

The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)

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Traffic Tech Talk

December 4, 2024

AGENDA

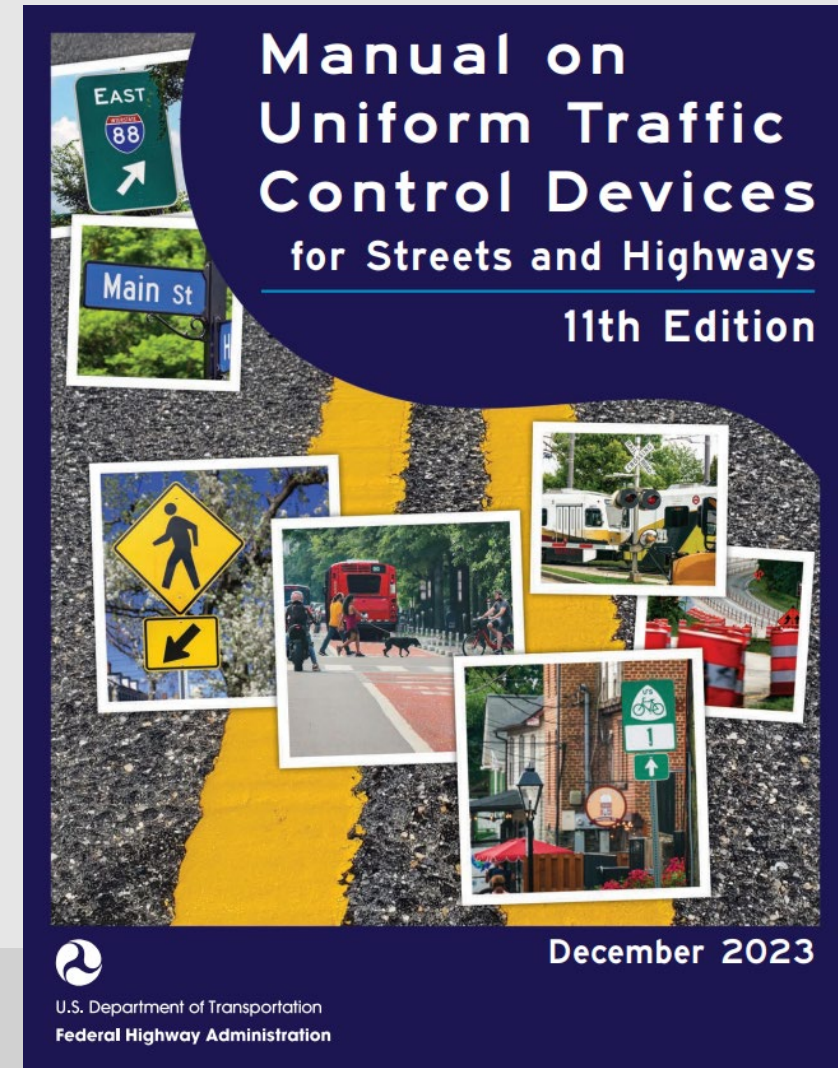


- Tie-in to 11th Edition
- Guiding Principles for Development
- Technical Review Teams
- Review Process and Timeline to Completion
- FHWA Involvement
- Highlights of Changes
- Training and Outreach

