





2023 WMUTCD Comments Submitted to WisDOT after Review Period


Comment files/emails submissions can be found in this [folder](#). Working files where edits can be made are found in this [folder](#).


No.	Section	Comment/Recommendation	Reasoning	Contact	BTO Response
1	General	Incorporate the use of bookmarks and hyperlinks whenever possible to make the manual more user-friendly		Eric Frailing , MSA Professional Services	Noted. We have added a few to this version and will keep that in mind in the future.
2	General	Add hyperlinks to the respective FHWA sign and plaque sizes that reference the WisDOT-preferred sign codes and sizes (WisDOT Sign Code Manual , TEOpS, etc.)		Eric Frailing , MSA Professional Services	We have a link to the WisDOT sign plate website in 2A.04. Linking to all sign plates individually is unnecessary.
3	General	Make sure tables and figures are legible			Our belief is that they are.
4	General	We recommend images that contradict Wisconsin preference/policy be somehow stricken (California places an appropriately sized 'X' through the appropriate images), example: 		Eric Frailing , MSA Professional Services	We like this idea, but believe it would lead to cluttered figures in some cases (7B.2 for example would become difficult to manage). Keeping as is.
5		Need a consistent ATV SPEED LIMIT sign	We are getting some interesting signs out there (none on our roads, but check out our ATV website (questions 10 and 11) since locals look to us for guidance.	Bob Fasick , BHM	We will create a detail and distribute to Bob so that we can have it readily available to ATV clubs. Perhaps a link on the WisDOT ATV website.
6		I do not see anything in the WMUTCD covering ATV route signage. The WISDOT "ATV and UTV" webpage says the WMUTCD must be followed for route signage, but I don't see that guidance within the WMUTCD. I've also observed that signage in place varies greatly from various jurisdictions throughout the state making it very hard for road users to follow.	I think it is in the best interest of road users if there was better guidance for route signage if Wisconsin continues to allow ATV/UTV's to use public roads.	Chris Bates , Pepin County	The guidance in the WMUTCD is applicable to all signing and must be followed (sign design/location/mounting height etc). If further (more user friendly) guidance is necessary for a specific topic like ATV route signing, it would be more appropriate to add it to the Traffic Engineering, Operations and Safety (TEOpS) manual, Highway Maintenance Manual (HMM) and/or WisDOT ATV website . Most of the guidance will likely be in the latter two areas since there is considerable information already in the HMM and on the website including an ATV route signing FAQ section . Please contact Bob Fasick, Statewide ROW Permits Engineer, in our Bureau of Highway Maintenance if you have additional questions. He is available at (608) 266-3438 or robert.fasick@dot.wi.gov .
7	Intro	1 st paragraph, last sentence, should this be consistent with 1A.01 Par. 01 by saying "all streets, highways..." etc.?		FHWA Wisconsin	Proposed change was accepted and suggested revisions made to final document.
8	Figure R9-3	No Pedestrian Crossing sign, should have a crosswalk under the ped	Following that rationale, I would assume that the  is "No Pedestrians"  – plus it goes along with the  But the sign is labeled, "No Pedestrian Crossing."	Bob Fasick , BHM	We agree that the sign would be more appropriately named "No Pedestrians". We have passed along the comment to FHWA.
9	Section 1B.01	06 Wis. Stat. s. 349.07 provides department authority to declare connecting highways as "through highways," which thereby prohibits local governments from placing traffic signals, stop or yield signs on those connecting highways, except for temporary signs erected under Wis. Stat. s. 349.07. This is not "Guidance", rather it is worded as a "Support" statement. Suggest modifying the statement to make it a "Standard" by wording it as a "shall" condition, by changing the wording to "... local governments shall not place traffic signals, stop, or yield signs on those connecting highways, except for temporary signs erected under Wis. Stat. S. 349.07."		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Proposed change was accepted and suggested revisions made to final document.

10	Section 1B.05	Correct State Traffic Engineer email to DOTStateTrafficEngineer@dot.wi.gov		Bill McNary	Complete.
11	Section 1C.02	Option: The engineer described in these definitions may be certified as a Professional Traffic Operations Engineer. Recommend improving clarity by rewording definition to, “The engineer described in these definitions may be Institute of Transportation Engineers certified as a Professional Traffic Operations Engineer.”		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Proposed change was accepted and suggested revisions made to final document.
12	Section 1C.03	01 The following acronyms and abbreviations, when used in this Manual, shall have the following meanings: Recommend adding the symbol “&” to the list of definitions in the WMUTCD. WisDOT uses the & symbol in Section 2E.51 for “Park & Ride” signs. The ampersand symbol is not defined in the MUTCD. As an alternative, the WisDOT may choose to add the definition only in Section 2E.16 to allow the ampersand used only for Section 2E Guide Signs in the WMUTCD.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Proposed change was accepted and suggested and the “&”symbol has been added to the listing of definitions in Section 1C.03.
13	Section 1D.07	Paragraph 3: should say “Signs shall only be placed in the right of way that guide, regulate or warn traffic.” Add the word “regulate”		Tom Heydel , SE Region	Proposed change was accepted and suggested revisions made to final document. In addition to State Statute 86.19(1), Wisconsin Administrative Code TRANS 200.02 was also cited.
14	Section 1D.07	This section is very clear that non-traffic control signs should not be in the ROW but my superintendent has said that region WisDOT staff has instructed counties at the regional fall meeting to ignore political signs until after the election.		Nathan Check , Portage County	Comment has been reviewed, however no changes made to the WMUTCD. Admin Code TRANS 201.16 already does not allow political signs on the right-of-way.
15	Section 2A.04	09 Guidance: See Section 2D.11 for the shape of county highway route markers. Recommend this statement be changed from Guidance to Standard in Section 2A.04 because Section 2D.11 says the shape of county highway route markers standard shall be white square with black border and legend. This will make both sections, 2A.04 and 2D.11 standards, when discussing county highway route markers.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	We like it as guidance since we are only sending people to the standard.
16	Section 2A.07	Add a hyperlink for the WisDOT Sign Plate Book		Eric Frailing , MSA Professional Services	Already linked to in 2A.04
17	Figure 2A-4	Recommend adding a cross-reference to FDM 11-26-35		Eric Frailing , MSA Professional Services	We do not believe referencing a manual that all municipalities in WI do not have to follow is appropriate.
18	Figure 2A-4 (sheet 4 of 4)	Change fish hook arrow from what they show to our standard R3-8’s. In Section 2A-13, paragraph 2 add statement that says <u>“In Wisconsin, utilize lane use signs (R3-8’s) and not fish hook design arrows at roundabouts as shown in Figure 2A-4 (sheet 4 of 4)”</u>		Tom Heydel , SE Region	We do not intend to force locals to follow WisDOT specific RAB design guidance. We will keep as is to allow use of the fish hooks.
19	Section 2A.15	15(20) Option – W12-1 is the code for a single diagonal arrow not a double as currently indicated; W12-1D is the code for the double arrow sign. We recommend adding W12-1 to the list of signs that can be mounted at a 2 ft or 4 ft minimum mounting height		Eric Frailing , MSA Professional Services	Changed to add W12-1D in addition to W12-1
20	Section 2A.15	Recommend replacing abbreviation for foot from ‘ to ft everywhere it is used in these two sections.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Changed to FOOT
21	Section 2B.03	“Option: Regulatory signs facing traffic on entrance and exit ramps at service interchange ramps may be conventional road size.” Is redundant with Paragraph 08.		FHWA Wisconsin	We would like to keep to clarify that we are talking about service ramps.
22	Section 2B.18	(15) Standard – The current text in FDM 11-26-35 also mentions requiring Yield signs on the left side of single-lane roundabouts as well.	We support and recommend maintaining the stance that Yield signs should be mounted on both sides of roundabout approaches regardless of the number of lanes, <i>as long as adequate space is available in the splitter island.</i>	Eric Frailing , MSA Professional Services	It is WisDOT policy. We do not intend to force the locals to follow our policy on single lane RAB approaches.
23	Section 2B.18	(16) – Similar to the previous comment, we support and recommend changing text from “may” to “should” to align with current FDM exhibits/current text.	In general, placing Yield signs on both sides should be encouraged to improve sign visibility and driver compliance. This is similarly supported in draft FDM 11-26 revisions as well.	Eric Frailing , MSA Professional Services	It is WisDOT policy. We do not intend to force the locals to follow our policy on single lane RAB approaches.
24	Section 2B.19	(11) – The use of distance supplemental plaques has typically been discouraged. Should the option of a distance plaque be stricken? If not, we recommend providing guidance when the distance plaque is appropriate to use.		Eric Frailing , MSA Professional Services	Keep as is. Want to allow the option for a distance plaque. Use can be determined from WisMUTCD.
25	Section 2B.20	WisDOT has appropriately struck “R1-6a” and “STOP sign” where it appears in Section 2B.20. The word “or” should also be struck where it appears in this section.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Strike throughs added

