Public reporting burden for this information collection is estimated to average 60 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-NEW. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1120 Vermont Ave., N.W., Washington D.C. 20590.

## **Open Ended Questions for After the Sim Study**

DRAFT

Prior to the simulator portion of the study, participants will be asked to provide their driver's license to verify their eligibility for participation in this study. Experimenters will also collect the following Information:

Age:

Gender:

Years of Driving Experience:

Following the simulator portion of the experiment, the research team will have a discussion with each participant about what they just experienced.

These discussions will not be formulaic as the discussions are likely to depend primarily on each driver's choices during the simulator portion of the experiment. As each participant's driving may provide unique opportunities for insight, the experimenter(s) will probe for further information based on what they just observed. These discussions will likely touch on the following topics:

- The drivers' mention (or lack of mention) about the ENS signage in the simulation and, if applicable, why they chose to act in the manner they did.
- The drivers' real-world experience with highway-rail crossings, including any instances of malfunctioning warning devices.
- The drivers' awareness of ENS signage in the real-world and, if applicable, any history of using or consideration for using the information on that sign.

Discussion sessions are not expected to be uniform and will be tailored to explore each drivers' knowledge of ENS and their experience with driving across highway-rail grade crossings both in the simulation, just prior, as well as in their real-world driving.

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