Manual on Uniform Traffic Control Devices

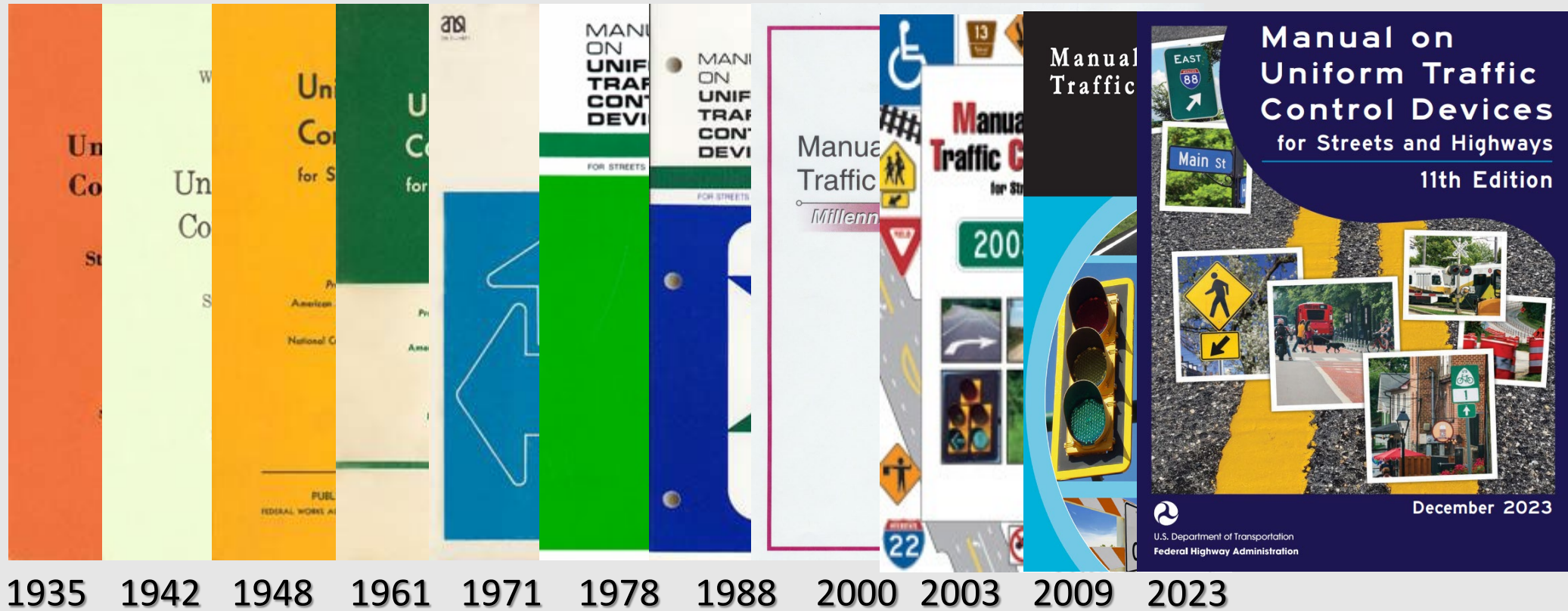
MUTCD \ 'em-yü-, tē-sē-dē\ ¹ n (ca. 1935): the national standard for traffic control devices on all roads open to public travel in the United States.

- Contains Standards and Guidelines for Traffic Control Devices
- Required for all Roadways Open to Public Travel – U.S. Code of Federal Regulations
- Essential to have nationwide consistency in traffic control standards



