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.* |
| 2B.21 | NO | YES | N/A | Sheet 77 – Lines 20-23: Recommend revising language to read “by 10 miles per hour or more”. Reductions of 10mph are significant enough to warrant advanced notice to allow time for slowing to the lower speed. |
| General – Signs & Markings | N/A | N/A | N/A | Recommend providing examples and guidance for signage and markings at intersections with more than 4 approaches and/or complex lane assignments, such as multiple right turn/left turn movements from the same lane. |
| General – Signs & Markings – Bicycles | N/A | N/A | N/A | Recommend adding examples of markings (and signage, if applicable) for bike lanes crossing gore areas. |
| Fig. 3B-3 | NO | YES | N/A | Condition (A) should not be prohibited on a statewide basis. Language should be provided in this section that passing should be allowed in the single lane direction wherever sight distance and roadway conditions allow, unless there is a specific reason to prohibit it, such as very high traffic volumes, high crash rate, or other safety concern. Some jurisdictions prohibit passing in all instances in the single lane direction whenever there are two opposing lanes, which does not seem reasonable, since many of these locations have adequate sight distance and there are consequently some very long stretches in some locations without allowable passing in one direction. |
| Fig. 3B-7 | NO | NO | YES | Inconsistent use of diagonal double yellow line between two-way left turn lane and exclusive left turn lane (present in figure B but not in figure A). |
| Fig. 3B-10 | NO | YES | N/A | Wide dotted white line should be used instead of broken white line to separate lanes approaching a diverge movement (the rightmost and second-to-rightmost lanes, which both exit but then split). Standard broken lane lines do not inform drivers that the 2 right lanes have different destinations, whereas a wide dotted line indicates this condition to drivers, and is the line type generally used for other diverge conditions, which would provide consistency. There should not be an issue having dotted lane lines running parallel, as this is used in other situations. If this change is made, other affected figures should be revised, including 2E-25 and 2E-33. |
| 3B.01 | NO | NO | YES | While the specified spacing of the signs and markings for lane reductions may be appropriate for low speed environments, it can create potentially confusing conditions on high speed roadways.  -Discontinuing the lane line markings at d/4 distance beyond the W4-2 sign (3d/4 before the lane actually ends/taper begins) tends to create a very long unmarked 2 lane section of roadway on higher speed roads. For a freeway with speeds typically 65+ mph the advanced warning distance “d” is 1,200’+ so the unmarked 2 lane section becomes 900’+. This can be confusing to drivers and lead to unsafe merging. During congested times, much of this roadway area can become unusable due to “early mergers” who try to force their way into the adjacent lane early and subsequently block traffic or else intentionally slow/stop in the lane that is ending and block traffic from using the full lane to the end, which can create longer traffic queues and even collisions. One potential solution to this might be to continue the broken lane lines to the point where the taper begins or to a point somewhere between there and d/4 and/or provide dotted lane markings between the point where the broken lane line ends and the end (or beginning if deemed appropriate) of the taper.  -Additionally, the W4-2 sign is located well before the lane actually ends in high speed environments. This leads to apparent inconsistency between different roadways (this issue is compounded by inconsistent application of these standards between agencies and even within the same agency). The result is that on one roadway a driver may encounter a long unmarked 2 lane section after the last warning sign so will have plenty of time to merge and then on another roadway may encounter an abrupt merge immediately after (or even before) the sign. This has been personally observed many times, particularly in the northeastern states. Some locations have only one warning sign which may even be after the taper begins. It's been personally observed that one agency in particular will place a supplemental "right lane ends" sign beneath the W4-2 which does not serve the intended purpose of having 2 chances to see the signs in case 1 is missed as well as not providing advanced warning. Some other locations do not have any signs indicating when lanes end. In contrast some locations have 3 advanced signs (typically W9-1, then W9-2, then W4-2). Perhaps adjusting the distance formula/moving the W4-2 and/or W9-2 sign(s) closer to where the lane actually ends would be beneficial on higher speed roadways. An additional drawing or drawings could be issued to show the appropriate spacing for the W9-1, W9-2, and W4-2 signs as well as the lane lines and lane reduction arrows for high speed roadways (still using fractions of “d” so that they can be adjusted for speed). Some of the sign placement figures show the signs much closer to the taper and some also show dotted lane lines in the merge area, however these are not shown in Fig. 3B-14.  -Finally, the MUTCD states that lane reduction arrow pavement markings are “optional for speeds of less than 45 mph” which seems to imply that they are required for speeds of 45 mph and up. It does not, however, seem to specifically state that they are required, which leads to some states not using them, even on high speed and/or abrupt lane reductions. Lane reduction arrows are very helpful to drivers and their use should be strongly encouraged, if not required, especially for higher speed roadways. |
