

CHAPTER 27

BUREAU OF TRAFFIC ENGINEERING AND SAFETY PROGRAMS

Authority

N.J.S.A. 27:1A-5, 27:1A-6.

Source and Effective Date

R.1991 d.234, effective April 8, 1991.
See: 23 N.J.R. 395(a), 23 N.J.R. 1419(b).

Executive Order No. 66(1978) Expiration Date

Chapter 27, Bureau of Traffic Engineering and Safety Programs, expires on April 8, 1996.

Chapter Historical Note

All provisions of this chapter became effective prior to September 1, 1969. Amendments became effective March 21, 1973 as R.1973 d.76. See: 4 N.J.R. 243(a), 5 N.J.R. 123(c). Further amendments became effective November 14, 1973 as R.1973 d.320. See: 5 N.J.R. 426(c). Further amendments became effective February 28, 1974 as R.1974 d.48. See: 6 N.J.R. 83(a), 6 N.J.R. 155(a). Further revisions became effective May 20, 1974 as R.1974 d.122. See: 6 N.J.R. 250(b). Further revisions became effective November 14, 1975 and expired October 31, 1976 as R.1975 d.342. See: 7 N.J.R. 577(b). Further revisions became effective June 4, 1981 as R.1981 d.165. See: 13 N.J.R. 153(a), 13 N.J.R. 372(b). This chapter expired June 6, 1986 pursuant to the Sunset Provisions of Executive Order No. 66(1978). This chapter was readopted pursuant to Executive Order No. 66(1978) effective September 8, 1986 as R.1986 d.352. 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. See: Source and Effective Date.

See section annotations for additional rulemaking.

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SUBCHAPTER 1. ADOPTION OF TRAFFIC REGULATIONS

16:27-1.1 Requirements

(a) All matters concerning traffic regulations shall be referred to the Bureau of Traffic Engineering and Safety Programs, Division of Traffic Engineering and Local Aid.

(b) Regulations are to govern, but are not limited to, the following:

1. LS-Speed zones;
2. NP-No passing zones;
3. RP-No parking zones;
4. OW-One way streets;
5. TS-Through streets;
6. SMT-Slow moving traffic;
7. LAP-Use of limited access highways.

As amended, R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).
Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).
Departmental reorganization reflected at (a).

Case Notes

Department of Transportation was immune under State Tort Claims Act with respect to the setting and timing of a traffic light. Ciambrone v. State Dept. of Transp., 233 N.J.Super. 101, 558 A.2d 47 (A.D.1989), certification denied 117 N.J. 664, 569 A.2d 1356.

16:27-1.2 Notification

(a) Copies of the regulation with letters of transmittal indicating dates of adoption and approval shall be prepared by the Bureau of Traffic Engineering and Safety Programs and forwarded to the following:

1. Department of Law and Public Safety;
2. County clerk;
3. Municipal clerk;
4. County traffic safety coordinator;
5. Bureau of Maintenance Support (N.J.D.O.T.);
6. Deputy Attorney General (N.J.D.O.T.);
7. Central Files (N.J.D.O.T.).

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected at (a).

16:27-1.3 Reduction of rates of speed

(a) All regulations and/or Sections thereof heretofore adopted pursuant to N.J.S.A. 39:4-98 designating maximum speed limits on State highways in excess of 50 miles an hour are hereby repealed.

(b) Notwithstanding the provisions of subsection (a) of this Section, and in order to comply with the Federal Emergency Highway Energy Conservation Act, P.L. 93-239, a maximum speed limit of 55 miles an hour is hereby established for all types of motor vehicles traveling on any portion of any State highway having four or more traffic lanes, the opposing lanes of which are physically separated by means other than striping, which portion of highway had a speed limit of 55 miles, or more, per hour on November 1, 1973.

(c) Approval of any ordinance or resolution of any municipality or county designating on any highway under jurisdiction of such municipality or county, a rate of speed inconsistent with the provisions of this regulation is hereby rescinded.

R.1973 d.319, effective November 13, 1973.

See: 5 N.J.R. 426(c).

Amended by R.1973 d.320, effective November 14, 1973.

See: 5 N.J.R. 426(c).

Amended by R.1974 d.48, effective February 28, 1974.