The MUTCD

There have been 11 editions of the MUTCD



History of the MUTCD



1930s



1960s



Early 1950s



Today



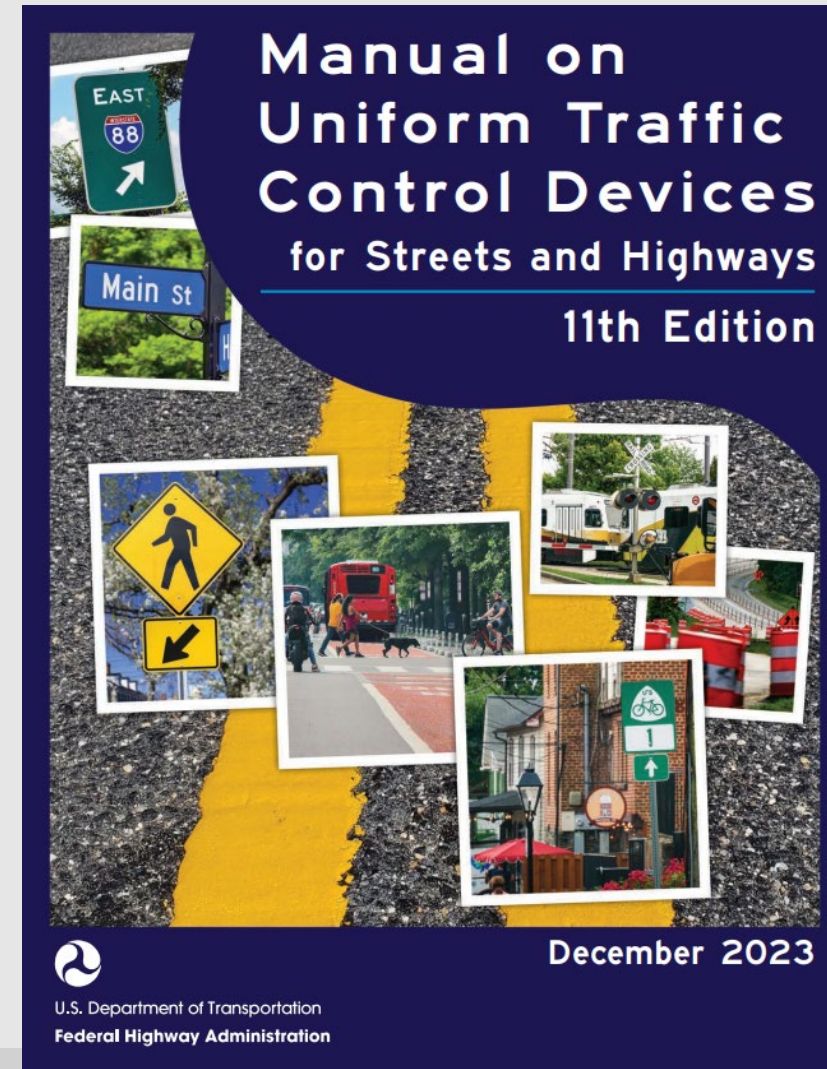
1920s



1940s

11th Edition of the MUTCD

- Became Effective: January 18, 2024
- States must adopt within 2 years of the effective date
- Wisconsin must adopt a state manual per State Statute 84.02(4).
- Local Units of Government must follow the manual, per State Statute 349.065

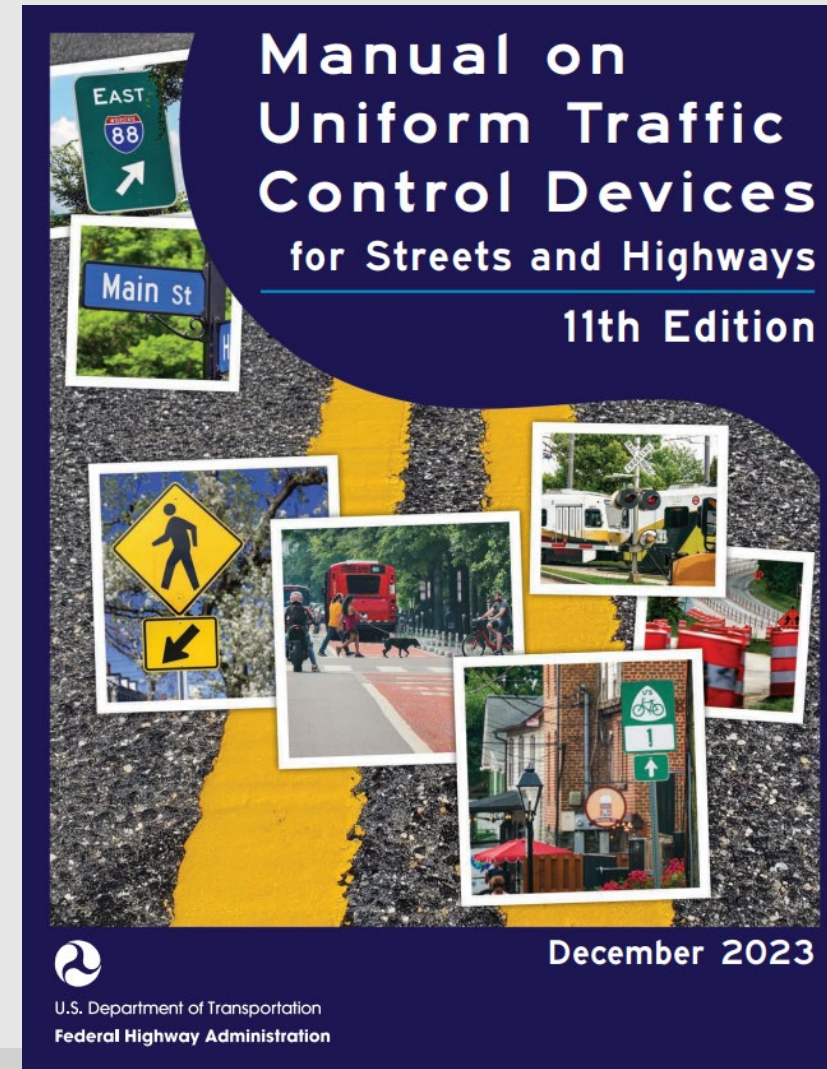


11th Edition of the MUTCD

State Adoption of the New MUTCD

- ▶ Within **2 years** of Effective Date
- ▶ States must adopt
 - ▷ **National MUTCD**
 - OR -
 - ▷ **National MUTCD + State Supplement ***
 - OR -
 - ▷ **State MUTCD ***

***** State Supplements and State MUTCDs must be in **Substantial Conformance** w/ the National MUTCD



Development of the WMUTCD

Why Wisconsin Develops a State MUTCD

- State Specific Standards, Guidelines and Statutory references.
- Provide additional supporting information.
- WisDOT traditionally developed a separate Supplement document.
- Utilizing two documents (MUTCD and Supplement is cumbersome for the practitioner).
- WisDOT officially combined the supplement and 2009 MUTCD in 2017.