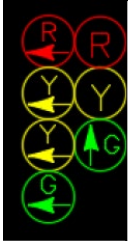

26	Section 2B.20	<p>“Support: The maximum mounting height shall be 2 feet to the bottom of the sign.”</p> <p>Max mounting height of 2 feet to bottom of signs in this case would lead to top of sign at max 5 feet which is greater than the national standard maximum of 4 feet.</p>		FHWA Wisconsin	Changed to “1 foot”
27	Section 2B.21	<p>It is unclear why expert systems should not be used as a primary basis for speed limit modifications. Could a justification be provided?</p>		<p>UW TOPS Lab (Andrew McFadden, Andi Bill, Bill Bremer)</p>	<p>Engineering and traffic investigations are required per state statutes. Per Section 1C.01 of the WMUTCD, an engineering study is the equivalent of an engineering and traffic investigation. While expert systems do analyze many of the factors listed in Section 2B.21, agencies must meet the qualifications listed in Section 1C.02 and 1D.03 to satisfy the statutory requirements. These tools can be used to support decision making, but personnel qualifications still need to be met.</p> <p>Changed to clarify:</p> <p><i>Guidance:</i></p> <p><i>While expert systems do analyze many of the factors listed in Section 2B.21, agencies must meet the qualifications listed in Section 1C.02 and 1D.03 to satisfy the statutory requirements. As such, expert systems such as USLIMITS should not be used as a primary basis for supporting speed limit modifications.</i></p>
28	Section 2B.21	<p>the termination of the speed zone.</p> <p>Standard: 22 If a W3-5c sign is posted to provide notice of a truck speed zone, an END TRUCK SPEED LIMIT (R2-14) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to users of the termination of the speed zone.</p> <p>Multiple speed limits at any given location on a roadway shall not be used in Wisconsin. This includes speed limits, speed limits by other vehicle types except as noted in 2B.22, maximum and minimum speed limits, and nighttime speed limits</p> <p>This addition seems to preclude school zone speed limits and variable speed limits. Clarification should be added to allow school zone speed limits, as specified in Section 7B.05, and consideration should be made to clarify whether variable speed limits are allowed.</p>	<p>Bill Bremer response-I think WisDOT doesn’t want multiple speed limits used for different vehicle types at any given location at the same time. They also want to include the prohibition of using different speed limits for night and day driving. I don’t think they are intending to prohibit having different speed limits in a school zone based on time of day or when children are present. Perhaps the standard language could be improved by adding a new phrase “and at the same time” after “at any given location”. WisDOT has made no modifications to sections in 2B.21 regarding use of variable speed limits, so I interpret that to mean WisDOT is not opposed to the use of variable speed limits “for traffic and ambient conditions”.</p>	<p>UW TOPS Lab (Andrew McFadden, Andi Bill, Bill Bremer)</p>	Made changes to clarify.
29	Section 2B.21	<p>“Standard: Speed limit signs shall be installed in accordance with Traffic Engineering, Operations and Safety Manual (TEOpS) Chapter 2-2-13 for state highways or connecting highways.”</p> <p>Check TEOpS to reference to now MUTCD 2B.21</p>		FHWA Wisconsin	TEOpS 2-2-13 reference to 2B-13 will be updated.
30	Section 2B.34	<p>Approval for reversible lane control signs shall be obtained from the Department for all state trunk and connecting highways.</p> <p>Add “and”</p>		FHWA Wisconsin	Deleted “state trunk”
31	Section 2B.39	We recommend the R4-7C and R4-8C Narrow Keep Right signs be added to the WisDOT Sign Plate Manual as options for narrow spaces		Eric Frailing , MSA Professional Services	We will create a sign plate.
32	Figure 2B-21 thru 2B-24	We recommend providing a reference to FDM-preferred signing practices for roundabouts		Eric Frailing , MSA Professional Services	We do not believe referencing a manual that all municipalities in WI do not have to follow is appropriate.
33	Section 2B.46	<p>“Standard: If the DO NOT ENTER sign is placed back to back with the STOP or YIELD sign it shall not compromise the shape of the STOP sign or YIELD sign and shall not protrude beyond the edge of the stop sign or yield sign shape.”</p> <p>Does mounting an R5-1 back to back with a stop sign allow for the R5-1 to be placed and directed at appropriate traffic?</p>		FHWA Wisconsin	Yes.
34	Section 2B.49	<p>1. The “one way” sign with the black background they thought would need to be a 54” wide sign which would require two poles. I have not verified that, but they thought the other sign would be better. It is a optional thing, so it really isn’t an issue.</p>		Duane Jorgenson , Rock County via WCHA	<p>1. FHWA is revising the sign design from 54” wide to 48” wide so only 1 post will be required. An updated sign plate will be released with the new WMUTCD.</p>

