

edge of the roadway. The FHWA addresses this comment by providing additional language in this final rule that references the AASHTO Guide to the Development of Bicycle Facilities, which is listed in Section 1A.11 Relation to Other Publications.

282. In Section 6G.01 Typical Applications, in the NPA the FHWA proposed adding two SUPPORT statements indicating that temporary traffic control zones are subject to all accessibility requirements for use by all types of pedestrians. The FHWA received five comments from the NCUTCD, the Ohio DOT, the Cities of Tucson, Arizona, and Charlotte, North Carolina, and a private citizen opposed to the wording of these statements suggesting that it is repetitive because accessibility issues are already covered elsewhere. To address these comments, while also stressing the importance of accessibility, the FHWA adds a new STANDARD statement to the beginning of this section emphasizing accessibility provisions as required by the Americans with Disabilities Act.

Additionally, in the NPA the FHWA proposed to add a GUIDANCE statement following the second SUPPORT statement that bicyclists and pedestrians should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other hazards. The Association of Pedestrian and Bicycle Professionals supported this new statement. For enhanced clarity, the FHWA removes this paragraph from this section and moves it, with minor editorial changes, to a new section numbered and titled, "Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities."

283. In Section 6G.02 Work Duration, the FHWA adds to the SUPPORT statement in this section (and in all other sections in Chapter 6G except 6G.01, 6G.05, and 6G.14 through 6G.19), providing references to other chapters and sections of Part 6 of the MUTCD for additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite. Also, the FHWA modifies item C in the first STANDARD to clarify that short-term stationary work is defined as daytime work of more than one hour within a single daylight period. The FHWA received two comments from commenters who did not understand why the change was necessary. The change is necessary because the single period of daylight in the summertime can last more than 12 hours. The FHWA adopts the change as proposed in the NPA.

284. In Section 6G.04 Modifications to Fulfill Special Needs, the FHWA adds

throughout the GUIDANCE statement additional information related to the need to take into account pedestrian and bicycle usage. The FHWA received several editorial comments suggesting changes to the wording proposed in the NPA. The FHWA incorporates many of these changes and includes additional references to other areas of the MUTCD.

Additionally, the FHWA moves the SUPPORT and STANDARD statements at the end of the section (in the 2000 MUTCD) to Section 6F.65 Temporary Traffic Barriers as Channelizing Devices because this text outlining temporary traffic barriers is more appropriately located in this section. The FHWA received two comments from the City of Charlotte, North Carolina, and a private citizen opposed to removing these statements from this section, stating that these statements are important in this section of modifying the typical applications to fulfill special needs. The FHWA disagrees and believes that this information is best covered elsewhere, and does not need to be included in this section.

285. The FHWA adds a new section numbered and titled, Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities. This new section contains SUPPORT, GUIDANCE, and STANDARD statements with provisions for maintaining accessibility for pedestrians as well as bicyclists in temporary traffic control zones. The information in this section was proposed elsewhere in the NPA. However, based on comments, the FHWA believes that this information is best consolidated into one section, rather than spread throughout all of the sections of Chapter 6G. The FHWA rennumbers the remaining sections accordingly.

286. In Section 6G.06 Work Outside of Shoulder (numbered 6G.05 in the NPA), the FHWA proposed adding to the first GUIDANCE statement that pedestrians should be separated from the worksite by appropriate barriers that maintain accessibility and detectability for pedestrians with disabilities. Although one commenter from the City of Tucson, Arizona, supported this new text, the NCUTCD suggested that it was repetitive. The FHWA disagrees that it is repetitive, but removes this paragraph from this section and places it in the new section numbered and titled, "Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities."

287. In Section 6G.07 Work on the Shoulder with No Encroachment (numbered Section 6G.06 in the NPA), the FHWA proposed adding to the first STANDARD statement that, where pedestrian routes are closed, alternate

pedestrian routes shall be provided. A private citizen supported this new text. The NCUTCD suggested that the STANDARD be changed to GUIDANCE because this section involves work on the shoulder with no encroachment, and alternate pedestrian routes will not be necessary in all locations. The FHWA disagrees with changing this to a GUIDANCE, but removes this paragraph from this section and places it in the new section numbered and titled, "Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities."

Additionally, the FHWA proposed adding a sentence to the GUIDANCE statement that, where feasible, signs should be placed so they do not narrow any existing pedestrian passage to less than 1500 mm (60 in). The FHWA received two comments from the NCUTCD and the City of Tucson, Arizona, opposed to this new sentence. The NCUTCD stated that it was repetitive, and the City of Tucson, Arizona, suggested a narrower passage be permitted. The FHWA removes the entire paragraph from this section and places it in the new section numbered and titled, "Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities." Based on comments and to be consistent with other sections in Part 6, the FHWA revises the last sentence of this paragraph to permit existing pedestrian passages to be narrowed to 1200 mm (48 in) rather than 1500 mm (60 in). In addition, this is consistent with the ADAAG.

288. In Section 6G.08 Work on the Shoulder with Minor Encroachment (numbered 6G.07 in the NPA), the FHWA proposed adding to the GUIDANCE statement that, where feasible, pedestrian routes should be protected or alternate accessible and detectable routes should be provided. Although the City of Tucson, Arizona, supported this new text, the NCUTCD suggested that it was repetitive. The FHWA removes this paragraph from this section, rewords it and classifies it as a STANDARD to be consistent with ADA requirements and places it in the new section numbered and titled, "Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities."

289. In Section 6G.10 Work Within the Traveled Way of Two-Lane Highways (numbered Section 6G.09 in the NPA), the FHWA proposed adding to the GUIDANCE statement that pedestrian detours should be avoided because pedestrians rarely observe them and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Also, whenever possible, work should be done in a manner that does not create