pedestrian route may not be necessary if the work can be stopped and pedestrians can navigate the ~~TTC zone work-zone~~. Pedestrians may be delayed for a short period of time for project personnel to move equipment and material to facilitate passage. ~~TTC zone Work-zone~~ personnel may also provide assistance to pedestrians as necessary.

Support:

Figures 6P-28 and 6P-29 show typical TTC device usage and techniques for pedestrian movement through TTC zones ~~work-zones~~

CHAPTER 6E. ONE-LANE, TWO-WAY TRAFFIC CONTROL

Section 6E.04 Pilot Car Method

[For brevity, only paragraphs 01-04 of Section 6E.04 are shown.]

Option:

01 A pilot car may be used to guide a queue of vehicles through the TTC zone or detour.

Guidance:

02 The pilot car should have the name of the contractor or contracting authority prominently displayed.

Standard:

03 The PILOT CAR FOLLOW ME (G20-4) sign (see Figure 6H-1) shall be mounted on the top or on the rear of the pilot vehicle (see Section 6H.37).

04 The pilot car operation shall be coordinated with flagging operations or other methods of control at each end of the one lane section of the TTC zone ~~work-zone~~.

CHAPTER 6H. TTC ZONE WARNING SIGNS

Section 6H.07 Lane(s) Closed Signs (W20-5, W20-5a, and W9-3)

Standard:

01 The Lane(s) Closed sign (see Figure 6H-1) shall be used in advance of that point where one or more through lanes of a multi-lane roadway are closed.

02 For a single lane closure, the Lane Closed (W20-5) sign (see Figure 6H-1) shall use the legend RIGHT (LEFT) LANE CLOSED. Where two or more adjacent lanes are closed, the W20-5a sign (see Figure 6H-1) shall use the legend XX RIGHT (LEFT) LANES CLOSED.

Option:

03 The distance legend may be either XX FEET, XX MILES, or AHEAD.

Guidance:

04 The Interior Lane Shift (W9-3) sign (see Figure 6H-1) should be used in advance of that point where work occupies an interior lane(s) and approaching motor vehicle traffic is directed to the right or left of the work space ~~zone~~ in the lane(s) by using a shifting taper to route traffic around the closed interior lane(s).

CHAPTER 6K. TTC ZONE CHANNELING DEVICES

Section 6K.02 Pedestrian Channelizing Devices

[Section 6K.02 previously revised in 24B-TTC-04. For brevity, only paragraph 01 and 02 of Section 6K.02 is shown.]

Support:

01 Pedestrian channelizing devices indicate a suitable path of pedestrian travel around or through the ~~work~~ TTC zone.

Guidance:

02 Pedestrian channelizing devices should be provided when a TTC zone impacts ~~work activities impact~~ sidewalks or other pedestrian facilities or when the design of the temporary pedestrian facility does not otherwise include accessibility features consistent with the features in the existing pedestrian facility.

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

Section 6M.02 Positive Protection and Temporary Traffic Barriers

[Section 6M.02 previously revised in 24A-TTC-02. Only paragraphs 1 through 3 are shown.]

Support:

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

Guidance:

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

Support:

03 Considerations for positive protection include, but are not limited to, the following circumstances:

- A. ~~Work~~ TTC zones that provide workers no means of escape from motorized traffic such as tunnels or bridges;
- B. ~~Long-term stationary work~~ TTC zones with durations of two weeks or more resulting in substantial worker exposure to motorized traffic;
- C. Projects with anticipated operating speeds of 45 mph or greater, especially when combined with high traffic volumes;
- D. Work operations that place workers, pedestrians, or bicyclists close to travel lanes open to traffic; and
- E. Roadside hazards, such as drop-offs or unfinished bridge decks, that will remain in place overnight or longer.

Section 6M.05 Crash Cushions

[For brevity, only paragraph 05 of Section 6M.05 is shown.]

05 Truck-mounted attenuators shall be energy-absorbing devices attached to the rear of shadow trailers or trucks and shall be used in accordance with the manufacturer's specifications. If used, the shadow vehicle with the attenuator shall be located in advance of the work space ~~area~~, workers, or equipment to reduce the severity of rear-end crashes from errant vehicles.

