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.* |
| All |  |  |  | See other file submitted to docket which shows detailed recommended changes to the draft MUTCD text, figures, and tables. |
| 2C.01 | YES | NA | N/A | NCUTCD agrees with 2C.01 as presented in the NPA. |
| 2C.02 | NO | YES | N/A | NCUTCD generally agrees with 2C.02 as presented in the NPA, but recommends the following revisions:   * Revise Section 2A.05 reference to 2A.15 * Add Option statement that warning beacon may be used with warning sign per 4S.03 * Minor editorial revisions |
| Table 2C-1 | NO | YES | N/A | NCUTCD generally agrees with Table 2C-1 as presented in the NPA, but recommends the following revisions:   * Add an asterisk and footnote to the "minimum" column that says "The minimum size shall only be used on low speed roadways, alleys, site roadways open to public travel, and low volume rural roads with operating speeds of 30 mph or lower." to be consistent with the Standard in Section 2C.03 * Add a new TRAFFIC ENTERING sign (see 2C.37) * Change the size of the EXCEPT BICYCLES plaque to 24" x 18" in accordance with NCUTCD recommendation 14A-BIK-01 * Resolve the conflict between W9-4 signs in Part 2 and Part 6 in the NPA with the same sign designation - W9-4 in Part 2 is the LANES MERGE word legend sign and W9-4 in Part 6 is the Interior Lane Shift Ahead symbol sign |
| 2C.03 | NO | YES | N/A | NCUTCD generally agrees with 2C.03 as presented in the NPA, but recommends adding a Standard statement that the minimum sizes apply to low speed roadways, sites open to public travel, and low volume roads. |
| Table 2C-2 | YES | NA | N/A | NCUTCD agrees with Table 2C-2 as presented in the NPA. |
| 2C.04 | YES | N/A | N/A | NCUTCD agrees with Section 2C.04 as presented in the NPA |
| Table 2C-3 | NO | YES | N/A | NCUTCD generally agrees with Table 2C-3 as presented in the NPA, but recommends the following changes:   * Change the values in Condition A to agree with the criteria in the Notes * Revise Condition A notes:   + Note 1: revise to note that no sign legibility distance has been used for the stop condition   + Note 2: delete references to a 14.5 second PRT - almost all of the calculations agree with the 14.0 second PRT, and the calculations in column A derive from a 14.0 second PRT so NCUTCD recommends changing the range of 14.0 - 14.5 seconds to 14 seconds   + Note 3: revise the note to consider increased deceleration distances on downgrades and queue lengths at the stop condition   + Note 4: revise the note to explain that distances have been rounded to 25 foot intervals and explain the need to interpolate between values for the missing 5 mph intervals in Category B, as adding 5 mph interval values would make the table large and unwieldy |
| 2C.05 | YES | NA | N/A | NCUTCD agrees with 2C.05 as presented in the NPA, as the content is consistent with NCUTCD recommendation 17B-RW-01. |
| Figure 2C-1 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-1 as presented in the NPA. |
| 2C.06 | NO | YES | N/A | NCUTCD generally agrees with 2C.06 as presented in the NPA, since the overall content is consistent with NCUTCD recommendation 17B-RW-01. NCUTCD recommends revising the first Standard paragraph to better clarify how Table 2C-4a and Table 2C-4b are used in conjunction with each other to guide practitioners toward the most likely best device for the location, and delete the term “prevailing speed” as it is no longer defined. |
| Table 2C-4a and 4b | NO | YES | N/A | NCUTCD generally agrees with Tables 2C-4a and 2C-4b as presented in the NPA, as they are consistent with NCUTCD recommendation 17B-RW-01, but recommends the following revisions:   * Revise the title of Table 2C-4a to “Determination of Need for Devices for Changes in Horizontal Alignment” * Revise the title of Table 2C-4b to “Selection of Devices for Changes in Horizontal Alignment” |
| 2C.07 | NO | YES | N/A | NCUTCD generally agrees with 2C.07 as presented in the NPA with minor editorial revisions. |
| Figure 2C-2 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-2 as presented in the NPA. |
| 2C.08 | NO | YES | N/A | NCUTCD generally agrees with 2C.08 as presented in the NPA, but recommends revisions to allow sequential flashing patterns for sign LEDs (such as for a sequence of chevron signs) in accordance with NCUTCD recommendations 14A-RW-07 and 20B-RW-03, since safety can be improved by sequential flash patterns that are appropriate for the context. |