		<div>2. The round-a-bout sign below the yield sign was thought to not be needed. There should be an advanced round-a-bout sign back further on the leg approaching the round-a-bout. This one seems redundant and unnecessary.</div> <div>3. The double chevron in the round-a-bout – it was thought that a 4-chevron sign (R6-4b)would be more visible and effective.</div>			<div>2. Agreed. This sign is meant to be optional and this omission in the figures is a known error in the MUTCD. The WMUTCD will show this sign as optional.</div> <div>3. Chevrons are meant to be used on horizontal curvature only, so we will not have the option to use them in central islands anymore.</div>																																																																																																																																																																																																			
35	Section 2B.49	<div><i>“Guidance: STOP signs are not recommended in the median in cases where overhanging trucks are an issue.”</i></div> <div>Why is this STOP sign guidance in the one way sign section?</div>		FHWA Wisconsin	We think it is good to have here especially with figures showing stops at divided highway crossings																																																																																																																																																																																																			
36	Table 2C-3	With the increased distances for warning sign placements, are all of these signs needed to be relocated as soon as they updated MUTCD is adopted or is there a phase in period to get these signs relocated to the greater distances?		Nathan Check , Portage County	We have changed the table back to historically used WMUTCD values (2009 version).																																																																																																																																																																																																			
37	Table 2C-3	How far is too far in advance? Where does the 250’ distance come from?		FHWA Wisconsin	We have changed the table back to historically used WMUTCD values (2009 version).																																																																																																																																																																																																			
38	Table 2C-3	Guidelines for Placement of Advanced Warning Signs indicated in Table 2C-3 is excessive. The proposed footnote below Table 2C-3 states <i>“All the Condition B distances in the table above are adjusted by an additional 250’ to ensure recognition and comprehension of the sign.”</i>	I believe that ‘recognition and comprehension’ is a function of time (Perception-Response Time (PRT)), thus at higher speeds the travel time to traverse the added 250’ is much less than the travel time to traverse the added 250’ at lower speeds (3 seconds at 55 mph vs 7 seconds at 25 mph). The advance placement distance for Condition B signage (which would include most of the advance warning signs in my City) becomes to great at low speeds, meaning the warning sign is placed too far from the ‘condition’. I suggest making the additional distance to add to the table (if any) relative to the speed.	Tim Cassidy , City of Marshfield	We have changed the table back to historically used WMUTCD values (2009 version).																																																																																																																																																																																																			
39	Table 2C-3	Not sure I understand by 250’ is added to all condition B lengths and no changes are made to condition A lengths. Some previously “N/A” distances for lower speed ranges have been replaced with 250’. This specifies a minimum distance when the MUTCD left the placement open to site conditions. This is not an additional 250’, but the establishment of a floor that does not vary with speed. Perhaps the superscripts describing these conditions should be changed as #5 does not describe them anymore.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	We have changed the table back to historically used WMUTCD values (2009 version).																																																																																																																																																																																																			
40	Table 2C-3	Dane County Highway would like to request to reformat Table 2C-3 under Chapter 2C – Warning Signs and Object Markers . Since most of Wisconsin’s roadways utilize the 5 MPH increments, we would prefer that those be reflected in this table instead of the 10 MPH increments. This would reduce the need to interpolate the Advance Placement Distances.	<table><tr><th colspan="11">Table 2C-3. Guidelines for Advance Placement of Warning Signs</th></tr><tr><th rowspan="3">Posted or 85th-Percentile Speed</th><th rowspan="3">Condition A: Speed reduction and lane changing in heavy traffic^a</th><th colspan="9">Advance Placement Distance^b</th></tr><tr><th colspan="9">Condition B: Deceleration to the listed advisory speed (mph) for the condition</th></tr><tr><th>0^a</th><th>10^a</th><th>20^a</th><th>30^a</th><th>40^a</th><th>50^a</th><th>60^a</th><th>70^a</th><th>80^a</th></tr><tr><td>20 mph</td><td>225 ft</td><td>150 ft</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>25 mph</td><td>325 ft</td><td>440 ft</td><td>N/A^c</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>30 mph</td><td>450 ft</td><td>200 ft</td><td>450 ft</td><td>N/A^c</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>35 mph</td><td>585 ft</td><td>280 ft</td><td>500 ft</td><td>N/A^c</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>40 mph</td><td>670 ft</td><td>360 ft</td><td>550 ft</td><td>400 ft</td><td>300 ft</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>45 mph</td><td>775 ft</td><td>460 ft</td><td>610 ft</td><td>450 ft</td><td>350 ft</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>50 mph</td><td>895 ft</td><td>520 ft</td><td>670 ft</td><td>500 ft</td><td>400 ft</td><td>300 ft</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>55 mph</td><td>990 ft</td><td>580 ft</td><td>740 ft</td><td>560 ft</td><td>450 ft</td><td>350 ft</td><td>N/A^c</td><td>—</td><td>—</td><td>—</td></tr><tr><td>60 mph</td><td>1,100 ft</td><td>670 ft</td><td>820 ft</td><td>640 ft</td><td>500 ft</td><td>400 ft</td><td>300 ft</td><td>—</td><td>—</td><td>—</td></tr><tr><td>65 mph</td><td>1,200 ft</td><td>740 ft</td><td>890 ft</td><td>700 ft</td><td>550 ft</td><td>450 ft</td><td>350 ft</td><td>—</td><td>—</td><td>—</td></tr><tr><td>70 mph</td><td>1,250 ft</td><td>770 ft</td><td>920 ft</td><td>730 ft</td><td>580 ft</td><td>470 ft</td><td>370 ft</td><td>270 ft</td><td>—</td><td>—</td></tr><tr><td>75 mph</td><td>1,350 ft</td><td>820 ft</td><td>1,010 ft</td><td>780 ft</td><td>620 ft</td><td>500 ft</td><td>400 ft</td><td>300 ft</td><td>—</td><td>—</td></tr><tr><td>80 mph</td><td>1,475 ft</td><td>940 ft</td><td>1,100 ft</td><td>860 ft</td><td>680 ft</td><td>550 ft</td><td>450 ft</td><td>350 ft</td><td>250 ft</td><td>—</td></tr><tr><td>85 mph</td><td>1,600 ft</td><td>1,010 ft</td><td>1,200 ft</td><td>920 ft</td><td>750 ft</td><td>600 ft</td><td>500 ft</td><td>400 ft</td><td>300 ft</td><td>200 ft</td></tr></table>	Table 2C-3. Guidelines for Advance Placement of Warning Signs											Posted or 85th-Percentile Speed	Condition A: Speed reduction and lane changing in heavy traffic ^a	Advance Placement Distance ^b									Condition B: Deceleration to the listed advisory speed (mph) for the condition									0 ^a	10 ^a	20 ^a	30 ^a	40 ^a	50 ^a	60 ^a	70 ^a	80 ^a	20 mph	225 ft	150 ft	N/A ^c	—	—	—	—	—	—	—	25 mph	325 ft	440 ft	N/A ^c	N/A ^c	—	—	—	—	—	—	30 mph	450 ft	200 ft	450 ft	N/A ^c	N/A ^c	—	—	—	—	—	35 mph	585 ft	280 ft	500 ft	N/A ^c	N/A ^c	—	—	—	—	—	40 mph	670 ft	360 ft	550 ft	400 ft	300 ft	N/A ^c	—	—	—	—	45 mph	775 ft	460 ft	610 ft	450 ft	350 ft	N/A ^c	—	—	—	—	50 mph	895 ft	520 ft	670 ft	500 ft	400 ft	300 ft	—	—	—	—	55 mph	990 ft	580 ft	740 ft	560 ft	450 ft	350 ft	N/A ^c	—	—	—	60 mph	1,100 ft	670 ft	820 ft	640 ft	500 ft	400 ft	300 ft	—	—	—	65 mph	1,200 ft	740 ft	890 ft	700 ft	550 ft	450 ft	350 ft	—	—	—	70 mph	1,250 ft	770 ft	920 ft	730 ft	580 ft	470 ft	370 ft	270 ft	—	—	75 mph	1,350 ft	820 ft	1,010 ft	780 ft	620 ft	500 ft	400 ft	300 ft	—	—	80 mph	1,475 ft	940 ft	1,100 ft	860 ft	680 ft	550 ft	450 ft	350 ft	250 ft	—	85 mph	1,600 ft	1,010 ft	1,200 ft	920 ft	750 ft	600 ft	500 ft	400 ft	300 ft	200 ft		Charlene Schmid , Dane County Highway	Table becomes too large. Interpolation is appropriate.
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41	Section 2C.07	<div><u>Winding Road</u> sign to keep capitalization consistent with the rest of the manual</div> <div>Is this a supplement or a manual?</div> <div>Delete “when used” in WMUTCD Standard after Paragraph 09</div> <div>Use “Chevron Alignment” not “Chevron Signs” as typical throughout the manual</div> <div>“Curve or Turn signs”, should this be plural or just “sign”?</div> <div>Reference to “See Table 2C-6-6” should be “Table 2C-5” or “Table 2C-6”?</div>		FHWA Wisconsin	<div>Capitalized winding road</div> <div>Keep “When Used” because we may decide one of the two curves is not worth signing for so different signs may be more appropriate</div> <div>Used Chevron Alignment</div> <div>Deleted the “S” on reverse turn signs</div> <div>Deleted extra “6”</div>																																																																																																																																																																																																			
42	Section 2C.08	<div>Use “Chevron Alignment signs” not “Chevrons” as typical throughout the manual</div> <div>Could “prior to the approach tangent” be misinterpreted?</div> <div><i>“Support: The MUTCD classifies the Chevron alignment sign as a sign, but it is basically a delineator with a directional connotation, and it is this aspect of the device, which restricts its use to horizontal curves or far side of an intersection to inform drivers of horizontal alignment change.”</i></div> <div>Conflicts with standard in 2C.08 Par. 09 regarding far side of intersection. What value is added by the support statement?</div>		FHWA Wisconsin	<div>Used Chevron Alignment</div> <div>Changed to “Prior to the point of curvature”</div> <div>Keep to help locals. Delete “or far side of an intersection”</div>																																																																																																																																																																																																			

