

**CHAPTER 27**

**TRAFFIC REGULATIONS AND STANDARDS FOR TRAFFIC CONTROL DEVICES**

**Authority**

N.J.S.A. 27:1A-5, 27:1A-6, 39:4-8 and 39:4-120.

**Source and Effective Date**

R.2001 d.68, effective January 25, 2001.  
See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

**Executive Order No. 66(1978) Expiration Date**

Chapter 27, Traffic Regulations and Standards for Traffic Control Devices, expires on January 25, 2006.

**Chapter Historical Note**

Chapter 27, Traffic Bureau, was adopted and became effective prior to September 1, 1969.

Pursuant to Executive Order No. 66(1978), Chapter 27, Bureau of Traffic Engineering, expired on June 4, 1986.

Pursuant to Executive Order No. 66(1978), Chapter 27, Bureau of Traffic Engineering, was adopted as new rules by R.1986 d.352, effective September 8, 1986. See: 18 N.J.R. 1184(a), 18 N.J.R. 1835(a).

Pursuant to Executive Order No. 66(1978), Chapter 27, Bureau of Traffic Engineering and Safety Programs, was readopted as R.1991 d.234, effective April 8, 1991. See: 23 N.J.R. 395(a), 23 N.J.R. 1419(b).

Chapter 27, Bureau of Traffic Engineering and Safety Programs, was repealed and Chapter 27, Traffic Regulations and Standards for Traffic Control Devices, was adopted as new rules by R.1996 d.198, effective April 15, 1996. See: 28 N.J.R. 797(b) 28 N.J.R. 1358(a), 28 N.J.R. 2079(a).

Pursuant to Executive Order No. 66(1978), Chapter 27, Traffic Regulations and Standards for Traffic Control Devices, was readopted as R.2001 d.68, effective January 25, 2001. See: Source and Effective Date. See, also, section annotations.

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**SUBCHAPTER 1. TRAFFIC REGULATIONS**

**16:27-1.1 Traffic regulations**

All matters concerning traffic regulations, including applications for traffic control devices shall be referred to the Bureau of Traffic Engineering and Investigations, Division of Traffic Operations, at the New Jersey Department of Transportation, 1035 Parkway Avenue, PO Box 613, Trenton, New Jersey 08625-0613.

Amended by R.2001 d.68, effective February 20, 2001.  
See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

Deleted "(for example, speed limits, stop signs, traffic signals, etc.)."

**SUBCHAPTER 2. (Reserved)**

**SUBCHAPTER HISTORICAL NOTES**

Subchapter 2, Maximum Speed Limit on Highways in New Jersey, was repealed by R.2001 d.68, effective February 20, 2001. See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

**SUBCHAPTER 3. STANDARDS FOR TRAFFIC CONTROL DEVICES**

**16:27-3.1 Requirements**

(a) Except as provided in N.J.S.A. 39:4-8(b), no traffic control device shall be erected without the approval of the Bureau of Traffic Engineering and Investigations, Division of Traffic Operations.

(b) The basic principles concerning the design and usage of traffic control devices are governed by the current "Manual on Uniform Traffic Control Devices for Streets and Highways," issued by the U.S. Department of Transportation, Federal Highway Administration. This Manual, adopted by the Federal Highway Administrator as a national standard for the application on all classes of highways, is adopted by reference herein. All Department decisions with regard to traffic control devices shall be based on this Manual as provided for by N.J.S.A. 39:4-120.

(c) All public comments and/or questions about traffic control devices shall be referred to the Bureau of Traffic Engineering and Investigations.

Amended by R.2001 d.68, effective February 20, 2001.

See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

In (c), substituted "public comments" for "complaints, suggestions".

## SUBCHAPTER 4. APPLICATION PROCEDURES

### 16:27-4.1 Initial application

(a) An initial application shall be submitted by the authority having jurisdiction, except that on county roads, a municipality may submit an application if accompanied by a letter of consent from county officials. This initial application will enable the Bureau of Traffic Engineering Investigations to determine if a traffic signal or channelization is warranted before time consuming design work begins. Additional information can be obtained on the New Jersey Department website at [www.state.nj.us/transportation](http://www.state.nj.us/transportation).

(b) If approval is desired for an existing signal which has not previously been approved, an initial application should be submitted.

Amended by R.2001 d.68, effective February 20, 2001.

See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

In (a), added last sentence.

### 16:27-4.2 Information required for initial application

(a) A minimum eight hour traffic count (preferably taken during the highest volume hours) should be made on any normal weekday. The count should show all vehicular movements, including turns. If pedestrian activity is significant, the number crossing each roadway should be included. The data must be broken down into intervals of no more than one hour each. Fifteen minute breakdowns are desirable during the peak hours.

(b) Accident summary or collision diagram from Police Department records (if available). This information should cover the most recent three year period and include direction of vehicles, type (right angle, same direction, and so forth), date; time of day, weather conditions and severity of accidents.

1. Traffic count and accident summary forms are available upon request from the Bureau of Traffic Engineering and Investigations, 1035 Parkway Avenue, PO Box 613, Trenton, New Jersey 08625-0613.

Amended by R.2001 d.68, effective February 20, 2001.

See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

In (b), substituted "1" for "NOTE".

### 16:27-4.3 Method of applying

(a) Upon receipt of the information indicated in N.J.A.C. 16:27-4.2, the Bureau of Traffic Engineering and Investigations' engineers will review the material and if it is determined that a traffic signal or channelization is warranted, the Division of Traffic Engineering and Operations will authorize the design of the appropriate device.

(b) If it is determined that a traffic signal or channelization is not warranted, the Division of Traffic Operations will so notify the applicant and include in that notification remedial actions needed, if any were identified as part of their review process.

(c) After the Authorization to Design is issued, the Bureau of Traffic Engineering and Investigations shall prepare a signal and/or channelization design. The authority having jurisdiction over the intersection must concur with this design.

Amended by R.2001 d.68, effective February 20, 2001.

See: 32 N.J.R. 4237(a), 33 N.J.R. 683(b).

Added a new (b); recodified former (b) as (c) and rewrote (c).

### 16:27-4.4 Design information required

(a) A reproducible tracing of a signal and/or channelization layout plan preferably drawn to a scale of 1 inch = 20 feet (1 inch = 10 feet and 1 inch = 30 feet are also acceptable) and containing the following information:

1. Existing details of the physical layout including edge of pavement or curbline, right-of-way lines, channelization, existing traffic controls, driveways, catch basins, sidewalks, corner sight distance restrictions, bus stop locations, parking prohibitions, and so forth. (Specify dimensions.)
2. Geometric improvements:
  - i. Roadway widening;
  - ii. Corner cutbacks;
  - iii. Channelization;
  - iv. Pavement width transitions;
  - v. Driveway openings.
3. Signal equipment:
  - i. Pole and pedestal location;
  - ii. Length of mast arms;
  - iii. Other than standard three section signal heads should be illustrated on the plan;
  - iv. Location and manner of suspension of signal heads;
  - v. Special signal visibility limiting devices, approximate location and type of detectors and back plates, if any.
4. Signs:
  - i. Locations;
  - ii. Legends (on other than standard signs, sign and letter sizes will be required);
  - iii. Operation (if special electrically operated sign).

NOTE:—Parking signs need not be shown.