See: 6 N.J.R. 83(a), 6 N.J.R. 155(a).

16:27-1.4 (Reserved)

R.1974 d.122, effective May 20, 1974.

See: 6 N.J.R. 250(b).

Amended by R.1981 d.165, effective June 4, 1981.

See: 13 N.J.R. 153(a), 13 N.J.R. 372(b).

Material concerning control of traffic and parking on N.J.D.O.T. property repealed and section marked "reserved".

16:27-1.5 (Reserved)**16:27-1.6 (Reserved)****Historical Note**

The original text of this section (Limitations on use of parkway) became effective on November 14, 1975 as R.1975 d.342 and expired on October 31, 1976 without further action by the agency. See: 7 N.J.R. 577(b).

SUBCHAPTER 2. HIGHWAY SIGNS**16:27-2.1 Requirements**

All construction plans, including specifications, designed by any agency other than the Department, and which affect the interests of the Department, shall be furnished to the Bureau of Traffic Engineering and Safety Programs for approval prior to the erection of any signs.

Amended by R.1973 d.76, effective March 21, 1973.

See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

Amended by R.1990 d.138, effective March 5, 1990.

See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected.

Case Notes

Department of Transportation sign-selection and sign-posting procedure reviewed. *Kolitch v. Lindedahl*, 100 N.J. 485, 497 A.2d 183 (1985).

16:27-2.2 Requests

All requests for signs, or revisions thereof, shall be submitted in writing to the Bureau of Traffic Engineering and Safety Programs, Division of Traffic Engineering and Local Aid.

Amended by R.1973 d.76, effective March 21, 1973.

See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

Amended by R.1990 d.138, effective March 5, 1990.

See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected.

Case Notes

Department of Transportation sign-selection and sign-posting procedure reviewed. *Kolitch v. Lindedahl*, 100 N.J. 485, 497 A.2d 183 (1985).

16:27-2.3 Authorization

(a) The Manager, Bureau of Traffic Engineering and Safety Programs, shall authorize all signs or changes to existing signs, by memorandum or by a plan drawing signed by him.

(b) All complaints or suggestions regarding signs received by the Department shall be referred to the Bureau of Traffic Engineering and Safety Programs for investigation, study and action.

Amended by R.1973 d.76, effective March 21, 1973.

See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).
Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).
Departmental reorganization reflected at (a) and (b).

Case Notes

Department of Transportation sign-selection and sign-posting procedure reviewed. *Kolitch v. Lindedahl*, 100 N.J. 485, 497 A.2d 183 (1985).

16:27-2.4 Erection

All signs shall be erected only as specified by the Manager, Bureau of Traffic Engineering and Safety Programs, whose specifications shall include message, size of sign, letter size and spacing, material, reflectivity or lighting requirements, location, height and any other requirements he may deem necessary.

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).
Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).
Departmental reorganization reflected.

SUBCHAPTER 3. WARRANTS FOR THE INSTALLATION OF TRAFFIC SIGNALS

16:27-3.1 Introduction

(a) The applicability of a traffic control sign for any given location cannot be determined by guesswork. Maximum traffic safety can be obtained only where valid evaluations of traffic behavior, traffic flow, accidents, speeds and physical conditions will show the exact nature of the difficulty. With this information, the proper type of control device can be determined and its operation correctly applied for public convenience and safety.

(b) The following Sections of this Chapter indicate the data that must be obtained to permit a factual determination of warrants upon which the need, type and operation of a traffic signal is based.

(c) Adherence to these warrants will eliminate haphazard experimentation and contribute immeasurably toward the installation of signal devices for the improvement of traffic flow. The traveling public is quick to recognize good traffic control intelligently applied. Authentic traffic signals, as well as other appropriate regulatory devices, receive greater cooperation and obedience from the traveling public with a corresponding reduction of hazardous acts.

Case Notes

Examination of warrants system for installation of traffic signals: municipality held not entitled to an adjudicatory or any other kind of hearing on the installation of traffic control signals on a State highway by the Department of Transportation. *Tp. of Cedar Grove v. Sheridan*,

209 N.J.Super. 267, 507 A.2d 304 (App.Div.1986), certification denied 104 N.J. 464, 517 A.2d 448 (1986).

16:27-3.2 Advance engineering data required

(a) A thorough study of traffic, roadway and accident conditions must precede the installation of traffic control signals. Among the facts that should be obtained are the following:

1. Complete vehicle volume counts including all traffic movements;
2. Pedestrian volume counts on each crosswalk during the same periods as the vehicle counts;
3. A summary of accidents covering at least three years or more of accident experience;
4. Details of the physical layout of the site.

