

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 655

[FHWA Docket No. FHWA-1998-4720]

RIN 2125-AE50

Revision of the Manual on Uniform Traffic Control Devices; Tourist Oriented Directional Signs, Recreation and Cultural Interest Signs, and Traffic Controls for Bicycle Facilities

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD); request for comments.

SUMMARY: The MUTCD is incorporated by reference in FHWA regulations regarding traffic control devices on Federal-aid and other streets and highways, approved by the Federal Highway Administrator, and recognized as the national standard for traffic control on all public roads.

This document proposes new text for the MUTCD in Chapter 2G-Tourist Oriented Directional Signs (TODS), Chapter 2H-Recreation and Cultural Interest Area Signs, and Part 9, Traffic Controls for Bicycle Facilities. The purpose of this rewrite effort is to reformat the text for clarity of intended meanings, to include metric dimensions and values for the design and installation of traffic control devices, and to improve the overall organization and discussion of the contents in the MUTCD. The proposed changes to the MUTCD are intended to expedite traffic, promote uniformity, improve safety, and incorporate technology advances in traffic control device application.

DATES: Submit comments on or before March 24, 2000.

ADDRESSES: Signed, written comments should refer to the docket number that appears at the top of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400

Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: For information regarding the notice of proposed amendments contact Ms. Linda Brown, Office of Highway Safety, Room 3414, (202) 366-2192, or Mr. Raymond Cuprill, Office of Chief Counsel, Room 4217, (202) 366-0834, Department of Transportation, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

Internet users can access all comments received by the U.S. DOT Dockets, Room PL 401, by using the universal resource locator (URL):<http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this notice of proposed amendment may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

The text for the proposed sections of the MUTCD is available from the FHWA Office of Highway Safety (HHS-10) or from the FHWA Home Page at the URL: <http://www.ohs.fhwa.dot.gov/devices/mutcd.html>. Please note that the current rewrite sections contained in this docket for MUTCD Chapters 2G, 2H, and Part 9 will take approximately 8 weeks from the date of publication before they will be available at this web site.

Background

The 1988 MUTCD with its revisions are available for inspection and copying as prescribed in 49 CFR Part 7. It may be purchased for \$57.00 (Domestic) or \$71.25 (Foreign) from the Superintendent of Documents, U.S. Government Printing Office, P.O. Box 371954, Pittsburgh, PA 15250-7954,

Stock No. 650-001-00001-0. This document is being issued to provide an opportunity for public comment on the desirability of proposed amendments to the MUTCD. Based on the comments received and upon its own experience, the FHWA may issue a final rule concerning the proposed changes included in this document.

The National Committee on Uniform Traffic Control Devices (NCUTCD) has taken the lead in this effort to rewrite and reformat the MUTCD. The NCUTCD is a national organization of individuals from the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the National Association of County Engineers (NACE), the American Public Works Association (APWA), and other organizations that have extensive experience in the installation and maintenance of traffic control devices. The NCUTCD voluntarily assumed the arduous task of rewriting and reformatting the MUTCD, which is incorporated by reference in 23 CFR part 655, subpart F. The NCUTCD proposal is available from the U.S. DOT Dockets (see address above). Pursuant to 23 CFR Part 655, the FHWA is responsible for approval of changes to the MUTCD.

The FHWA announced its intent to rewrite and reformat the MUTCD on January 10, 1992, at 57 FR 1134. Although the MUTCD will be revised in its entirety, it is being completed in phases due to the enormous volume of text. The FHWA reviewed the NCUTCD's proposal for MUTCD Part 3—Markings, Part 4—Signals, and Part 8—Traffic Control for Roadway-Rail Intersections. The summary of proposed changes for Parts 3, 4, and 8 were published as Phase 1 of the MUTCD rewrite effort in a previous notice of proposed amendment dated January 6, 1997, at 62 FR 691. The FHWA reviewed the NCUTCD's proposal for Part 1—General Provisions and Part 7—Traffic Control for School Areas. The summary of proposed changes for Parts 1 and 7 were published as phase 2 of the MUTCD rewrite effort in a previous notice of proposed amendment dated December 5, 1997, at 62 FR 64324. The FHWA reviewed the NCUTCD's proposal for Chapter 2A—General Provisions and Standards for Signs, Chapter 2D—Guide Signs for

Conventional Roads, Chapter 2E—Guide Signs for Expressways and Freeways, Chapter 2F—Specific Service Signs, and Chapter 2I—Signaling for Civil Defense. The summary of proposed changes for Chapters 2A, 2D, 2E, 2F, and 2I were published as Phase 3 of the MUTCD rewrite effort in a previous notice of proposed amendment dated June 11, 1998, at 63 FR 31950.

