

consistent with changes made in other areas of the MUTCD in this final rule, including the requirement for illuminating flagger stations, except in emergencies, consistent with Section 6E.05 Flagger Stations, and additional information on illumination for work areas in general.

296. In Section 6H.01 Typical Applications, the FHWA changes the Typical Applications figures and their accompanying notes to add more provisions to accommodate persons with disabilities and pedestrians, and to correct inadvertent minor errors in the 2000 MUTCD and in the NPA. These changes reflect the changes to all parts of the MUTCD with particular reference to Part 6 changes and they make the drawings and text consistent with other parts of the MUTCD and elsewhere in Part 6.

Additionally, in Table 6H-1 and in the corresponding Typical Applications, the FHWA changes the titles of Figure 6H-11 from "Lane Closure on Low-Volume Two-Lane Road" to "Lane Closure on Two-Lane Road with Low Traffic Volumes," Figure 6H-15 from "Work in Center of Low-Volume Road" to "Work in Center of Road with Low Traffic Volumes," and Figure 6H-16 from "Surveying Along Centerline of Low-Volume Road" to "Surveying Along Centerline of Road with Low Traffic Volumes." These changes will avoid confusion with material in Part 5 Traffic Control Devices for Low-Volume Roads. Low-volume roads, as covered in Part 5, are specifically defined in Section 5A.01 Function as, among other criteria, being outside a built-up area and having a traffic volume of less than 400 Annual Average Daily Traffic. The Typical Applications in Part 6 that refer to low volume roads are not intended to be limited only to roads meeting the limited definition of Part 5.

The FHWA inserts Table 6H-4 Formulas for Determining Taper Lengths. This information is the same information as was proposed in the NPA, except that it is included in a tabular format for clarity.

Additionally, the FHWA includes the following changes to the notes to the figures of typical applications:

a. *Notes for Figure 6H-1:* The FHWA replaces item 5 in the STANDARD statement (of the 2000 MUTCD) with a new item 5 in the OPTION statement, stating that vehicle hazard warning signals may be used to supplement high intensity rotating, flashing, oscillating, or strobe lights, and a new item 6 in the STANDARD statement, which states that vehicle hazard warning signals shall not be used instead of the vehicle's high intensity rotating, flashing,

oscillating, or strobe lights. The FHWA received no comments regarding these changes. These same changes have been made in the notes for other figures in Chapter 6H as applicable and as noted below in the discussions of such figures. The FHWA did receive two comments from the City of Charlotte, North Carolina, and a private citizen suggesting that item 1 in the GUIDANCE statement be revised. The suggested change would imply that a single sign is used, whereas this statement calls for an additional sign to be used. Because operation of the work vehicles may involve crossing from the median to the shoulder, all traffic must be warned of such conditions, and thus a sign on the median lane side and on the shoulder should be used. Accordingly, the FHWA disagrees with the commenters and adopts the text as proposed in the NPA.

b. *Notes for Figure 6H-2:* The FHWA received two comments from the City of Charlotte, North Carolina, and a private citizen objecting to the terminology for devices to be turned off in blasting zones and the letter sizes for the W22-2 sign. See discussion of this issue in Section 6F.40 TURN OFF 2-WAY RADIO AND CELL PHONE Sign (W22-2).

c. *Notes for Figure 6H-3:* See discussion of items regarding vehicle hazard warning signals in paragraph a above. That discussion applies to Figure 6H-3 also. Additionally, the FHWA adds a new item 7 to the STANDARD statement at the end of the Notes that when paved shoulders having a width of 2.4 m (8 ft) or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct motor vehicle traffic to remain within the traveled way. The FHWA received no comments regarding these changes, and adopts these changes.

d. *Notes for Figure 6H-4:* See discussion of items regarding vehicle hazard warning signals in paragraph a above. That discussion applies to Figure 6H-4 also.

e. *Notes for Figure 6H-5:* The FHWA revises item 4 from a GUIDANCE statement to a STANDARD statement to clarify that the ends of the barrier shall be treated in accordance with Section 6F.81 Temporary Traffic Barriers. The FHWA also removes the word "(optional)" following "crash cushion" in Figure 6H-5. The FHWA makes these changes to address two comments from the City of Charlotte, North Carolina, and a private citizen suggesting that item 4 as a GUIDANCE statement is misleading and it needs to be changed

to a STANDARD to be consistent with mandatory safety requirements of Section 6F.81 Temporary Traffic Barriers (numbered as 6F.77 in the NPA). The FHWA agrees that this change is necessary for consistency, and revises item 4 to a STANDARD statement, with some text changes to correspond with Section 6F.81.

f. *Notes for Figure 6H-6:* See discussion of items regarding vehicle hazard warning signals in paragraph a above. That discussion also applies to Figure 6H-6.

g. *Notes for Figure 6H-7:* The FHWA changes item 1 to a SUPPORT statement. It was inadvertently given a STANDARD heading in the 2000 MUTCD and the NPA, even though it contains no mandatory language. The FHWA rennumbers the remaining items accordingly. The FHWA revises items 5 and 6 (numbered items 4 and 6 in the NPA) to match the notes with the figure, which illustrates a double reverse curve situation. The FHWA makes these minor editorial changes to address two comments from the City of Charlotte, North Carolina, and a private citizen suggesting that the notes did not match the new double reverse curve illustration. The FHWA agrees and makes the changes for consistency.

h. *Notes for Figure 6H-8:* The FHWA combines items 2 and 3, as numbered in the NPA, into a single item 2 in the OPTION statement for clarity and rennumbers the following items. The FHWA also adds a new item 5 to the OPTION statement that cardinal direction plaques may be used with route signs. The FHWA makes these minor changes to address two comments from the City of Charlotte, North Carolina, and a private citizen suggesting these changes, to be consistent with other sections in Part 6.

i. *Notes for Figure 6H-9:* The purpose of Figure 6H-9 is to show signing for overlapping routes with a detour. The configuration of the actual work space raised comments from the City of Charlotte, North Carolina, and a private citizen as to what is intended by the associated signing and barricades. To avoid any confusion, the FHWA eliminates any reference to an allowance for local traffic and shows the space as a full road closure between the two intersecting routes. The FHWA adjusts the barricades and ROAD CLOSED signing accordingly. The FHWA also changes the double yellow dashed pavement markings to a single yellow dash in response to a comment from a traffic engineering consultant that the double yellow dashes are incorrect. The FHWA notes that the