

sign sizes shall only be used on low-volume roads where the 85th percentile or posted speed is less than 60 km/h (35 mph). This additional text was recommended in comments received from the NCUTCD indicating that the FHWA should provide clarification about the use of minimum sign sizes on low-volume rural roads. The FHWA believes that it is necessary to clarify the intent of the minimum sign size, to provide adequate safety by preventing signs that are too small to be read at higher speeds from being used on higher speed, low-volume rural roads.

The FHWA received five comments from the NCUTCD, the Oregon and Minnesota DOTs, and a traffic engineering consultant regarding Table 5A-1 Sign Sizes on Low-Volume Roads (titled "Minimum Sign Sizes on Low-Volume Roads" in the NPA and 2000 MUTCD). The NCUTCD suggested a revised table that includes separate columns for Minimum, Typical, and Oversized sizes to provide more information to agencies. The FHWA agrees with this comment and incorporates this revised table into this final rule. The NPA included a proposal to reduce the minimum size of the W20-1, W20-7a, W20-7b, W21-1a, and W21-6 signs from 900 x 900 mm (36 x 36 in) to 600 x 600 mm (24 x 24 in) to be consistent with minimum sizes of other signs of comparable design. The Minnesota and Oregon DOTs opposed the reduction in these sign sizes on grounds of worker safety. The revised table in this final rule includes the 900 x 900 mm (36 x 36 in) as the typical size and 750 x 750 mm (30 x 30 in) as the minimum size for the W20-1, W3-4, W20-7b, and W21-1a signs, and shows 750 x 750 mm (30 x 30 in) as the typical size and 600 x 600 mm (24 x 24 in) as the minimum size for the W21-6 sign. Accordingly, this revised table addresses comments from the DOTs regarding specific sign sizes by providing three possible sizes, rather than just one size, for all of the signs. The FHWA also deletes the NO CENTER STRIPE (W8-12) sign from Table 5A-1 in this final rule, because this sign has little if any application to low volume roads, and adds the PASS WITH CARE (R4-2) and the Two-Direction Large Arrow (W1-7) signs.

207. In Section 5B.03 Speed Limit Signs (R2 Series), the FHWA received five comments from the NCUTCD, the Minnesota, Oregon, and Ohio DOTs, as well as the City of Tucson, Arizona, regarding the proposal to revise the illustration of the R2-1 metric speed limit sign in Figure 5B-1 Regulatory Signs on Low-Volume Roads to correspond to a similar proposed

revision in Chapter 2B Regulatory Signs. In the NPA, the proposed design of the metric speed limit sign included the metric speed value within a red circle with the legend "km/h" below it. Two commenters agreed with the proposal and three opposed it. See discussion regarding Chapter 2B Regulatory Signs where FHWA changes the color of the circle to black.

208. In Section 5B.04 Traffic Movement and Prohibition Signs (R3, R4, R5, R6, R9, R10, R11, R12, R13, and R14), the FHWA adds an illustration of the PASS WITH CARE, (R4-2), sign to accompany the DO NOT PASS (R4-1) sign in Figure 5B-1 Regulatory Signs on Low-Volume Roads because agencies commonly use this sign. The FHWA received one comment from the City of Tucson, Arizona, in support of this change.

209. In Section 5C.05, the FHWA retitles the section from "Narrow Bridge Sign (W5-2a)" to "NARROW BRIDGE Sign (W5-2)" because in Chapter 2C Warning Signs, the FHWA removes the symbol version of this sign and requires the use of only the word version of the sign. There were four comments from the NCUTCD, the Ohio DOT, and the City of Tucson, Arizona, in support of this change, and the FHWA adopts this change. Related to this, the FHWA adds a phase-in target compliance date of 10 years from the effective date of this final rule for the replacement of Narrow Bridge symbol signs, consistent with the phase-in target compliance date for Section 2C.16 NARROW BRIDGE Sign (W5-2).

210. In Section 5C.09 Vehicular Traffic and Nonvehicular Signs (W11 Series and W8-6), the FHWA received two comments from the Arizona and Ohio DOTs regarding the proposal in the NPA to change the section title to "Motorized Traffic and Nonvehicular Signs (W11 Series and W8-6)." The commenters suggested that the terms should be changed to better accommodate bicycles. The FHWA agrees and revises the title by changing "Motorized" to "Vehicular," consistent with changes made in Chapter 2C.

211. In Section 5C.10 Advisory Speed Plaque (W13-1), the FHWA revises the illustration of the metric advisory speed plaque to correspond to a similar revision in Chapter 2C. The design of the metric advisory speed plaque includes the metric speed value within a black circle with the legend "km/h" below it. The FHWA received two comments supporting the change, and two opposed to it. See discussion regarding Chapter 2C where FHWA adopts the use of the metric speed value within a black circle with the legend

"km/h" below it. That discussion also applies to this section.

212. In Section 5C.12 NO TRAFFIC SIGNS Sign (W18-1), the FHWA changes the sign number code in the title and elsewhere in this section and elsewhere in the MUTCD from "W16-2" to "W18-1". The W16-2 code is already assigned to the Distance Ahead Plaque, thus this duplication is corrected by reassigning the NO TRAFFIC SIGNS Sign code to W18-1.

213. In Section 5F.02 Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1, R15-2), the FHWA revises the last paragraph of the STANDARD statement to create two new paragraphs, which are duplicates of text contained in the second standard statement in Section 8B.03 regarding the use of retroreflective strips. The FHWA incorporates this minor editorial change for consistency with other sections of the MUTCD.

214. In Section 5F.04, STOP and YIELD Signs, the FHWA removes the words "State or local" from the OPTION statement, to reflect that jurisdictions responsible for grade crossings may be any level of government or may be quasi-governmental or non-governmental. One commenter from the City of Tucson, Arizona, supported this change. However, another comment from the Wisconsin DOT suggested that if the words "State and local" are removed from this section that this section would then be inconsistent with Section 8B.08 STOP (R1-1) or YIELD (R1-2) Signs at Highway-Rail Grade Crossings, which still refers to State or local highway agencies. The commenter suggested that this section contain similar criteria and guidance to that contained in Section 8B.08. The FHWA agrees in principle; however, it is Sections 2B.04 to 2B.10 that contain the appropriate criteria that should be referenced. The FHWA adopts the changes as proposed in the NPA and includes a cross-reference to Sections 2B.04 to 2B.10.

215. In Section 5G.03 Channelization Devices, the FHWA replaces the second occurrence of the phrase "temporary traffic control zone" with "work space" in the OPTION statement to correspond with the appropriate terminology in Part 6 Temporary Traffic Control. There was one comment from the City of Tucson, Arizona, in support of this change, and the FHWA adopts this change.

216. In Section 5G.05 Other Traffic Control Devices, the FHWA adds a SUPPORT statement referring to Figure 5G-1 for some of the signs that might be applicable in a temporary traffic control zone on a low-volume road. There were two comments in support of this change from the NCUTCD and the City of