This notice of proposed amendment is Phase 4 of the MUTCD rewrite effort and includes the summary of proposed changes for MUTCD Chapter 2G, Chapter 2H, and Part 9. The public will have an opportunity to review and comment on the remaining parts of the MUTCD in a future notice of proposed amendment. The remaining parts and chapters are as follows: Part 5—Traffic Control for Low Volume Roads; Part 6—Traffic Control for Construction, Maintenance, Utility, and Incident Management; Part 10—Traffic Control for Light Rail Operations; Chapter 2B—Regulatory Signs; and Chapter 2C—Warning Signs; Update for Part 1—General Provisions; and an Update for Part 4—Signals.

The FHWA invites comments on the proposed text for Chapter 2G, Chapter 2H, and Part 9 of the MUTCD. A summary of the significant changes contained in these sections of the Manual are discussed in this notice of proposed amendment. The proposed new style of the MUTCD would be a 3-ring binder with 8½ x 11 inch pages. Each part of the MUTCD would be printed separately in a bound format and then included in the 3-ring binder. If someone needed to reference information on a specific part of the MUTCD, it would be easy to remove that individual part from the binder. The proposed new text would be in column format and contain four categories as follows: (1) Standards—representing “shall” conditions; (2) Guidance—representing “should” conditions; (3) Options—representing “may” conditions; and (4) Support—representing descriptive and/or general information. This new format would make it easier to distinguish standards, guidance, and optional conditions for the design, placement, and application of traffic control devices. For review purposes during this rewrite effort, dimensions will be shown in both metric and English units. This will make it easier to compare text shown in the 1988 Edition with the proposed new edition. However, the adopted final version of the new MUTCD will be solely in metric units. This effort to rewrite and reformat the MUTCD will be an ongoing activity over the next two to three years.

Discussion of Proposed Amendments to Chapter 2G—Tourist Oriented Directional Signs (TODS)

The following items are the most significant proposed revisions to Chapter 2G:

In Section 2G.1, paragraph 1, the FHWA proposes to define the terms “panel” and “sign” as used throughout Chapter 2G. The proposed definition is as follows: A “panel” consists of the name or identification of the business, service, or activity facility. A tourist oriented directional “sign” consists of one or more panels.

In Section 2G.1, paragraph 5, the FHWA proposes to add a recommended criteria that tourist oriented directional signs (TODS) should not be used where the facility and its on-premise advertising signs are readily visible from the roadway. This is consistent with the proposed criteria for specific service signs (Chapter 2F) in a previously published notice of proposed amendment.

In Section 2G.2, paragraph 2, the FHWA proposes to include a standard that each tourist oriented directional panel shall display only one eligible business, service, or activity facility.

In the 1988 MUTCD, Figure 2-53 shows 6 feet as the maximum sign height for tourist oriented directional signs. To be consistent with the figure, the FHWA proposes to include a discussion of this 6 feet maximum sign height in paragraph 1 of the proposed text for Section 2G.4, Arrangement and Size of Signs. The FHWA also proposes to clarify the text previously contained in the 1988 MUTCD for the arrangement, number, and size of tourist oriented directional signs.

In 2G.5, paragraph 6, the FHWA proposes to include an OPTION to clarify that in cases where directional word messages such as NEXT RIGHT (LEFT) or AHEAD are appropriate for application, this additional information may be added to the 6 feet maximum sign height.

