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Section 6A.01 General

Standard:

¹⁰ TTC 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 TTC to meet the needs of changing conditions in the TTC zone.

^{10A} **For DOT&PF construction zones**, DOT&PF Policy and Procedure 05.05.020, Establishment of Speed Limits and Zones, shall be followed when establishing speed limits ~~for DOT&PF construction zones~~.

^{10B} **For DOT&PF construction projects**, DOT&PF Policy and Procedure 05.05.015, Highway Work Zone Safety and Mobility, shall be followed to determine whether all elements of a Transportation Management Plan are required and for establishing pay items related to traffic control activities and materials.

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Section 6C.13 Pilot Car Method of One-Lane, Two-Way Traffic Control

Option:

01 A pilot car may be used to guide a queue of vehicles through the TTC zone or detour.

Guidance:

02 *The pilot car should have the name of the contractor or contracting authority prominently displayed.*

Standard:

03 **The PILOT CAR FOLLOW ME (G20-4) sign (see Section 6F.58) shall be mounted on the rear of the pilot vehicle.**

04 **A flagger shall be stationed on the approach to the activity area to control vehicular traffic until the pilot vehicle is available.**

Option:

04A **In accordance with an approved traffic control plan, the STOP FOLLOW PILOT CAR WHEN GOING YOUR WAY (R16-111) sign may be used without a flagger on minor side road approaches to the activity area during hours when pilot cars are operating.**

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Section 6F.08 ROAD (STREET) CLOSED Sign (R11-2), ROAD CLOSED AVALANCHE AREA Sign (R11-101), and LANE CLOSED Sign (R11-102)

Guidance:

01 *The ROAD (STREET) CLOSED (R11-2) sign (see Figure 6F-3) or ROAD CLOSED AVALANCHE AREA Sign (R11-101) should be used when the roadway is closed to all road users except contractors' equipment or officially authorized vehicles. The R11-2 or R11-101 sign should be accompanied by appropriate warning and detour signing.*

Option:

02 The words BRIDGE OUT (or BRIDGE CLOSED) may be substituted for ROAD (STREET) CLOSED where applicable.

Guidance:

03 *The ROAD (STREET) CLOSED or ROAD CLOSED AVALANCHE AREA sign should be installed at or near the center of the roadway on or above a Type 3 Barricade that closes the roadway (see Section 6F.68).*

Standard:

04 **The ROAD (STREET) CLOSED or ROAD CLOSED AVALANCHE AREA sign shall not be used where road user flow is maintained through the TTC zone with a reduced number of lanes on the existing roadway or where the actual closure is some distance beyond the sign.**

Option:

05A *The LANE CLOSED (R11-102) sign may be posted on Type 3 barricades at cross street intersections within a lane closure where one or more through lanes of a multi-lane roadway are closed.*

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Section 6F.12 Double Fine in Work Zone Signs (R16-100, R16-101, R16-102, R16-114, R2-100, ~~W20-102~~)

Support:

01A The WORK ZONE, BEGIN DOUBLE TRAFFIC FINES (R16-100) and END DOUBLE TRAFFIC FINES (R16-101) signs legally establish the beginning and end of double fine zones. See 13 AAC 40.010 and 17 AAC 99.010. See Section 2B.17.

Standard:

02A **On DOT&PF construction projects, the DOT&PF regional traffic and safety engineer or the traffic control coordinator shall identify projects to receive double fine signs. On DOT&PF maintenance projects, the regional maintenance and operations chief shall make that decision. All decisions shall be made in accordance with the information given in this section.**

Guidance:

03A *Double fine signs should be posted in designated double fine zones in all road construction, repair, maintenance, or utility work areas except for the following:*

- A. *Mobile operations, such as striping, grading, brush cutting, etc.*
- B. *Work on low-volume, low-speed roads*
- C. *Pilot car operations that extend the entire length of a project*
- D. *Work that will last less than 48 hours*

Option:

04A Double fine signs may be omitted when work zones are shorter than one mile.

Standard:

05A **Within the previously-described road work areas, roadway segments where one or more of the following conditions exist **are shall be** designated double fine zones:**

- A. **Active work areas: Areas where road workers and/or machinery are presently working on or adjacent to a road.**
- B. **Detours on new temporary roads built for that purpose; this does not include detours on existing streets.**
- C. **Sections of paved roads where pavement has been removed.**
- D. **Roads where unmatched asphalt lifts result in a vertical lip between lanes.**

06A **Double fine signs shall be used only in designated double fine zones. They shall be removed or covered when work ceases for more than two days and conditions B through D of this Standard subsection do not exist.**

07A **Double fine signs shall be confined to areas where the above conditions exist, with the following exceptions:**

Option:

- 08A A. If the project is 2 miles or shorter in length, the entire project may be posted for double fines when the above conditions exist on any part of the project.
- B. When the above conditions exist at multiple locations separated by less than 2 miles, the locations and intervening segments may be posted as a single double fine zone.

Support:

09A “Work Zone Speed Limit Signs,” as used here, refer either to WORK ZONE SPEED LIMIT XX DOUBLE FINES (R2-100) signs or standard SPEED LIMIT (R2-1) signs with DOUBLE FINES (~~W20-102-R16-114~~) plaques mounted below them.

Standard:

10A The speed limit shown on Work Zone Speed Limit signs ~~may~~ **shall** be either the existing limit before work began or, if a work zone speed order has been approved in accordance with DOT&PF Procedure 05.05.020, a reduced limit.