| Table 2C-5 | NO | YES | N/A | NCUTCD recommends revising Table 2C-5 to delete the “Curve Radius” column, since the sign spacing should be based on the advisory speed. |
| 2C.09 | NO | YES | N/A | NCUTCD generally agrees with 2C.09 except to make a Support reference to Section 2C.64 in accordance with NCUTCD recommendation 19B-RW-01. |
| 2C.10 | NO | YES | N/A | NCUTCD generally agrees with 2C.10 as presented in the NPA; however, NCUTCD does not agree with using One-Direction Large Arrow signs in a roundabout, because this sign is used for curves, turns, and changes of alignment and not for direction of traffic. R6-4 series signs should be used in roundabouts in accordance with NCUTCD docket comments on Chapter 2B. |
| 2C.11 | NO | YES | N/A | NCUTCD generally agrees with 2C.11 as presented in the NPA, but recommends clarifying speed differential and allowing border LEDs on truck rollover signs. |
| 2C.12 | NO | YES | N/A | NCUTCD generally agrees with 2C.12 as presented in the NPA as it is generally consistent with NCUTCD recommendation 17B-RW-01, but recommends the following revisions:   * Change the first Standard to Guidance regarding placement of the advance advisory exit speed sign, since another Standard statement indicates when the sign is required based on speed differential * Remove advisory exit speed and advisory ramp speed signs from the next Standard statement * Add Option statement to cover 10 mph and lower differences between mainline and advisory speeds * Editorial comments, including using "or" in lieu of "and" |
| Figure 2C-3 | YES | NA | N/A | NCUTCD agrees with Figure 2C-3 as presented in the NPA. |
| 2C.13 | NO | YES | N/A | NCUTCD recommends revising 2C.13 as follows:   * Add truck rollover sign to be consistent with Section 2C.11. * The first Standard statement is too restrictive on the use of vehicle speed feedback signs and plaques, unnecessarily limits their use, and is inconsistent with common practice. Revise the Standard and add an Option statement to allow vehicle speed feedback signs and plaques in low speed, area-wide reduced speed zone locations in accordance with NCUTCD recommendations 14A-RW-07, 17B-RW-01 and 20B-RW-03. * Add an Option statement allowing fluorescent yellow-green background for vehicle speed feedback signs in school zones per Section 7B.06, as they are frequently used in school zones. * Add an Option statement allowing flashing of numbers or displaying SLOW DOWN or SLOW TO XX legends in accordance with NCUTCD recommendations 14A-RW-07, 17B-RW-01, and 20B-RW-03. * Change vehicle speed feedback plaque number to W13-20aP. |
| Figure 2C-4 | NO | YES | N/A | NCUTCD agrees with Figure 2C-4, but recommends adding a note referring to Table 2C-1 for standard sizes and standard numerals. |
| 2C.14 | YES | N/A | N/A | NCUTCD agrees with 2C.14 as presented in the NPA. |
| 2C.15 | YES | N/A | N/A | NCUTCD agrees with 2C.15 as presented in the NPA. |
| Figure 2C-5 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-5 as presented in the NPA. |
| 2C.16 | NO | YES | N/A | NCUTCD generally agrees with 2C.16 as presented in the NPA, but recommends adding a Support statement listing signs that may be used for conditions beyond the hill crest in accordance with NCUTCD recommendation 19A-RW-02, which adds extra information and clarifies the intent of the Guidance statement. |
| 2C.17 | NO | YES | N/A | NCUTCD agrees with 2C.17 as presented in the NPA, with a minor editorial revision to reference Figure 2C-7. |
| Figure 2C-7 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-7 as presented in the NPA. |
| 2C.18 | NO | YES | N/A | NCUTCD generally agrees with 2C.18 as presented in the NPA, with minor editorial revisions to reference Figure 2C-7 and Figure 2C-6. |
| Figure 2C-6 | NO | NO | YES | NCUTCD recommends deleting Figure 2C-6 as presented in the NPA and substituting a new Figure 2C-6 to provide for all likely situations and options at narrow or one-lane underpasses, and adds a note suggesting the use of STOP or YIELD signs or a combination thereof based on relative sight distance available to approaching traffic where there are sight restrictions that suggest a need for these signs. To address this, the figure recommended by NCUTCD depicts a straight roadway approach without a curve. |
