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. |
| Chapter 6P | NO | YES | | N/A | NCUTCD recommends reviewing all Figures in Chapter 6P and revising as needed to show all signs and dimensions consistently. |
| 6P.01 | NO | YES | | N/A | NCUTCD generally agrees with 6P.01 as presented in the NPA, but recommends revising the Support statement to correct the current number of TAs in this section. |
| Table 6P-1 | NO | YES | | N/A | NCUTCD generally agrees with Table 6P-1 as presented in the NPA, but recommends revising as follows:   * Edit the title of TA-5 to include 'or Expressway' in accordance with NCUTCD recommendation 20B-TTC-03 * Delete TA-16 and combine with TA-15 in accordance with NCUTCD recommendation 20B-TTC-02 * Delete 'High Speed' from the title of TA-32 in accordance with NCUTCD recommendation 20B-TTC-03 * Renumber TA-52, TA-53, and TA-54 to place between TA-27 and TA-28 since they are all intersection related, and renumber other TAs for better grouping of similar material * Add a new TA-27d Circulating Lane Closure in a Multi-Lane Roundabout (inserted at the end of this Section) in between TA-27 and TA-28 in accordance with NCUTCD recommendation 19B-TTC-01 |
| Table 6P-2 | NO | YES | | N/A | NCUTCD recommends restoring existing Table 6P-2 from the 2009 MUTCD, which is not included in the NPA documents, but is referenced in this Section. NCUTCD recommends deleting the “surveyor” symbol in accordance with NCUTCD recommendation 20B-TTC-02 |
| Table 6P-3 | YES | N/A | | N/A | NCUTCD agrees with Table 6P-3 as presented in the NPA. |
| Table 6P-4 | YES | N/A | | N/A | NCUTCD agrees with Table 6P-4 as presented in the NPA. |
| Table 6P-5 | NO | YES | | N/A | NCUTCD recommends deleting Table 6P-5. The table is a repeat of Table 6P-3 with a different title. Table 6P-3 is cross-referenced throughout Chapter 6P, but Table 6P-5 does not appear to be referenced. |
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|  |  |  | |  | Note: NCUTCD recommendations for the Typical Applications Notes for Figures and the Typical Applications Figures are included in the individual summaries for each item, including any proposed edits in accordance with NCUTCD recommendations. |
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| Notes for Figure 6P-1 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-1 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Note 1: change “directional roadway” to “highway in both directions” and editorial revisions * Note 2: add other appropriate signs * Note 4: editorial revisions |
| Figure 6P-1 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-1 as presented in the NPA, but recommends revising the references to Tables in the Figure note to correspond with the NPA table renumbering. |
| Notes for Figure 6P-2 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-2 as presented in the NPA. |
| Figure 6P-2 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-2 as presented in the NPA, but recommends revising as follows:   * In the NPA the W22-2 TURN OFF 2-WAY RADIO AND CELL PHONE sign was changed to regulatory R22-2 in Section 6G.11 and Figure 2G-1. For consistency with Section 6G.11 and Figure 2G-1, the sign needs to be edited in Figure 6P-2. * Revise the references to Tables in the figure note to correspond with the NPA table renumbering. |
| Notes for Figure 6P-3 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-3 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Note 1: delete “the roadway for a divided or” and other editorial revisions * Note 3: change “instead of” to “in addition to” * Note 4: delete AHEAD from sign name * Delete Notes 5-8 and add a new Note 5, as work meeting this criteria is addressed in TA-4 |
| Figure 6P-3 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-3 as presented in the NPA, but recommends revising as follows:   * Delete and relocate SHOULDER WORK signs * Add "optional" to signs as appropriate * Delete references to items deleted from notes * Delete the positive protection note since it is redundant with a note added to the notes page |
| Notes for Figure 6P-4 | NO | YES | | N/A | NCUTCD recommends revising Notes for Figure 6P-4 in accordance with NCUTCD recommendation 20B-TTC-03:   * Note 1: Add a new Standard requiring vehicle lights * Note 3 (was Note 2): editorial revisions * Note 5 (was Note 4): Add Option text omitting distance plaques if ROAD WORK NEXT XX MILES sign is used * Note 6 (was Note 5): delete references to lighting (covered in new Note 1) * Note 8 (new): Add Option text referencing truck-mounted attenuators |
| Figure 6P-4 | YES | N/A | | N/A | NCUTCD generally agrees with Figure 6P-4 as presented in the NPA, but recommends minor revisions in accordance with NCUTCD recommendation 20B-TTC-03, including deleting the hyphen between ‘Short’ and ‘Duration’. |
| Notes for Figure 6P-5 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-5 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Title: add “or Expressway” * Note 1: Add RIGHT (LEFT) to sign name * Note 2: add text stating a plaque should be used to convey shoulder closure length information |
