

W11-14) (numbered and titled "Section 2C.36 Motorized Traffic Signs (W8-6, W11-5, W11-5a, W11-8, W11-10, W11-10a, W11-12)" in the NPA), the FHWA changes the title to be consistent with the changes in Section 2C.41 and to reflect the addition and deletion of some signs from this section.

The FHWA received several comments from the NCUTCD, ATSSA, State DOTs, traffic engineering consultants, and private citizens regarding specific signs listed in the first OPTION statement, as well as the signs shown in Figure 2C-9 (numbered Figure 2C-10 in the NPA). The Ohio DOT suggested that bicycles be included in the list of vehicles in this statement and removed from the first paragraph of Section 2C.41 because bicycles are vehicles. The FHWA agrees and, in addition to adding bicycles and the W11-1 sign to this section, the FHWA adds the W11-11 Golf Cart and W11-14 Horse-Drawn Vehicle signs.

The FHWA adds a sentence in this OPTION that the TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing symbol sign, to provide additional flexibility. The FHWA received one comment from the City of Tucson, Arizona, supporting this change, and incorporates this change. The FHWA establishes a 10-year phase-in target compliance date from the effective date of this final rule for the new symbol signs W11-1, W11-5, W11-5a, W11-11, and the W11-14 signs, for existing signs in good conditions, to minimize any impacts on State and local governments.

The FHWA received several comments regarding the sign images in Figure 2C-9 (numbered Figure 2C-10 in the NPA). The NCUTCD, the Illinois DOT, and private citizens opposed the W11-5a tractor sign, and the Virginia DOT supported the sign. Many of the commenters who opposed the new sign suggested that the existing W11-5 sign is sufficient, and road users will not distinguish the differences between the two signs. The W11-5a sign was actually adopted in a 1997 final rule,²³ and inadvertently omitted from the 2000 MUTCD. Accordingly, the FHWA adopts the W11-5a sign in this final rule.

Four commenters representing State and local DOTs and private citizens also opposed the new W11-10a truck sign, again stating that existing W11-10 sign is sufficient, and road users will not

distinguish the differences between the two signs. The FHWA agrees and removes the W11-10a sign from the MUTCD in this final rule. In addition, based on a comment from the Ohio DOT, the FHWA separates Figure 2C-9 into two figures titled "Figure 2C-9 Vehicular Traffic Signs" and "Figure 2C-10 Nonvehicular Traffic Signs." On the figure titled "Nonvehicular Traffic Signs," the FHWA adds sign images of the W11-7 Equestrian and W11-9 Handicapped signs. Based on the comments from the NCUTCD and a private citizen, the FHWA removes the W11-4a Horse-and-Buggy, W11-15 Waterfowl, and the W11-10a construction dump truck signs from Figure 2C-9 as well as the section text. The FHWA believes that only one sign depicting a horse and buggy and one sign depicting a truck is necessary. *See also* the discussion that follows regarding the Waterfowl Sign.

In the second OPTION statement, the FHWA adds that a supplemental plaque with the legend SHARE THE ROAD may be mounted below Vehicular Traffic warning signs. The purpose of this addition is to allow the use of this sign to provide additional warning to road users. The NCUTCD suggested that the SHARE THE ROAD plaque be moved to Figure 2C-11 and removed from this section. The FHWA adds the SHARE THE ROAD plaque to Figure 2C-11.

85. In Section 2C.41 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9) (numbered Section 2C.37 in the NPA), the FHWA changes the title to reflect that this section pertains to nonvehicular signs, not just Crossing signs. The FHWA moves the Bicycle (W11-1), Golf Cart (W11-11) and Horse-Drawn Vehicle (W11-14) symbol signs from this section to Section 2C.40 because they represent vehicular signs. This responds to several comments from State DOTs and traffic engineering consultants. The FHWA adds the Equestrian (W11-7) symbol sign, which had been adopted previously as a standard symbol in an amendment to the 1988 MUTCD but which had been inadvertently omitted from the figure illustrating Nonvehicular Signs in the 2000 MUTCD. Based on comments from the NCUTCD, State and local DOTs, and private citizens opposed to the Waterfowl Crossing sign that was proposed in the NPA because of lack of research showing effectiveness of the symbol, the FHWA withdraws that sign from the figure and the text of this final rule. Future research may develop an improved symbol for this message.

The FHWA also revises the second OPTION statement to clarify that the

supplemental plaques such as AHEAD or XX METERS may be used with the Nonvehicular warning signs, when used in advance of a crossing. These plaques are specifically intended to provide advance notice to road users of crossing activity. The FHWA received no comments regarding this change, and adopts this change.

Additionally, the FHWA modifies the STANDARD statement to specify that when Nonvehicular warning signs are used at a crossing, the signs shall be supplemented with a diagonal downward pointing arrow (W16-7p) plaque showing the location of the crossing. This reflects the fact that Nonvehicular warning signs can be used either in advance of or at the crossing, and is consistent with the practice of using the diagonal downward pointing arrow with other similar signs located at a crossing. The FHWA received one comment from the Kansas DOT in support of this change, and one comment from the Oregon DOT opposed to it, stating that the requirement to use the arrow plaque at all signed crossings adds excessive signing without much benefit. The Oregon DOT suggested that use of the arrow plaque remain an option for supplementing any crossing sign, but not be required. The FHWA notes that the required use of the plaque was established in the 2000 MUTCD, and at that time the FHWA established a January 17, 2011 phase-in target compliance date. The revisions to this STANDARD statement in the 2003 MUTCD merely add clarity. Consistent use of the arrow plaque at crossings is needed to educate the public regarding the meaning of the plaque.

Additionally, the FHWA adds to the third OPTION statement to state that Pedestrian, Bicycle, School Advance Crossing, and School Crossing signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border. This change reflects the common practice for supplemental plaques to be of the same color as the signs they supplement. The FHWA received one comment from ATSSA in support of this change and adopts this change.

86. In Section 2C.46 Advisory Speed Plaque (W13-1) (numbered Section 2C.42 in the NPA), the FHWA adds to the first OPTION statement to permit the use of an Advisory Speed (W13-1) plaque to supplement any warning sign to indicate the advisory speed for a condition. The FHWA received one comment from Pierce County, Washington, suggesting that the 2000 MUTCD wording be retained, stating that the proposed revision may

²³ Final rule on FHWA Docket 95-7, published in the Federal Register on January 9, 1997, at 62 FR 1363, amended the 1988 MUTCD to include the ruling on Official Request for Change number II-228 (C) to add an alternative symbol sign W11-5a for farm machinery.