



**National Committee on  
Uniform Traffic Control Devices**

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**NOTE: This is a recommendation to FHWA on changes to the MUTCD by the National Committee on Uniform Traffic Control Devices (NCUTCD). This recommendation is not a revision to the MUTCD and does not constitute official standards, guidance, or options. No proposed revision to the MUTCD is effective unless and until approved by FHWA through an Interim Approval or through the Federal rulemaking process.**

**TTC Agenda item \_\_\_ January 2014**

**National Committee on Uniform Traffic Control Devices  
TTC TC**

**TECHNICAL COMMITTEE: NCUTCD Temporary Traffic Control Technical Committee**

**DATE OF ACTION: 1-9-14**

**TASK FORCE: Jim Bryden (chair), Reiss, Sparks, LaBarge, Aburahmah, Groth, Cox**

**TTC TC APPROVAL DATE: 1-9-14**

**TRANSMITTAL TO SPONSORS DATE:**

**TOPIC: Change of Standard statement to Guidance**

**AFFECTED PORTIONS OF MUTCD:** 2009 Edition – Section 6D.01 Pedestrian Considerations [Section 6C.01 in draft 2016 Edition]

**DISCUSSION:**

Prior to the January meeting of the NCUTCD, FHWA sent the members a draft copy of the proposed 2016 Edition of the MUTCD asking for comment on the proposed changes of some Standard statements to Guidance statements.

TTC TC does not agree with the proposed change of the Standard in 6D.01 regarding use of normal vertical curbing as a substitute for temporary traffic barriers. Protection of workers is a paramount concern for design of work zones. temporary traffic barriers need to remain the primary choice for protecting workers.

**RECOMMENDATION:**

39 TTC TC recommends rejecting the recommended change leaving this standard as in the 2009  
40 Edition.

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42 **RECOMMENDED WORDING:**

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44 **Note: this language is from the 2009 Edition, Section 6D.01, Lines 22 and 23**

45  
46 **Standard:**

47 <sup>22</sup> Short intermittent segments of temporary traffic barrier shall not be used because they  
48 nullify the containment and redirective capabilities of the temporary traffic barrier, increase the  
49 potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence  
50 of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or  
51 protected with properly installed and maintained crashworthy cushions. Adjacent temporary  
52 traffic barrier segments shall be properly connected in order to provide the overall strength  
53 required for the temporary traffic barrier to perform properly.

54 <sup>23</sup> Normal vertical curbing shall not be used as a substitute for temporary traffic barriers  
55 when temporary traffic barriers are needed.

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57 **Note: this is the change from the draft 2016 Edition. This change is recommended to be rejected.**

58  
59 **Standard:**

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

67 *Guidance:*

68 Normal vertical curbing ~~shall~~ *should* not be used as a substitute for temporary traffic barriers  
69 when temporary traffic barriers are needed.