

received no comments regarding these changes, and adopts these changes.

134. In Section 2G.01 Purpose and Application, in the second STANDARD statement, the FHWA adds language prohibiting the placement of tourist-oriented directional signs on conventional roads in urban areas. This clarifies and strengthens the current requirement that such signs shall only be used on rural conventional roads.

Also, the FHWA relocates the current first paragraph of the GUIDANCE statement to become a new second paragraph of the second STANDARD statement. This change requires, rather than recommends, that tourist-oriented directional signs incorporate information from and be used in place of Specific Service signs where both types of signs are needed at an intersection.

The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, in support of these changes, and adopts these changes.

135. In Section 2G.07 State Policy, the FHWA changes the phrase "State or Federal laws" to "State and Federal laws" in the STANDARD statement, to clarify that both types of laws must be heeded. The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, in support of this change, and adopts this change.

136. In Section 2H.08 Placement of Recreational and Cultural Interest Area Symbol Signs, the FHWA combines Figures 2H-5 and 2H-6 into a single figure titled "Figure 2H-5 Recreational and Cultural Interest Area Symbol Signs" illustrating all approved recreational and cultural interest symbol signs. The previous titles of Figures 2H-5 and 2H-6 were inaccurate, and the FHWA received a comment from the Arizona DOT recommending that all currently approved recreational and cultural interest symbols be shown in the figures of Chapter 2H. The FHWA agrees and adopts these minor changes for accuracy and consistency.

137. In Section 2H.09 Destination Guide Signs, the FHWA clarifies in the second STANDARD statement that linear parkway-type highways that primarily, rather than merely, function as arterial connectors, even if they also provide access to recreational or cultural interest areas, shall not qualify for the use of white-on-brown destination guide signs. The FHWA adopts this change to improve uniformity of guide signing on these important arterials. The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, in support of this change, and adopts this change.

In the NPA, the FHWA proposed adding illustrations of trapezoidal-shaped directional guide signs to Figure 2H-2 to correspond with the optional use of this shape for recreational or cultural interest area directional signing as provided for in this section. The FHWA received two comments from the NCUTCD and the Minnesota DOT opposed to adding these illustrations, suggesting that the trapezoidal shape not be included in the figure nor the section text. The trapezoidal shape was not illustrated in the 2000 MUTCD because it is not widely used, due to higher costs for sign blanks versus rectangular shaped blanks. However, some agencies do still use the trapezoidal shape, so it is inappropriate to remove this option from the text of the MUTCD without allowing public comment. Therefore, the FHWA includes illustrations of the trapezoidal shaped signs in Figure 2H-2 in this final rule with a note identifying them as optional.

138. In Section 2I.03 EVACUATION ROUTE Sign (EM-1), in the first STANDARD statement, the FHWA changes the design of the EVACUATION ROUTE (EM-1) sign to a rectangular sign with a blue circular symbol with a directional arrow and the legend EVACUATION ROUTE. This change reserves the circular shape sign exclusively for rail grade crossings and enhances the conspicuity and legibility of the EVACUATION ROUTE sign. The FHWA received three comments from the NCUTCD, ATSSA and the City of Tucson, Arizona, in support of this change, and three comments from the Florida and Oregon DOTs and a private citizen opposed to it. The Florida DOT feels that the change would have a large statewide impact to their hurricane evacuation signing program. The private citizen felt that the sign shape should remain circular so that it will continue to be recognized as a Civil Defense sign, and that changing the shape creates unnecessary work and expense for agencies. The Oregon DOT indicated their belief that the new design was too similar to the Trail Marker sign and, as a result, motorists may not recognize the Evacuation Route Markers with the appropriate amount of importance. The FHWA notes that the Emergency Evacuation Route Marker has not been changed; it has just been put onto a white rectangular background so that the circular shape can be reserved for another use. The FHWA adopts the change in this final rule. The FHWA revises the phase-in target compliance date to 15 years from the effective date of this final rule (the NPA proposed 10

years) for existing signs in good condition to minimize any impact on State or local governments.

In the NPA, the FHWA proposed to add a sentence in the first STANDARD stating that the minimum size for this sign is 600 x 600 mm (24 x 24 in) and the circular symbol diameter is 2.5 mm (1 in) smaller than the width of the sign. The FHWA received one comment from the Arizona DOT suggesting that increasing the minimum size of the EM-1 sign to be the same size as other standard route markers may distract drivers from other route markers that are far more important for everyday route guidance, and suggests that the 450 x 450 mm (18 x 18 in) size be left as an available option. The FHWA agrees and removes this sentence from the STANDARD statement and creates a new table in Chapter 2I listing sign sizes for the EM-1 through EM-7 signs for two categories "Conventional Roads" and "Minimum." For the EM-1 sign, the FHWA includes 600 x 600 mm (24 x 24 in) for conventional roads and 450 x 450 mm (18 x 18 in) as the minimum.

In the second STANDARD statement, the FHWA changes the detail regarding the colors to be used on the EVACUATION ROUTE (EM-1) sign to correspond with the design changes required by the first STANDARD statement. In the NPA, the FHWA proposed that at least the arrow, legend and corners of the sign shall be retroreflective. The FHWA received two comments from ATSSA and a traffic control device manufacturer opposed to this change, stating that the entire sign needs to be retroreflective because, in the event of a need to evacuate, power systems may not be available to externally illuminate these signs and weather conditions may be extremely poor for visibility. The FHWA agrees and requires that the entire sign be retroreflective.

The FHWA adds to the second OPTION statement that the legend on the EVACUATION ROUTE sign may be modified to describe the type of evacuation route, such as HURRICANE, to provide additional information to road users. The FHWA did not receive any comments regarding this change, and adopts this change.

Additionally, the FHWA adds to Figure 2I-1 illustrations of the HURRICANE EVACUATION ROUTE, AREA CLOSED, TRAFFIC CONTROL POINT, MEDICAL CENTER, and HURRICANE SHELTER signs and illustrations of six new directional signs for EMERGENCY SHELTER, FALLOUT SHELTER, CHEMICAL SHELTER, WELFARE CENTER, REGISTRATION CENTER, and DECONTAMINATION