

NCUTCD suggested that reference to this sign is not necessary in this section. The FHWA disagrees and adopts this new statement in this final rule.

Practitioners may not otherwise find that such a sign exists without the reference in Part 6 where they would typically look for temporary traffic control signs and the related text.

242. In Section 6F.15 Warning Sign Function, Design, and Application, the FHWA adds to the first OPTION statement that warning signs used for temporary traffic control incident management situations may have a black legend and border on a fluorescent pink (referred to as coral in the NPA) background, as an alternative to black on orange. This is consistent with changes in Section 6F.02 General Characteristics of Signs and the new Chapter 6I. The FHWA received one comment from Lake County, Illinois, opposed to the use of fluorescent pink, suggesting that highway incident management signing needs to be consistent with emergency management signing. The FHWA disagrees because these are two different situations and there is no reason why these signs need to be the same color. The FHWA adopts the change as proposed in the NPA.

Additionally, in the NPA, the FHWA proposed to add to the GUIDANCE statement that where road users include pedestrians, the provision of supplemental audible or tactile warning information should be considered for people with visual disabilities. The FHWA received one comment from the City of Tucson, Arizona, in support of this statement, and four from associations representing the blind community opposed to it. The NCUTCD suggested that this statement is repetitive. Three comments from associations representing the blind community suggested that the statement be revised to provide for supplemental audible information or detectable barriers or barricades, rather than tactile information, for pedestrians with visual disabilities. The FHWA agrees and incorporates these revisions in this final rule. The FHWA also inserts a SUPPORT statement following the GUIDANCE to clarify how detectable barriers and barricades assist pedestrians with visual disabilities.

Additionally, the FHWA identifies the six page images of warning signs that follow page 6F-13 (as numbered in the 2000 MUTCD) as "Figure 6F-4 Warning Signs in Temporary Traffic Control Zones," and numbers them Sheets 1 through 4. In the NPA, the FHWA proposed that each page of sign images have a distinct figure number, however in this final rule the FHWA numbers

these pages similar to the illustrations of regulatory signs. The FHWA identifies the following page of sign images "Figure 6F-5 Exit Open and Closed and Detour Signs."

Similar to comments in Section 2C.30 Speed Reduction Signs, the FHWA received two comments from the Missouri DOT and Lake County, Illinois, opposed to changing the Reduced Speed Ahead sign from a regulatory sign to a warning sign. Consistent with the decision in Part 2, the FHWA changes the Reduced Speed Ahead sign to a warning sign with sign designations W3-5 and W3-5a.

The FHWA received three comments from the Ohio DOT, the City of Charlotte, North Carolina, and a private citizen suggesting additional information regarding the use of the new dump truck symbol warning sign (W11-10a) to clarify where the sign should be used. Consistent with Chapter 2C, the FHWA withdraws the proposed new dump truck symbol warning sign (W11-10a) and instead illustrates the W11-10 truck warning symbol sign. The FHWA also adds a new section numbered and titled, "Section 6F.34 Motorized Traffic Signs (W8-6, W11-10)," to clarify sign use.

The FHWA received two comments from the Ohio DOT regarding the NO CENTER STRIPE (W8-12) sign. First, the Ohio DOT suggested that a sign be added to address the situation when the edge line has been obliterated. The FHWA believes that this is not usually a situation that requires warning, because there are many roads that do not have edge lines, however there is nothing that would prohibit an agency from developing a special word message warning sign with the legend NO EDGE LINE that would be similar to the W8-12 sign. Second, the Ohio DOT opposed the NO CENTER STRIPE sign, suggesting that the legend should read NO CENTER LINE. The FHWA disagrees because "centerline" is a single word, and to be technically correct would need to be on the same line. The FHWA believes that the public understands both "centerline" and "center stripe" equally well, so it adopts the NO CENTER STRIPE legend on the W8-12 sign in this final rule.

The FHWA received two comments from the City of Charlotte, North Carolina, and a private citizen regarding the BE PREPARED TO STOP (designated W20-7b in the NPA) sign. Both commenters suggested that a larger size be used. The FHWA revises the designation for this sign to be W3-4 throughout Part 6 to maintain consistency with Chapter 2C. The W3 Series in Chapter 2C has a conventional

size of 900 x 900 mm (36 x 36 in), however agencies may choose to use larger sizes where they feel it is appropriate.

A traffic engineering consultant suggested that the FHWA add a new section to allow for Special Warning Signs similar to the provision for Special Regulatory Signs in 6F.14. The FHWA agrees and has included a new Section 6F.47 Special Warning Signs.

243. In Section 6F.17 ROAD (STREET) WORK Sign (W20-1), in the NPA, the FHWA proposed adding an OPTION statement indicating that, where traffic can enter a temporary traffic control zone from a crossroad or a major (high volume) driveway, an advance warning sign may be used on the crossroad or major driveway to alert road users. The FHWA received comments from ATSSA, the City of Tucson, Arizona, and a private citizen in support of this change, and one comment from the NCUTCD suggesting that this statement be strengthened to a GUIDANCE. The FHWA agrees that use of the sign on the crossroad is important for safety and changes this statement to a GUIDANCE in this final rule.

244. In Section 6F.24 the FHWA changes the title of the section from "Lane Reduction Sign (W4-2)" to "Lane Ends Sign (W4-2)" to reflect the sign's name change and to be consistent with Part 2. The FHWA received one comment from the City of Tucson, Arizona, in support of this change, and adopts this change. The FHWA received three comments from the Minnesota DOT, the City of Charlotte, North Carolina, and a private citizen opposed to the new sign design for the W4-2 sign, which depicts a lane ending. Please refer to the discussion regarding this sign in Section 2C.33 Lane Ends Signs (W4-2, W9-1, W9-2) above.

245. In Section 6F.27 SLOW TRAFFIC AHEAD Sign (W23-1), the FHWA proposed changing the sign shape from a rectangle to a diamond. The FHWA received two comments from the City of Charlotte, North Carolina, and a private citizen opposed to it to the change in sign shape, stating that the rectangular sign fits better than a diamond sign on the back of a moving truck, which is where this sign is primarily used. The FHWA agrees and illustrates a rectangular shaped W23-1 sign in Figure 6F-4.

246. In Section 6F.28 EXIT OPEN, EXIT CLOSED, EXIT ONLY Signs (E5-2, E5-2a, E5-3) (titled EXIT OPEN, EXIT CLOSED Signs (E5-2, E5-2a) in the NPA), the FHWA adds a GUIDANCE statement indicating that when an exit ramp is closed, a black on orange EXIT CLOSED panel should be placed