AMENDMENTS TO PART VI OF THE MUTCD (2003 EDITION)

TC-1

NOTE: TC-1 through TC-8 amend Part VI of the 2003 Edition of the MUTCD by superseding or supplementing certain Sections. They shall be used in conjunction with the MUTCD and the Specifications for work zone traffic control on all projects.

1. Section 6C.04, Tables 6C–1 and 6H–3. "Urban (low speed)" shall be defined as those roadways with regulatory speed limits of 30 mph or less; "Urban (high speed)" shall be defined as those roadways with regulatory speed limits of 35 mph and greater.

2. Section 6F.03, Sign Placement. Add the following paragraph as a "Standard" heading:

   Actual placement of construction signs shall be carefully considered to avoid obstructing existing signs or allowing existing signs, vegetation or other physical features to obstruct or limit visibility to construction signs. Construction signs shall also be placed at locations that avoid overwhelming motorists with information when combined with existing signs.

3. Section 6F.59, Cones. Replace the second paragraph under the heading "Standard" with the following:

   Cones shall not be used for either long–term stationary or intermediate–term stationary work applications (as defined in Section 6G.02–Work Duration). Cones, regardless of size, shall not be used at night as the primary channelization device, except during work hours. Cones may, however, be used to supplement other channelizing devices such as drums and barricades in place at night. For nighttime use, cones shall be retroreflectorized or equipped with lighting devices for maximum visibility. Retroreflectorization of 700 mm (28 in.) or larger cones shall be provided by a white band 150 mm (6 in.) wide located 75 to 100 mm (3 to 4 in.) from the top of the cone and an additional 100 mm (4 in.) wide band approximately 50 mm (2 in.) below the 150 mm (6 in.) band.

4. Section 6F.60, Tubular Markers. Replace the "Standard" section with the following:

   Tubular markers (see Figure 6F–7) shall be predominately orange and shall be not less than 1050 mm (42 in.) high and 75 mm (3 in.) wide when facing road users. They shall be made of a material that can be struck without causing damage to the impacting vehicle.

   For nighttime use, tubular markers shall be retroreflectorized. Retroreflectorization of tubular markers shall be provided by three 100 mm (4 in.) wide white bands placed a maximum of 50 mm (2 in.) from the top, with a minimum of 50 mm (2 in.) and maximum 150 mm (6 in.) between the bands.

5. Section 6F.62, Drums. Replace the first sentence of the "Standard" section with the following:

   Drums (see Figure 6F–7) used for road user warning or channelization shall be predominately orange and shall be constructed of lightweight, deformable materials.

6. Section 6F.72 – Temporary Pavement Markings. Replace the paragraphs under the headings "Guidance" and "Standard" with the following "Standard" heading paragraphs:

   (a) Temporary pavement markings shall not be in place for more than 2 weeks, except for temporary raised pavement markers on divided highways, which shall not be in place for more than 1 week (see note (b) under Temporary Raised Pavement Markers, Section 6F.73).

   (b) Temporary yellow centerline pavement markings shall be retroreflectorized paint or tape or removable raised pavement markers (see note (a) under Temporary Raised Pavement Markers, Section 6F.73).

   (c) All temporary white broken–line pavement markings for traffic moving in the same direction shall be retroreflectorized paint or tape (see note (b) under Temporary Raised Pavement Markers, Section 6F.73). Temporary paint or tape markings shall use the same cycle length (N) as permanent markings, i.e., 12 m (40 ft.) and be at least 1.2 m. (4 ft.) long, except that half–cycle lengths (N/2) with a minimum of 0.6 m (2 ft.) stripes should be used for roadways with severe curvature (see Section 3A.05).

   (d) Edgelines, channelizing lines, lane reduction transitions, gore markings, and non–longitudinal lines (e.g., stop lines, railroad crossings, crosswalks, words, symbols, etc.) are usually not required for temporary situations. Their use should be evaluated on a project by project basis based on field conditions, relative traffic speeds and volumes, and the use of other traffic control devices. When used, temporary markings for these types of longitudinal and non–longitudinal lines shall be retroreflectorized paint or tape and conform to MUTCD Part 3 Chapters 3A and 3B.

7. Section 6F.73 – Raised Pavement Markers. Change Section title to <u>Temporary Raised Pavement Markers</u> and replace the entire Section with the following paragraphs:

   (a) Temporary raised pavement markers may be used for double yellow centerline pavement markings on two–way roadways prior to placement of full MUTCD standard pavement markings. They shall be removable yellow retroreflectorized double–face temporary raised pavement markers and shall be placed in pairs, separated by a lateral space of approximately 75 mm (3 in.), using a maximum cycle length of N, i.e., 12 m (40 ft.). On sections of roadway with severe curvature (horizontal and/or vertical), lesser cycle lengths should be used so that at least 3 pairs of markers are visible to approaching traffic at all times. Whenever temporary raised pavement markers are used for centerline pavement markings, "DO NOT PASS" (R4–1) signs may be installed for added emphasis.

   (b) Temporary raised pavement markers may also be used for up to 1 week to delineate lane separation on divided highways prior to placement of full MUTCD standard pavement markings. They shall be removable white retroreflectorized single face temporary raised pavement markers placed individually using a maximum cycle length of N, i.e., 12 m (40 ft.)

8. Section 6H.01, Typical Applications. Add the following paragraph as a "Standard" heading:

   Many diagrams show ROAD WORK (W20–1), ROAD WORK NEXT XX MILES (G20–1), and END ROAD WORK (G20–2a) signs being used for the activities. These signs may be omitted if the activity is being performed within the limits of a larger project and the signs are in place as part of the Advance Warning Area or Termination Area for the larger project (see NHDOT Work Zone Traffic Control Standard Plan TC–2).

9. Section 6H.01, Figure 6H–12. Add to the diagram a distance of 15 m (50 ft.) for the minimum distance between the stop line and the portable barrier.

10. Section 6H.01, Figure 6H–14. The diagram for the unsignalized crossing shows interim tape and a NO PASSING ZONE (W14–3) sign to deter passing maneuvers. In lieu of this method, cones may be placed along the centerline, using a maximum spacing of 12 m (40 ft.).

    In both diagrams, add a TRUCK CROSSING (W8–6) sign at a distance "B" in advance of the DO NOT PASS (R4–1) sign. Show the ROAD WORK AHEAD (W20–1a) sign at a distance "C" in advance of the TRUCK CROSSING sign. (See Table 6H–3 for distance between signs.)

11. Section 6H.01, Figure 6H–33. Replace this diagram and all associated notes with the Single Lane Closure (Divided Highway) diagram shown on NHDOT Work Zone Traffic Control Standard Plan TC–5.

12. Section 6H.01, Figures 6H–34, 6H–38, 6H–39, 6H–42, and 6H–44. Revise the advance warning signs for the lane closure to agree with those shown on NHDOT Work Zone Traffic Control Standard Plan TC–5.

13. Section 6H.01, Figure 6H–36. Make the following revisions:

    (a) Use REVERSE CURVE (W1–4 series) signs which show side–by–side arrows, one arrow for each open lane, at each location that this sign is shown.

    (b) Revise note 6 to read: If passing is discouraged but not prohibited, solid white lane lines shall be used; if passing is prohibited, then double solid white lane lines shall be used. The STAY IN LANE (R4–9) sign shall be used when passing is prohibited.

14. Section 6H.01, Figure 6H–37. Replace this diagram and all associated notes with NHDOT Work Zone Traffic Control Standard Plan TC–7.