

should be used. There were no comments on this change and the FHWA adopts it.

359. In Section 10A.04 Highway-Light Rail Transit Grade Crossing Elimination, the FHWA removes language from the second GUIDANCE statement and adds it to the STANDARD statement that if the existing traffic control devices at a multiple-track highway-light rail transit grade crossing become improperly placed or inaccurate because of the removal of some of the tracks, the existing traffic control devices shall be relocated and/or modified. The FHWA also adds to the second GUIDANCE statement that when a roadway is removed from a highway-light rail transit grade crossing, appropriate signs should be placed at the end of roadway and other appropriate locations to alert road users that the road no longer crosses the light rail transit tracks. There were two comments supporting these proposed changes. The FHWA adopts these changes.

The FHWA adds to the OPTION statement at the end of the section so that it is identical to the last OPTION statement in Section 8A.04 Highway-Rail Grade Crossing Elimination, and incorporates the same revisions in this section. Accordingly, the FHWA adds to the OPTION statement to indicate that, based on engineering judgment, the TRACKS OUT OF SERVICE sign may be temporarily installed until the tracks are removed or paved over. Also, agencies may consider the length of time that the tracks will be out of service before they are removed or paved over in deciding whether to install the sign.

360. In Section 10A.05 Temporary Traffic Control Zones, the FHWA combines the two separate STANDARD statements into one STANDARD statement at the beginning of the section. The FHWA received one comment in support of this change, and adopts this change.

The FHWA received one comment from a private citizen suggesting that a new paragraph be added to the end of the GUIDANCE statement to mirror the GUIDANCE in Section 8A.05 that the width, grade, alignment, and riding quality of the highway surface at a light rail transit crossing should, at a minimum, be restored to correspond with the quality of the approaches to the highway-light rail transit grade crossing. The FHWA agrees with the comment and adds this language because this is necessary for consistency with Part 8 of the MUTCD and would make the temporary light rail crossing as safe as the existing conditions.

361. In Section 10C.01, the FHWA changes the title from "Introduction" to

"Purpose" to more accurately reflect the contents of the section and corrects the text in the STANDARD statement to properly indicate that the design and location of signs shall conform to all of Part 2. The FHWA received one comment in support of the changes, and adopts these changes.

362. The FHWA adds a new section numbered and titled "Section 10C.02 Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Sign (R15-2) (titled "Highway-Rail Grade Crossing (Crossbuck) Signs (R15-1, R15-2, and R15-9) in the NPA), which provides information on the use of Crossbuck signs at highway-light rail grade crossings. In the NPA, the FHWA proposed that this section be identical to Section 8B.02 (as proposed in the NPA) because the use of Crossbuck signs and the proposed optional Crossbuck Shield signs are applicable to both highway-light rail transit and highway-rail grade crossings and it is important to have this information in both parts of the MUTCD. The FHWA received five comments from the NCUTCD and members of the Railroad-Light Rail Transit Technical Committee opposed to this section, stating that the use of these Crossbuck signs in mixed-use alignments where light rail transit operates in streets in urban areas is frequently impractical. The FHWA agrees, and clarifies the first STANDARD statement to indicate that the Crossbuck sign is mandatory for semiexclusive Light Rail Transit alignments, and creates a new OPTION statement following the second paragraph of the first STANDARD to indicate that use of the Crossbuck sign is optional for mixed-use alignments, either alone or in combination with other traffic control devices.

In the NPA, the FHWA proposed to add an OPTION statement for the optional use of a new Crossbuck Shield sign. See the discussion regarding the removal of all text and graphic references to the Crossbuck Shield sign in Section 8B.02. Accordingly, the FHWA withdraws all text and graphic references to the Crossbuck Shield sign in Section 10C.02.

The FHWA revises the third STANDARD statement to require the placement of retroreflective white material on the front and back of the supports for highway-light rail transit grade crossing Crossbuck signs to within 0.6 m (2 ft) above the edge of the roadway, except on the side of those supports where a STOP or YIELD sign or flashing lights have been installed, or on the back side of supports for Crossbuck signs installed on one-way

streets. This change is necessary for consistency with changes as discussed in Section 8B.02.

The FHWA rennumbers all remaining sections accordingly.

363. In Section 10C.04 STOP (R1-1) or YIELD (R1-2) Signs at Highway-Light Rail Transit Grade Crossings, (numbered and titled Section 10C.03 STOP or YIELD Signs (R1-1, R1-2, W3-1a, W3-2a) in the 2000 MUTCD), the FHWA rennumbers and retitles the section to more accurately reflect the content of the section.

The FHWA modifies the last sentence of the STANDARD statement to require agencies to install Stop Ahead (W3-1) and Yield Ahead (W3-2) Advance Warning Signs when the criteria listed in Section 2C.29 Advance Traffic Control Signs, is met.

The FHWA adds to the list of characteristics in the GUIDANCE statement to clarify when STOP or YIELD signs may be used at highway-light rail transit grade crossings. The FHWA adds characteristics such as traffic volume, light rail train speed, and the need to sound an audible signal as well as the location of light rail tracks in relation to the line of cars waiting to cross. The FHWA received one comment from the City of Tucson, Arizona, in support of these changes, and eight comments from the NCUTCD and members of the NCUTCD's Railroad-Light Rail Transit Technical Committee opposed to using the light rail transit speed as one of the characteristics, suggesting that this item be deleted from the list. The reason cited by those in opposition was that train speed alone is not a factor in the decision to install STOP or YIELD signs at light rail transit crossings, provided the other conditions listed exist. The FHWA disagrees with deleting this item at this time because FHWA believes research or documentation would be needed to justify not considering light rail transit speed. The FHWA adopts these changes as proposed in the NPA.

364. In Section 10C.05 DO NOT STOP ON TRACKS Sign (R8-8) (numbered Section 10C.04 in the 2000 MUTCD), the FHWA adds to the OPTION statement to clarify that DO NOT STOP ON TRACKS (R8-8) signs may be placed on both sides of the track, to enhance visibility of the signs for road users. The FHWA received two comments in support of this change and adopts this change.

365. The FHWA adds a new section numbered and titled "Section 10C.06 TRACKS OUT OF SERVICE Sign (R8-9)" describing the use of the TRACKS OUT OF SERVICE (R8-9) sign at highway-light rail transit grade