(b) Subchapter 4 (Application Procedures For The Approval Of Traffic Signals And/Or Channelization On County And Municipal Roads And Streets) of this Chapter contains details of the data required for subsection (a) of this Section.

As amended, R.1973 d.76, eff. March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

16:27-3.3 Signal warrants

(a) Traffic signals shall not be installed unless conditions meet the warrants as set forth in the current "Manual on Uniform Traffic Control Devices for Streets and Highways".

(b) The need for signal control is determined from several prevailing traffic elements and all should be considered in reaching the decision. No one element can be considered independently, but rather, each must be evaluated in conjunction with all others.

(c) The warrants of subsection (a) of this Section are defined in Sections 3.4 through 3.9 of this Chapter.

As amended, R.1973 d.76, eff. March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

Case Notes

Examination of warrants system for installation of traffic signals: municipality held not entitled to an adjudicatory or any other kind of hearing on the installation of traffic control signals on a State highway by the Department of Transportation. *Tp. of Cedar Grove v. Sheridan*, 209 N.J.Super. 267, 507 A.2d 304 (App.Div.1986), certification denied 104 N.J. 464, 517 A.2d 448 (1986).

16:27-3.4 Minimum vehicular volume

(a) This is a major consideration where the number of vehicles is the primary reason for intersectional conflicts. The vehicular volume data should be representative of an average day and should be subdivided by hours and include turning as well as through movements for each approach.

(b) When evaluating vehicular volumes, consideration must be given to the number of lanes available on an approach, since an intersection is capable of passing more vehicles with multiple lanes than with a single lane during a given period of time.

(c) Minimum vehicular volume warrants are as follows:

1. Total vehicular volume entering the intersection from all approaches for each of eight hours of an average day should exceed 750 vehicles; and
2. Total vehicular volume entering the intersection from minor street or streets for each of the same eight hours should exceed 150 vehicles.

16:27-3.5 Interruption of continuous traffic

(a) This is a consideration where traffic crossing or entering an artery is subject to abnormal delay due to nearly continuous vehicular traffic movement on the artery.

(b) Minimum warrants for interruption of continuous traffic are as follows:

1. Vehicular volume entering the intersection from the arterial roadway for each of eight hours of an average day must exceed 750 vehicles per hour; and
2. Total vehicular volume entering the intersection from the minor roadway, plus pedestrians crossing the artery for each of the same eight hours must exceed 75 vehicles and pedestrians; and
3. The signal installation must not adversely affect coordinated traffic flow.

16:27-3.6 Relationship to adjacent signals

This is a consideration where adjacent signals along the major street are so located that the new signal would disrupt the orderly and safe flow of traffic. In such cases, the installation of a signal should be avoided. It should be realized that a signal proposed for installation at a location which will not permit reasonable progression of artery traffic in both directions may increase accidents and congestion on the main street which will be far out of proportion to its usefulness.

16:27-3.7 Minimum pedestrian volume

(a) This is a major consideration where the predominating conflict is between pedestrians and frequent vehicular traffic. The vehicular and pedestrian volume data should be representative of an average day.

1. Pedestrian volume crossing the major street for each of eight hours of an average day should exceed 150 pedestrians; and
2. Vehicular traffic entering the intersection from the major street for each of the same eight hours should exceed 600 vehicles.

16:27-3.8 Accident hazard

(a) The accident record of the location should be carefully considered before any installations are made under this warrant. If none of the previous warrants except the accident hazard warrant described below is fulfilled, the signal installation may not contribute to safe operation. Therefore the inclination should be against signalization.

(b) Accident hazard warrants are as follows:

1. An adequate trial of less restrictive measures, with satisfactory observance and enforcement, has failed to reduce the accident frequency; and
2. Five or more reported accidents of types susceptible of correction by a traffic control signal have occurred within a 12-month period, each accident involving personal injury or property damage to an apparent extent of \$100.00 or more.

