

crossings. While this section is identical to Section 8B.09 TRACKS OUT OF SERVICE, the use of the TRACKS OUT OF SERVICE (R8-9) sign is applicable to both highway-light rail transit and highway-rail grade crossings so the FHWA believes that it is important to have this information in both parts of the MUTCD. The FHWA received one comment from the Ohio DOT in general support of this new section, and adopts this new section in this final rule. The FHWA rennumbers the remaining sections accordingly.

366. In Section 10C.07 STOP HERE ON RED Sign (R10-6) (numbered 10C.05 in the 2000 MUTCD), the FHWA clarifies this section to indicate that the STOP HERE ON RED sign be restricted to just those crossings where traffic control signals are used to control traffic, and not used at locations with flashing-light signals to be consistent with changes as discussed in Section 8B.10 STOP HERE WHEN FLASHING Sign (R10-8).

367. The FHWA adds a new section numbered and titled "Section 10C.08 STOP HERE WHEN FLASHING Sign (R8-10)" describing the use of the STOP HERE WHEN FLASHING (R8-10) sign at highway-light rail transit grade crossings. While this section is identical to Section 8B.10 STOP HERE WHEN FLASHING, the use of the STOP HERE WHEN FLASHING (R8-10) sign is applicable to both highway-light rail transit and highway-rail grade crossings so the FHWA believes that it is important to have this information in both parts of the MUTCD. The FHWA rennumbers the remaining sections accordingly.

368. In Section 10C.09 Light Rail Transit-Activated Blank-Out Turn Prohibition Signs (R3-1a, R3-2a) (numbered Section 10C.06 in the 2000 MUTCD), the FHWA adds a STANDARD statement at the end of the section. This STANDARD statement is identical to the STANDARD statement in Section 8B.06 Turn Restrictions During Preemption and reinforces that at both highway-rail and highway-light rail transit grade crossings turn prohibition signs that are associated with preemption shall be visible only when the grade crossing restriction is in effect in order not to cause confusion to road users. The FHWA received one comment from the City of Tucson, Arizona, in support of the changes to this section.

In concert with comments regarding Section 8B.06, the FHWA received several comments from members of the NCUTCD Railroad and Light Rail Transit Committee recommending deleting the track image that appears in

the center of the R3-1a and R3-2a signs and to call these signs R3-1 and R3-2, because they would become identical to the turn prohibition signs in Chapter 2B. See the discussion in Section 8B.06 as it applies to this section as well.

369. The FHWA adds a new section numbered and titled "Section 10C.10 EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a)" describing the use of the supplemental EXEMPT Highway-Rail Grade Crossing (R15-3, W10-1a) signs at highway-light rail transit grade crossings. While this section is identical to Section 8B.05 EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a), the use of these supplemental signs is applicable to both highway-light rail transit and highway-rail grade crossings, and the FHWA believes that it is important to have this information in both parts of the MUTCD. The FHWA received one comment in support of this new section and several comments from members of the NCUTCD Railroad and Light Rail Transit Committee recommending deleting this section and the associated sign, stating that this sign is not applicable to light rail transit situations. The FHWA adopts this section because there are cases where this sign may be appropriate. The FHWA adds to the OPTION statement that where neither the Crossbuck nor Advance Warning sign exist for a particular crossing, an EXEMPT (R15-3) sign with a white background may be placed on its own post on the near right side of the approach to the crossing. The FHWA rennumbers the remaining sections accordingly.

370. In Section 10C.13 Light Rail Transit Only Lane Signs (R15-4 Series) (numbered Section 10C.09 in the 2000 MUTCD), the FHWA titles the figure illustrating regulatory sign panels as "Figure 10C-2 Regulatory Signs" and adds to and revises the signs illustrated in the figure, to be consistent with Section 2B.26 Preferential Only Lane Signs, and to reflect changes elsewhere in Part 10. The FHWA received one comment from the City of Tucson, Arizona, in support of the changes to this section and two editorial comments, which the FHWA adopts in this final rule.

371. In Section 10C.15 Highway-Rail Grade Crossing Advance Warning Signs (W10 Series) (numbered Section 10C.11 in the 2000 MUTCD), the FHWA revises the entire section by replacing it with the STANDARD, OPTION, and GUIDANCE statements also contained in Section 8B.04 Highway-Rail Grade Crossing Advance Warning Signs, including the revisions as described in Part 8. The use of advance warning

signs is applicable to both highway-light rail transit and highway-rail grade crossings and the FHWA believes that it is important to have consistency in the use of these signs so this information is included in both parts of the MUTCD. Several members of the NCUTCD Railroad and Light Rail Transit Committee suggested that the title and text within the section should be "highway-rail," rather than "highway-light rail transit" in several cases because this sign is not exclusive to light rail transit and this sign section should be identical to Section 8B.03 Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Sign (R15-2). The FHWA agrees and revises the section title and appropriate text accordingly in this final rule.

In addition, many commenters suggested deleting item A of the first STANDARD regarding T-intersections, stating that the wording is repeated in the first paragraph of the second STANDARD statement. See the discussion of this issue under Section 8B.04 Highway-Rail Grade Crossing Advance Warning Signs (W10 Series). For these reasons, the FHWA adopts item A.

The FHWA received two comments from a railroad operator and a private citizen suggesting changes to item C of the first STANDARD statement to change "where active light rail transit grade crossing traffic controls are in use" to "controlled with traffic signals or stop signs." The FHWA disagrees with the suggested change because it is necessary for this item to correspond to the text in Part 8. This may be a topic for a future rulemaking to consider changing the text in both parts. The FHWA adopts item C as proposed in the NPA.

The FHWA also titles the figure illustrating predominantly warning sign panels as "Figure 10C-3 Warning Signs and Light Rail Station Sign" and adds to and revises the signs illustrated in the figure, to reflect changes elsewhere in Part 10.

372. The FHWA adds a new section numbered and titled "Section 10C.16 Low Ground Clearance Highway-Rail Grade Crossing Sign (W10-5)" which describes the use of the Low Ground Clearance (W10-5) sign at highway-light rail transit grade crossings. In the NPA, the FHWA proposed that the title of the section and name of the sign be "Low Ground Clearance Highway-Light Rail Transit Grade Crossing Sign," however the FHWA received four comments suggesting that "light" and "transit" be deleted because low-ground clearance signs can be used for grade-crossings