Please use this form to provide comments on the Notice of Proposed Amendments for the MUTCD.

**INSTRUCTIONS:**

1. Add your name or organization name where indicted in the footer of this form.
2. Use Table 1 to provide your original comments.
3. Use Table 2 to indicate your agreement with a comment that another commenter has submitted to the docket.
4. Do not adjust formatting of the rows and columns; text will automatically wrap and expand the row height as you type.
5. To add rows to this form, use the “Insert Rows” function, or hover just outside the left edge of the row below which you would like to add a row and click the encircled “+” that appears.
6. If you choose to provide a letter to accompany this comment form, please **print the document as a PDF**; **please do not scan a hard copy**. This will assist FHWA with cataloging your comments.

**TABLE 1. ORIGINAL COMMENTS ON PROPOSED CHANGES.** Please indicate the applicable proposed Section numbers in the far-left column. In the next three columns, please indicate your agreement, disagreement, or whether the column is applicable to your response by placing a, “YES,” “NO,” or “N/A” in the appropriate column of the row. If you agree with a proposed change, then there is no need to fill out the additional columns beyond the first two. However, it can be helpful to explain why you agree with a proposed change based on your objective experience as a roadway operator and/or empirical data. If you disagree in part or in whole, then please provide additional information that FHWA may find helpful.

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| Proposed  Section Number(s) | Agree with concept and text as proposed | Agree with concept; suggested rewording of text in Comments | Disagree with concept | Comments  *Please include justification for your position based on objective experience and empirical data. If there is a specific statement with which you take exception, please provide the Page and Line numbers from the mark-up version of the proposed MUTCD text.* |
| 1A.02,  1B.01,  1B.06,  1B.08,  1B.09  1C.02  1D.04  6A.01  6A.03 | N/A | YES | N/A | The term “private road(s)” has been replaced with “site roadway(s)”. Due to numerous references for private roads within the New Jersey Department of Transportation (NJDOT) traffic regulations, NJDOT suggests that the term “private road(s)” remain in the MUTCD. Also, private roads are mentioned within Section 1B.01 (National Standard), line 18 while site roads are not. |
| 1B.04,  1B.06 | N/A | YES | N/A | NJDOT suggests that the term “novel” be replaced with an appropriate term as to not remind of the current pandemic. |
| 1C.02 | N/A | YES | N/A | NJDOT suggests that the terms “vehicles exceeding certain weight or size” replace “vehicles exceeding certain weight” on line 88. Also, NJDOT requests that this reference be included elsewhere in this edition. While weight of the vehicle cannot be underestimated, the size of the vehicles should be applied similarly. |
| 2A.05 | N/A | YES | NA | NJDOT suggests that for special cases there should be an option to revise the shape of the warning signs similar to Section 6H.01, lines 23/24 where “Mounting or space considerations may justify a change from the standard diamond shape to a rectangular shape.” |
| 1C.02 | N/A | YES | N/A | NJDOT proposes the inclusion of a definition for a “trail crossing.” It is unclear if a trail crossing should be considered same as a midblock crossing. With the rapid development in the State of New Jersey, the differences between such crossings can be unclear. Also, Section 2B.20, opts that “The In-Street and Overhead Pedestrian and Trail Crossing sign may be used at intersections or midblock pedestrian crossings with flashing beacons.” suggesting that a trail crossing is a midblock crossing. |
| 2B.46 | N/A | YES | N/A | NJDOT suggests that a regulatory sign stating “No Motorized Equipment” be developed and included within this section and corresponding figures. NJDOT requests this to deal with cases where facilities such as pedestrian only bridges are erroneously used by motorized equipment such as snow blowers and lawn mowers. |
| 2B.46 | NO | YES | N/A | NJDOT requests that the FHWA review R5-2b (NO THROUGH TRUCKS) and R5-12 (NO THROUGH TRAFFIC). Based on experiences with certain jurisdictions in the state, these signs may not be appropriate. If these signs become standard signs, many argue that they could be used to prohibit truck traffic as well as all other traffic that originates outside of the jurisdiction. Therefore, NJDOT recommends that the sign R5-12 (NO THROUGH TRAFFIC) be completely removed from the proposed revisions. NJDOT also recommends the modification of R5-2b so that it describes size and weight limitations rather than prohibiting truck traffic altogether. For example, instead of reading “NO THROUGH TRUCKS,” an R5-2b sign would read “NO TRUCKS OVER (insert number) TONS” or “NO TRUCKS OVER (insert number) FEET.” |