| Figure 6P-5 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-5 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03, including adding “or Expressway” to the title and placing signs on both the left and right sides of the roadway. |
| Notes for Figure 6P-6 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-6 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Relocate Notes 13 and 14 to the top as Notes 1 and 2 for emphasis * Note 4 (was Note 2): editorial revisions * Note 11 (was Note 9): revise to note a truck-mounted attenuator may be used on the work vehicle * Note 12 (was Note 10): Add the Shoulder Work sign to the list of devices for omission where a shadow vehicle is used |
| Figure 6P-6 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-6 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03:   * Add a SHOULDER WORK sign between the ROAD WORK AHEAD sign and the work area * Label figure items as appropriate * Add "optional" to signs as appropriate * Delete the positive protection note since it is redundant with a note added to the notes page |
| Notes for Figure 6P-7 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-7 as presented in the NPA. |
| Figure 6P-7 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-7 as presented in the NPA. |
| Notes for Figure 6P-8 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-8 as presented in the NPA, but recommends adding a new Note 2 Guidance addressing detour traffic impacts in accordance with NCUTCD recommendation 20B-TTC-02. |
| Figure 6P-8 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-8 as presented in the NPA. |
| Notes for Figure 6P-9 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-9 as presented in the NPA, but recommends adding a new Note 4 Guidance addressing detour traffic impacts in accordance with NCUTCD recommendation 20B-TTC-02. |
| Figure 6P-9 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-9 as presented in the NPA. |
| Notes for Figure 6P-10 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-10 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendations 20B-TTC-01 and 20B-TTC-02 as follows:   * Note 2: revise to simplify the text for single flaggers * Note 3: delete regarding omitting ROAD WORK signs * Note 4 (was Note 5): revise to clarify “stopping” sight distance should be provided * Note 6 (was Note 7): revise to refer to Table 6H-3 for sign spacing |
| Figure 6P-10 | NO | YES | | N/A | NCUTCD recommends revising Figure 6P-10 in accordance with NCUTCD recommendation 20B-TTC-02:   * Add "optional" to signs as appropriate * Delete the positive protection note since it is redundant with a note added to the notes page |
| Notes for Figure 6P-11 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-11 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 3: revise to include lights and flags and apply to both day and night work |
| Figure 6P-11 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-11 as presented in the NPA, but recommends the following in accordance with NCUTCD recommendation 20B-TTC-02:   * Delete warning lights on signs * Add "optional" to signs as appropriate * Delete the positive protection note since it is redundant with a note added to the notes page * Edit the cross-reference of 3B.16 to 3B.19 to correspond with renumbering in the NPA |
| Notes for Figure 6P-12 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-12 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 7: delete “recognizing that the distances shown for sign spacings are minimums” * Note 9: revise text referencing lights and flags, and add a reference to optional use of a BE PREPARED TO STOP sign * Note 11 (new): Add a new Guidance note addressing placement of an optional BE PREPARED TO STOP sign |
| Figure 6P-12 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-12 as presented in the NPA, but recommends the following in accordance with NCUTCD recommendation 20B-TTC-02:   * Delete warning lights on signs * Add "optional" to signs as appropriate * Delete the positive protection note since it is redundant with a note added to the notes page |
| Notes for Figure 6P-13 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-13 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 4: revise to make the use of a BE PREPARED TO STOP sign the default condition * Note 6: delete (covered in revised Note 4) |
| Figure 6P-13 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-13 as presented in the NPA, but recommends adding “optional” to signs as appropriate in accordance with NCUTCD recommendation 20B-TTC-02. |
| Notes for Figure 6P-14 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-14 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 12 (new): add a new Option note referring to lights and/or flags |
| Figure 6P-14 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-14 as presented in the NPA, but recommends deleting warning lights and adding “optional” to signs as appropriate in accordance with NCUTCD recommendation 20B-TTC-02. |