In Section 2G.6, paragraph 5, the FHWA proposes to require that all tourist directional signs (TODS), rather than only the advance TODS signs as in the 1988 MUTCD, shall not obstruct the road user's view of other traffic control devices. This is consistent with the current policy that the location of other traffic control devices takes precedence over the location of TODS.

In Section 2G.7, paragraph 1, the FHWA proposes to add the equal opportunity criteria of Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352, 78 Stat. 241) as a STANDARD condition for TODS, since most Federal programs

require compliance with the Title VI regulations. This is consistent with what was proposed for specific service signs in Section 2F.1, paragraph 4.

Discussion of Proposed Amendments to Chapter 2H—Recreation and Cultural Interest Symbol Signs

The following are the most significant proposed changes to Chapter 2H:

Chapter 2H contains standards for the design, application, and placement of recreational and cultural interest signs. Based on a Memorandum of Understanding between the Federal Highway Administration and the U.S. Department of Agriculture Forest Service, many of the symbols used by the Forest Service are adopted by reference in the MUTCD and “Standard Highway Signs” (SHS) Book.¹ These symbols were referred to as the “88 Forest Service Symbol Signs.” In 1997, the Forest Service submitted a request to modify some and adopt other recreational and cultural interest area symbols. Diagrams of these signs are shown in the proposed text. The proposed text can be requested from the FHWA, Office of Highway Safety as indicated in the preface of this notice of proposed amendment.

The FHWA proposes to modify the following existing recreation and cultural interest signs to improve their visibility and make the sign design less complex: Litter Container (RG-130), Ranger Station (RG-170), Picnic Area (RM-120), Laundry (RA-060), Sleeping Shelter (RA-110) and Interpretative Trail (RL-130).

The FHWA is proposing to adopt the following Forest Service symbols and include them in the SHS Book: Motor Home (RM-200), Group Picnicking (RM-220), Group Camping (RM-210), Dog (RG-240), Seaplane (RG-260), Family Restroom (RA-150), Helicopter (RA-160), All-Terrain Vehicle (RL-170), Archer (RL-190), Hang Glider (RL-210), Fishing Pier (RW-160), Hand Launch for Boating (RW-170), Kayak (RW-190), Wind Surf (RW-210), and Chairlift for Skiing (RS-100).

In Section 2H.1, the FHWA proposes to expand the use of recreation and cultural interest signs to provide the OPTION of using these symbols on directional guide signs found on expressways and freeways. The 1988

¹ “Standard Highway Signs,” FHWA, 1979 Edition is included by reference in the 1988 MUTCD. It is available for purchase from the Government Printing Office, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. It is available for inspection and copying at the FHWA Washington Headquarters and all FHWA division Offices as prescribed at 49 CFR part 7.

MUTCD provided only the Winter and Marine recreation and cultural interest signs for use on expressway and freeway guide signs.

Table II-6, "Category and Usage Chart" on pages 2H-3 and 2H-4 of the 1988 MUTCD has been deleted. Based on the FHWA's proposal to expand the use of recreation and cultural interest signs to include not just conventional roads but also to include unrestricted use on expressways and freeways as well, the discussion of road/type usage is no longer appropriate. In addition, the signs and series numbers are more appropriate for inclusion in the SHS Book.

In Section 2H.5, paragraph 1, the FHWA proposes to delete Table II-7, "Sign Sizes," of the 1988 MUTCD which shows the recreational and cultural interest sign sizes based on road types. Instead of using this table to discuss road types and sign sizes, the FHWA proposes to discuss only the information on sign sizes. This information will be shown in paragraph format rather than in a table.

In Section 2H.6, paragraph 1, the FHWA proposes to recommend that the width of educational plaques used with recreational and cultural interest signs should be equal to the width of the symbol sign. This proposed change will simplify manufacturer specifications and sign installation procedures.

In the 1988 MUTCD, Sections 2H-10 through 2H-15 gave a general description of the categories of recreation and cultural interest symbol signs. The FHWA proposes to delete these sections since the category titles are self-explanatory and the categories are shown in Section 2H.4 of the proposed text. The FHWA proposes to show diagrams and details for each sign category in the SHS Book.