| 2B.71 | N/A | N/A | N/A | The new “Section 2B.71 Move Over or Reduce Speed Sign (R16-3)” might be an issue because New Jersey state statues would most likely have to be amended in order ensure compliance. The same messages on the static ground mounted signs would have to apply to messaging on any Dynamic Message Sign (DMS)*.* |
| 2D.11 | NO | N/A | YES | FHWA proposes the deletion of the Option P7 statement, which currently allows the use of a white or yellow background on a county or other route shield on green guide signs. This would be a problem because NJDOT has already started using white or yellow backgrounds on static guide signs including those with a green background. Based on staff observations, these signs are harder to read without white or yellow backgrounds. This is especially true when the sun is shining directly on the sign after sunrise or before sunset and at night as headlights are becoming brighter creating the same effect. The effect would be similar when using route shields on color Portable Variable Messages Signs (PVMS) or Dynamic Message Signs (DMS). Therefore, the ability to use white or yellow backgrounds under these circumstances should be maintained as an option. There should also be some consideration for ensuring that black backgrounds can be used for shields on guide signs for state and US highways. This would improve the visibility of those shields and ultimately be very helpful to drivers. |
| 2E.50 | NO | N/A | YES | FHWA proposes to delete the Option statement allowing pictographs on a Supplemental guide sign and add a Standard statement that prohibits the use of pictographs on supplemental guide signs, except for transit system pictographs on the Park-Ride supplemental guide sign, and add a Guidance statement regarding the use and size of transit pictograph and the carpool symbol on the Park-Ride Supplemental guide sign. Guidance regarding the use of pictographs should be kept as an Option statement, but the use of sports team logos should be prohibited. This impacts both static and variable message signs. For example, a motorist may have an easier time identifying Trenton-Mercer Airport or the Monmouth Racetrack by their logos serving as a shield, as opposed to the words alone. That is why the words "Garden State Parkway" and "NJ Turnpike" are not supposed to be included in signing and the shield is used in place. Sometimes the logo or "shield" would be used as directional signing along a given roadway. A logo or shield might also be used because the name of a moderate to high traffic generating facility will not fit on static and variable message signs. Therefore, the use of pictographs should not be prohibited, but modified to allow their use in the same way that a route shield is used. |
| 2G.21 | N/A | YES | N/A | Regulatory signs shall be used to notify road users of the periods of operation that travel is allowed on a paved shoulder. The Part-Time Travel on Shoulder Operation (R3-51) sign shall be used where traffic is allowed to travel on the shoulder during certain fixed periods of operation. The Part-Time Travel on Shoulder Variable Operation (R3-51d) sign with two flashing beacons (see Chapter 4S) mounted above it shall be used when the period of operation is variable. If certain classes of vehicles are not allowed to use the shoulder during these periods, then a Selective Exclusion (R3-51aP or R3-51bP) plaque shall be mounted below the R3-51 or R3-51d sign. If the travel on the shoulder is restricted to certain classes of vehicles, then the regulatory signs shall display that information.  The MUTCD does not specifically address Hard Shoulder Running (HSR) programs deployed on arterials. In NJ, the Rt 1 Hard Shoulder program in South Brunswick reduced travel times along the arterial corridor without an increase in crashes. Additional HSR programs on arterials should be considered and the MUTCD should determine applicable changes to any standards, support or guidance for part time shoulder use on an arterial.  NJDOT will need to inspect the RT 129/29 weekday freeway shoulder operation for sign conformance upon completed MUTCD revisions. |
