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.* |
| All |  |  |  | See other file submitted to docket which shows detailed recommended changes to the draft MUTCD text. |
| 8E.01 | YES | N/A | N/A | NCUTCD agrees with 8E.01 as presented in the NPA. |
| Figure 8E-1 | NO | YES | N/A | NCUTCD generally agrees with Figure 8E-1 as presented in the NPA, but recommends adding a note that not all traffic control devices are shown on the figure because grade crossing signs and pavement markings are not shown in the figure and because this is consistent with the note on Figure 8D-2. |
| 8E.02 | NO | YES | N/A | NCUTCD generally agrees with 8E.02 as presented in the NPA, but recommends an editorial change to the Support statement to delete “pedestrian” and replace with “user” because bicycles and people in wheelchairs are referenced in the second Support sentence and therefore the first sentence should also include these users’ safety. |
| Figure 8E-2 | NO | YES | N/A | NCUTCD generally agrees with Figure 8E-2 as presented in the NPA, but recommends showing dimensions for distances from the nearest rail for consistency throughout Chapter 8E, remove duplicate dimensions on the figure, and revise the note about detectable warning and stop line because the detectable warning is required whereas the stop line is optional. |
| Figure 8E-3 | NO | YES | N/A | NCUTCD generally agrees with Figure 8E-3 as presented in the NPA, but recommends showing dimensions for distances from the nearest rail for consistency throughout Chapter 8E, remove duplicate dimensions on the figure, and revise the note about detectable warning and stop line because the detectable warning is required whereas the stop line is optional. |
| 8E.03 | NO | YES | N/A | NCUTCD recommends revising 8E.03 to add “and sidewalk” to the Standard statement because Paragraph 2 of the Standard also references sidewalks and pathways. NCUTCD also recommends an editorial change to revise the reference to Table 9A-1 instead of Tables 9B-1 and 9C-1 because this is the correct table for shared-use path sign sizes. NCUTCD also recommends adding a Guidance statement in accordance with NCUTCD recommendation 12B-RR-02 because traffic control devices should not protrude into the pathway or sidewalk grade crossing, and replace the Guidance statement regarding 12-foot clearance from traffic control devices to the track to be consistent with the Standard statement in Section 8D.01 and because railroad and transit agencies have varying clearance requirements. |
| Figure 8E-4 | NO | YES | N/A | NCUTCD recommends revising Figure 8E-4 to show dimensions for distances from the nearest rail for consistency throughout Chapter 8E, remove duplicate dimensions on the figure, correct the drawing dimension because the nearest rail should be 12 feet from the downstream side of the detectable warning, correct the sign placement because the W10-1 should be across from the RXR pavement marking per Section 8C.02, and revise the note about detectable warning and stop line because the detectable warning is required whereas the stop line is optional. |
| 8E.04 | NO | YES | N/A | NCUTCD recommends revising 8E.04 to add text to the Guidance statements to clarify that the stop line should extend across the full width of the sidewalk or pathway, and to clarify the measurement of the stop line from the rail and the placement of the stop line 2 feet from the gate if there is no detectable warning. NCUTCD also recommends changes to the Guidance statements to clarify the 2-feet size of the detectable warning, the 12-foot dimension from the detectable warning perpendicular to the nearest rail, and the 30-foot dimension where detectable warnings should be used to designate the pedestrian refuge between adjacent tracks. |
| Figure 8E-7 (Figure 8E-5 in the NPA) | NO | YES | N/A | NCUTCD recommends changing Figure 8E-5 to 8E-7 and relocate the figure to Section 8E.06 because the NPA presents the figures out of order relative to the figure names in the text. NCUTCD recommends showing dimensions for distances from the nearest rail for consistency throughout Chapter 8E, remove duplicate dimensions on the figure, correct the sign placement because the W10-1 should be across from the RXR pavement marking per Section 8C.02, and to add a detectable warning across the emergency exit route because it is required per the Standard statement in Section 8E.04. |