43	Section 2C.09	<p>“The combination horizontal/intersection sign (W1-10) should include an advisory speed plaque where the posted speed varies from the curve speed by 10 mph or more. See Table 2C-6.”</p> <p>Add “alignment” to Horizontal Alignment/Intersection sign</p>		FHWA Wisconsin	Added
44	Section 2C.13	<p>Speed Feedback Signs: We may want to consider to provide more detailed examples with this such as not allowing “SLOW DOWN” or “TOO FAST”, flashing red & blue lights and frowny faces.</p>	<p>There seemed to be some confusion around whether or not word messages are allowed in the new MUTCD. We pulled up what we currently have proposed and we don’t have any Wisconsin-specific guidance so we would adopt what is in there as-is. This is the sentence we shared with the group: <i>The Vehicle Speed Feedback sign and plaque shall not flash, strobe, change color, or use other animated elements integrated into the changeable legend display.</i></p>	Dan Brugman, BTO	Added supplemental language for clarification.
45	Section 2C.23	<p>“Option: The W12-1 Double Arrow sign may be modified to show only one diagonal down arrow to the right or left to advise road users that traffic is permitted to pass only to the right or left of a roadway feature or obstruction.”</p> <p>When is this single arrow option used?</p>		FHWA Wisconsin	We do use. Supplemental for lane transitions (end of lane) and where there are concerns with blocking sight to other signs in an island. We have guidance in our TEOPS.
46	Section 2C.35	<p>The updated language is clear that a STOP AHEAD sign is required on county roads approaching STHs but it does not speak to other jurisdictions. Will this requirement also apply to city, village, town roads as well?</p>		Nathan Check , Portage County	It does not. Other locations are based on sight distance. We require these on county roads based on assumed higher volumes on CTHs.
47	Section 2C.35	<p>Intersection sight distance assumes a minimum gap acceptance applicable to maneuvers into or through traffic. These values were empirically estimated based on the specific conditions for which they are applied. In this case, these values are oriented to visibility of traffic from a stopped vehicle making a left turn and not a moving vehicle approaching a stop sign. If a factor of safety beyond stopping sight distance is needed, it would be more appropriate to use decision sight distance or a different factor of safety for the braking reaction time (e.g., 3 seconds or 3.5 seconds).</p>		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Keep as is.
48	Section 2C.35	<p>Use “through” instead of “thru”</p>		FHWA Wisconsin	Changed
49	Section 2C.55	<p>“The W11-15 or W11-15a, recreational trail crossing sign shall follow the parameters listed above similar to the W11-2 pedestrian sign”. This note combined with the other WMUTCD language seems to require an advanced sign for our trail crossings where the posted speed limit is 45 MPH or greater. The recreational trail crossings have stop signs indicating that trail users are to yield to highway traffic as they would under state statute 346.25. Could you please revise the WMUTCD to remove the requirement for an advance sign for the W11-15? Or at least remove the requirement when the trail has to yield/stop to highway traffic?</p>	<p>FDL County CTH recreational trail crossings signed at the crossing with a W11-15 and diagonal down arrow as shown in the attached photo with no advanced sign. I have received only positive comments on signing them this way, which I believe conforms to the MUTCD but not the WMUTCD as discussed in the next paragraph. I suspect the positive comments are because this method makes it clear where the crossing is located. Our old system with only advance signs left drivers wondering where the crossing was located sometimes obscured by vegetation or sometimes wondering if that field entrance they just passed was the trail crossing.</p> 	Ryan Sommer , FDL County	The WMUTCD language is actually requiring both the sign at the crossing with the downward pointing arrow as well as the advanced sign for speeds 45 and above. This policy attempts to ensure adequate signing in high speed locations.
50	Section 2C.55	<p>NEXT XX MILES, should add “(W7-3aP)”?</p>		FHWA Wisconsin	Added
51	Section 2C.61	<p>NEXT XX MILES, should add “(W7-3aP)”?</p>		FHWA Wisconsin	Added
52	Figure 2D-3	<p>We recommend providing a reference to WisDOT-preferred arrow styles and striking unused arrows in the manual as needed</p>		Eric Frailing , MSA Professional Services	We do not intend to prohibit the use of other arrow styles.
53	Section 2D.14	<p>We recommend adding explanation as to when the Combination Junction Sign (M2-2) should be used, as multiple Junction plaques (M2-1) have been used as part of complex J-assemblies in the past</p>		Eric Frailing , MSA Professional Services	We do not use M2-2, but do not intend to prohibit use. Guidance for us in TEOPS.
54	Section 2D.20	<p>How is "without difficulty" measured?</p> <p>“Option: A city or village may establish a truck route or system of truck routes as provided in Wisconsin State Statute 349.17”</p> <p>Should this be an option or a support statement?</p>		FHWA Wisconsin	Deleted “without difficulty”. We believe having it as an Option is appropriate.
55	Section 2D.26 & Figure 2D-6	<p>We recommend adding text explaining that WisDOT uses square arrow plaques as part of route signing, not rectangular as shown by FHWA</p>		Eric Frailing , MSA Professional Services	WisDOT specific. Keep as is.

