

photo enforcement of traffic regulations, and therefore those States will not allow the use of these signs. Because this is an optional plaque used to indicate an optional application, States are not required to use this plaque.

The FHWA establishes a phase-in target compliance date of 10 years from the effective date of this final rule for the PHOTO ENFORCED plaque, for existing signs in good condition to minimize any impact on State or local governments.

92. In Section 2D.03 Color, Retroreflection, and Illumination, the FHWA makes revisions to provide for enhanced uniformity of design and application of color-coding of destinations in guide signs. The FHWA adds a SUPPORT statement following the first STANDARD statement, which states that color coding is sometimes used to help road users distinguish between multiple potentially confusing destinations. The SUPPORT statement gives examples of valuable uses of color coding including guide signs for roadways approaching or inside an airport property with multiple terminals serving multiple airlines, and wayfinding signs for various traffic generator destinations within a community or area. The FHWA received three comments from the NCUTCD, the City of Tucson, Arizona, and a traffic engineering consultant supporting this change, and adopts this change.

The FHWA adds a second STANDARD statement that prohibits the use of different color sign backgrounds to provide color-coding of destinations and requires that the color-coding shall be accomplished by the use of different colored square or rectangular panels on the face of the guide signs. The FHWA received three comments from the NCUTCD, ATSSA, and the City of Tucson, Arizona, supporting this change, and adopts this change.

The FHWA also adds an OPTION statement, which states that the different colored panels may include a black or white (whichever provides the better contrast with the panel color) letter, numeral, or other appropriate designation to identify the airport terminal or other destination. The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, supporting this change, and adopts this change.

Additionally, the FHWA adds a SUPPORT statement, which states that two examples of color-coded guide sign assemblies are shown in Figure 2D-1. Figure 2D-1 is a new figure titled "Examples of Color-Coded Destination Guide Signs" and illustrates two overhead guide signs examples of color-

coded airport terminal destination guide signs and an example of a color-coded community destination guide sign. The FHWA received three comments from the NCUTCD, ATSSA, and a private citizen supporting this new figure, as well as suggesting editorial changes to the figure, which the FHWA incorporates in this final rule. The FHWA received one comment from a representative of an airport suggesting a separate standard for on-roadway signing at major international airports. This goes beyond the scope of the NPA, and will have to be addressed in a future rulemaking.

93. In Section 2D.04 Size of Signs, the FHWA rephrases the first OPTION statement to clarify that reduced letter height, reduced interline spacing, and reduced edge spacing may be used on guide signs if the sign size is limited by factors such as lane width, and vertical and lateral clearance. The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, in support of this change, and one from a private citizen opposed to it. The opposing commenter stated that allowing the reduction of guide sign dimensions may lead to substandard sign dimensions being used in situations where it would otherwise be possible to remove the constraint, and suggests that an engineering study be performed before substandard guide signs are used. The FHWA disagrees and believes that, because agencies install guide signs to provide drivers with needed information, they will not intentionally and repeatedly use smaller signs based on the revisions to this OPTION. The FHWA adopts this change, as proposed in the NPA, in this final rule.

In the NPA, the FHWA proposed to add a STANDARD statement that prohibits the use of reduced spacing between the letters or words of the legend as a means of reducing the overall size of a guide sign, to provide for enhanced legibility of guide signs, especially for older road users.

The FHWA received one comment from ATSSA supporting this STANDARD. Four commenters from State DOTs opposed this language as a STANDARD, and suggested that it be GUIDANCE to provide necessary flexibility to deal with unusual situations. The FHWA agrees that this flexibility is needed in some cases, and adopts this language, with additional clarifying information, as a GUIDANCE statement in this final rule.

94. In Section 2D.05 Lettering Style, the FHWA revises the second paragraph of the STANDARD to specify that the lettering for place names and

destinations for conventional road guide signs shall be in capital letters or combination lower-case letters with initial upper-case letters and that all other lettering for conventional road guide signs shall be in capital lettering. To respond to a comment from a private citizen suggesting complete consistency between the "Standard Highway Signs" book and the MUTCD, the FHWA revises the text slightly from that proposed in the NPA.

95. In Section 2D.06 Size of Lettering, the FHWA removes the last paragraph in the STANDARD statement (from the 2000 MUTCD), which required sign panels to be large enough to accommodate the legend without crowding. The FHWA modifies that information and includes it in Section 2D.04 Size of Signs, where it is more appropriately located. The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, in support of this change, and adopts this change.

One comment from a private citizen suggested that language in this section be added expressly forbidding the use of mixed case lettering on conventional road guide signs unless it is Series E Modified/Lowercase. The FHWA disagrees because street name signs are guide signs and they can use mixed case lettering other than E Modified.

96. In Section 2D.08 Arrows, the FHWA received one comment from a private citizen stating that the first paragraph of the STANDARD statement indicating that down arrows shall be used only on overhead guide signs that restrict use of specific lanes to traffic bound for the destination(s) and/or route(s) indicated by the arrows, is in conflict with the optional signs that have down arrows in Figures 2E-35, 2E-36, and 2E-37. The FHWA agrees that some of the optional signs depicted in Figures 2E-35, 2E-36, and 2E-37 are in error. The FHWA revises Figures 2E-35, 2E-36, and 2E-37 by removing the optional signs as appropriate.

97. In Section 2D.11 Design of Route Signs, the FHWA revises the first paragraph of the fourth STANDARD statement by removing the reference to the publication "A Proposal for Uniform County Route Marker Program on a National Scale" for design and use of County road identification signs because this publication is no longer available from the National Association of Counties or any other source. However, because the pertinent requirements of that document are still valid, the FHWA incorporates applicable text from that document into the STANDARD statement. No new requirements are imposed by this change, because the