| Notes for Figure 6P-15 | NO | YES | | N/A | NCUTCD recommends Typical Applications 15 and 16 be combined in accordance with NCUTCD recommendation 20B-TTC-02.  NCUTCD recommends revisions to Notes for Figure 6P-15 in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 2 (new): add a new Guidance note for the use of spotters to warn workers who cannot watch road users * Note 3 (new): add a new Guidance note stating TA-15 is appropriate only for low speed minor roads and referring to TA-10 or TA-12 for higher speed or volume conditions * Note 5 (new): add a new Option note allowing the use of the SURVEY CREW sign in place of the ROAD WORK sign * Note 8 (was Note 5): delete "low volume, low speed roadways" and "heavy commercial" so the note applies to a wider range of roadways, plus editorial revisions * Note 9 (was Note 6): revise so this note only applies to mobile and short duration work |
| Figure 6P-15 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-15 as presented in the NPA, but recommends the following in accordance with NCUTCD recommendation 20B-TTC-02:   * Add "optional" to signs as appropriate * Delete the positive protection note since it is redundant with a note added to the notes page |
| Notes for Figure 6P-16 | NO | NO | | YES | NCUTCD recommends deleting this Typical Application entirely and combining it with Typical Application 15 in accordance with NCUTCD recommendation 20B-TTC-02. |
| Figure 6P-16 | NO | NO | | YES | NCUTCD recommends deleting this Typical Application entirely and combining it with Typical Application 15 in accordance with NCUTCD recommendation 20B-TTC-02. |
| Notes for Figure 6P-17 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-17 as presented in the NPA, but recommends adding “Additional” to the beginning of Note 7, since the truck-mounted attenuator shown in Figure 6P-17 is considered a protection device, and there are additional options available in 6M.02. |
| Figure 6P-17 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-17 as presented in the NPA, but recommends deleting the positive protection note since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-18 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-18 as presented in the NPA, but recommends adding “Additional” to the beginning of Note 6, since the truck-mounted attenuator shown in Figure 6P-18 is considered a protection device, and there are additional options available in 6M.02. |
| Figure 6P-18 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-18 as presented in the NPA. |
| Notes for Figure 6P-19 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-19 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 2a (new): add a new Guidance note addressing detour traffic impacts |
| Figure 6P-19 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-19 as presented in the NPA. |
| Notes for Figure 6P-20 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-20 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-02 as follows:   * Note 2a (new): add a new Guidance note addressing detour traffic impacts |
| Figure 6P-20 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-20 as presented in the NPA. |
| Notes for Figure 6P-21 | NO | YES | | N/A | NCUTCD agrees with Notes for Figure 6P-21 as presented in the NPA |
| Figure 6P-21 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-21 as presented in the NPA, but recommends deleting the positive protection note since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-22 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-22 as presented in the NPA, but recommends revising Note 8 on closing the lane and providing a turn bay. |
| Figure 6P-22 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-22 as presented in the NPA, but recommends revising as follows:   * Delete the positive protection note since it is redundant with a note added to the notes page * Relocate the “(optional)” text from under the arrow board to be under the RIGHT LANE MUST TURN RIGHT sign. |
| Notes for Figure 6P-23 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-23 as presented in the NPA. |
| Figure 6P-23 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-23 as presented in the NPA, but recommends deleting the positive protection note since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-24 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-24 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-01as follows:   * Note 3 (new): add a new Guidance note recommending arrow boards under high traffic, high speed, limited sight distance, or unexpected conditions * Note 6 (new): Add a new Standard note addressing location of arrow boards |
| Figure 6P-24 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-24 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page * Relocate the "(optional)" text from under the arrow board to be under the RIGHT LANE MUST TURN RIGHT sign |
| Notes for Figure 6P-25 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-25 as presented in the NPA. |
| Figure 6P-25 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-25, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-26 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-26 as presented in the NPA. |
| Figure 6P-26 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-26 as presented in the NPA. |