56		We recommend strengthening the text with respect to roundabout arrows, instead stating that curved-stem (fishhook) arrows shall not be used.	To better align with the FDM, as well as promote a uniform message to motorists across Wisconsin	Eric Frailing , MSA Professional Services	We do not intend to prohibit the use of other arrow styles.
57	Figure 2D-12	We recommend adding references to the FDM-preferred signing layouts for roundabouts		Eric Frailing , MSA Professional Services	We do not believe referencing a manual that all municipalities in WI do not have to follow is appropriate.
58	Section 2D.41	With regards to signage on roundabouts. In the past it seemed WisDOT would not provide direction (north/south/east/west) at round about intersections off of interchanges onto County Trunk Highways. Below is an example of where they provide the east direction on WIS 23 but not the north direction on CTH K. I am not sure if it specifically addressed in the manual but providing directions to the local routes would be a suggestion.		WCHA & Thomas Janke , Fond Du Lac Co	We allow cardinal directions on County Trunk Highways in cases where confusion may occur. This can be discussed with region signing/design staff during the development of the signing plan and will be something we keep an eye on at Central Office.
59	Section 2D.45	“For overhead street name signs, 8” upper case letters and 6” lower case letters may be used in lieu of 12” upper case letters and 9” lower case letters when the structural adequacy of the overhead sign support is a factor.” Check against the * note in Table 2D-6		FHWA Wisconsin	Keep as is. The note does not pertain to our option.
60	Section 2E.12	We recommend adding contact information for Central Office sign design		Eric Frailing , MSA Professional Services	We do not think this is necessary. If locals are designing signs for their system, we would not necessarily get involved in design.
61	Section 2E.23	“At intermediate interchanges, only one advance guide sign is required. If the sign is located less than 0.5 mile from the exit, the distance should be the nearest ¼ mile.” Redundant and possibly contradictory. See 2E.23 Par. 02 and 07		FHWA Wisconsin	Kept first sentence for clarification/emphasis. Deleted second supplementary sentence.
62	Section 2H.01	“Option” should not be bold		FHWA Wisconsin	Fixed
62B	Section 2H.12	Par 6 what is the intent behind the striking the “placement with respect to...” portion of the text?		FHWA Wisconsin	We install enhanced reference markers in the median. We do not want to refer to 2H.11 for their placement.
63	Section 2H.13	(07) – We recommend reference to the WisDOT sign plates to be used, as well as contact information on the Adopt-a-Highway program		Eric Frailing , MSA Professional Services	Keep as is
64	Section 2H.13	“In Wisconsin Adopt-A-Highway signs may have a blue legend and border on a white background.” Contradicts 2H.13 Paragraph 06		FHWA Wisconsin	Removed sentence. Working on new design. Will run it past FHWA and WisDOT AAH team.
65	Section 2L.04	Add Option: Use of graphics or pictographs in messages may support applications defined in Section 2L.02 in conformance with design principles found in this manual and accompany text in accordance with recommended units of information.	Recommended to include guidance in supplementing CMS messaging with pictograms. The incorporation of an image with incident response messaging on a short stretch of I-94 led to this recommendation from Dave Platz.	Elizabeth Schneider , BTO	Since we would be allowing the option of incorporating an image with incident response messaging, that we would probably want to make this an option statement (which is a may condition) versus a guidance statement (which is a should condition). Added.
66	Section 3A.04	Wide line standard shall not be modified		FHWA Wisconsin	Removed WisMUTCD proposed language.
66B	Section 3B.05	Paragraph 8: was the added text supposed to state “All two-way <i>left-turn</i> lane markings shall be carried through minor intersections”? What is the intent behind the addition of this text?? The guidance in 3B.05 Par 6 says the markings should not extend into the intersections (as defined in Section 1C.02, Par. 03 (113) (b)). Based on the listed definition of intersection, I am thinking the intent may already be covered.		FHWA Wisconsin	This language was removed since it is refenced elsewhere.
67	Figure 3B-7	To coincide with text provided in 3B.05(08) Standard, we recommend adding text and/or modifying/supplementing the figure to show TWLTLs continuing through minor intersections and driveways to alleviate future confusion between the text and example images. Additional explanation could be provided recommending transitions to turn lanes as context/conditions allow. We fully support allowing TWLTLs to continue through minor intersections and driveways, as <ul style="list-style-type: none"> i. Access spacing in dense urban areas typically does not allow for sufficient space to properly implement exclusive turn lane tapers and turn lane storage ii. The existing TWLTL practice at minor intersections has proven to be a generally incident-free design, especially in lower-volume areas and areas where road diets have been implemented iii. Requiring transitions to exclusive turn lanes may discourage safety projects from occurring due to the lack of sufficient space. 		Eric Frailing , MSA Professional Services	Language above was removed so this is no longer needed.

68	Figure 3B-10 (2 of 2)	We recommend adding text and/or modifying the figure to indicate the depicted entrance ramp gore is not to be used in Wisconsin		Eric Frailing , MSA Professional Services	Although we do not use the shorter taper that does not mean that locals could not. We will not restrict it for local use. However, most of these are on our system so they will have to follow our SDDs anyways.
69	Section 3B.27	2023 WMUTCD references wrong MUTCD figure. Change Figure 3B-21 reference to Figure 3B-23. Examples of Parking Space Markings.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer) FHWA Wisconsin	Updated
70	Section 3B.28	“Speed measurement markings, if used, shall be white, 24 inches in width and 6 feet in length centered over both edge lines of a freeway.” Is this meant for the Freeway aerial speed enforcement?		FHWA Wisconsin	Clarified to match MUTCD wording.
71	Figure 3D-1 thru 3D-8	We recommend providing a reference to FDM-preferred roundabout marking practices		Eric Frailing , MSA Professional Services	We do not believe referencing a manual that all municipalities in WI do not have to follow is appropriate.
72	Section 3D.06	(04) – Similar to the note regarding roundabout sign arrows, we recommend referencing FDM-preferred roundabout arrow marking practices		Eric Frailing , MSA Professional Services	We do not believe referencing a manual that all municipalities in WI do not have to follow is appropriate.
73	Section 3H.01	“Crosswalk areas, which differ in material or color from the adjoining pavement, shall be outlined with white crosswalk lines.” Specify transverse crosswalk lines?		FHWA Wisconsin	Transverse lines will be added to help clarify.
74	Section 3H.02	Why is “retroreflective colored pavements shall not be used” inserted?	Requesting background on why this addition has been made.	Christopher Squires , BPED and Toole Design	Essentially the MUTCD gives the option for green bike markings or red transit markings that they can be retroreflective or non-reflective. It is our thought for the WMUTCD to not allow them to be reflective, because it is too much of a reflective area and potential distraction to the motorist. However, we do plan to bring this up to the ITE Public Agency Council meeting on Oct. 29th for their thoughts and recommendations, as several municipalities use these colors. It was determined to leave it up to the locals and not restrict it in the manual. Sentence will be removed.
75	Section 3H.02	Add Standard: “Colored pavements shall not be retroreflective.”	WisDOT added that colored pavements shall not be used under 3H.01 in the WMUTCD draft but need to indicate in 3H.02 also, because of the option statement.	Tom Heydel , SE Region	Same as above.
76	Section 3H.07	The City of Madison requests that WMUTCD allows more flexibility and cost-saving to the public by revising “Red-colored pavement shall be installed for the full width of the lane” to “Red-colored pavement should be installed for the full width of the lane” (from Standard to Guidance) or through a state-wide experimentation process. Red colored pavement is an evolving practice with different agencies employing it differently. It is beneficial to the traveling public to preserve different alternatives to allow for the flexibility of engineering judgement and to save unnecessary spending on marking the entire width of the transit lanes at all locations.		Yang Tao , City of Madison Leah Ness , City of Eau Claire and supported by ITE PAC	We do not have the ability to make it less restrictive.
77	Chapter 4C	The 2023 MUTCD changed Section 4C , which covers traffic signal warrants, from a "Standard" to "Guidance" to provide traffic engineers with more flexibility in evaluating and justifying the need for traffic signals. The City of Madison supports this change to Section 4C and requests that the 2023 WMUTCD does not change it back. with the recent change making warrants “should” conditions rather than “shall”, FHWA made great strides to provide more traffic control options for urban communities, and we support maintaining the engineering judgement provisions provided to us in the 2023 MUTCD by FHWA.	We would also like this potential flexibility on Connecting highways, which are under WisDOT jurisdiction and require WisDOT approval irrespective of the warrant mandate. Connecting Highways are often part of an urbanized transportation system, and sometimes a broader review of all factors, including warrants, is necessary. Also, all of our transportation networks are notable for several unique features that make them both functional and community-oriented. (More reasoning included in City of Madison’s letter to WisDOT and more reasoning included in City of Eau Claire’s letter to WisDOT)	Yang Tao , City of Madison Leah Ness , City of Eau Claire and supported by ITE PAC	Agree with recommendation. Not changing the WMUTCD. Side note: FDM 11-25-3.1 says an ICE shall be completed for all state & connecting highways regardless of the funding mechanism.
78	Section 4C.01 thru 4C.10	The WisDOT Traffic Signal Warrant Analysis spreadsheet should be updated to match the latest warrant criteria		Eric Frailing , MSA Professional Services	The spreadsheet will be updated as needed.
79	Section 4D.05	(01E) – We recommend modifying the text to say “... a minimum of two signal faces shall be installed” as the current text sounds like only two signal faces should be used (limit of		Eric Frailing , MSA Professional Services	We will update to match line D - “at least two signal faces shall be installed”