(c) It is important to realize that the types of accidents have a very important bearing on the appropriateness of signalization. A warranted traffic control signal, when obeyed by drivers and pedestrians, can be expected to eliminate or reduce the number and seriousness of the following types of accidents:

1. Those involving right angle collisions or conflicts which occur between vehicles on intersecting streets;
2. Those involving conflicts between straight moving vehicles and crossing pedestrians.

(d) Traffic control signals cannot be expected to reduce the following types of accidents:

1. Rear-end collisions, which often increase after signalization;
2. Collisions between vehicles proceeding in the same directions, one of which makes a turn across the path of the other;
3. Accidents involving pedestrians and turning vehicles, when both move on the same go indication;
4. Other types of pedestrian accidents, if pedestrians do not utilize crosswalks and obey the signals.

16:27-3.9 Combination of warrants

(a) The installation of a traffic signal should be decided on the basis of a thorough analysis of facts and never on the basis of petitions or complaints alone. Due to the wide variation of circumstances at proposed signal locations, it is impractical to attempt the construction of a specific warrants-formula to be applied in a stereo-typed manner. There will often be situations where no one warrant is completely satisfied, but where a combination of warrants are sufficiently fulfilled to justify a signal installation. For this reason, responsible officials should insure that each existing warrant is evaluated in conjunction with all others.

(b) In view of the inherent flexibility of traffic-actuated equipment, the preceding warrants may, under certain circumstances, be modified somewhat if a traffic-actuated signal is to be utilized instead of fixed-time equipment.

Case Notes

Examination of warrants system for installation of traffic signals: municipality held not entitled to an adjudicatory or any other kind of hearing on the installation of traffic control signals on a State highway by the Department of Transportation. *Tp. of Cedar Grove v. Sheridan*, 209 N.J.Super. 267, 507 A.2d 304 (App.Div.1986), certification denied 104 N.J. 464, 517 A.2d 448 (1986).

SUBCHAPTER 4. APPLICATION PROCEDURES FOR THE APPROVAL OF TRAFFIC SIGNALS AND/OR CHANNELIZATION ON COUNTY AND MUNICIPAL ROADS AND STREETS

Authority

Unless otherwise expressly noted, all provisions of this Subchapter 4 were adopted by the Commissioner of Transportation, pursuant to authority delegated at N.J.S.A. 27:1A-5, and were filed and effective March 21, 1973, as R.1973 d.76 (See: 4 N.J.R. 243(a), 5 N.J.R. 123(c)).

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 and Safety Programs to determine if a traffic signal or channelization is warranted before time consuming design work begins.

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

Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected at (a).

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 di-

rection of vehicles, type (right angle, same direction, and so forth), date, time of day, weather conditions and severity of accidents.

NOTE:—Traffic count and accident summary forms are available upon request from the Division of Traffic Engineering and Local Aid, New Jersey Department of Transportation, 1035 Parkway Avenue, CN 600, Trenton, New Jersey 08625.

Amended by R.1990 d.138, effective March 5, 1990.

See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected in 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 Safety Programs' engineers will review the material and if it is determined that a traffic signal and/or channelization is warranted, the Division of Traffic Engineering and Local Aid will authorize the design of the appropriate device.

(b) After the authorization to design is issued, a signal and/or channelization design is prepared. The authority having jurisdiction over the intersection must concur with this design.

Amended by R.1990 d.138, effective March 5, 1990.

See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected at (a).

Case Notes

Examination of warrants system for installation of traffic signals; municipality held not entitled to an adjudicatory or any other kind of hearing on the installation of traffic control signals on a State highway by the Department of Transportation. *Tp. of Cedar Grove v. Sheridan*, 209 N.J.Super. 267, 507 A.2d 304 (App.Div.1986), certification denied 104 N.J. 464, 517 A.2d 448 (1986).

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 curblines, 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.

5. Pavement markings:
 - i. Top lines, lane lines, center lines, crosswalk lines, pavement edge lines, channelizing lines, word and symbol markings;
 - ii. All lane widths should be dimensioned.
6. Proposed traffic regulations (limits of regulations clearly indicated on plan):
 - i. Parking, stopping or standing, bus stops, loading zones, lane use control and so forth.

