

provision in this section. In this final rule, the FHWA establishes a special phase-in target compliance date of January 17, 2005, for when barricades in temporary traffic control zones should be crashworthy. The FHWA believes this target date of four years from the effective date of the 2000 MUTCD provides agencies with a reasonable period in which to phase in the use of compliant barricades in temporary traffic control zones.

In the NPA, the FHWA proposed a phase-in target compliance date of five years from the effective date of this final rule for the changes in this section regarding pedestrian accessibility. Because a five year phase-in target compliance date has been established for Sections 6D.01 Pedestrian Considerations and 6D.02 Accessibility Considerations, which in turn affect many other sections throughout Part 6, a special phase-in target compliance date just for Section 6F.63 is not necessary. Accordingly, the FHWA withdraws the proposed five-year phase-in target compliance date for accessibility requirements of this section.

266. In Section 6F.64 Direction Indicator Barricades (numbered Section 6F.61 in the NPA), the FHWA makes editorial revisions in the STANDARD statement to properly describe the direction indicator barricade. The FHWA incorporates this change in this final rule to address comments that the term arrow panel in this section was incorrectly used in the NPA to describe what should be correctly called a One-Direction Large Arrow (W1-6) sign.

267. In Section 6F.65 Temporary Traffic Barriers as Channelizing Devices (numbered Section 6F.62 in the NPA), the FHWA adds SUPPORT and STANDARD statements related to the use of temporary traffic barriers as traffic control devices. These statements are relocated from Section 6G.04 Modifications to Fulfill Special Needs, as they are more appropriate in this section. The FHWA received two comments from the City of Tucson, Arizona, and the Association of Pedestrian and Bicycle Professionals in support of these changes, and adopts these changes. The FHWA received several editorial comments regarding the second paragraph of the first STANDARD statement, and incorporates these changes in this final rule to be consistent with other areas of the MUTCD.

268. The FHWA adds a new section, numbered and titled, Section 6F.66 Longitudinal Channelizing Barricades. (This section was numbered Section 6F.53 in the NPA.) This section consists

of GUIDANCE, OPTION, and SUPPORT statements relating to the use of longitudinal channelizing barricades that are lightweight, deformable devices that can be used singly as Type I, II, or III barricades. The FHWA received two comments from the City of Tucson, Arizona, and the Association of Pedestrian and Bicycle Professionals in overall support of the text contained within this new section. The FHWA also received several comments from equipment suppliers suggesting additional uses for longitudinal channelizing barricades or modified applications from the proposed text in the NPA. The FHWA is not implementing these suggestions at this time because these are beyond the scope of this rulemaking.

The FHWA received one comment from the NCUTCD opposing the last sentence of the first SUPPORT, stating that the text was not necessary. The FHWA agrees and removes the sentence in this final rule.

The FHWA received one comment from the NCUTCD suggesting that an additional GUIDANCE statement be added between the first SUPPORT and OPTION statements to list the characteristics of a barricade. The FHWA agrees and, for consistency with other sections in Part 6, adds this new GUIDANCE statement in this final rule.

The FHWA received several comments regarding the last GUIDANCE statement as it relates to crashworthiness of longitudinal channelizing barricades. While the NCUTCD was opposed to the first paragraph, stating that it was not necessary, the City of Charlotte, North Carolina, and a private citizen felt that the GUIDANCE should be changed to a STANDARD in order to require that longitudinal channelizing barricades be crashworthy. The FHWA adopts the wording as proposed in the NPA because the information regarding crashworthiness is important and readers should understand that these barricades should not be used to shield pedestrians, including workers, from vehicle impacts or obstacles. Strengthening this statement to a STANDARD would require discussion and comment in a future rulemaking. However, for consistency with the special phase-in target compliance date that the FHWA established for crashworthiness provisions of other sections in Part 6, the FHWA establishes a phase-in target compliance date of January 17, 2005, for crashworthiness of longitudinal channelizing barricades in temporary traffic control zones. The FHWA believes this target date of four years from the effective date of the 2000

MUTCD provides agencies with a reasonable period in which to phase in the use of compliant longitudinal channelizing barricades in temporary traffic control zones.

269. The FHWA adds a new section numbered and titled, Section 6F.67 Other Channelizing Devices. This section was numbered Section 6F.64 in the NPA, and consists of an OPTION statement and a GUIDANCE statement that there may be channelizing devices other than those already described in Part 6 that may be used in special situations based on an engineering study. If used, these other channelizing devices should conform to the general size, color stripe pattern, retroreflectivity, and placement characteristics established for the devices described in Chapter 6F. This use of other channelizing devices was included in revision number 3 of the 1988 edition of the MUTCD (Section 6F-1 of that edition) but was inadvertently omitted from the 2000 MUTCD. The FHWA received one comment from the Association of Pedestrian and Bicycle Professionals in support of this new section, and adopts this new section in this final rule.

270. The FHWA adds a new section numbered and titled, "Section 6F.68 Detectable Edging for Pedestrians." This section contains SUPPORT and GUIDANCE statements with information and examples regarding the use of detectable edging along the length of a facility when needed. The FHWA includes this new section in this final rule to respond to comments throughout Part 6 requesting additional information on detectable edging that is consistent with information available from the U.S. Access Board, and to consolidate the information on detectable edging into a single section for clarity.

271. In Section 6F.69 Temporary Raised Islands (numbered Section 6F.65 in the NPA), the FHWA adds a STANDARD statement at the end of the section that at pedestrian crossing locations, temporary raised islands shall have an opening or be shortened to provide at least a 1500 mm (60 in) wide pathway for pedestrians. This change is to comply with the ADA requirements and to provide for all pedestrians, including disabled pedestrians, a clear and useable facility. The FHWA received one comment from the NCUTCD opposed to this new statement, indicating that it was repetitive, and that accessibility is covered elsewhere. The FHWA disagrees because this is important information regarding the design of temporary raised islands and adopts the STANDARD as proposed in the NPA.