

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.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).

Executive Order No. 66(1978) Expiration Date

Chapter 27, Traffic Regulations and Standards for Traffic Control Devices, expires on April 15, 2001.

Chapter Historical Note

All provisions of Chapter 27 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). Chapter 27 expired on June 6, 1986 pursuant to Executive Order No. 66(1978). Chapter 27 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, 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 Chapter 27, Bureau of Traffic Engineering and Safety Programs, was repealed and a new Chapter 27, Traffic Regulations and Standards for Traffic Control Devices, was adopted as R.1996 d.198, effective April 15, 1996. See: Source and Effective Date.

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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 (for example, speed limits, stop signs, traffic signals, etc.), shall be referred to the Bureau of Traffic Engineering and Safety Programs, Division of Traffic Engineering and Local Aid, at the New Jersey Department of Transportation, 1035 Parkway Avenue, CN 613, Trenton, New Jersey 08625-0613.

**SUBCHAPTER 2. MAXIMUM SPEED LIMIT ON
HIGHWAYS IN NEW JERSEY****16:27-2.1 55 miles per hour speed limit**

A maximum speed limit of 55 miles per hour is hereby established for all types of motor vehicles traveling on any portion of any highway in the State of New Jersey. This determination has been made based on safety concerns, cleaner air, roadway noise considerations, reduced fatalities and injuries, as well as energy conservation. Speed limits lower than 55 miles per hour may be adopted and posted on such highways as determined appropriate by the Commissioner of Transportation or designee.

**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 Safety Programs, Division of Traffic Engineering and Local Aid.

(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 complaints, suggestions, and/or questions about traffic control devices shall be referred to the Bureau of Traffic Engineering and Safety Programs.

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 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.

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.

NOTE:—Traffic count and accident summary forms are available upon request from the Bureau of Traffic Engineering and Safety Programs, New Jersey Department of Transportation, 1035 Parkway Avenue, CN 613, Trenton, New Jersey 08625-0613.

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.

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.
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.

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 N.J.A.C. 16:27-4.4 above, 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 and Safety Programs 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 and Safety Programs 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.

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 pro-

ceed 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 Bureau of Traffic Engineering and Safety Programs, 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.

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.

SUBCHAPTER 5. CERTIFICATIONS

16:27-5.1 Certification of traffic control devices

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 613, Trenton, New Jersey 08625-0613, accompanied by a payment in the amount of \$25.00.