

generally, not just light-rail operations. The FHWA agrees and changes the section title and sign name in this final rule.

In the NPA, the FHWA proposed to include the same STANDARD, GUIDANCE, OPTION, and SUPPORT statements in this section regarding the use of this sign as was contained in Section 8B.17 Low Ground Clearance Highway-Rail Grade Crossing Sign. The FHWA believes that this is redundant, and instead includes a SUPPORT statement in this final rule that references Section 8B.17 for additional information regarding the use of the W10-5 sign. The FHWA rennumbers the remaining sections accordingly.

373. The FHWA adds a new section numbered and titled "Section 10C.18, Storage Space Signs (W10-11, W10-11a, W10-11b)" which describes the use of Storage Space (W10-11) signs at highway-light rail transit grade crossings. In the NPA, the FHWA proposed including a copy of the full text from Section 8B.17 Low Ground Clearance Highway-Rail Grade Crossing Sign in this new section. The FHWA received one comment from the Ohio DOT suggesting that the FHWA cross-reference Section 8B.18 Storage Space Signs, rather than include the full text. The FHWA agrees and deletes the second paragraph of the GUIDANCE statement and the OPTION statements as proposed in the NPA, and adds a SUPPORT statement indicating that information regarding the use of the W10-11, W10-11a, and W10-11b signs is contained in Section 8B.18 in this final rule.

374. The FHWA adds a new section numbered and titled "Section 10C.19 Skewed Crossing Sign (W10-12)" which describes the use of Skewed Crossing (W10-12) sign at highway-light rail transit grade crossings. In the NPA, the FHWA proposed to include a copy of the full text from Section 8B.19 Skewed Crossing Sign in this new section. The FHWA received two comments from the NCUTCD and the New Jersey DOT in support of the new section. The Ohio DOT suggested that the FHWA cross-reference Section 8B.19, rather than include the full text. The FHWA agrees and deletes the GUIDANCE and STANDARD statements as proposed in the NPA and adds a SUPPORT statement indicating that information regarding the use of the W10-12 sign is contained in Section 8B.19. The FHWA rennumbers the remaining sections accordingly.

375. The FHWA adds a new section numbered and titled "Section 10C.21 Emergency Notification Sign (I-13 or I-13a)" which describes the use of

Emergency Notification (I-13 or I-13a) signs at highway-light rail transit grade crossings. This section essentially contains similar information as is contained in Section 8B.12 Emergency Notification Sign, and the FHWA believes that it is important to have this information in both parts of the MUTCD. The FHWA received several comments from members of the NCUTCD Railroad and Light Rail Transit Committee recommending the FHWA delete this section because these signs are not applicable in Part 10, especially in urban or downtown areas where calls to emergency would be 911. The FHWA adopts this section because not all light rail transit lines run only in downtown areas and there may be some jurisdictions that may want to use this sign. The FHWA revises the text to clarify that the intent is to place Emergency Notification signs on highway-light rail transit grade crossing on semiexclusive alignments, and the FHWA deletes the sentence from the GUIDANCE that states that these signs are typically located on the transit right-of-way. The FHWA rennumbers the remaining sections accordingly.

376. The FHWA adds a new section numbered and titled "Section 10C.23 Pavement Markings" which describes the use of pavement markings at highway-light rail transit grade crossings. While this section is identical to Section 8B.20 Pavement Markings, it is important that the use of pavement markings at highway-light rail transit and highway-rail grade crossings is consistent so the FHWA believes that it is important to have this information in both parts of the MUTCD. The FHWA received several comments from the Ohio DOT suggesting that information from Part 8 be cross-referenced, rather than repeating the information in Part 10. The FHWA includes the full text because there are some differences in the figures between the two parts.

Additionally, to be consistent with changes made to Part 3, the FHWA revises the second paragraph of the STANDARD statement to clarify that a no-passing marking on two-lane highways is needed only in locations where centerline markings are used. The FHWA also adds two new figures. The first figure is numbered and titled "Figure 10C-5 Example of Placement of Warning Signs and Pavement Markings at Highway-Light Rail Transit Grade Crossings" and illustrates the placement of warning signs and pavement markings at highway-light rail transit grade crossings. The second new figure is numbered and titled "Figure 10C-6 Examples of Highway-Light Rail Transit Grade Crossing Pavement Markings"

and illustrates the use of R X R and associated pavement markings at highway-light rail transit grade crossings. These figures were numbered Figures 10C-10 and 10C-11 in the NPA. While these figures are identical to Figures 8B-6 and 8B-7, respectively, it is important that the warning signs and pavement markings at highway-light rail transit and highway-rail grade crossings are consistent so the FHWA believes that it is important to have this information in both parts of the MUTCD.

377. The FHWA adds a new section numbered and titled "Section 10C.24 Stop Lines" which describes the use of stop lines at highway-light rail transit grade crossings. The FHWA received one comment from the Ohio DOT suggesting that the FHWA cross-reference Section 8B.21 Stop Lines, rather than include the full text. The FHWA agrees and deletes the GUIDANCE statement as proposed in the NPA and adds a SUPPORT statement indicating that information regarding the use of stop lines at grade crossings is contained in Section 8B.21. The FHWA rennumbers the remaining sections accordingly.

378. In Section 10C.25 Dynamic Envelope Markings (numbered and titled "Section 10C.15 Dynamic Envelope Delineation Markings" in the 2000 MUTCD), the FHWA retitles the section to clarify that the text refers to pavement markings.

Additionally, the FHWA modifies the STANDARD statement to clarify that, if used, the pavement marking used to delineate the dynamic envelope shall be a normal solid white line, contrasting pavement color, and/or contrasting pavement texture. This STANDARD is identical to that in Section 8B.22 Dynamic Envelope Markings. The FHWA received several editorial comments regarding changes to this section and figures and incorporates the applicable comments in this final rule.

379. In Section 10D.01 Introduction, the FHWA removes the STANDARD statement because the information is already properly contained in Section 10A.01 Introduction.

Additionally, in the NPA, the FHWA proposed to add to the OPTION statement that In-Roadway Stop Line Lights and In-Roadway Warning Lights may be installed at highway-light rail transit grade crossings that are controlled by active grade crossing warning systems. The FHWA received ten comments from the NCUTCD, members of the NCUTCD Railroad and Light Rail Transit Committee, State DOTs and railroad associations opposed to allowing the use of In-Roadway