11A Work Zone Speed Limit signs shall be posted at the beginning of every double fine zone, regardless of whether the speed limit has been reduced from the preconstruction limit.

12A The END DOUBLE **TRAFFIC FINES** (R16-101) sign shall be posted at the end of every double fine zone.

13A The speed limit for the road beyond the construction zone shall be posted at the end of every double fine zone.

14A All existing regulatory speed limit signs within the double fines zone shall either be replaced with WORK ZONE SPEED LIMIT (R2-100) signs or supplemented with **R16-114-W20-102** plaques.

15A When a double fine zone is longer than 2 miles, Work Zone Speed Limit signs shall be posted at spacings not greater than 2 miles within the double fines zone.

16A Signs shall be installed at major intersections within the double fine zones, using one of the following methods to warn entering drivers of double fines:

- A. Install work zone speed limit signs on the main street on either side of the intersection.
- B. Install WORK ZONE BEGIN DOUBLE TRAFFIC FINES (R16-100) signs with W1-7 Arrow Panels mounted below them on the side street(s). The use of this signing eliminates the need for ROAD WORK AHEAD (W20-100) signs.

Option:

17A DOUBLE FINES WHERE POSTED (R16-102) signs may be posted at Alaska border entry points or at other locations where it is important to notify drivers of Alaska’s double fines law.

Support:

18A The use of the double fines zone signs is not intended to be a reason for diminishing the number of warning signs that would normally be required in the work zone.

19A Overuse of the double fine signs will diminish respect for, and effectiveness of, the signs. It will also result in needlessly increased fines for traffic citations.

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Section 6F.14 SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a, R9-100, R9-101)

Guidance:

01 *SIDEWALK CLOSED* signs (see Figure 6F-3) should be used where pedestrian flow is restricted. Bicycle/Pedestrian Detour (M4-9a) signs or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted (see Section 6F.59).

02 The *SIDEWALK CLOSED* (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.

03 The *SIDEWALK CLOSED, (ARROW) USE OTHER SIDE* (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.

04 The *SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE* (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.

05 The *SIDEWALK CLOSED, (ARROW) CROSS HERE* (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.

Support:

06 These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with visual disabilities. A barrier or barricade detectable by a person with a visual disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary. An audible information device is needed when the detectable barricade or barrier for an alternate channelized route is not continuous.

Option:

06A The *PEDESTRIAN (ARROW)* (R9-100) sign may be used to direct pedestrians along pedestrian detour paths through or around work sites.

06B The *Bicycle Pedestrian (Symbol) PATHWAY* (R9-101) sign may be used to direct pedestrians and bicyclists to a pathway through or around work sites.

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[The ATMS will no longer modify Sect. 6F.30. Use MUTCD Sect. 6F.30.]

[MUTCD Sect. 6F.30 shown in this proposed interim addendum in black text for convenience, but it will not appear in the revised ATMS.]

Section 6F.30 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)

Option:

01 A NEW TRAFFIC PATTERN AHEAD (W23-2) sign (see Figure 6F-4) may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as revised lane usage, roadway geometry, or signal phasing.

Guidance:

02 *To retain its effectiveness, the W23-2 sign should be displayed for up to 2 weeks, and then it should be covered or removed until it is needed again.*

~~Section 6F.30 NEW TRAFFIC PATTERN (W3-100)~~

Guidance:

~~01A *The NEW TRAFFIC PATTERN (W3-100) sign should be used to notify motorists of signal phasing modifications, traffic re-routing, etc.*~~

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Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10, M4-100, and M4-103)

Standard:

01 **Each detour shall be adequately marked with standard temporary route signs and destination signs.**

Option:

02 Detour signs in TTC incident management situations may have a black legend and border on a fluorescent pink background.

03 The Detour Arrow (M4-10 *or* M4-103) sign (see Figure 6F-5) may be used where a detour route has been established.

04 The DETOUR (M4-8) sign (see Figure 6F-5) may be mounted at the top of a route sign assembly to mark a temporary route that detours from a highway, bypasses a section closed by a TTC zone, and rejoins the highway beyond the TTC zone.

Guidance:

05 *The Detour Arrow (M4-10 *or* M4-103) ~~sign~~ signs should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right, ~~or~~ to the left, or straight up as required.*

06 *The DETOUR (M4-9) sign (see Figure 6F-5) should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route signs.*

07 *A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.*

Option:

08 The END DETOUR (M4-8a and M4-100) or END (M4-8b) sign (see Figure 6F-5) may be used to indicate that the detour has ended. *M4-100 may be used where a larger letter size than M4-8a is desired.*

Guidance:

09 *When the END DETOUR sign is used on a numbered highway, the sign should be mounted above a route sign after the downstream end of the detour.*

10 *The Pedestrian/Bicycle Detour (M4-9a) sign (see Figure 6F-5) should be used where a pedestrian/bicycle detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.*

Standard:

11 **If used, the Pedestrian/Bicycle Detour sign shall have an arrow pointing in the appropriate direction.**

Option:

12 The arrow on a Pedestrian/Bicycle Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicycle Detour (M4-9c) sign (see Figure 6F-5) may be used where a pedestrian or bicycle detour route (not both) has been established because of the closing of the pedestrian or bicycle facility to through traffic.

