Please use this form to provide comments on the Notice of Proposed Amendments for the MUTCD.

**INSTRUCTIONS:**

1. Add your name or organization name where indicted in the footer of this form.
2. Use Table 1 to provide your original comments.
3. Use Table 2 to indicate your agreement with a comment that another commenter has submitted to the docket.
4. Do not adjust formatting of the rows and columns; text will automatically wrap and expand the row height as you type.
5. To add rows to this form, use the “Insert Rows” function, or hover just outside the left edge of the row below which you would like to add a row and click the encircled “+” that appears.
6. If you choose to provide a letter to accompany this comment form, please **print the document as a PDF**; **please do not scan a hard copy**. This will assist FHWA with cataloging your comments.

**TABLE 1. ORIGINAL COMMENTS ON PROPOSED CHANGES.** Please indicate the applicable proposed Section numbers in the far-left column. In the next three columns, please indicate your agreement, disagreement, or whether the column is applicable to your response by placing a, “YES,” “NO,” or “N/A” in the appropriate column of the row. If you agree with a proposed change, then there is no need to fill out the additional columns beyond the first two. However, it can be helpful to explain why you agree with a proposed change based on your objective experience as a roadway operator and/or empirical data. If you disagree in part or in whole, then please provide additional information that FHWA may find helpful.

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| Proposed  Section Number(s) | Agree with concept and text as proposed | Agree with concept; suggested rewording of text in Comments | Disagree with concept | Comments  *Please include justification for your position based on objective experience and empirical data. If there is a specific statement with which you take exception, please provide the Page and Line numbers from the mark-up version of the proposed MUTCD text.* |
| Part 5 | Yes | N/A | N/A | UDOT in general agrees with the updates to Part 5, we have some concerns as noted below. |
| Part 5 | No | Yes | N/A | Consider revising the title of Part 5 to be "Connected and Automated Vehicles", both of which are addressed in this Part. |
| 5A.03 | No | Yes | N/A | Clean copy page 458 Line 4 – The acronym DAS is not commonly used in the industry to reference a “driving automation system,” it is not used in SAE J3016 spells it out in all cases. DAS is close to other acronyms used in the CAV world such as ADS and ADAS. UDOT recommends that DAS be written as "driving automation system" in the MUTCD  Clean copy page 458 Line 6 – For clarity and consistency, replace the first sentence of 5A.03(A) with “are electronic systems that aid a human driver by performing part of the DDT.”    Clean copy page 458 Line 28 – As previously mentioned, it is recommended that the acronym “DAS” not be used to be consistent with common practice and the SAE J3016 standard.  " |
| 5A.04 | No | Yes | N/A | Clean copy page 459 Line 30 – we think “established” should be replaced with “establish”. |
| 5B – all | No | Yes | N/A | UDOT recommends that much of the guidance in this Chapter be duplicated and/or referenced in other relevant chapters. For example, the guidance that the refresh rate of LEDs should be greater than 200 Hz needs to also be found in Section 4E.01 Signal Indications - Design, Illumination, Color, and Shape. It is not prudent to expect an individual go to multiple Parts and Chapters to find guidance on the standards and guidance relating to the illumination of traffic control devices. Many other similar examples exist for guidance found in this Part. |
| 5B.02 | No | Yes | N/A | Clean Copy Page 460 Line 43 – This information is redundant with section 3A.04 – place this information in Part 3 and use a reference for Part 5. |
| 5B.03 | No | Yes | N/A | Under guidance C. – UDOT agrees that consistency in signal refresh rate is a desirable final outcome. However, we would like this to be reworded to allow for replacing LED traffic signal indications to ones with a higher refresh rate as the older ones reach the end of their lifecycle. The current wording seems to require blanket replacement of all signals in the jurisdiction to achieve consistency. |
| 5B.03 | No | No | Yes | UDOT believes that the MUTCD should include guidance that highway traffic signals should be equipped with V2I communication to relay signal phase and timing (SPaT) and intersection geometry (MAP) information. This guidance should be issued instead of similar guidance regarding rail crossings in 5B.05. |
| 5B.04 | No | Yes | N/A | The standard beginning on Page 461 Line 26 makes reference on line 26 to Section 6G.02, but it is believed that the reference should be Section 6N.01. Similarly, the reference on Line 28 to Section 6F.78, which doesn't exist, should be replaced with Section 6J.02.  Also there is a discrepancy between this section and Section 6J.01. The standard that begins on Page 461 Line 32 is inconsistently duplicated in Section 6J.01. Only the last sentence of the standard found in this section remains a standard when the text is duplicated in Section 6J.01 while the rest is written as guidance. It is recommended that the text be a standard in both locations. |
| 5B.05 | No | No | Yes | This section has guidance that V2I communications should be used to relay information regarding train arrival or presence at an active grade crossing. This is out of step with the pattern of V2I development UDOT is seeing. To the best of UDOT’s knowledge, this use case has not been developed for V2I communications, and the framework for proper implementation does not exist. We recommend that this guidance be changed to an option or omitted. |

**TABLE 2. AGREE WITH ANOTHER COMMENTER.** If you agree with another commenter, please indicate the commenter with whom you agree with and note any additional information FHWA may find helpful or any exceptions.

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| Docket Comment Number and/or Commenter Name | Agree with commenter’s comments as written | Agree with commenter; with exception(s) | Additional information helpful to FHWA, or exceptions to commenter’s comments |
| (**EXAMPLE**)  FHWA-2020-0001-59 | YES | N/A |  |
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