

Temporary Traffic Control Policies

Standard Operating Procedures

(Anytown) Department of Public Works

SUBJECT: TEMPORARY TRAFFIC CONTROL [MUTCD](#) STD. REF. 6G

AMENDS/SUPERSEDES:

REVISED:

EFFECTIVE DATE:

APPROVED:

NOTE: The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with The Manual on Uniform Traffic Control Devices (MUTCD) and with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a Temporary Traffic Control zone, shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic safety incidents within the jurisdiction of the (anytown), New Hampshire, Public Works department.

INDEX WORDS: Temporary Traffic Control (TTC)

Typical Applications (TA's)

Manual on Uniform Traffic Control Devices. (MUTCD)

I. POLICY:

This policy sets forth the proper procedure for control of all road users during roadway maintenance operations.

II. PURPOSE:

The purpose of this general order is to establish guidelines, responsibilities, and procedures for TTC zones.

III. PROCEDURES:

A. Prior to commencing a road construction or maintenance project the type of TTC shall be determined. Factors to be considered shall include work duration, work location, work type, and highway type. (Chapter 6H of The MUTCD, 2003 edition provides illustrations of various applications.)

B. **Determine Work Duration.** MUTCD lists five categories of work duration and their time at a location. They are as follows:

1. Long-Term stationary is work that occupies a location more than 3 days.
 2. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.
 3. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
 4. Short duration is work that occupies a location up to 1 hour
 5. Mobile is work that moves intermittently or continuously.

C. **Long-term stationary TTC zones.** Since long-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in long-term stationary zones. Generally is this type of work zone, larger channelizing devices, temporary roadways, and temporary traffic barriers should be used.

D. **Intermediate-term stationary TTC zone.** Since Intermediate-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in intermediate-term stationary TTC zones.

E. **Short-term stationary/Mobile TTC zone.** Most maintenance and utility operations are short-term stationary work. Safety in short-duration or mobile operations shall not be compromised by using fewer safety devices simply because the operation will frequently change its location. In short-duration or mobile operations it shall be permissible to reduce the number of safety devices and supplement with the use of more dominant devices such as high intensity rotating, flashing, oscillating, or strobe lights on work vehicles. In all cases where mobile operations are being performed, a shadow vehicle equipped with an arrow panel or a sign should follow the work vehicle, especially when vehicular traffic speeds or volume is high. In all cases work signs should be placed along the roadway and moved as work progresses. Flaggers may be used for mobile and short-term operations, but work zone signs should still be deployed and moved as work progresses.

F. **Location of Work.** The choice of TTC needed for a TTC zone depends on where the work is located. Chapter 6G, MUTCD, 2003 edition, outlines procedures for establishing TTC zones in the following locations:

1. Outside the shoulder
2. On the shoulder with no encroachment
3. On the shoulder with minor encroachment

4. Within the median; and
5. Within the traveled way. Note: When the work space is within the traveled way, except for short-duration and mobile operations, advance warning shall provide a general message that work is taking place and shall supply information about highway conditions. TTC devices shall indicate how traffic can move through the TTC zone