		two), when more than two may be appropriate for right turn movements with more than one lane			
80	Section 4D.05	<p>Paragraph 01 E states: “When right turn signalization is used for a channelized right turn lane, two signal faces shall be installed.”</p> <p>In the context of roadways, a "channelized" right-turn lane refers to a separate lane for right turns that is designed to facilitate traffic flow by directing turning vehicles away from through lanes, often using physical features such as medians, islands, or other markings.</p> <p>The City of Madison seeks clarification on the definition of “channelized right turn”, as we have exclusive right-turn lanes separated by a solid white channelizing line, and right-turn lanes separated by physical barriers such as islands and full-head curbs. We often use right-turn overlap phases and blank-out no-turn-on-red signs to control these movements. Does the definition require that there is deflection to the right-turn lane to be considered “channelized”?</p>	We do not necessarily have a comment on the need for two signal faces being required. But when near right signals are not required any longer in the MUTCD, we question if there could be instances where we have a standard dedicated right-turn lane only controlled by a single signal face separated from a through lane by a solid white channelizing line.	Yang Tao , City of Madison and supported by ITE PAC	Recommend changing line E to “When right turn signalization is used, at least two signal faces shall be installed.”
81	Section 4D.05	<p>“Temporary traffic signals may be installed on overhead cables if construction or maintenance operations would not make post or mast arm mounting possible. If installed on overhead cables, temporary traffic signals must be converted to post or mast arm mountings as soon as possible after the construction operations permits.”</p> <p>Is this correct for inclusion in WMUTCD or is this better to be SDD, Spec related?</p>		FHWA Wisconsin	There is an SDD for temporary signals on overhead cables but SDDs are typically only used for State construction projects. We recommend removing the statement and Item G would cover temporary signals because item G specifies “Permanent traffic signals”
82	Section 4D.07	<p>Guidance:</p> <p>12 For new or reconstructed signal installations, on an approach with a mandatory turn lane(s) for a permissive left-turn (or U-turn to the left) movement, signal faces that display a CIRCULAR GREEN signal indication should not be post-mounted on the far-side median or mounted overhead above the mandatory turn lane(s) or the extension of the lane(s).</p>	Discussion about minimum separation of signal displays, but the City feels that applies to overhead displays, not post-mounted. Another reason to get this cleared and incorporated into WMUTCD in our opinion.	Mike Hardy , City of Appleton and supported by ITE PAC	See below
83	Section 4D.11	<p>“Option: Temporary or portable traffic signals associated with one lane, two-way facilities in temporary traffic control zones, may use a minimum of 2 signal faces per direction.”</p> <p>If establishing a minimum, why use may and not shall?</p>		FHWA Wisconsin	Will remove option
84	Section 4D.13	  <p>The City of Appleton is recommending the below combination or cluster of signal displays be considered for introduction to the WMUTCD. It is not clearly defined in the FHWA MUTCD but used extensively throughout our great state.</p>	The City of Appleton finds this application is something unique to Wisconsin that has evolved in the last decade. The Protected/Permissive 5-section vertical, post-mounted signal display with a green ball had long been the standard in Wisconsin. Then the 2009 MUTCD introduced language discouraging CIRCULAR GREEN displays on post-mounted across from exclusive left turn lanes when Flashing Yellow Arrow was formally introduced. At the time, the City remembers thinking that was almost every intersection in Wisconsin. Overtime, monotubes began to take over the landscape of signal design to achieve signal per lane. Unfortunately, we cannot afford monotubes everywhere, so this 4V+3V combination evolved using the up green arrow instead of green circular ball. I would venture to guess there might be over 100 of these around the state by now.	Mike Hardy , City of Appleton and supported by ITE PAC	<p>Asked FHWA for opinion, waiting for response.</p> <p>If FHWA rejects, we will ask again if a green ball can be used in this situation instead of a green through arrow.</p> <p>If FHWA agrees, add the use of this through arrow as an exception in 4F.01, paragraph 5, use a green through arrow to differentiate between green left turn & FYA and through movement.</p>
85	Figure 4F-14 (and subsequent related figures)	We recommend WisDOT take an official position regarding using three or four indications for protected/permissive signal faces. As long as the controller infrastructure supports, we recommend standardizing to three-indication signal faces as		Eric Frailing , MSA Professional Services	We would like to keep it as-is and give the designer / agency the option which alternative to choose.
86	Figure 4F-6 (and subsequent related figures)	We recommend adding text and/or modifying the respective figures to indicate an upwards pointing green arrow for the signal face over the left-most through movement lane, coinciding with the current text in the Traffic Signal Design Manual (TSDM)		Eric Frailing , MSA Professional Services	We updated the TSDM (moving to TEOpS) saying arrows should not be used.
87	Figure 4F-6 (and subsequent related figures)	We recommend adding text and/or modifying the respective figures to either allow or restrict the use of “doghouse” style protected/permissive signal faces		Eric Frailing , MSA Professional Services	We will keep it as-is because local agencies can use “dog house” signals if they desire.