| 8E.05 | YES | N/A | N/A | NCUTCD agrees with 8E.05 as presented in the NPA. |
| Figure 8E-5 (Figure 8E-6 in the NPA) | NO | YES | N/A | NCUTCD recommends changing Figure 8E-6 to 8E-5 and relocate the figure to Section 8E.04 because the NPA presents the figures out of order relative to the figure names in the text. NCUTCD recommends showing dimensions for distances from the nearest rail for consistency throughout Chapter 8E, correct the refuge area because it should be 2 feet minimum between detectable warnings per ADAAG, to revise the 38-foot dimension to 30 feet based on the revised dimensions from the nearest rails of adjacent crossings and consistent with the recommended text changes in Section 8E.04, and to remove the sidewalk from the left side of the figure because it is not relevant to the purpose of the figure. |
| 8E.06 | YES | N/A | N/A | NCUTCD agrees with 8E.06 as presented in the NPA. |
| Figure 8E-6 (Figure 8E-7 in the NPA) | NO | YES | N/A | NCUTCD recommends changing Figure 8E-7 to 8E-6 and relocate the figure to Section 8E.05 because the NPA presents the figures out of order relative to the figure names in the text. NCUTCD recommends deleting “optional” on the note about the retroreflective strip because it is required on the front of the support per the Standard in Section 8B.03, and revising the note to reference sign mounting height relative to the lateral offset from the sidewalk to match the text in Section 8E.05. |
| Figure 8E-8 | NO | YES | N/A | NCUTCD recommends revising Figure 8E-8 to delete “Pedestrian-Only” from the figure title because the Support statements in Section 8E.06 refer to maze fencing design for wheelchairs, power-assisted mobility devices, and bicycles, to delete dimensions that are not relevant to the purpose of this figure, to dimension distances from the nearest rail for consistency throughout Chapter 8E, and revise the note about detectable warning and stop line because the detectable warning is required but the stop line is optional. |
| 8E.07 | YES | N/A | N/A | NCUTCD agrees with 8E.07 as presented in the NPA. |
| Figure 8E-9 | YES | N/A | N/A | NCUTCD agrees with Figure 8E-9 as presented in the NPA. |
| 8E.08 | NO | YES | N/A | NCUTCD generally agrees with 8E.08 as presented in the NPA, but recommends deleting “engineering study” and replacing with “Diagnostic Team” because this is consistent with Section 8A.01. |
| 8E.09 | NO | YES | N/A | NCUTCD generally agrees with 8E.09 as presented in the NPA, but recommends deleting the reference to 15 inches for the maximum height of the horizontal hanging bar because research has been done with hanging bars at different heights and the change would allow the Diagnostic Team to determine the appropriate hanging bar height. |
| Figure 8E-10 | YES | N/A | N/A | NCUTCD agrees with Figure 8E-10 as presented in the NPA. |
| Figure 8E-11 | NO | YES | N/A | NCUTCD generally agrees with Figure 8E-11 as presented in the NPA, but recommends adjusting the location of the detectable warning and stop line because they are not consistent with the Guidance statements in Section 8E.04, revising the note about detectable warning and stop line because the detectable warning is required but the stop line is optional, and add a detectable warning across the emergency exit routes because they are required per the Standard statement in Section 8E.04. |
| Figure 8E-12 | YES | N/A | N/A | NCUTCD agrees with Figure 8E-12 as presented in the NPA. |
| Figure 8E-13 | YES | N/A | N/A | NCUTCD agrees with Figure 8E-13 as presented in the NPA. |
| Figure 8E-14 | NO | YES | N/A | NCUTCD recommends revising Figure 8E-14 to delete the 15 inch dimension as the maximum height of the horizontal hanging bar because research has been done with hanging bars at different heights and the change would allow the Diagnostic Team to determine the appropriate hanging bar height, consistent with the recommended text changes in Section 8E.09. |
| 8E.10 | YES | N/A | N/A | NCUTCD agrees with 8E.10 as presented in the NPA. |

**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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