(b) Signal timing schedule and, where applicable, special signal sequence charts, length of vehicle interval and assignment and hours of flashing operation. If desired, this signal timing information can be shown on the signal layout plan, thereby eliminating a separate document.

Case Notes

Department of Transportation was immune with respect to the setting and timing of a traffic light. *Ciambrone v. State Dept. of Transp.*, 233 N.J.Super. 101, 558 A.2d 47 (A.D.1989), certification denied 117 N.J. 664, 569 A.2d 1356.

16:27-4.5 Submission

(a) One of the following methods shall be used in preparing and submitting the signal design:

1. The design, including all the information set forth in Section 4.4 of this Subchapter, shall be submitted along with a certification from the municipal or county engineer (or the municipal or county traffic engineer) bearing his New Jersey Professional Engineer's seal stating that the design conforms with State law requirements and, except where prohibited by State law, conforms with the current "Manual on Uniform Traffic Control Devices for Streets and Highways". Upon receipt of such a certified design, the Bureau of Traffic Engineering will authorize the installation (This method was developed to take advantage of the qualified traffic engineers employed by some jurisdictions.); or

2. A preliminary design may be submitted by the municipality or county along with a letter requesting the Bureau of Traffic Engineering to review the design. Liaison will be maintained with local officials to insure that the final design conforms to State law requirements and, where possible, the current "Manual on Uniform Traffic Control Devices for Streets and Highways"; or

3. The municipality or county may submit a sepia tracing of an intersection plan showing the information set forth in N.J.A.C. 16:27-4.4(a), and request the Bureau of Traffic Engineering and Safety Programs to accomplish the design. The Bureau of Traffic Engineering and Safety Programs' engineers will maintain liaison with local officials to insure their concurrence with the final design.

NOTE:—All reports and intersection plans bear an identification number and have a preparation date and all revision dates clearly indicated.

Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).
Departmental reorganization reflected at (a).

16:27-4.6 Installation of signal and submission of signal ordinance

(a) Having obtained the Bureau of Traffic Engineering and Safety Programs' authorization, local officials may proceed with the installation, modification or revamping of the traffic signal.

(b) Upon completion of the authorized signal work, local officials should prepare a traffic signal ordinance (a model traffic signal ordinance is available for inspection at the Division of Traffic Engineering and Local Aid, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, New Jersey). If the signalized intersection involves a county roadway, it is necessary that the municipality must also obtain a resolution of consent from the Board of Chosen Freeholders. The proposed municipal ordinance, and county resolution of consent from the Board of Chosen Freeholders if applicable, must be submitted to the Manager, Bureau of Traffic Engineering and Safety Programs for approval.

Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected at (a) and (b).

16:27-4.7 Inspection and approval

(a) The following methods shall be used to insure that the signal installation conforms with the authorized design.

1. After the installation is completed, and before it is placed in operation, responsible officials must notify the Bureau of Traffic Engineering and Safety Programs and request an inspection; or, the responsible professional engineer should forward a letter certifying that the installation has been inspected by him or her, or a member of his or her staff, and conforms with the authorized design.

2. When the installation conforms to the authorized design, and the various regulations set forth in the design have been approved, the Bureau of Traffic Engineering and Safety Programs will recommend approval of the appropriate signal ordinance and/or resolution.

Amended by R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

Departmental reorganization reflected at (a).

SUBCHAPTER 5. CERTIFICATION OF TRAFFIC CONTROL DEVICES

16:27-5.1 Information requests

All requests for information concerning whether or not a specific traffic control device has received the approval of

the Commissioner of Transportation must be submitted in writing to the Bureau of Traffic Engineering and Safety Programs, New Jersey Department of Transportation, 1035 Parkway Avenue, CN 600, Trenton, New Jersey 08625 accompanied by a payment in the amount of \$20.00.

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).
New Rule, R.1990 d.138, effective March 5, 1990.
See: 21 N.J.R. 3866(a), 22 N.J.R. 834(a).

SUBCHAPTER 6. (RESERVED)

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

SUBCHAPTER 7. (RESERVED)

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).

SUBCHAPTER 8. (RESERVED)

Amended by R.1973 d.76, effective March 21, 1973.
See: 4 N.J.R. 243(a), 5 N.J.R. 123(c).