| 2C.19 | NO | YES | N/A | NCUTCD generally agrees with 2C.19 as presented in the NPA, but recommends revising the Guidance and Option material to be consistent with the new NCUTCD-recommended Figure 2C-6. |
| 2C.20 | YES | N/A | N/A | NCUTCD agrees with 2C.20 as presented in the NPA. |
| 2C.21 | YES | N/A | N/A | NCUTCD agrees with 2C.21 as presented in the NPA. |
| 2C.22 | YES | N/A | N/A | NCUTCD agrees with 2C.22 as presented in the NPA. |
| 2C.23 | YES | N/A | N/A | NCUTCD agrees with 2C.23 as presented in the NPA |
| 2C.24 | NO | YES | N/A | NCUTCD generally agrees with 2C.24 as presented in the NPA, but recommends adding the word “cul-de-sac” as a common example of a turnaround, revise the Guidance statement for the W8-26 series sign to Option since there are some situations where the use of Type 4 object markers would not apply, and revise a figure reference. |
| 2C.25 | NO | YES | N/A | NCUTCD generally agrees with 2C.25 as presented in the NPA but recommends minor editorial revisions and revising the final Standard statement to clarify that the dimension on the W12-2a sign or W12-2b sign needs to match the lowest clearance. |
| 2C.26 | NO | YES | N/A | NCUTCD agrees with 2C.26 as presented in the NPA, with a minor editorial revision to reference Figure 2C-8. |
| Figure 2C-8 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-8 as presented in the NPA. |
| 2C.27 | YES | N/A | N/A | NCUTCD agrees with 2C.27 as presented in the NPA |
| 2C.28 | NO | YES | N/A | NCUTCD generally agrees with 2C.28 as presented in the NPA, but recommends adding a reference to Figure 2C-9 and adding an Option statement suggesting the use of blank-out or DMS signs to supplement W3-6 signs in accordance with NCUTCD recommendation 20B-RW-03. |
| 2C.29 | YES | N/A | N/A | NCUTCD agrees with 2C.29 as presented in the NPA. |
| 2C.30 | YES | N/A | N/A | NCUTCD agrees with 2C.30 as presented in the NPA. |
| 2C.31 | NO | YES | N/A | NCUTCD generally agrees with 2C.31 as presented in the NPA, but recommends adding an Option statement suggesting the use of blank-out or DMS signs to supplement surface condition signs in accordance with NCUTCD recommendation 20B-RW-03. |
| 2C.32 | YES | N/A | N/A | NCUTCD agrees with 2C.32 as presented in the NPA. |
| 2C.33 | YES | N/A | N/A | NCUTCD agrees with 2C.33 as presented in the NPA. |
| 2C.34 | NO | YES | N/A | Section 2C.34 Comments: NCUTCD agrees with 2C.34 as presented in the NPA, with a minor editorial revision to reference Figure 2C-7. |
| 2C.35 | NO | YES | N/A | NCUTCD agrees with 2C.35 as presented in the NPA, but recommends adding an Option statement suggesting the use of blank-out or DMS signs to supplement weather condition signs in accordance with NCUTCD recommendation 20B-RW-03. |
| 2C.36 | NO | YES | N/A | NCUTCD recommends revising 2C.36 as follows:   * Add an exception to the first Standard statement referencing revised Guidance * Revise the Guidance statement to address STOP or YIELD sign visibility and speed criteria in accordance with NCUTCD recommendation 18A-RW-02. |
| Figure 2C-9 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-9 below as presented in the NPA. |
| Table 2C-X (new) | N/A | N/A | N/A | NCUTCD recommends adding a new Table 2C-X defining minimum sight distances based on speed for Stop Ahead or Yield Ahead signs in accordance with NCUTCD recommendation 18A-RW-02. |
| 2C.37 | NO | YES | N/A | NCUTCD generally agrees with 2C.37 as presented in the NPA, with the following revisions:   * Add a new TRAFFIC ENTERING sign to the list of signs * Add "uncontrolled" in two locations in the Option statement to clarify where signs are used * Add "vehicle on a conflicting approach" in the Standard statement to clarify where signs are used * Additional information regarding Actuated Advance Intersection Signs may be found in NCUTCD recommendation 14B-RW-01 |
| Figure 2C-11 | YES | N/A | N/A | NCUTCD generally agrees with Figure 2C-11 as presented in the NPA, but recommends adding a new TRAFFIC ENTERING sign, as used in several states. |
| 2C.38 | YES | N/A | N/A | NCUTCD agrees with 2C.38 as presented in the NPA. |
| 2C.39 | NO | YES | N/A | NCUTCD generally agrees with 2C.39 as presented in the NPA, but recommends adding the work “NEW” to the title to match the sign figure message. |
