



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

To: All Users of the Delaware Manual on Uniform Traffic Control Devices

Via: Mark Luszcz, P.E., PTOE
Acting Chief Traffic Engineer

From: Adam Weiser, P.E., PTOE
Safety Programs Manager

Date: October 18, 2012

**SUBJECT: Interim Guidance; Part 6, Temporary Traffic Control
Installing/Removing Temporary Traffic Control Devices**

This Interim Guidance to the Delaware Manual on Uniform Traffic Control Devices (MUTCD) provides a new section to Part 6G, entitled “6G.23 Installing/Removing Temporary Traffic Control”.

Should you have questions concerning the information contained in this interim guidance, please contact my office at (302) 659-4060.

New Language

Section 6G.23 Installing/Removing Temporary Traffic Control Devices

Support:

01 Care must be exercised when installing and removing temporary traffic control devices. Installing TTC begins and ends as a mobile operation.

Standard:

02 A shadow vehicle with a TMA shall be used to protect workers installing and removing TTC devices on roadways with a posted speed limit or 85th percentile speed greater than 40 MPH (see Section 6F.86).

03 TTC devices shall not be installed or removed from a shadow vehicle with a TMA. Temporary traffic control devices shall be installed or removed from a work operation vehicle, and a shadow vehicle with a TMA shall be used in accordance with paragraph 02 of this section.



Guidance:

04 Stationary lane closures on a multi-lane roadway should be installed with the flow of traffic in the following sequence:

- A. Install all advance warning signs, beginning with the ROAD WORK AHEAD (W20-1) sign and ending with the END ROAD WORK (G20-2) sign. Install all signs beginning with the opposite side which will be closed (for a right lane closure; first, install all signs on the left side (shoulder) and then install all signs on the right side (shoulder)).*
- B. Install shoulder taper if required.*
- C. Install arrow board on the shoulder prior to the merging taper or as close to the beginning of the merging taper as possible.*
- D. Install channelizing devices to form a merging taper. Use of a shadow vehicle (with or without a TMA, depending on the type of roadway) is recommended during installation (see Paragraph 2).*
- E. Install traffic control devices along the buffer space at the appropriate spacing.*
- F. Continue placing devices along the work space at the appropriate spacing.*
- G. Install devices for the termination area. Install an END ROAD WORK (G20-2) sign, if necessary.*
- H. Review the lane closure by performing a drive-through inspection, correcting any deficiencies and documenting necessary adjustments.*

05 All TTC devices for a stationary lane closure on a multi-lane roadway, except advance warning signs, should be removed against the flow of traffic in the following sequence:

- A. Remove the channelizing devices starting from the end of the activity area working back to the widest part of the merging taper.*
- B. Place the removal vehicle on the shoulder, and remove the channelizing devices from the merging taper by hand onto the work vehicle.*
- C. Remove the arrow board.*

06 Stationary lane closures on two-way, two-lane roadways should be installed with the flow of traffic in the following sequence:

- A. Install all advance warning signs, beginning with the ROAD WORK AHEAD (W20-1) sign and ending with the END ROAD WORK (G20-2) sign.*
- B. If the lane closure is occurring during nighttime hours, set light plants at the required locations.*
- C. Station flaggers as required by the temporary traffic control plans or Typical Applications. Flaggers should alternate traffic flow, directing motorists to the open lane.*
- D. Install channelizing devices to close the travel lane.*

07 All TTC devices for a stationary lane closure on two-way, two-lane roadways, except advance warning signs should be removed against the flow of traffic in the following sequence:

- A. Remove the channelizing devices closing the travel lane, starting from the end of the activity area working back to the beginning of the one-lane, two-way traffic taper.*
- B. Relieve flaggers from their stations.*
- C. Remove light plants, if used.*

08 Advance warning signs should be removed with the flow of traffic beginning with the ROAD WORK AHEAD (W20-1) sign and ending with the END ROAD WORK (G20-2) sign. Remove signs beginning with the lane closure side (for a right lane closure; first, remove all signs from the right side (shoulder) and then remove all signs from the left side (shoulder)).

09 Workers should not enter unprotected travel lanes of interstates, freeways, or expressways during planned activities, including crossing the roadway to access the median or shoulder on the opposite side from the protected work area.