

certify crashworthiness, the FHWA determines that a special phase-in target compliance date is required for the crashworthiness provision in this section. In this final rule, the FHWA establishes a phase-in target compliance date of January 17, 2005 for sign supports for temporary traffic control devices to be crashworthy. This is consistent with guidance previously communicated informally to jurisdictions in training and presentations by the FHWA Office of Safety regarding roadside safety and countermeasures for run-off-the-road crashes, and is a reasonable phase-in target date for achieving compliance.

Additionally, the FHWA adds a GUIDANCE statement regarding the type of sign post to be used in the clear zone. The FHWA received three comments from the NCUTCD, the City of Charlotte, North Carolina, and a private citizen opposed to the new GUIDANCE. The City of Charlotte, North Carolina, and a private citizen suggested that the statement be strengthened to a STANDARD, in order to require that sign posts placed in the clear zone be yielding or breakaway. The FHWA disagrees that this should be a STANDARD because jurisdictions need the flexibility to address unusual situations, but the FHWA revises the wording of the GUIDANCE in this final rule to be consistent with other references.

The FHWA also adds a SUPPORT statement regarding crashworthiness of sign supports. The FHWA received three comments from the NCUTCD, the City of Charlotte, North Carolina, and a private citizen suggesting that this statement is not necessary. The FHWA disagrees because this statement conveys important information about crashworthiness of sign supports. The FHWA revises the statement slightly in this final rule to clarify the language and add a reference to NCHRP Report 350.

In the NPA, the FHWA proposed adding OPTION, GUIDANCE, and OPTION statements at the end of the section regarding sign supports for long-term and short-term use. Based on comments, the FHWA removes these statements from this final rule, because this information is contained in Section 6F.01 Types of Devices and it is not necessary to repeat it in this section.

In Figure 6F-2, the FHWA adds the phrase, "above the traveled way," to the mounting height notes in the figure to be consistent with the corresponding standard statements in this section.

238. In Section 6F.06 Regulatory Sign Design, the FHWA changes the first sentence of the SUPPORT statement (in the 2000 MUTCD) to become a new

STANDARD statement at the beginning of the section, stating that temporary traffic control regulatory signs shall conform to the standards for regulatory signs presented in Part 2 and in the FHWA's "Standard Highway Signs" book. In the 2000 MUTCD, this sentence contains the word "shall" but was inadvertently included in the SUPPORT statement. This will make this statement consistent with the remainder of the MUTCD. The remainder of the SUPPORT statement remains a SUPPORT statement. The FHWA received two comments from ATSSA and the City of Tucson, Arizona, in support of this change, and incorporates this change in this final rule.

Additionally, the FHWA identifies the three page images of regulatory signs that follow page 6F-7 (as numbered in the 2000 MUTCD) as "Figure 6F-3 Regulatory Signs in Temporary Traffic Control Zones," and numbers them Sheets 1 and 2. In the NPA, the FHWA proposed that each page of sign images have a distinct figure number and title; however, several commenters suggested that the various titles were confusing. Additionally the FHWA removes all of the sign sizes from the pages of sign images, because sign sizes are now included in Table 6F-1.

In the NPA, the FHWA proposed increasing the size of the following signs in Table 6F-1: PEDESTRIAN CROSSWALK, SIDEWALK CLOSED, SIDEWALK CLOSED USE OTHER SIDE, SIDEWALK CLOSED CROSS HERE, and SIDEWALK CLOSED AHEAD CROSS HERE to make it easier for a pedestrian to read these signs from across a wide street. The FHWA received comments from the NCUTCD, the City of Charlotte, North Carolina, and a private citizen opposed to the larger sign sizes, and one comment from the Connecticut DOT questioning why the larger signs were needed. The reason for increasing the size of the signs was to make them more readable from across the street, and to make them more readable by pedestrians with visual disabilities. Based on the comments, and FHWA's judgment that 48-inch-wide signs would be too wide, thus in some cases blocking the sidewalk, the FHWA restores the size of these signs to 600 x 300 mm (24 x 12 in) in this final rule. Jurisdictions may use larger sizes when needed and where feasible.

239. In Section 6F.12 PEDESTRIAN CROSSWALK Sign (R9-8), the FHWA adds a STANDARD statement following the OPTION statement that if a temporary crosswalk is established, it shall be accessible to pedestrians with disabilities. The FHWA received eight comments from the City of Tucson,

Arizona, the City and County of Denver, and private citizens in support of this new statement, and one from the NCUTCD opposed to it. The NCUTCD indicated that the statement was repetitious. The FHWA agrees; however, repetition is necessary in this case to elevate awareness, and the FHWA adopts the statement, with an added reference to the new Section 6D.02 Accessibility Considerations, which provides additional information about pedestrian accessibility.

240. In Section 6F.13, SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a), to provide adequate route guidance information to pedestrians, the FHWA proposed to add to the first GUIDANCE statement that Bicycle/Pedestrian Detour (M4-9a) or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted. The FHWA received one comment from the NCUTCD opposed to this new text, suggesting that reference to these signs is not necessary in this section. The FHWA disagrees and adopts the references to the M4-9a and M4-9b signs in this final rule. The SIDEWALK CLOSED signs are used in situations where the normal pedestrian traffic is rerouted.

Additionally, the FHWA adds to the SUPPORT statement that printed signs are not useful to pedestrians with visual disabilities. In the NPA, the FHWA proposed to add that accessible pedestrian signals can provide audible information about closures and alternate routes. The FHWA received one comment from the NCUTCD opposed to this additional text, stating that it was repetitive. The FHWA received three comments from associations representing the blind community suggesting that the statement be expanded to provide more useful information about how to communicate sidewalk closure information to pedestrians with visual disabilities. The FHWA agrees and incorporates additional information regarding the use of barriers, detectable barricades, accessible signage, and audible information.

241. In Section 6F.14 Special Regulatory Signs, the FHWA adds a SUPPORT statement referencing Section 2B.17 FINES HIGHER PLAQUE for information regarding the use of the FINES HIGHER sign, because this sign can be useful in enhancing speed enforcement in temporary traffic control zones. The FHWA received three comments from ATSSA, the City of Tucson, Arizona, and the Associated General Contractors of America in support of this new statement, and one from the NCUTCD opposed to it. The