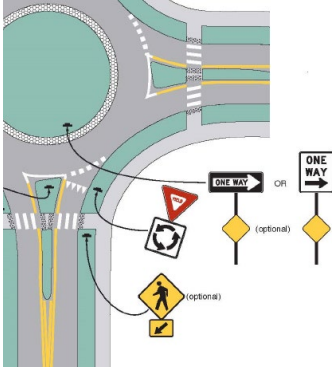
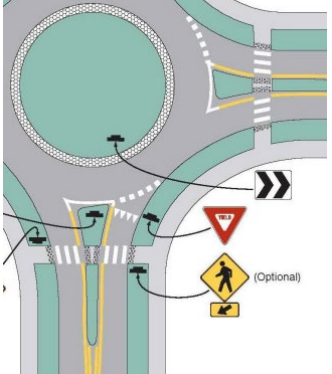

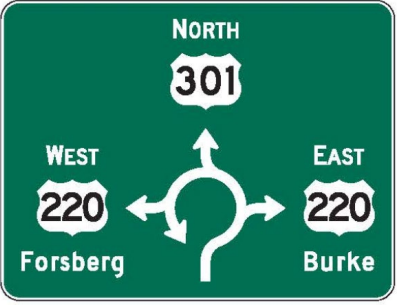







WMUTCD Changes from 2009 to 2023

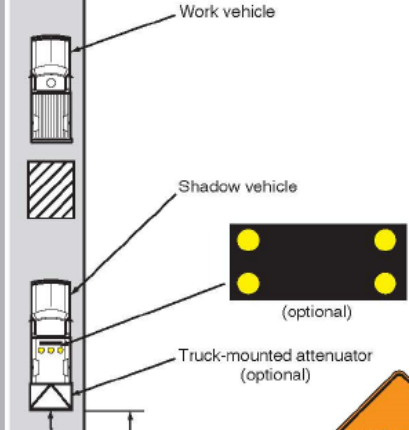
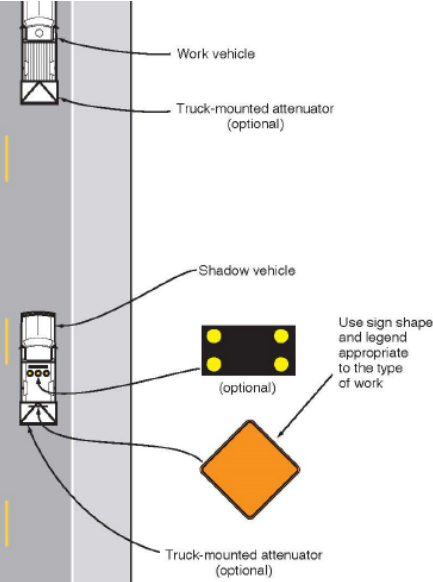
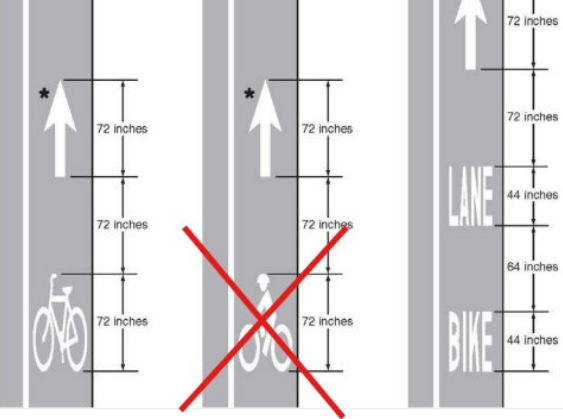
Below are some noteworthy changes from the 2009 WMUTCD to the proposed 2023 WMUTCD.

Section	2023 MUTCD Changes
2A.16 Lateral Offset	<p>Where signs are mounted behind crash worthy protection such as guardrail or barrier wall, the lateral offset may be 5' behind guardrail, or barrier wall measured from the face of the barrier to the near edge of the sign.</p> <p><i>2009 MUTCD:</i> Where signs are mounted behind crash worthy protection such as guardrail or barrier wall, the lateral offset may be 4'-6" behind the guardrail, which allows for 3' 3" of guardrail deflection.</p>
2B.49 ONE WAY signs	<p>2B.49 Use ONE WAY sign in roundabout</p>  <p><i>2009 MUTCD:</i> 2B.40 Use Chevrons in roundabout</p> 
2D.41 Destination Signs at Intersections with Indirect Movements	<p>New Section - Destination Signs at Intersections with Indirect Movements</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>D1-2d</p> </div> <div style="text-align: center;">  <p>D1-5</p> </div> </div> <p>Ex.</p>
2D.59 Emergency Routing Signs and Plaques	<p>New Section - Emergency Routing Signs and Plaques</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  <p>M4-11</p> </div> <div style="text-align: center;">  <p>M4-12</p> </div> </div> <p>Ex.</p>