Discussion of Proposed Amendments to Part 9—Traffic Controls for Bicycle Facilities

The discussions contained in the following sections of the 1988 MUTCD are proposed for deletion: Sections 9A-1, 9A-4, 9A-6, 9A-7, and 9A-9. The information contained in these sections can be found in Part 1 of the MUTCD and to repeat this information would appear redundant.

In Section 9A.3, two additional definitions have been proposed: "bicycle lane" and "shared use path." These terms were not listed in the definitions section of the proposed text for Part 1, published in the **Federal Register** dated December 5, 1997. However, the FHWA plans to add these terms to the proposed definitions section of MUTCD Part 1, in a notice of

proposed amendment which will be published at a later date. In Part 9 of the 1988 MUTCD, the term "designated bicycle lane" was used. The definition for the proposed term "bicycle lane" is similar to the definition of "designated bicycle lane." In Part 9 of the 1988 MUTCD the term "bicycle trail" was used. The definition for the proposed term "shared use path" is similar to the definition of "bicycle trail" except it has been expanded to include wheelchair users, skaters, pedestrians, and joggers.

In Section 9B.1, the FHWA proposes to combine the discussion on application and location of signs as previously discussed in sections 9B-1 and 9B-2 of the 1988 MUTCD into one section entitled, "Application and Placement of Signs." In paragraph 2, the FHWA proposes to include the dimensions shown in Figure 9-1 of the 1988 MUTCD for lateral sign clearance so that the text discusses the same information shown in the figure. The FHWA proposes to change the minimum vertical mounting height for ground-mounted signs used on shared-paths clearance from 1.2 m (4 feet) to 2.1 m (7 feet) as proposed in Section 2A-18. The minimum mounting height of signs used on bicycle paths would remain 1.2 m (4 feet).

The FHWA proposes to add a new Table 9B.1 "Bikeway Sign Sizes." This table shows the dimensions and sizes that are contained in the SHS Book. The table eliminates the need to show the dimensions and sizes in the associated MUTCD text discussion and the need to refer the reader to the SHS Book.

In Section 9B.6, the FHWA proposes to change the title (shown in the 1988 MUTCD Section 9B-8) from "Designated Lane Signs" to "Preferential Bicycle Lane Signs." This proposed change is consistent with the definition section in Part 1 of the MUTCD rewrite.

In Section 9B.7, the FHWA proposes to change the title (shown in the 1988 MUTCD Section 9B-9) from "Travelpath Restriction Signs" to "Shared Use Path Restriction Sign." This proposed change in terminology more clearly indicates the specific sign and the specific message that a facility is to be shared by pedestrians and bicycles.

In Section 9B.9, the FHWA proposes to change the title (shown in the 1988 MUTCD Section 9B-11) from "No Parking Signs" to "No Parking Bicycle Lane Signs." This proposed change more clearly distinguishes the fact that the signs are intended for bicycle lanes.

In Section 9B.10, the FHWA proposes to change the title (shown in the 1988 MUTCD Section 9B-12) from "Lane Use

Control Signs" to "Bicycle Preferential Lane-Use Control Signs." This proposed change more clearly distinguishes lane-use control signs that relate to bicycle traffic.

In Section 9B.17, paragraph 2, the FHWA proposes to change the GUIDANCE from the 1988 MUTCD which recommends that the "Bicycle Route Marker" (M1-8) should be used to establish a unique designation for a State or local bicycle route. The FHWA proposes to change this condition to an OPTION.

In Section 9C.2, paragraph 3, the FHWA proposes to clarify the previous language in the 1988 MUTCD related to word messages stenciled in the bike lanes. The FHWA proposes to clearly indicate that this should be recommended practice. Pavement markings provide important information to bicyclists, especially since the location of the pavement marking is directly in the bicyclist's line of vision while traveling. The FHWA is also proposing to add a new GUIDANCE to recommend that pavement marking materials that will minimize loss of traction for bicycles under wet conditions should be selected.

In Section 9C.3, paragraph 7, the FHWA proposes to change the GUIDANCE to an OPTION for using a solid white line to separate different types of users on shared use paths. The reason for this proposed change is because there are other methods of separation that may be used such as different pavement textures or materials.