| Notes for Figure 6P-27 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-27 as presented in the NPA. |
| Figure 6P-27 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-27 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Add flaggers to all approaches * Add "optional" to signs as appropriate * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-28 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-28, but recommends adding ‘sidewalk’ to Note 6 for clarity. |
| Figure 6P-28 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-28 as presented in the NPA. |
| Notes for Figure 6P-29 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-29, but recommends adding ‘sidewalk’ to Note 4 for clarity. |
| Figure 6P-29 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-29 as presented in the NPA, but recommends revising as follows:   * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page * Add channelizing devices along the work space of the cross street |
| Notes for Figure 6P-30 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-30 as presented in the NPA, but recommends revising as follows:   * Note 1: replace existing text with new Guidance text recommending arrow boards under high traffic, high speed, limited sight distance, or unexpected conditions * Note 2 (new): add a new Standard note addressing location of arrow boards * Note 3 (new): add a new Option note allowing vehicle mounting of arrow boards * Note 4 (was Note 2): add "Additional" to the beginning of the note since the truck-mounted attenuator shown in Figure 6P-30 is considered a protection device, and there are additional options available in 6M.02 |
| Figure 6P-30 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-30 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Add truck-mounted attenuators in both directions * Add arrow boards and END ROAD WORK signs in both directions * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-31 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-31 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Note 2 (new): add a new Standard note addressing location of arrow boards * Note 4 (was Note 3): replace existing text with new Guidance text recommending arrow boards under high traffic, high speed, limited sight distance, or unexpected conditions * Note 10 (new): add a new Option note allowing vehicle mounting of arrow boards * Note 13 (was Note 11): delete extra parenthesis |
| Figure 6P-31 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-31 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Add a LEFT LANE CLOSED AHEAD sign in the downward direction * Add devices on centerline * Delete "(optional)" on arrow board and buffer space * Add END ROAD WORK signs in both directions * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-32 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-32 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Title: Delete “High-Speed” so the figure is applicable to a wider range of speeds * Note 1: Revise to clarify criteria for marking removal * Note 2 (new): add a new Standard note addressing location of arrow boards * Note 2 (original in Guidance): delete this note * Note 7: editorial revision |
| Figure 6P-32 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-32 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Delete repeated signs to resolve confusing "A" dimension * Revise several notes to refer to new Note 2 * Add "optional" to signs as appropriate * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-33 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-33 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Note 3 (new): add a new Standard note requiring vehicle warning lights * Note 3 (original in Guidance): delete this note * Note 4: editorial revision * Note 5: add "Additional" to the beginning of the note since the truck-mounted attenuator shown in Figure 6P-33 is considered a protection device, and there are additional options available in 6M.02. |
| Figure 6P-33 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-33 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Add a work vehicle, shadow vehicle, and optional truck-mounted attenuators to both examples * Revise several notes to delete reference to Note 2 * Add "optional" to signs as appropriate * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-34 | NO | YES | | N/A | NCUTCD agrees with Notes for Figure 6P-34 as presented in the NPA. |
| Figure 6P-34 | NO | YES | | N/A | NCUTCD agrees with Figure 6P-34 as presented in the NPA. |
| Notes for Figure 6P-35 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-35 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-01 as follows:   * Note 8: revise to clarify "stopping" sight distance should be provided * Note 13: add "Additional" to the beginning of the note since the truck-mounted attenuator shown in Figure 6P-35 is considered a protection device, and there are additional options available in 6M.02 |