<p>2D.60 Signing at Airports</p>	<p><i>New Section</i> - Signing at Airports – More detailed information on a signing system for airport networks.</p> <p style="text-align: center;">Figure 2D-39. Example of a System of Major Guide Signs for an Airport Roadway Network (Sheet 2 of 3)</p> <p>Ex.</p>
<p>2E.36 Collector-Distributor Roadways for Successive Interchanges</p>	<p><i>New Section</i> - Collector-Distributor Roadways for Successive Interchanges – more specific examples of sign messaging for C-D roadways</p> <p>Ex.</p>
<p>2L.07 Traffic Safety Campaign Messages</p>	<p><i>New Section</i> - Traffic Safety Campaign Messages – Addresses more specifically that agencies should not use humorous, unconventional, or obscure messages on CMSs</p>
<p>3A.04 Functions, Widths, and Patterns of Longitudinal Pavement Markings</p>	<p>New WisDOT policy language added to 3A.04</p> <p style="text-align: center;">Wide line—at least twice the width of 4 inches wider than a normal line but not to exceed 12 inches in width.</p> <p>2009 MUTCD: 3A.06</p> <p style="text-align: center;">Wide line—at least twice the width of a normal line</p>
<p>3B.03 No Passing Zone Pavement Markings</p>	<p>Requires no passing zone markings at approaches to grade crossings and crosswalks. 2009 MUTCD: 3B.02 only required no passing zone markings when centerlines are used at grade crossings (no mention of requirement approaching crosswalks).</p>

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3B.07 White Lane Line Pavement Markings for Non-Continuing Lanes	<i>New Section</i> - Provides more detailed information on markings for non-continuing lanes than the 2009 MUTCD.
Chapter 4H Bicycle Signals	<p><i>New Chapter</i> – More specific guidelines for facilities with Bicycle Signals</p> 
Chapter 5 Traffic Control Device Considerations for Automated Vehicles	<i>New Chapter</i> - Traffic Control Device Considerations for Automated Vehicles <i>2009 MUTCD</i> : Traffic Control Devices for Low-Volume Roads is now placed in existing sections pertaining to the specific traffic control device.
6C.05 High Visibility Safety Apparel	<p>Upgraded Guidance to Standard for flagger apparel, added flaggers shall wear high-visibility pants, added guidance on the shirt/vest on torso</p> <p>Also, stated Wis Admin Code for fire fighter safety apparel requirements</p> <p>05 Except as provided in Paragraph 6 of this Section, firefighters or other emergency responders working within the right-of-way shall wear high-visibility safety apparel as described in this Section.</p> <p>Wisconsin Administrative Code SPS 330.14(2)(b) All fire fighters operating at an emergency operation and assigned to a position that may place them in potential contact with motor vehicle traffic shall wear a helmet as specified in NFPA 1971 and high-visibility safety apparel as specified in the ANSI 107 standard.</p> <p>Option:</p> <p>06 Firefighters or other emergency responders working within the right-of-way and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials may wear retroreflective turn-out gear that is specified and regulated by other organizations, such as the National Fire Protection Association.</p> <p>Guidance Standard:</p> <p>07 For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High-Visibility Apparel and Headwear,” or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure shall should be worn. For flagger wear during all hours, high-visibility safety pants that meet the Performance Class E requirements of the ANSI/ISEA 107-2015 publication entitled “American National Standard for High-Visibility Apparel and Headwear,” or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance shall be worn.</p> <p>Guidance:</p> <p>08 For daytime flagging, flaggers may wear on their torso either high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2015 publication entitled “American National Standard for High-Visibility Apparel and Headwear,” or equivalent revision, and labeling as meeting the ANSI 107-2015 standard performance shall be worn.</p> <p><i>2009 MUTCD</i>: formerly 6E.02</p>
6D.01 Qualifications for Flaggers	<p>Added WisDOT Flagger Certification requirement implemented in January 2020</p> <p>Standard:</p> <p>02 Flaggers on the state highway system shall be certified per the Wisconsin Flagging Handbook.</p> <p>Guidance:</p> <p>03 Flagger certification is not required for traffic incident management areas but responder flagging should be trained.</p> <p><i>2009 MUTCD</i>: formerly 6E.01</p>
6K.03 Cones	<p>Added restriction of cone use on state highway system. This was implemented in with the Work Zone Field Manual.</p> <p>Only use 28 or 36 inch cones for emergency traffic control on the Wisconsin State Highways and Interstates. Cones may also be used to mark wet pavement markings.</p> <p><i>2009 MUTCD</i>: formerly 6F.64</p>
6N.01 Work Duration	<p>Upgraded Truck/Trailer Mounted Attenuator use to a Standard and Shall statement. This would match what is in the Work Zone Field Manual. This will have a cost implication on maintenance and improvement projects. Counties should have the appropriate equipment those. This is to remove workers from being exposed to live traffic while working on moving operations.</p> <p>Additional standard to only allow Law Enforcement to perform rolling roadblocks, which matches current WisDOT practice.</p>

<p>6P-4 TA 4 Short-Duration or Mobile Operation on a Shoulder</p>	<p><i>2009 MUTCD: formerly 6G.02</i></p> <p>Added Truck Mounted Attenuator (TMA) for travel lane encroachment</p> 
<p>6P-17 TA17 Mobile Operations on a Two-Lane Road</p>	<p>Added Truck Mounted Attenuator (TMA) requirement</p> 
<p>Chapter 9E Markings at Bicycle Facilities</p>	<p>Bike Lane Symbol changed to bike only (9E)</p>  <p><i>2009 MUTCD: Bike Lane symbol is person on bike (9C)</i></p>
<p>9E.01 Bicycle Lanes</p>	<p>Requires bike lane symbols or words in all bike lanes</p> <p><i>2009 MUTCD: 9C.04 stated only that longitudinal pavement markings shall be used to define bike lanes.</i></p>