The FHWA proposes to change the title of Section 9C.4 from "Marking of Designated Bikeways" to "Marking of Preferential Bicycle Lanes." This proposed change is consistent with the proposed new term "Preferential Bicycle Lane" that is defined in the proposed new Section 1A.14, "Definitions." Also in Section 9C.4, paragraph 2, the FHWA proposes to add a sentence requiring signs to be used with the preferential lane symbol. Using signs is particularly important for notifying drivers of the appropriate travel lane for vehicle positioning so as to prevent conflict with bicycle traffic. The FHWA proposes to include the following new figures to demonstrate proper installation of pavement marking treatments: Figure 9-4, "Typical Pavement Markings for Preferential Bicycle Lane on Two-Way Street"; Figure 9-7, "Typical Preferential Bicycle Lane Treatment at Right Turn Only Lane"; and Figure 9-8, "Typical Preferential Bicycle Lane Treatment at Parking on Two-Way Street with Parking and Right Turn Only Lane."

The FHWA is also proposing to delete the preferential lane symbol (diamond) for bicycles. The intended meaning of this symbol is to indicate "exclusive use lanes." However, many people misinterpret the meaning of this symbol to apply to high occupancy vehicles (HOV) lanes only. Both the R3-16 and R3-17 signs and the pavement marking would be affected by this proposed change. Bicycle lanes would be identified by using the bicycle symbol or the words "BIKE LANE" or "BIKE LANE ONLY" as pavement markings. See Figure 9-5 for an example of these markings. Please note that such a change would include a very generous phase-in period so as not to be a financial burden on those implementing the changes. FHWA is considering a compliance date of 7 to 10 years after publication in the **Federal Register**.

FHWA is also adding two new symbol signs: (1) the R3-17a is for situations where "on street parking" is allowed next to a bicycle lane, and (2) the R3-16a is used to indicate that a bicycle lane is ending.

In Section 9C.6 the FHWA proposes changing the title from "Object Markers on Bicycle Trails" to "Object Markers on Shared Use Paths." The proposed term "Shared Use Paths" is a more accurate description than bicycle trails. The proposed definition of shared use paths is "A separate trail or path from which motor vehicles are prohibited and which is for the shared use of bicyclists, skaters, wheelchair users, joggers, and pedestrians. Where such trail or path forms a part of a highway, it is separated from the roadways for motor vehicle traffic by an open space or barrier."

The FHWA proposes including a separate Section 9C.7 to cover the discussion on pavement markings used for obstructions on bikeways. Although this discussion was formerly included as part of the discussion on object markers, the FHWA believes that separating these two distinct types of traffic control devices is appropriate.

In Section 9D.2, the FHWA proposes to combine the discussion on visibility requirements with the discussion on signal operations for bicycles. In the 1988 MUTCD (Sections 9D-2 and 9D-3) these two discussions were inappropriately handled as separate sections. The two sections are related and should be combined. Instead of using the term "programmed signals," the FHWA proposes to use the term "visibility-limited signal faces." The FHWA proposes to make it a requirement that signal timing on bikeways be reviewed and adjusted to

consider the visibility needs of bicyclists.

Discussion of Adopted Amendments to Part 9 of the 1988 MUTCD

The following adopted change was published in a previous final rule on June 19, 1998, at 63 FR 33546 and is highlighted in this discussion of proposed changes for purpose of consistency:

Section 9B.2, paragraph 5 has been modified to reference the option to use fluorescent yellow-green as the background color for Bicycle Crossing signs.

The following adopted change was published in a previous final rule on January 9, 1997, at 62 FR 1368 and is highlighted in this discussion of proposed changes for purpose of consistency:

Section 9B.15, paragraph 2 has been modified to reference the option to use the "Share the Road" (W16-1) sign in situations where there is a need to warn motorists to watch for bicyclists traveling along the highway.