Section 6M.08 Lighting for Night Work

Support:

01 Utility, maintenance, or construction activities on highways are frequently conducted during nighttime periods when vehicular traffic volumes are lower. Large construction projects are sometimes operated on a double-shift basis requiring night work (see Section 6N.18).

Guidance:

02 When nighttime work is being performed, floodlights should be used to illuminate the work space ~~area~~, equipment crossings, and other areas.

03 When used, floodlighting should be installed in a manner that minimizes glare to approaching road users, flaggers, or workers.

04 The adequacy of the floodlight placement and elimination of potential glare should be determined by driving through and observing the floodlighted area from each direction on all approaching roadways after the initial floodlight setup, at night, and periodically. Lighting should be sufficient so as to give road users the capability to identify a worker as a person. Care should be taken to minimize the potential for shadows to conceal workers within the work space ~~area~~.

Support:

05 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal luminance of 5 foot candles can be adequate for general activities. Tasks requiring high levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.

Standard:

06 Except in emergency situations, flagger stations shall be illuminated at night.

CHAPTER 6P. TYPICAL APPLICATIONS

Section ~~6N.11~~ 6P.07 Work within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway

[Section 6N.11 relocated to 6P.07 in 24B-TTC-01. For brevity, only paragraph 13 of the section is shown.]

Option:

13 If operating speeds are 40 mph or less and the space approaching the work space ~~area~~ does not permit moving traffic over one lane at a time, a single continuous taper may be used.

[For brevity, only the affected Typical Applications, and affected portions of those TAs, are shown.]

Notes for Figure 6P-36—Typical Application 36 Lane Shift on a Freeway or Expressway [Approved in 24B-TTC-01.]

Guidance:

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

Support:

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

Notes for Figure 6P-38—Typical Application 38
Interior Lane Closure on a Freeway

Standard:

1. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.
2. If temporary traffic barriers are installed, they shall comply with the provisions and requirements in Section 6M.02.
3. The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.
4. For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.

Guidance:

5. For a long-term closure, a barrier should be used to provide additional safety to the operation in the closed interior lane. A buffer space should be used at the upstream end of the closed interior lane.
6. An arrow board displaying an arrow pointing to the right should be placed on the left-hand shoulder at the beginning of the taper.
7. For long-term use, the broken lane lines should be made solid white in the two-lane section.

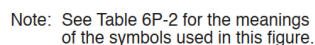
Option:

8. As an alternative to initially closing the left-hand lane, as shown in the typical application, the right-hand lane may be closed in advance of the interior lane closure with appropriate channelization and signs. The Interior Lane Shift Ahead symbol sign may be mirrored to indicate a right lane shift.
9. A short, single row of channelizing devices in advance of the vehicular traffic split to restrict vehicular traffic to their respective lanes may be added.
10. DO NOT PASS signs may be used.
11. If a paved shoulder having a minimum width of 10 feet and sufficient strength is available, the left-hand and center lanes may be closed and motor vehicle traffic carried around the work space on the right-hand lane and a right-hand shoulder.
12. A work vehicle with a truck-mounted attenuator may be used within the closed interior lane between the buffer space and the work ~~space~~ area.
13. Positive protection devices may be used per Section 6M.02.

Guidance:

14. When a shoulder lane is used that cannot adequately accommodate trucks, trucks should be directed to use the normal travel lanes.

Figure 6P-50. On-Road Detour for a Shared-Use Path (TA-50)¹
[North arrow deleted in 24A-TTC-03.]



Sect. 6P.01 1

¹ Known error. From MUTCD website: Figure 6P-50: Change “May” to “Allowed” on R9-20 sign.

341 **PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

342
343 **CHAPTER 9A. GENERAL**

344
345 **Section 9A.01 General**

346 Support:

347 01 Part 9 covers signs and pavement markings specifically related to bicycle operation on roadways,
348 separated bikeways, and shared-use paths. In jurisdictions where small, low-speed, human or electric-
349 powered transportation devices (often referred to as a micromobility devices) are allowed to use bicycle
350 facilities, they can be regulated by signs, pavement markings, and other traffic control devices related to
351 bicycle operations. Part 4 contains information on highway traffic signals and bicycle signal faces. Part 6
352 contains information on TTC zones ~~work-zones~~ for bicycle facilities and the mitigation of impacts to
353 bicycle travel through TTC zones ~~work-zones~~.