88	Chapter 4U	We recommend providing a reference to TEOpS 4-12-2		Eric Frailing , MSA Professional Services	Prefer to keep it separate because the TEOpS is only for the state trunk highway system.
89	Section 6A.02	A recent court case highlighted the omission of a standard requiring the use of warning signage in advance of a non-short-duration work zone. Could something like this be added? (also in 6B.05 and 6D.06)		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Section 1D.09 does provide this but does. The interpretation of safe is probably the biggest issue. No additional text will be added to Chapter 6.
90	Section 6C.05	This seems to indicate that flaggers will be required to wear high-visibility pants during all hours on all roadways. Could a justification be provided? 08 paragraph material is labeled as Guidance. However, optional word “may” is used, and “shall” word is also used. This paragraph needs to be rewritten to convey meaning of what WisDOT desires, either a standard, guide or option.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer) FHWA Wisconsin (also Para 08)	Yes, adjusted text. 12/10
91	Section 6E.04	03 The driver of the pilot car should also be a certified flagger. 04 For work areas that exceed two miles in length the use of a pilot car assists in the controlling the speeds of traffic. This creates multiple references to 6E.04 para 03 and 04		FHWA Wisconsin	Corrected. 12/10
92	Section 6E.06	This applies a standard at trunk highways, connecting highways, or other through highways. I suggest that the “or yield” language should not be removed as it still applies to roadways not included in those roadway classifications (e.g. local roads).		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	The definition of highway in the state statutes seems to include all. This standard was crossed out in 2017
93	Section 6G.02	“Temporary traffic control signs not included in the FHWA’s “Standard Highway Signs and Markings” book should conform to the Department’s “Sign Plate” book.” This is under standard, so it should be “shall”		FHWA Wisconsin	Yes, adjected text. 12/10
94	Section 6G.04	Current state law restricts reporting crashes occurring within the work zone of a closed road as it is not considered a public road. Until that law could be changed, perhaps adding guidance here could clarify to designers of this condition.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Agreed there could be more guidance but we will refrain from adding it at this time.
95	Section 6G.06	“A marked detour for vehicles weighing more than the weight limit may not always be necessary or practical. Consider the volume of traffic, classification of roadway, and suitability of designating a single detour route for all vehicles weighing more than the limit.” Can you provide examples of when this would be the case? “See Section 2B.59....” Do you mean 2B.64 weight limit signs?	We have had to post truck detours on bridge/culvert replacements, as passenger vehicles have detour routes with bridges nearby. This was also brought over from the 2009 manual.	FHWA Wisconsin	Changed section reference. 12/10
96	Section 6H.02	There appears to be a typo in the reference to Table 6C-1. It should be 6B-1 (see below). Also please provide a justification for the guidance to increase low-speed urban street sign spacing to 200’ from 100’.	This change was to get the sign spacing to align with the stopping sight distance.	UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Added additional guidance below Table 6B-1 as 100 ft is shown in the table. 12/10
97	Section 6H.02	Should Table 6C-1 be Table 6B.1?		FHWA Wisconsin	Updated 12/10
98	Section 6H.12	Referenced “6F.29”, no such section exists.		FHWA Wisconsin	Updated to 6H.13. 12/10
99	Section 6I.02	(05) – We recommend that either a note be added as to the Wisconsin assignment of the M4-10 sign or that the current M4-10 sign be assigned a different sign code to avoid confusion with the FHWA M4-10 sign plate		Eric Frailing , MSA Professional Services	We will reassign the WisDOT sign plate M4-10 to M4-50 to remove the conflict. 12/10
100	Section 6I.02	Standard: Fluorescent pink Detour signs shall not be used. Why have this added and then struck through?		FHWA Wisconsin	Was included in previous WMUTCD and now it will be removed.
101	Section 6K.01	04 Last Sentence: Spacing for any other device used in a tangent section will ½ that used for drums. The word “be” is missing between “will” and “1/2”.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Updated 12/10
102	Section 6K.01	The addition of guidance language to Paragraph 04, should this be a shall statement (and a standard) if it is setting absolute maximum distances?		FHWA Wisconsin	Since the original text is guidance we will leave it as such and use the contract documents such as the SDD’s to implement the shall.
103	Figure 6K-1	We recommend providing a reference/hyperlink to the related SDD 15C11		Eric Frailing , MSA Professional Services	Added for both Channelizing Devices and Pedestrian Channelizing Devices
104	Section 6K.03	Standard: 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.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Moved the may to paragraph 04.

		Last sentence is an optional use for cones and can't be included under a standard. Recommend removing sentence from Standard and showing revising the last sentence to an Option. Are shorter cones used for pavement markings? If so, show shorter height for this optional use.			
105	Section 6K.07	(17) – As Type 1 barricades are not depicted in SDD 15C11, we recommend clarification be provided as to where Type 1 barricades are permitted		Eric Frailing , MSA Professional Services	No further change will be added. WisDOT will no longer using Type II barricades as a standard item. Type III are primarily used as they have the largest visual target value. Locals may use them off the state system.
106	Section 6L.06 Figure 6L-3	Sequential Arrow/Chevron mode on an arrow board. Having the ability to utilize this option would be extremely beneficial in the transitioning the traveling public in a stationary closure. We recommend providing additional text and/or striking Arrow Board display patterns not allowed on the state trunk system		Chris Hardy , Brown County & WCHA Eric Frailing , MSA Professional Services	We will no longer be restricting the use of Arrow Board patterns
107	Section 6N.01	Note 22 was added that “Only Law Enforcement is able to perform rolling roadblocks on freeways and expressways.” Does this apply in snow removal operations? Many counties use tandem plowing on these higher volume roads		Nathan Check , Portage County	Removed
108	Section 6N.01	Standard: 22 Only law enforcement is able to perform rolling roadblocks on freeways and expressways. Add “shall” to make this a standard statement. Suggested sentence: Only law enforcement shall perform rolling roadblocks on freeways and expressways.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Statement was removed to prevent conflicts with maintenance work
109	Section 6N.01	F. “STOPPED TRAFFIC AHEAD/USE BOTH LANES” is same as D Is G. “STAY IN LANE/DO NOT MERGE” necessary?		FHWA Wisconsin	Removed
110	Section 6P.01	Support: 08 The devices shown in a particular diagram indicate how devices can be used based on the foregoing text and do not create standards or guidance unless supported by a standard or guidance statement in the text or in the notes accompanying that diagram. Suggest breaking this support information into two sentences for improved clarity.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	No change, was brought over from 2017 version.
111	Figure 6P-17	A new note was added under Standard as #14. “Use a truck or trailer-mounted attenuator on the shadow vehicle.” The figure shows the attenuator as options on both the work vehicle and shadow vehicle. Note 10 also states that “A truck-mounted attenuator may be used on the shadow vehicle or on the work vehicle. The notes and the figure seem to conflict on whether an attenuator is required for the shadow vehicle. Is it optional or is it a standard? Based on the note 10 that was added under Figure 6P-4, I would assume that this is going to be required since it encroaches on the lane.		Nathan Check , Portage County	Need to strike the optional from the graphic. Removed the shadow vehicle from note 10.
112	Figure 6P-17 TA 4	Is this standard requiring mounted attenuators for all mobile operations that encroach into a travel lane? If so, please provide a justification. Also, it seems like this standard would also apply to Typical Application 6 – Shoulder Work with Minor Encroachment. If WisDOT desires to have item 10 a standard, I recommend changing “is required” to “shall be used”.		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Changed
113	Figure 6P-17 TA 17	Standard: 14. Use a truck or trailer-mounted attenuator on the shadow vehicle. Recommend rewriting sentence to “A truck or trailer-mounted attenuator shall be used on the shadow vehicle.”		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Changed
114	Notes Figure 6P-22 TA 22	Should specify “R3-20R”		FHWA Wisconsin	Changed
115	Notes Figure 6P-23 TA 23	Should specify “R3-20L”		FHWA Wisconsin	Changed
116	Notes Figure 6P-24 TA 24	Should specify “R3-20L”		FHWA Wisconsin	Changed
117	Notes Figure 6P-25 TA 25	Should specify “R3-20L”		FHWA Wisconsin	Changed