Rulemaking Analyses and Notices

All comments received before the close of business on the comment closing date indicated above will be considered and will be available for examination in the docket at the above address. Comments received after the comment closing date will be filed in the docket and will be considered to the extent practicable, but the FHWA may issue a final rule at any time after the close of the comment period. In addition to late comments, the FHWA will also continue to file in the docket relevant information that becomes available after the comment closing date, and interested persons should continue to examine the docket for new material.

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The FHWA has determined preliminarily that this action will not be a significant regulatory action within the meaning of Executive Order 12866 or significant within the meaning of Department of Transportation regulatory policies and procedures. It is anticipated that the economic impact of this rulemaking would be minimal. The new standards and other changes proposed in this notice are intended to improve traffic operations and provide additional guidance, clarification, and optional applications for traffic control devices. The FHWA expects that these proposed changes will create uniformity and enhance safety and mobility at little

additional expense to public agencies or the motoring public. Therefore, a full regulatory evaluation is not required.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Public Law 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of this proposed action on small entities. This notice of proposed rulemaking adds some new and alternative traffic control devices and traffic control device applications. The proposed new standards and other changes are intended to expedite traffic, improve safety, and provide a more uniform application of traffic control devices. Since most of the proposed revisions provide recommended practice, expanded guidance, and clarification of existing information, the FHWA hereby certifies that these proposed revisions would not have a significant economic impact on a substantial number of small entities.

Unfunded Mandates Reform Act of 1995

This proposed rule would not impose a Federal mandate resulting in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$100 million or more in any one year (2 U.S.C. 1532).

Executive Order 12612 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and the FHWA anticipates that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, which requires that changes to the national standards issued by the FHWA shall be adopted by the States or other Federal agencies within two years of issuance. The proposed amendment is in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. To the extent that this amendment would override any existing State requirements regarding traffic control devices, it does so in the interests of national uniformity.

Executive Order 12372 (Intergovernmental Review)

Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding

intergovernmental consultation on Federal programs and activities apply to this program.

Paperwork Reduction Act

This action does not contain a collection of information requirement for purposes of the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.*

National Environmental Policy Act

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) and has determined that this action would not have any effect on the quality of the environment.

Regulation Identification Number

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 655

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs and symbols, Traffic regulations. (23 U.S.C. 109(d), 114(a), 315, and 402(a); 23 CFR 1.32; 49 CFR 1.48)

Issued on: June 16, 1999.

Gloria J. Jeff,

Federal Highway Deputy Administrator.

[FR Doc. 99-16028 Filed 6-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 655

[FHWA Docket No. FHWA-1999-5704]

RIN 2125-AE58

Revision of the Manual on Uniform Traffic Control Devices; Warning Signs and Traffic Controls for Highway-Light Rail Transit Grade Crossings

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD); request for comments.

SUMMARY: The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, approved by the Federal Highway

Administrator, and recognized as the national standard for traffic control on all public roads. The FHWA announced its intent to rewrite and reformat the MUTCD on January 10, 1992, at 57 FR 1134.

This document proposes new text for the MUTCD in Chapter 2C—Warning Signs and Part 10—Traffic Controls for Highway-Light Rail Transit Grade Crossings. The purpose of this rewrite effort is to reformat the text for clarity of intended meanings, to include metric dimensions and values for the design and installation of traffic control devices, and to improve the overall organization and discussion of the contents in the MUTCD. The proposed changes to the MUTCD are intended to expedite traffic, promote uniformity, improve safety, and incorporate technology advances in traffic control device application.

DATES: Submit comments on or before March 24, 2000.

ADDRESSES: Signed, written comments should refer to the docket number that appears at the top of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: For information regarding the notice of proposed amendments: Ms. Linda Brown, Office of Transportation Operations, Room 3408, (202) 366-2192, or for legal issues: Mr. Raymond Cuprill, Office of Chief Counsel, Room 4217, (202) 366-0834, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

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The text for the proposed sections of the MUTCD is available from the FHWA Office of Transportation Operations (HOTO-1) or from the FHWA at the URL: <http://www.ohs.fhwa.dot.gov/devices/mutcd.html>. Please note that the current proposed sections contained in this docket for MUTCD Chapters 2C and Part 10 will take approximately 8 weeks from the date of publication before they will be available at this web site.

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