



# PART 6

## Temporary Traffic Control

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## CHAPTER 6A. GENERAL

### Section 6A.01 General

#### Support:

When the normal function of the roadway is suspended, temporary traffic control planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities.

The primary function of temporary traffic control is to provide for the safe and efficient movement of road users (drivers, bicyclists, and pedestrians) through or around temporary traffic control zones while reasonably protecting workers, responders to traffic incidents, and equipment.

Of equal importance to the public traveling through the temporary traffic control zone is the safety of workers performing the many varied tasks within the work space. Temporary traffic control zones present constantly changing conditions that are unexpected by the road user. This creates an even higher degree of vulnerability for the workers and incident management responders on or near the roadway (see Section 6D.02). At the same time, the temporary traffic control zone provides for the efficient completion of whatever activity interrupted the normal use of the roadway.

Consideration for road user safety, worker and responder safety, and the efficiency of road user flow is an integral element of every temporary traffic control zone, from planning through completion. A concurrent objective of the temporary traffic control is the efficient construction and maintenance of the highway and the efficient resolution of traffic incidents.

No one set of temporary traffic control devices can satisfy all conditions for a given project or incident. At the same time, defining details that would be adequate to cover all applications is not practical. Instead, Part 6 displays typical applications that depict common applications of temporary traffic control devices. The temporary traffic control selected for each situation depends on type of highway, road user conditions, duration of operation, physical constraints, and the nearness of the work space or incident management activity to road users.

Improved road user performance might be realized through a well-prepared public relations effort that covers the nature of the work, the time and duration of its execution, the anticipated effects upon road users, and possible alternate routes and modes of travel. Such programs have been found to result in a significant reduction in the number of road users traveling through the temporary traffic control zone, which reduces the possible number of conflicts.

#### Standard:

**Temporary traffic control plans and devices shall be the responsibility of the authority of a public body or official having jurisdiction for guiding road users. There shall be adequate statutory authority for the implementation and**

**enforcement of needed road user regulations, parking controls, speed zoning, and the management of traffic incidents. Such statutes shall provide sufficient flexibility in the application of temporary traffic control to meet the needs of changing conditions in the temporary traffic control zone.**

Support:

Temporary facilities, including safe pedestrian routes around work sites, are also covered by the accessibility requirements of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-366, 104 Stat. 327, July 26, 1990. 42 USC 12101-12213 (as amended.))

Guidance:

The temporary traffic control plan should start in the planning phase and continue through the design, construction, and restoration phases. The temporary traffic control plans and devices should follow the principles set forth in Part 6. The management of traffic incidents should follow the principles set forth in Chapter 6I.

Option:

Temporary traffic control plans may deviate from the typical applications described in Chapter 6H to allow for conditions and requirements of a particular site or jurisdiction.

Support:

The criteria of Part 6 apply to both rural and urban areas. A rural highway is normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians. An urban street is typically characterized by relatively low speeds, wide ranges of road user volumes, narrower roadway lanes, frequent intersections and driveways, significant pedestrian activity, and more businesses and houses.