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.* |
| 8D.10 | Yes |  |  | Recent changes in traffic signal preemption railroad operation have been brought about by limitations on preemption and warning time placed by manufacturers of constant warning time systems. The industry has responded by splitting the advance preemption time into two categories, Advance Pedestrian Preemption Time and Advance Vehicle Preemption Time. These are provided as two separate circuits in the interconnection between the railroad warning system and the traffic signal controller. In as much as this is recent information and was not included in the information provided to FHWA by the NCUTCD and specifically the RRLRT Technical Committee, I would like to propose the inclusion of additional support language at the need of Section 8D.10 as follows:  Where the need for additional time to accommodate Pedestrian Change or to inhibit turning movements toward the tracks prior to the initiation of advance preemption, the use of Advance Pedestrian Preemption Time may be used. Advance Pedestrian Preemption is an additional interconnection circuit provided by the railroad at the request of the highway agency or authority with jurisdiction or the regulatory agency with statutory authority (if applicable). When used, Advance Pedestrian Preemption Time (APPT), as determined by the Diagnostic Team is provided in addition to the Advance (Vehicle) Preemption Time. The use of APPT provides a means to allow for the use of a second constant warning time or motion interconnection circuit. |
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