| N/A | N/A | N/A | N/A | This Notice of Proposed Amendments provides quantitative estimates of the expected compliance costs associated with the proposed substantive revisions. There are 132 substantive revisions in total. There are 124 substantive revisions with minimal or no impact, including the introduction of 37 new traffic control device applications. These revisions materially change the MUTCD requirements but have no cost impacts or minimal cost impacts. The remaining eight substantive revisions have quantifiable economic impacts. For the three substantive revisions for which costs can be quantified, the total estimated cost measured in 2018 dollars is $541,978 when discounted to 2018 at 7 percent; and $589,667 when discounted at 3 percent. These costs are estimated as the sum of the price of the traffic control device and the removal and installation costs of the device, applied to the current and future deployment rate of the traffic control device, considering the compliance date for the provision relating to the device. This may introduce a life-cycle replacement strategy to confirm application of any MUTCD revisions and meet the 2030 compliance date. |
| 2L | N/A | YES | N/A | Under the Standard, no items other than inventory or maintenance-related information (see Section 2A.05) shall be displayed on the front or back of a Changeable Message Sign (CMS) or portable CMS. Names or logos of the manufacturer, brand, or model shall not be displayed on a CMS or portable CMS, either in the message display itself or on the exterior housing. The MUTCD revision should be rephrased to prohibit manufacturer names and logos on the front of a CMS in areas that are visible to the motoring public. Otherwise, NJDOT will need to work with existing CMS vendors to remove any/all names, logos, brand or model names from the exterior housing. This will include cost of maintenance and traffic protection and removal by either the contractor or NJDOT unless completed during lifecycle replacement. |
| 4F.17 | N/A | N/A | N/A | Changes to this section could affect practices of calculating clearance intervals since it regards changes of reference material.  Also, there is a proposed revision to the guidance regarding the length of yellow for turning movement allowed to be as much as seven seconds.  We assume 25 MPH for turning, and thus a fixed three-second yellow turn interval. If this changes, it will affect signal program calculations. |
| 4I.05 | N/A | N/A | N/A | This section proposes the possibility of “touch-free” pedestrian push buttons, which might affect our calculations for pedestrian clearance considering the distances from the buttons to the curb, depending on how they are to be actuated. |
| 6C.05 | YES | N/A | N/A | For daytime and nighttime activity, all workers, including emergency responders, within the right-of-way who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment within the temporary traffic control zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High-Visibility Safety Apparel and Headwear” (see Section 1A.05), or equivalent revisions, except as provided in Paragraph 4. A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment. NJDOT supports the specific inclusion of “emergency responders” to the Standard, Guidance, and Options items of Section 6C.05 and aggressively supports and promotes the consistent use of high-visibility safety gear by all first responders in TTC zones.+ |
| 2J | N/A | N/A | N/A | Currently, States are prohibited from allowing businesses that provide EV charging, but not gasoline, to qualify for placement on Specific Service signs in most cases. NJDOT believes that this could lead to driver confusion regarding fuel choices that could potentially lead to motorist safety issues. NJDOT suggests that the regulations allow States to modify the “Gas” category of Specific Service signs to a new “Fuel” category.  Gas stations that offer EV charging can provide a supplemental message in words indicating that on their signs, but other businesses cannot. NJDOT would also like to suggest that under this new “Fuel” category, states should be permitted to allow businesses that offer gasoline or EV charging or other alternate fuels to provide their logo and/or business name in addition to supplemental wording listing the refueling options that they offer. |
| 2C | N/A | N/A | N/A | NJDOT recommends the addition of a “Grooved Pavement Ahead” sign to give drivers advanced warning about grooved pavement and a “Grooved Pavement Ahead” sign to alert drivers when they reach the grooved pavement.  NJDOT recommends the expansion of the use of the pictogram for uneven pavement.  Currently, the MUTCD states that it can only be used where the shoulder is a different height from the rest of the pavement. This pictogram would be useful when re-paving roads, for mill and pave projects, for Pavement Preservation Projects, and for surprise occurrences.  Drivers readily understand the pictogram.  It would be used primarily in road construction work zones.  It means the longitudinal line of uneven pavement elevations could be anywhere.  The differential pavement height could be between lanes or in the center of a lane. |