| Figure 6P-35 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-35, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-36 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-36 as presented in the NPA, but recommends revisions in accordance with NCUTCD recommendation 20B-TTC-04 as follows:   * Note 3: delete “all”, as not all notes may apply * Note 12: add “when used as a temporary travel” to clarify the shoulder width is for a temporary lane * Note 15: revise to improve guidance regarding heavy vehicles * Note 18 (new): add an Option note suggesting a portable changeable message sign for informing heavy vehicles of lane selection |
| Figure 6P-36 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-36 as presented in the NPA. |
| Notes for Figure 6P-37 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-37 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendations 20B-TTC-03 and 20B-TTC-04 as follows:   * Note 2 (new): add a new Standard note requiring vehicle warning lights * Note 5: add "Additional" to the beginning of Note 5 since the truck-mounted attenuator shown in Figure 6P-37 is considered a protection device, and there are additional options available in 6M.02 * Note 7: revise to improve guidance regarding heavy vehicles * Note 8 (new): add an Option note suggesting a portable changeable message sign for informing heavy vehicles of lane selection |
| Figure 6P-37 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-37, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-38 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-38 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-04 as follows:   * 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 * Note 8: delete sign code, as sign designations are not normally used in the typical applications notes * Note 14: revise to improve guidance regarding heavy vehicles * Note 15 (new): add an Option note suggesting a portable changeable message sign for informing heavy vehicles of lane selection |
| Figure 6P-38 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-38 as presented in the NPA, but recommends revising as follows:   * Delete the CENTER LANE CLOSED AHEAD sign in accordance with NCUTCD recommendation 17B-TTC-01 because at the location where the sign is shown, the center lane is not closed, but rather shifted * Reintroduce the Interior Lane Shift Ahead symbol sign to this figure in accordance with NCUTCD recommendation 17B-TTC-01, as the sign has been reintroduced on Section 6H.06 and Figure 6H-1 of the NPA - note there is a conflict between W9-4 signs in Part 2 and Part 6 in the NPA with the same sign designation * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-39 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-39 as presented in the NPA. |
| Figure 6P-39 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-39, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-40 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-40 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendations 16B-TTC-06 and 20B-TTC-01 and for concurrence with Typical Application 44 as follows:   * Note 2 (new): add a new Standard note stating a STOP sign shall be used where inadequate acceleration distance exists * Note 4 (was Note 3): revise to clarify "stopping" sight distance should be provided * Note 5 (new): add a new Guidance note addressing closing the ramp * Note 10 (new): add a new Option note suggesting a stop beacon or red flasher over a stop sign * Note 11 (new): add a new Option note referencing the NO MERGE AREA plaque |
| Figure 6P-40 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-40, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-41 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-41 as presented in the NPA. |
| Figure 6P-41 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-41, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-42 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-42 as presented in the NPA. |
| Figure 6P-42 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-42, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-43 | NO | YES | | N/A | NCUTCD agrees with Notes for Figure 6P-43 as presented in the NPA. |
| Figure 6P-43 | NO | YES | N/A | | NCUTCD generally agrees with Figure 6P-43, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-44 | NO | YES | N/A | | NCUTCD generally agrees with Notes for Figure 6P-44 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendations 16B-TTC-06 and 20B-TTC-01 as follows:   * Note 2: revise to simplify where a STOP sign shall be used * Note 3: revise to clarify "stopping" sight distance should be provided and editorial revisions * Note 4: editorial revisions |
| Figure 6P-44 | NO | YES | N/A | | NCUTCD generally agrees with Figure 6P-44 as presented in the NPA, but recommends revising in accordance with NCUTCD recommendation 20B-TTC-03 as follows:   * Add devices on edge lines * Add END ROAD WORK sign to left example * Add "optional" to END ROAD WORK signs * Delete "optional" from shoulder taper callout * Delete a new positive protection note in the typical application figure since it is redundant with a note added to the notes page |
| Notes for Figure 6P-45 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-45 as presented in the NPA. |
| Figure 6P-45 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-45 as presented in the NPA. |
