1. Section 6E.04, Subdivision 6E.04 and 6E.05. "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 or greater.

2. Section 6E.03, Sign Placement. The following paragraph as a "Standard" heading:

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

3. Section 6E.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 activities (as defined in Section 6E.02 Work Duration). Cones, regardless of size, shall not be used at night on the primary channelization devices, except during work hours. Cones may, however, be used to supplement other channelizing devices such as drums and barricades in place of night. For nighttime use, cones shall be retracted or repositioned with the lighting devices for maximum visibility. Retraction of cones shall be made at 1000 mm (42 in.) or larger cones shall be placed at 75 to 100 mm (3 to 4 in.) from the top of the cones and an additional 100 mm (4 in.) wide band approximately 50 mm (2 in.) below the 150 mm (6 in.) band.

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

Tubular markers (see Figure 6E-7) shall be red-orange and shall not be less than 1000 mm (42 in.) high and 75 mm (3 in.) wide when facing road users. They shall be made of material that can be struck without causing damage to the surrounding vehicle.

For nighttime use, tubular markers shall be retracted or repositioned. Retraction of tubular markers shall be provided by 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 a maximum 150 mm (6 in.) between the bands.

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

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

6. Section 6E.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 lane markers on divided highways, which shall not be in place for more than 1 week (see note (2) under Temporary Pavement Markers, Section 6E.72).

(b) Temporary yellow centerline pavement markings shall be retracted or repositioned or be removed within 2 weeks (see note (a) under Temporary Pavement Markers, Section 6E.73).

(c) All temporary white broken-line pavement markings for traffic moving in the same direction shall be retracted or repositioned or removed within 2 weeks (see note (b) under Temporary Pavement Markers, Section 6E.73).

(d) Edgelines, channelizing lines, lane reduction markings, gore markings, and non-longitudinal lines (e.g., stop lines, road edge crossings, crosswalks, words, symbols, etc.) are usually not required for temporary situations. Their use shall be evaluated on a project by project basis based on the conditions existing at the time of the design, traffic volume and speed, and the use of other traffic control devices. When used, temporary markings for these types of longitudinal and non-longitudinal lines shall be retracted at all times and conform to MUTCD Part 3 Chapters 3A and 3B.

7. Section 6E.73, Raised Pavement Markers. Change Section 6E.73 to "Temporary Raised Pavement Markers" 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 red-orange retracted or repositioned double-face temporary raised pavement markers and shall be placed in pairs, separated by a lateral distance of approximately 75 mm (3 in.), using a maximum cycle length of 1,200 mm (4 ft.). On sections of roadway with severe curvature (horizontal and/or vertical), longer cycle lengths may be used so that at least 3 pairs of markers are visible to approaching traffic at all times. Wherever temporary raised pavement markers are used for centerline pavement markings, "NO PASSING" (Rc-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 separations on divided highways prior to placement of full MUTCD standard pavement markings. They shall be red-orange retracted or repositioned single face temporary raised pavement markers placed individually using a minimum cycle length of 1,200 mm (4 ft.) on 1,200 mm (4 ft.) centers.

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

Many diagrams show ROAD WORK (W20-1), ROAD WORK NEXT 200 M (W20-1), and END ROAD WORK (W20-2) 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 NH DOT Work Zone Traffic Control Standard Plan TC-2).

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

10. Section 6E.01, Figure 6E-14. The diagram for the unsigned stop crossing shows intermittent tape and a NO PASSING ZONE (W4-3-3) sign to delay passing motorists. In lieu of this method, cone 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 NO PASSING (R4-1) sign. Show the ROAD WORK WORK (W20-1) sign at the distance "C" in advance of the TRUCK CROSSING sign. (See Table 6E-3 for distance between signs.)

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

12. Section 6E.01, Figures 6E-34, 6E-38, 6E-39, 6H-42, and 6H-44. Revise the give-and-go warning signs for the lane closure to agree with those shown on NH DOT Work Zone Traffic Control Standard Plan TC-5.

13. Section 6E.01, Figure 6E-56. Update the following material:

(a) Use REVERSE CURVE (W1-1-4) sign which shows side-by-side arrows, one for each lane, that requires a corresponding sign.

(b) Revise note 5 to read: If passing is discouraged but not prohibited, solid white line shall be used. If passing is prohibited, then double solid white line shall be used. The STAY IN LANE (R4-9) sign shall be used when passing is prohibited.

14. Section 6E.01, Figure 6E-57. Replace this diagram and all associated notes with NH DOT Work Zone Traffic Control Standard Plan TC-7.