| 2C.40 | NO | YES | N/A | NCUTCD generally agrees with 2C.40 as presented in the NPA, but recommend adding the R2-2p plaque along with the R2-1 sign for signs following these W3-5 series signs. |
| Figure 2C-10 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-10 as presented in the NPA, but recommend changing the 20 MPH on the W3-5c sign to XX MPH to match the W3-5a sign. |
| 2C.41 | NO | YES | N/A | NCUTCD generally agrees with 2C.41 as presented in the NPA, with a minor editorial revision to reference Figure 2C-8. |
| 2C.42 | YES | N/A | N/A | NCUTCD agrees with 2C.42 as presented in the NPA. |
| 2C.43 | YES | N/A | N/A | NCUTCD agrees with 2C.43 as presented in the NPA**.** |
| 2C.44 | YES | N/A | N/A | NCUTCD agrees with 2C.44 as presented in the NPA. |
| 2C.45 | NO | YES | N/A | NCUTCD generally agrees with 2C.45 as presented in the NPA, but recommends revising “entering” to “major” roadway in the Guidance statement to clarify which roadway the main arrow stem represents. |
| Figure 2C-12 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-12 as presented in the NPA, but recommends the following revisions:   * Resolve the conflict between W9-4 signs in Part 2 and Part 6 in the NPA with the same sign designation - W9-4 in Part 2 is the LANES MERGE word legend sign and W9-4 in Part 6 is the Interior Lane Shift Ahead symbol sign * Delete the W4-7 sign (see comments on 2C.49) * Delete the word “FOR” on the W9-7 sign (see comments on 2C.50) |
| 2C.46 | NO | YES | N/A | NCUTCD agrees with 2C.46 as presented in the NPA, but recommends revising “entering” to “major” roadway in the Guidance statement to clarify which roadway the main arrow stem represents. |
| 2C.47 | NO | YES | N/A | NCUTCD generally agrees with 2C.47 as presented in the NPA, but recommends revising the Option statement to add and reference a new BEYOND INTERSECTION or BEYOND SIGNAL plaque used with a W9-1 sign where advanced placement distances in Table 2C-3 result in a W9-1 sign being placed upstream of a signalized or major unsignalized intersection and the lane reduction occurs downstream of that intersection, to make it clear that the lane reduction occurs beyond the intersection (see Figure 2C-13 sheet 3 as revised by NCUTCD). |
| Figure 2C-13, sheet 1 of 5 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-13 sheet 1 of 5 as presented in the NPA, but recommends showing all signs and dimensions consistently with other Figures in other chapters of the MUTCD related to lane ends signing and markings. |
| Figure 2C-13, sheet 2 of 5 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-13 sheet 2 of 5 as presented in the NPA, but recommends showing all signs and dimensions consistently with other Figures in other chapters of the MUTCD related to lane ends signing and markings. |
| Figure 2C-13, sheet 3 of 5 | NO | YES | N/A | NCUTCD recommends revising Figure 2C-13 sheet 3 of 5 as presented in the NPA as follows:   * Add a W9-1R and BEYOND INTERSECTION or BEYOND SIGNAL plaque assembly upstream of the intersection with a distance determined by Table 2C-3 * Change the W9-1R immediately downstream of the intersection to optional * Other editorial revisions as needed |
| Figure 2C-13, sheet 4 of 5 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-13 sheet 4 of 5 as presented in the NPA. |
| Figure 2C-13, sheet 5 of 5 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-13 sheet 5 of 5 as presented in the NPA. |
| Figure 2C-14 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-14 as presented in the NPA. |
| 2C.48 | NO | YES | N/A | NCUTCD generally agrees with 2C.48 as presented in the NPA, but recommends revisions as follows:   * Add an Option statement for supplemental advance lane merge signs * Add a Guidance statement recommending distance plaques under supplemental advance lane merge signs |
| 2C.49 | NO | NO | YES | NCUTCD recommends deleting 2C.49 entirely, because the HEAVY MERGE sign message is ambiguous, the use of this sign would likely be limited, and a practitioner could instead install a word message sign if a sign of this type is needed. |
