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. |
| 3B.01 | YES | N/A | N/A | NCUTCD agrees with 3B.01 as presented in the NPA. |
| Figure 3B-1 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-1 as presented in the NPA. |
| Figure 3B-2 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-2 as presented in the NPA, but recommends changing diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25. |
| Figure 3B-3 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-3 as presented in the NPA. |
| 3B.02 | YES | N/A | N/A | NCUTCD agrees with 3B.02 as presented in the NPA. |
| 3B.03 | YES | N/A | N/A | NCUTCD agrees with 3B.03 as presented in the NPA. |
| Table 3B-1 | NO | YES | N/A | NCUTCD generally agrees with Table 3B-1 as presented in the NPA, but recommends removing “posted or statutory” for consistency. |
| Figure 3B-4 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-4 as presented in the NPA, but recommends replacing “posted or statutory speed” with “speed limit” for both examples. |
| Figure 3B-5 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-5 as presented in the NPA, but recommends changing diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25. |
| 3B.04 | NO | YES | N/A | NCUTCD agrees with 3B.04 as presented in the NPA. |
| Figure 3B-6 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-6 as presented in the NPA. |
| 3B.05 | NO | YES | N/A | NCUTCD generally agrees with 3B.05 as presented in the NPA, but recommends revising as follows:   * Revise the second Guidance statement to note that the restriction on marking two-way left-turn lanes to intersections should apply specifically to signalized intersections. * Revise the second Support statement to be consistent with Section 8A.06. |
| Figure 3B-7 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-7 as presented in the NPA, but recommends changing diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25. |
| 3B.06 | YES | N/A | N/A | NCUTCD agrees with 3B.06 as presented in the NPA. |
| Figure 3B-8 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-8 as presented in the NPA, but recommends changing diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25. |
| Figure 3B-9 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-9 as presented in the NPA, but recommends revisions as follows:   * Delete callouts referencing “0.5 A min” length for the normal width dotted white line in example A * Change diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25 |
| Figure 3B-10 | NO | YES | N/A | NCUTCD generally agrees with Figure 3B-10 as presented in the NPA, but recommends revisions as follows:   * Change diagonal markings from “recommended” to “optional” to be consistent with NCUTCD recommendations to Section 3B.25 * Add “variable length” text to examples B, C and E to be consistent with other examples * Remove “Varies” dimension in example E to be consistent with other examples * Modify the number of sheets in the title from 5 to 6 |
| Figure 3B-11 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-11 as presented in the NPA. |
| Figure 3B-12 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-12 as presented in the NPA. |
| Figure 3B-13 | NO | YES | N/A | NCUTCD agrees with Figure 3B-13 sheet 2 of 2 as presented in the NPA. Figure 3B-13 sheet 1 of 2 was missing from the NPA, therefore NCUTCD could not provide comments regarding this figure. NCUTCD recommends adding the figure. |
| 3B.07 | NO | YES | N/A | NCUTCD generally agrees with 3B.07 as presented in the NPA, but recommends revisions per NCUTCD recommendation 19B-MKG-02 as follows:   * Revise the second Standard paragraph to note that this Standard refers to a normal width dotted white lane line extension from the upstream end of a taper to the theoretical gore * Delete the third Standard paragraph, as it duplicates the content of the second Standard paragraph as revised * Revise the fifth Standard paragraph to delete “to a point at least one-half the distance from the theoretical gore” so the marking extends the length of the acceleration lane * Delete the sixth Standard paragraph, as it duplicates the content of the fifth Standard paragraph as revised |
| 3B.08 | NO | YES | N/A | NCUTCD generally agrees with 3B.08 as presented in the NPA, but recommends revising the first Support statement by replacing the second “entrance” with “exit” and correcting the Figure 2B.11 reference. |
| 3B.09 | NO | YES | N/A | NCUTCD generally agrees with 3B.09 as presented in the NPA, but recommends deleting the Guidance statement calling for 6 inch wide edge lines on two-way roadways. Although 6 inch edge lines can show operational and safety benefits, resource and funding limitations may restrict an agency from the ability to consistently install and maintain wider lines, and could result in agencies choosing to omit edge lines entirely on some roadways, which would be counterproductive. NCUTCD also recommends revising a Section reference in the Guidance statement. |
| 3B.10 | YES | N/A | N/A | NCUTCD agrees with 3B.10 as presented in the NPA. |
| 3B.11 | NO | YES | N/A | NCUTCD generally agrees with 3B.11 as presented in the NPA, but recommends revising the definition number in the second Support statement. |