| Notes for Figure 6P-46 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-46 as presented in the NPA. |
| Figure 6P-46 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-46, but recommends deleting a new positive protection note in the typical application figure since it is redundant with a note added to the notes page. |
| Notes for Figure 6P-47 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-47 as presented in the NPA, but recommends revising as follows:   * Notes 2 and 3: revise the 17 feet for lane widths to 14 feet in accordance with NCUTCD recommendation 13A-BIK-01, as it is generally uncommon to have a 17 foot wide lane adjacent to a bicycle lane, and if retained, the option would nearly always default to the less than 17 feet alternative * Note 3: edit the name of the two signs to conform to Chapter 2C |
| Figure 6P-47 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-47 as presented in the NPA, but recommends revising as follows:   * Edit the taper length to 1/3 L instead of L for consistency with Chapter 6B * Change the plaque to IN ROAD or IN STREET for consistency with Chapter 2C and the notes for the figure |
| Notes for Figure 6P-48 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-48 as presented in the NPA. |
| Figure 6P-48 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-48, but recommends to change the plaque to IN ROAD or IN STREET for consistency with Chapter 2C. |
| Notes for Figure 6P-49 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-49 as presented in the NPA. |
| Figure 6P-49 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-49 as presented in the NPA. |
| Notes for Figure 6P-50 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-50 as presented in the NPA. |
| Figure 6P-50 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-50, but recommends to change the plaque to IN ROAD or IN STREET for consistency with Chapter 2C. |
| Notes for Figure 6P-51 | YES | N/A | | N/A | NCUTCD agrees with Notes for Figure 6P-51 as presented in the NPA. |
| Figure 6P-51 | YES | N/A | | N/A | NCUTCD agrees with Figure 6P-51 as presented in the NPA. |
| Notes for Figure 6P-52 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-52 as presented in the NPA, but recommends renumbering the typical application to 6P-27a and placing it between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion, since this typical application is intersection related. |
| Figure 6P-52 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-52 as presented in the NPA, but recommends revising as follows:   * Renumber the typical application to 6P-27a and place it between TA-27-Closure at the Side of an Intersection and TA-28-Sidewalk Detour or Diversion, since the typical application is intersection related * Add a hyphen between "short" and "term" and replace "Circular Intersection" with "Roundabout" in the figure title for consistency with the notes |
| Notes for Figure 6P-53 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-53 as presented in the NPA, but recommends renumbering the typical application to 6P-27b and placing it between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion, since this typical application is intersection related. |
| Figure 6P-53 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-53 as presented in the NPA, but recommends renumbering the typical application to 6P-27b and placing it between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion, since this typical application is intersection related. |
| Notes for Figure 6P-54 | NO | YES | | N/A | NCUTCD generally agrees with Notes for Figure 6P-54 as presented in the NPA, but recommends renumbering the typical application to 6P-27c and placing it between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion, since this typical application is intersection related. |
| Figure 6P-54 | NO | YES | | N/A | NCUTCD generally agrees with Figure 6P-54 as presented in the NPA, but recommends revising as follows:   * Renumber the typical application to 6P-27c and place it between TA-27-Closure at the Side of an Intersection and TA-28-Sidewalk Detour or Diversion, since the typical application is intersection related * Add missing dimension arrows |
| Notes for Figure 6P-27d (new) | N/A | N/A | | N/A | NCUTCD recommends adding a new Typical Application 27d titled “Circulating Lane Closure in a Multi-Lane Roundabout” in accordance with NCUTCD recommendation 19B-TTC-01, and placing the new typical application between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion since the typical application is intersection related. |
| Figure 6P-27d (new) | N/A | N/A | | N/A | NCUTCD recommends adding a new Typical Application 27d titled “Circulating Lane Closure in a Multi-Lane Roundabout” in accordance with NCUTCD recommendation 19B-TTC-01, and placing the new typical application between TA-27—Closure at the Side of an Intersection and TA-28—Sidewalk Detour or Diversion since the typical application is intersection related. |

**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.

|  |  |  |  |
| --- | --- | --- | --- |
| 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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