| 2C.50 | NO | YES | N/A | NCUTCD generally agrees with 2C.50 as presented in the NPA, but recommends revisions as follows:   * Remove the word "FOR" from the W9-7 sign, as the word is unneeded, and for design consistency with the R3-33 sign * Add distance messages with a plaque instead of on the W9-7 sign |
| 2C.51 | YES | N/A | N/A | NCUTCD agrees with 2C.51 as presented in the NPA. |
| 2C.52 | NO | YES | N/A | NCUTCD generally agrees with 2C.52 as presented in the NPA, with minor editorial revisions. |
| 2C.53 | YES | N/A | N/A | NCUTCD agrees with 2C.53 as presented in the NPA. |
| 2C.54 | NO | YES | N/A | NCUTCD generally agrees with 2C.54 as presented in the NPA, but recommends adding a W11-XX Bus warning sign in accordance with NCUTCD recommendation 20B-RW-02. FHWA may want to consider also adding a BUS supplemental plaque that could be used with the Bus warning sign. |
| Figure 2C-15 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-15 as presented in the NPA, but recommends adding a W11-XX Bus warning sign in accordance with NCUTCD recommendation 20B-RW-02. FHWA may want to consider also adding a BUS supplemental plaque that could be used with the Bus warning sign. |
| 2C.55 | YES | N/A | N/A | NCUTCD agrees with 2C.55 as presented in the NPA. |
| Figure 2C-16 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-16 as presented in the NPA. |
| 2C.56 | YES | N/A | N/A | NCUTCD agrees with 2C.56 as presented in the NPA. |
| 2C.57 | YES | N/A | N/A | NCUTCD agrees with 2C.57 as presented in the NPA. |
| 2C.58 | NO | YES | N/A | NCUTCD generally agrees with 2C.58 as presented in the NPA, but recommends removing the Standard sentence related to regulatory sign plaques since that is not appropriate in the chapter on warning signs. |
| 2C.59 | NO | YES | N/A | NCUTCD generally agrees with 2C.59 as presented in the NPA, but recommends adding a reference to Figure 2C-1 and deleting material on methods of determining advisory speeds for horizontal curves in accordance with NCUTCD recommendation 17B-RW-01, as this is adequately addressed elsewhere in Chapter 2C and in other traffic engineering references. |
| 2C.60 | NO | YES | N/A | NCUTCD generally agrees with 2C.60 as presented in the NPA, with a minor editorial revision to reference Figure 2C-17. |
| 2C.61 | YES | N/A | N/A | NCUTCD agrees with 2C.61 as presented in the NPA. |
| Figure 2C-17 | NO | YES | N/A | NCUTCD generally agrees with Figure 2C-17 as presented in the NPA, but recommends adding new BEYOND INTERSECTION and BEYOND SIGNAL plaques. FHWA may want to consider also adding a BUS supplemental plaque that could be used with the Bus warning sign. |
| 2C.62 | YES | N/A | N/A | NCUTCD agrees with 2C.62 as presented in the NPA. |
| 2C.63 | YES | N/A | N/A | NCUTCD agrees with 2C.63 as presented in the NPA. |
| 2C.64 | NO | YES | N/A | NCUTCD generally agrees with 2C.64 as presented in the NPA, but recommends adding figure references and revising how W1-10 series signs are referenced in the section in accordance with NCUTCD recommendation 19B-RW-01. |
| 2C.65 | NO | YES | N/A | NCUTCD generally agrees with 2C.65 as presented in the NPA, with a minor editorial revision to reference Figure 2C-11. |
| 2C.66 | NO | YES | N/A | NCUTCD recommends revising 2C.66 as follows:   * Add pedestrians to the list of slower forms of transportation travelers * Add a reference to Figure 2C-17 * Delete the Standard statement that says IN ROAD and IN STREET plaques shall not be mounted alone * Remove the final Option statement since this is covered in Part 9 |
| 2C.67 | NO | YES | N/A | NCUTCD generally agrees with 2C.67 as presented in the NPA, with a minor editorial revision to reference Figure 2C-17. |
| 2C.68 | NO | YES | N/A | NCUTCD generally agrees with 2C.68 as presented in the NPA, but recommends adding speed limit and grade crossings to list of photo enforcement applications. |
| 2C.69 | YES | N/A | N/A | NCUTCD agrees with 2C.69 as presented in the NPA. |
| Figure 2C-18 | YES | N/A | N/A | NCUTCD agrees with Figure 2C-18 as presented in the NPA |
| 2C.70 | YES | N/A | N/A | NCUTCD agrees with 2C.70 as presented in the NPA. |
| 2C.71 | YES | N/A | N/A | NCUTCD agrees with 2C.71 as presented in the NPA. |
| 2C.72 | YES | N/A | N/A | NCUTCD agrees with 2C.72 as presented in the NPA. |

**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 |
| (**EXAMPLE**)  FHWA-2020-0001-59 | YES | N/A |  |
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