| Fig 3B-14 | NO | YES | N/A | Recommend adding a figure/condition for divided highways (to clarify that lane reduction arrows do not apply only to two-way roadways). |
| General – Markings | N/A | N/A | N/A | Recommend adding a section showing how to treat an added lane (such as passing lane, truck lane, etc.). Often lanes are added on the right-hand side but traffic is directed into the left lane by the geometry and there are typically no markings directing them to the right. Sometimes signs are used indicating “keep right except to pass” or “slower traffic keep right” but sometimes these are not present and there is often a lag in drivers moving to the right, which can lead to missed opportunities for drivers wishing to pass, particularly on short passing lanes, and/or loss of momentum on hills as faster drivers wait for the slower driver(s) to move right. One state (possibly NC) uses markings that direct drivers into the right lane initially – perhaps something could be considered for the MUTCD. |
| 3B.20 Figure 3B-11 | NO | YES | N/A | Figure 3B-11 shows “ONLY” markings preceding (upstream of) arrow markings. The text states that messages should read in the direction of travel so the first item a motorist should see is the arrow, followed by the “ONLY” where appropriate. The arrow needs to be provided at the very start of the solid lane line and supplemental arrows should be provided in advance on high speed roadways, where long queues are expected, and where deemed appropriate based on engineering judgement. It is important that the text and figures in the MUTCD clearly specify that lane use arrow markings and signage (preferably graphical signs) need to be provided at the very start of all turn lanes, change in lane assignment, etc. The earlier this information can be conveyed to approaching drivers the less chance for confusion and incorrect lane usage, provided it is not too far from the intersection that the meaning is unclear or conflicts with other intersections/movements. |
| General - Signs | N/A | N/A | N/A | Consider adding R3-8 series graphical lane use signs to the manual that show two rows of arrows (the bottom row for the intersection adjacent to the sign and the top row for an intersection directly beyond). These would be especially helpful on urban and/or congested roadways with tightly spaced intersections and when a through lane at the first intersection becomes an exclusive turn lane at the next intersection. |
| General – Signs | N/A | N/A | N/A | Recommend adding a section about the use of yield signs at on-ramps. Inconsistent usage leads to confusion and uncertainty when entering a roadway as to whether an acceleration lane is provided. It might make sense to prohibit the use of yield signs where acceleration lanes are present (or at least acceleration lanes of a certain length) to reduce confusion. Discussion about supplemental signage such as “no merge area” and “limited merge area” where there is limited or no acceleration lane provided might be beneficial as well. |
| General - Signs |  |  |  | More clarification regarding the use of merge signs versus added lane signs and when each one should be used would be beneficial (for example, merge sign for auxiliary lanes less than ½ mile long or appropriate length, added lane sign for longer lanes). |
| General – Signs and Markings |  |  |  | Regarding center lane merges (e.g. where 2 lanes from one roadway and 2 lanes from another merge into 3 lanes on the receiving roadway): Determine if this condition should be allowable (seems to be relatively unsafe and undesirable); If so, determine the required sight distance, merging distance, and taper angle, as well as specifying the appropriate signage and pavement markings. This condition has been observed in several freeway locations with different treatments and merge lengths at each; If not allowable, perhaps this should be specified in the manual. |

**TABLE 2. AGREE WITH ANOTHER COMMENTER.** If you agree with another commenter, please indicate the commenter with whom you agree with and note any additional information FHWA may find helpful or any exceptions.

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| Docket Comment Number and/or Commenter Name | Agree with commenter’s comments as written | Agree with commenter; with exception(s) | Additional information helpful to FHWA, or exceptions to commenter’s comments |
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