| 3B.12 | NO | YES | N/A | NCUTCD generally agrees with 3B.12 as presented in the NPA, but recommends revising Item “A” of the Guidance statement to be consistent with Section 3G.04. |
| Figure 3B-14 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-14 as presented in the NPA. |
| 3B.13 | YES | N/A | N/A | NCUTCD agrees with 3B.13 as presented in the NPA. |
| Figure 3B-15 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-15 as presented in the NPA. |
| 3B.14 | YES | N/A | N/A | NCUTCD generally agrees with Figure 3B-14 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. |
| 3B.15 | YES | N/A | N/A | NCUTCD agrees with 3B.15 as presented in the NPA. |
| 3B.16 | YES | N/A | N/A | NCUTCD agrees with 3B.16 as presented in the NPA. |
| 3B.17 | YES | N/A | N/A | NCUTCD agrees with 3B.17 as presented in the NPA. |
| 3B.18 | YES | N/A | N/A | NCUTCD agrees with 3B.18 as presented in the NPA. |
| 3B.19 | YES | N/A | N/A | NCUTCD agrees with 3B.19 as presented in the NPA. |
| Figure 3B-16 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-16 as presented in the NPA. |
| 3B.20 | NO | YES | N/A | NCUTCD generally agrees with 3B.20 as presented in the NPA, but recommends restoring wording from the 2009 MUTCD on marking color that appears to have been erroneously deleted. |
| 3B.21 | YES | N/A | N/A | NCUTCD agrees with 3B.21 as presented in the NPA. |
| Figure 3B-17 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-17 as presented in the NPA. |
| 3B.22 | YES | N/A | N/A | NCUTCD agrees with 3B.22 as presented in the NPA. |
| Figure 3B-18 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-18 as presented in the NPA. |
| Figure 3B-19 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-19 as presented in the NPA. |
| Figure 3B-20 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-20 as presented in the NPA. |
| 3B.23 | YES | N/A | N/A | NCUTCD agrees with 3B.23 as presented in the NPA. |
| Figure 3B-21 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-21 as presented in the NPA. |
| Figure 3B-22 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-22 as presented in the NPA. |
| 3B.24 | YES | N/A | N/A | NCUTCD agrees with 3B.24 as presented in the NPA. |
| 3B.25 | NO | YES | N/A | NCUTCD recommends revising 3B.25 as follows:   * Revise the first Guidance statement as an Option statement, because although chevron markings in some locations can show operational and safety benefits, resource and funding limitations may restrict an agency from the ability to consistently install and maintain these markings * Revise the first Guidance (recommended Option) statement to clarify and simplify wording * Delete the final paragraph in the first Guidance (recommended Option) statement, as it is unnecessary * Revise the first Standard statement to simplify the wording, as chevron markings will always be white as they are placed between traffic in the same direction * Revise the second Guidance statement as an Option for consistency within the Section * Delete the final paragraph in the second Guidance (recommended Option) statement, as it is unnecessary * Revise the second Option statement to delete redundant wording and consolidate material * Revise the second Standard statement to simplify the wording and consolidate material * Revise the third Guidance statement to simplify the wording and consolidate material * Revise the final Option statement to simplify the wording and consolidate material * Revise figure references as needed throughout the Section |
| 3B.26 | YES | N/A | N/A | NCUTCD agrees with 3B.26 as presented in the NPA. |
| Figure 3B-23 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-23 as presented in the NPA. |
| 3B.27 | YES | N/A | N/A | NCUTCD agrees with 3B.27 as presented in the NPA. |
| Figure 3B-24 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-24 as presented in the NPA. |
| 3B.28 | YES | N/A | N/A | NCUTCD agrees with 3B.28 as presented in the NPA. |
| Figure 3B-25 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-25 as presented in the NPA. |
| 3B.29 | NO | YES | N/A | NCUTCD generally agrees with 3B.29 as presented in the NPA, but recommends adding “speed table” in the Section title and second Standard statement. |
| Figure 3B-26 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-26 as presented in the NPA. |
| Figure 3B-27 | YES | N/A | N/A | NCUTCD agrees with Figure 3B-27 as presented in the NPA. |
| 3B.30 | YES | N/A | N/A | NCUTCD agrees with 3B.30 as presented in the NPA. |
| Figure 3B-28 | NO | YES | N/A | Figure 3B-28 was missing from the NPA, therefore NCUTCD could not provide comments regarding this figure. NCUTCD recommends adding the figure. |
| 3B.31 | NO | YES | N/A | NCUTCD generally agrees with 3B.31 as presented in the NPA, but recommends changing the term “Diamond Interchange with Transposed Alignment Crossroad” to the commonly-used “Diverging Diamond Interchange”. |
| Figure 3B-29 | NO | YES | N/A | Figure 3B-29 was missing from the NPA, therefore NCUTCD could not provide comments regarding this figure. NCUTCD recommends adding the figure and changing the figure title to be consistent with NCUTCD-recommended changes for Section 3B.31. |

**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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