

provides additional flexibility to jurisdictions to address unique situations.

In the STANDARD, the FHWA removes the requirement to use the specific distance message for the 2 km (1 mi) and 4 km (2 mi) Advance Guide signs, to respond to a question from Caltrans as to why the 1 km (0.5 mile) sign was not included. All Advance Guide signs shall contain the appropriate distance message.

120. In Section 2E.34 Exit Gore Signs, the FHWA revises the STANDARD statement so that it is worded in a manner consistent with the rest of the MUTCD. The STANDARD statement in this final rule includes a definition of "gore" and indicates that the Exit Gore sign shall be located in the gore.

The FHWA adds an OPTION statement to allow mounting a panel indicating the advisory speed for the ramp below the Exit sign, to supplement and not replace the exit or ramp advisory speed warning sign where extra emphasis of an especially low advisory ramp speed is needed. The FHWA received one comment from the NCUTCD in support of the new OPTION statement as proposed in the NPA, one comment from Caltrans requesting additional information, and two comments from Minnesota and Kansas DOTs opposed to the change, stating that more information was needed. The FHWA adopts the new OPTION statement with additional language to clarify the usage of the advisory speed panel and to emphasize that the supplemental advisory speed panel is not intended to replace the exit or ramp speed warning sign. This option provides jurisdictions additional flexibility for reminding road users of the recommended speed for an especially low-speed exit ramp.

121. In Section 2E.36 Distance Signs, the FHWA adds a SUPPORT statement after the first STANDARD statement that the minimum size of route shields identifying a significant destination point appear in Tables 2E-1 through 2E-4. The FHWA received a comment from Caltrans that route shields are more commonly used on Distance Signs than text identification of route numbers. The FHWA agrees with this comment and believes that route shields are more quickly identifiable by road users than words. Accordingly, the FHWA revises Figure 2E-22 to show a U.S. 38 route shield rather than a text identification of the route, and adds an OPTION that the text identification of a route may be shown instead of a route shield.

122. In Section 2E.42 Cloverleaf Interchange, the FHWA relocates the

last sentence of the STANDARD statement regarding exit numbers to Section 2E.28 Interchange Exit Numbering because that section deals with overall interchange exit numbering, and the statement is applicable to all interchanges, not just cloverleaf interchanges. Although this change was not included in the NPA, the FHWA includes this minor editorial change in this final rule to clarify the intent based on a comment from Caltrans questioning whether the information regarding exit numbers was applicable only to cloverleaf interchanges. The FHWA also changes the OPTION to a second GUIDANCE statement to be consistent with similar GUIDANCE in Section 2E.44 Partial Cloverleaf Interchange.

123. In Section 2E.43 Cloverleaf Interchange with Collector-Distributor Roadways, the FHWA adds a new Figure 2E-29 and a SUPPORT statement referencing Figure 2E-29 for examples of guide signs for full cloverleaf interchanges with collector-distributor roadways. The FHWA rennumbers subsequent figures accordingly. A figure very similar to new Figure 2E-29 was in the 1988 MUTCD, but was inadvertently left out of the 2000 MUTCD. Several commenters pointed out this error and the FHWA corrects it in this final rule.

124. In Section 2E.49 Signing of Approaches and Connecting Roadways, the FHWA removes the entire text of the section (from the 2000 MUTCD) and adds new SUPPORT, GUIDANCE, STANDARD, and OPTION statements, as well as five new figures (Figures 2E-34 through 2E-38). The new statements address sign sequences and sign design for conventional roads with one lane and multi-lane traffic approaching an interchange. The new statements also clarify the use of signs for approaches and connecting roadways in order to better convey to road users the ramp configuration and the maneuver that a road user would have to make to get on the desired ramp or connecting roadway. The FHWA adopts the statements proposed in the NPA, with editorial modifications to the text and figures to respond to comments and maintain consistency with changes in other sections. The FHWA also removes from Figures 2E-28 through 2E-33 the depiction of signing on the roads approaching the freeway and adds a note cross-referencing to the appropriate Figure 2E-34 through 2E-38.

125. In Section 2E.51 General Service Signs, the FHWA changes from three to two the number of meals per day for which a food establishment should have a continuous operation to serve in item B.2 in the first GUIDANCE statement.

The FHWA received two comments from the NCUTCD and the Wisconsin DOT supporting this change, and three comments from the Minnesota and Connecticut DOTs and a private citizen opposed to it. The opposing commenters indicated that restaurants that serve less than three meals a day are not adequately serving the motoring public, and that the more stringent criteria should remain, in order to reduce sign clutter and better serve motorists. The FHWA disagrees because many restaurants of interest to travelers serve only two meals per day. In addition, this is consistent with changes made in Section 2F.01 Eligibility regarding eligibility of businesses for Specific Service Signs. The FHWA adopts the change, as proposed in the NPA.

126. In Section 2E.54, the FHWA changes the title from "Reference Posts" to "Reference Location Signs and Enhanced Reference Location Signs (D10-4, D10-5)" to reflect the new Enhanced Reference Location sign and to be consistent with changes in other chapters of Part 2 of the MUTCD. The FHWA received comments from the City of Tucson, Arizona, in support of these changes. Caltrans and a private citizen suggested that the abbreviation of kilometer be corrected. The same private citizen opposed the green color of the signs, stating that a blue background is used by some States, and opposed the FHWA's proposal to include the decimal point to indicate the fractional character of the mile or kilometer in both this section and Section 2D.46 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a). The FHWA revises both of these sections to address comments as appropriate, and to provide consistency with Section 2D.46. The FHWA also adds Figure 2E-45 illustrating the sign images. The FHWA adopts the decimal point for intermediate signs because the FHWA believes that this will make it clearer to road users that it denotes a portion of a mile or kilometer.

To mitigate economic impacts, the FHWA establishes a phase-in target compliance date of 10 years from the effective date of this final rule for the design of Enhanced Reference Location signs and Intermediate Enhanced Reference Location Signs as specified in the second STANDARD statement, for existing signs in good condition.

127. In Section 2E.56 Radio Information Signing, the FHWA adds a SUPPORT statement at the end of the section with a cross-reference to Section 2D.45 General Service Signs (D9 Series),