118	Figure 6P-35 TA 35	<p>Guidance: Take into consideration the roll ahead distance recommended by the TMA manufacturer. Keep the work area to only what is required. The acronym “TMA” is not defined or used in the MUTCD. I suggest replacing “TMA” with “truck mounted attenuator.” I suggest better wording for first sentence to make it clearer, “The roll ahead distance recommended by the truck mounted attenuator manufacturer should be used to space vehicle 1 in back of the work vehicle.” Also perhaps rewording second sentence to “The length of the work area should be minimized to the degree possible.” Option: Use a TMA if the Shadow Vehicle 2 encroaches into the travel lane. This is a standard statement. I suggest moving the sentence under Standard and numbering it as new 5. I suggest rewriting sentence, “A crash attenuator shall be mounted on Vehicle 2 if the vehicle encroaches into the travel lane. “</p>		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	Changed
119	Figure 6P-38 TA 38	<p>Guidance: 15. This typical application presents challenges for drivers and work area limitations that are not conducive of many work activities. In order to complete the work, two lanes of traffic would be closed. This is not worded as a guidance statement. While I do not disagree with the statement, it seems more appropriate to discuss center lane closures in WisDOT FDM or standard detail drawing. I have seen this technique used on the Madison South Beltline when work in the center lane was performed. This typical application would only be used by WisDOT, so does not seem appropriate for WMUTCD.</p>		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	No change
120	Figure 6P-40 Notes	Instead of “YIELD of STOP” is “YIELD or STOP” (emphasis added) the text that is intended?		Eric Frailing , MSA Professional Services UW TOPS Lab	Yes added text is brought from 2017 WMUTCD, change made 12/10
121	Figure 6P-41 Notes	Instead of “YIELD of STOP” is “YIELD or STOP” (emphasis added) the text that is intended?		Eric Frailing , MSA Professional Services UW TOPS Lab	Yes added text is brought from 2017 WMUTCD, change made 12/10
122	Figure 6P-44 Notes	Instead of “YIELD of STOP” is “YIELD or STOP” (emphasis added) the text that is intended?		Eric Frailing , MSA Professional Services UW TOPS Lab	Yes added text is brought from 2017 WMUTCD, change made 12/10
123	Figure 6P-44 TA 44	<p>Guidance: The longer acceleration lane would give drivers more ability to merge and may allow for the removal of the YIELD sign. This statement is an option and not guidance. Need to move to Option section. Suggest rewording sentence to, “A longer acceleration lane may allow drivers more ability to merge and may allow for the removal of the YIELD sign.”</p>		UW TOPS Lab (Andrew McFadden , Andi Bill , Bill Bremer)	No change
124	Section 7B.03	Standard after Paragraph 16, should say “S4-3P” instead of S4-3?		FHWA Wisconsin	Changed
125	Section 7B.05	Standard after Paragraph 03 and after Paragraph 10, should say “S4-2P” instead of S4-2?		FHWA Wisconsin	Changed (both errors were in Paragraph 10).
126	Section 7B.06	Is Paragraph 09 removed because there are no statutory higher fines zones in the state?		FHWA Wisconsin	We want the fines higher to be required. This sentence allows it to be omitted.
127	Section 7B.07	<p>“Standard: Wisconsin State Statute 346.52(2) covers parking at schools” Can you add text for what standard is created and then reference the statutes that support the standard?</p>		FHWA Wisconsin	Changed to support.
128	Section 8B.08	The title and subsequent references appear to be missing the final digit of the sign code (“W10-”). Is a new sign plate being developed or is the existing W10-52 intended to be used here?		Eric Frailing , MSA Professional Services FHWA Wisconsin	Yes, a new sign plate is being developed. New sign is W10-52P.
129	Section 8C.02	<p>RXR pavement marking symbols shall not be required at highway-rail grade crossings where the approach distance does not allow for the downstream transverse line to be at least 50 feet upstream from the stop or yield line at the grade crossing. Can you provide an example use case?</p>		FHWA Wisconsin	This language would apply at a crossing where the railroad is paralleling the main highway. The intent is to ensure there’s enough distance for the advance

					warning to be effective and to avoid drawing drivers' attention from the warning devices.
130	Section 8C.03	Paragraph 03 “.... <i>measured parallel to the road and 10 feet perpendicular to the rail and no closer to the rail than the crossbuck assembly.</i> ” Can you clarify exactly how this dimension is being measured?		FHWA Wisconsin	WisDOT has reached out to questioner to clarify the question, and the questioner is now satisfied. No change needed.
131	Chapter 8D	The City of Madison requests that the new WMUTCD retains the triangle section of the transit signal heads as depicted in Figure 8C-3 of the 2009 WMUTCD or enables its continued use through a state-wide experimentation process.	The City of Madison has found the signal indication is very helpful in the transit signal operation. Eliminating it also causes unnecessary burden on maintaining many transit signals already installed.	Yang Tao , City of Madison and supported by ITE PAC	WisDOT reached out to questioner on Nov. 18 th but has not received reply. Wisconsin currently has very minimal use of light rail transit, and we know of no light rail transit in the City of Madison. We think this question inter-mixes the requirements for bus transit signals with the light rail transit and is not applicable to this section.
132	Figure 8D-1	What is assumed to be a line striking out “8 inches” fell below the text it is intended to strike out and is instead between the lines of text		Eric Frailing , MSA Professional Services	This is corrected
133	Figure 8D-2	Why is obtuse angle and acute angle crossed out?		FHWA Wisconsin	All crossings are 90-degrees or less; obtuse and acute are ambiguous terms and we’re not aware of universal application of the way these are measured. If anything other than 90-degrees, crossings should be designated as right hand forward or left hand forward.
134	Section 8D.09	(07) Standard – We recommend adding a hyperlink to the appropriate TEOpS section referenced in the text		Eric Frailing , MSA Professional Services	Hyperlink to TEOpS added.
135	Section 8E.03	Paragraphs 10-12: The City of Wauwatosa requests the allowance of the use of the LOOK (R15-8) sign at sidewalk/trail crossings to railroad tracks.		Michael May , City of Wauwatosa and supported by ITE PAC	Look sign will continue to be prohibited outside of station crossing applications. WisDOT has changed the support statement.
136	9E.01	The City of Madison and Eau Claire requests that the new WMUTCD retains the Helmeted Bicyclist Symbol as depicted in Figure 9C-3B of the 2009 WMUTCD or enables its continued use through a state-wide experimentation process. The helmeted cyclist symbol is not only widely used in Madison but also in many other municipalities throughout Wisconsin.	The City of Madison, Eau Claire and other municipalities have used this symbol for over a decade and the removal of it from the WMUTCD will cause unnecessary burden as we will be required to phase out our existing bicyclist symbol markings. The helmeted bicyclist symbol is also the preferred bike lane marking symbol for the City of Madison and many other cities in Wisconsin, as it emphasizes the human element of the user, which is becoming more critical as there are many other users in the bike lanes now in addition to people on bikes, including people using micromobility devices such as electric scooters.	Yang Tao , City of Madison Leah Ness , City of Eau Claire and supported by ITE PAC	The removal of the helmeted bicyclist symbol cannot be undone by WisDOT at this point. WisDOT plans to pass along this request to the Traffic Control Devices Pooled Fund Study for consideration of inclusion in a symbol study. There should be no unnecessary burden placed on anyone because these markings can be phased out gradually and can remain on the pavement until the end of their useful life.