2016 MUTCD CONCEPT
TTC COMMENTS

Michael A. Chacon
Traffic Operations Division
4 Ballot items were discussed at the June 2014 meeting in TTC, as well as additional topics.

- TTC No. 1 – Pedestrian and Worker Safety
- TTC No. 2 – General Characteristics of Signs
- TTC No. 3 – Temporary Lane Separators
- TTC No. 4 – Pavement Markings
TTC No. 1: Pedestrian and Worker Safety
This change was recommended to be rejected.

Section 6D.01
Standard:
Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained crashworthy cushions. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.

Guidance:
Normal vertical curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are needed.
This change was recommended to be rejected.

Section 6F.026F.01 General Characteristics of TTC Zone Signs

Standard:
The colors for regulatory signs shall follow the Standards for regulatory signs in Table 2A-5 and Chapter 2B. except as noted in Paragraphs 4, 6, and 7 of this Section, warning signs in TTC zones shall have a black legend and border on an orange background, except for the Grade Crossing Advance Warning (W10-1) sign, which shall have a black legend and border on a yellow background, and except for signs that are required or recommended in Parts 2 or 7 to have fluorescent yellow-green backgrounds.
This change was recommended to be rejected.

Section 6F.026F.01 General Characteristics of TTC Zone Signs

Standard:

When standard orange flags or flashing warning lights are used in conjunction with signs, they **shall** not block the sign face.
TTC No. 3: Temporary Lane Separators
This change was recommended to be modified.

Section 6E.726M.03 Temporary Lane Separators

Option:
Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, to divide lanes when two or more lanes are open in the same direction, and to provide continuous pedestrian channelization.

Standard:
Temporary lane separators shall be crashworthy. Temporary lane separators shall have a maximum height of 4 inches and a maximum width of 1 foot, and shall have sloping sides in order to facilitate crossover by emergency vehicles.

Option:
Temporary lane separators may be supplemented with any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels, and opposing traffic lane dividers.

Standard:
If appropriate channelizing devices are used to supplement a temporary lane separator, the channelizing devices shall be retroreflectorized to provide nighttime visibility. If channelizing devices are not used, the temporary lane separator shall contain retroreflectorization to enhance its visibility.

Guidance:
A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be shifted intentionally moved from place to place within the TTC zone in order to accommodate changing conditions.
Section 6E.72 6M.03 Temporary Lane Separators

Option:
Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes and to divide lanes when two or more lanes are open in the same direction, and to provide continuous pedestrian channelization.

Standard:
Temporary lane separators shall be crashworthy. Temporary lane separators shall have a consist of a longitudinal base component with a maximum height of 4 inches, and a maximum width of 1 foot, and shall have sloping sides in order to facilitate crossover by emergency vehicles, and shall incorporate one or more of the following types of channelizing devices affixed to the longitudinal base such as tubular markers, vertical panels and opposing traffic lane dividers, and shall contain any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels and opposing traffic lane dividers.

Option:
Temporary lane separators may be supplemented with any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels, and opposing traffic lane dividers.

Standard:
If appropriate channelizing devices are used to supplement a temporary lane separator, the channelizing devices shall be retroreflectorized to provide nighttime visibility. If channelizing devices are not used, the temporary lane separator shall contain retroreflectorization to enhance its visibility.

Guidance:
A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be intentionally moved from place to place within the TTC zone in order to accommodate changing conditions. Temporary Lane Separators have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.
TTC No. 4: Pavement Markings
This change was recommended to be rejected.

Section 6F.776J.01 Pavement Markings in TTC Zones

Standard:
Existing pavement markings shall be maintained in all long-term stationary (see Section 6G.02) TTC zones in accordance with Chapters 3A and 3B, except as otherwise provided for temporary pavement markings in Section 6F.78. Pavement markings shall match the alignment of the markings in place at both ends of the TTC zone. Pavement markings shall be placed along the entire length of any paved detour or temporary roadway prior to the detour or roadway being opened to road users.

Guidance:
For long-term stationary operations, pavement markings in the temporary traveled way that are no longer applicable shall be removed or obliterated as soon as practical. Pavement marking obliteration shall remove the non-applicable pavement marking material, and the obliteration method shall minimize pavement scarring. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as a substitute for removal or obliteration.
Current MUTCD states flaggers shall be used when a pilot vehicle is used.
Portable Traffic Signal with Pilot Vehicle

- Ultimate safety for crew
- Remote control operation
- Recognized by public
Portable Traffic Signal with Pilot Vehicle

• TTC recommended language.

Section 6C.13 Pilot Car Method of One-Lane, Two-Way Traffic Control

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 Section 6F.58) shall be mounted on the rear of the pilot vehicle.
04 A flagger shall be stationed on the approach to the activity area to control vehicular traffic until the pilot vehicle is available. The operation of the pilot car shall be coordinated with flagging operations or other controls at each end of the one-lane section.