Development of Technical Review Teams

Hit the ground running in January 2024...

MUTCD 11th Edition Review		11th edition numbers			Technical Lead (shown in bold) with team members
Part Number		Begin Page Number	End Page Number	Total Pages /Chapter	
1	GENERAL	1	38	38	Matt Rauch and technical leads
2	SIGNS	39	539	500	Ryan Mayer/Dan Brugman/Vicki Haskell/TMU Unit Representation/Signing and Marking Committee
3	MARKINGS	540	642	102	Jeannie Silver/Signing and Marking Standing Committee
4	HIGHWAY TRAFFIC SIGNALS	643	758	115	Jeremy Iwen/Traffic Signals Standing Committee
5	TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES	759	764	5	Todd Szymkowski and technical leads
6	TEMPORARY TRAFFIC CONTROL	765	968	203	Andy Heidtke/Erin Schwark/Mike Seifert/Work Zone Engineers Group
7	TRAFFIC CONTROL FOR SCHOOL AREAS	969	986	17	Ryan Mayer/Jeannie Silver/Signing and Marking Standing Committee
8	TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS	987	1046	59	Kris Sommers
9	TRAFFIC CONTROL FOR BICYCLE FACILITIES	1047	1114	67	Chris Squires
TOTAL PAGES FOR REVIEW				1106	

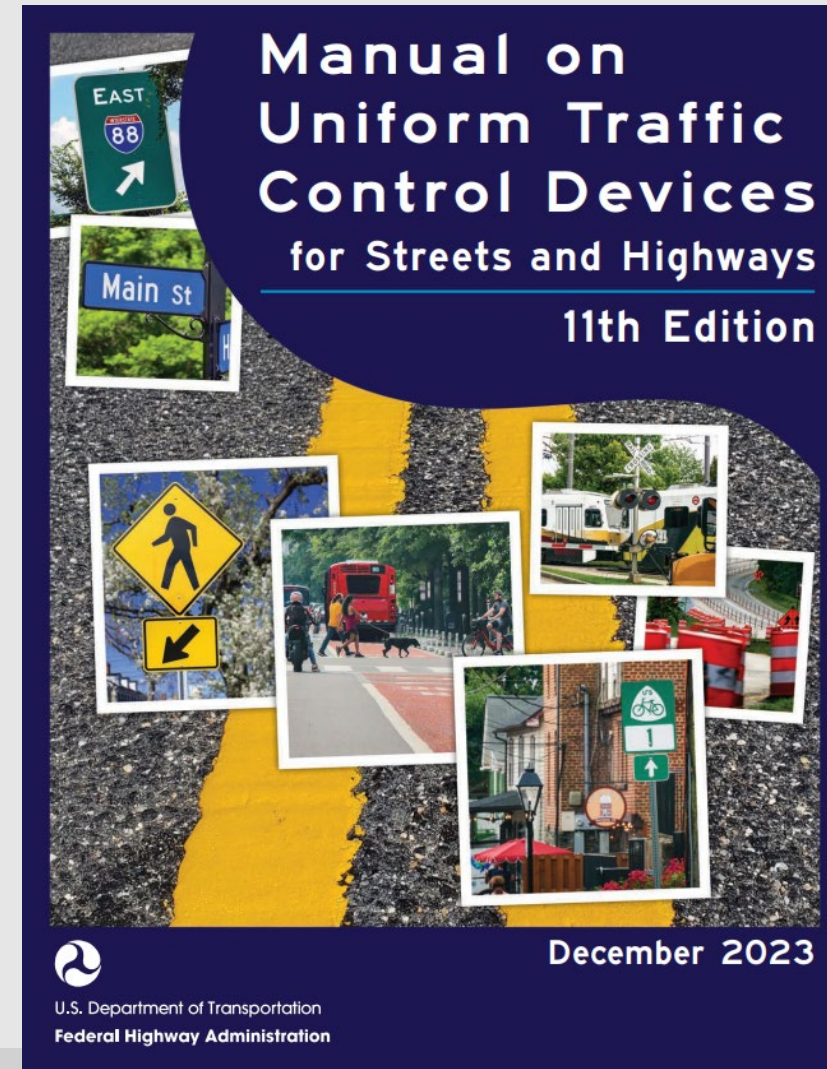


Guiding Principles for WisDOT Technical Teams

- ▶ Mandate levels in State documents must be at least same levels as National MUTCD
- ▶ All **Standard** provisions in National MUTCD **must be Standard** in State MUTCD or Supplement
- ▶ All **Guidance** provisions in National MUTCD **must be at least Guidance** in State MUTCD or Supplement

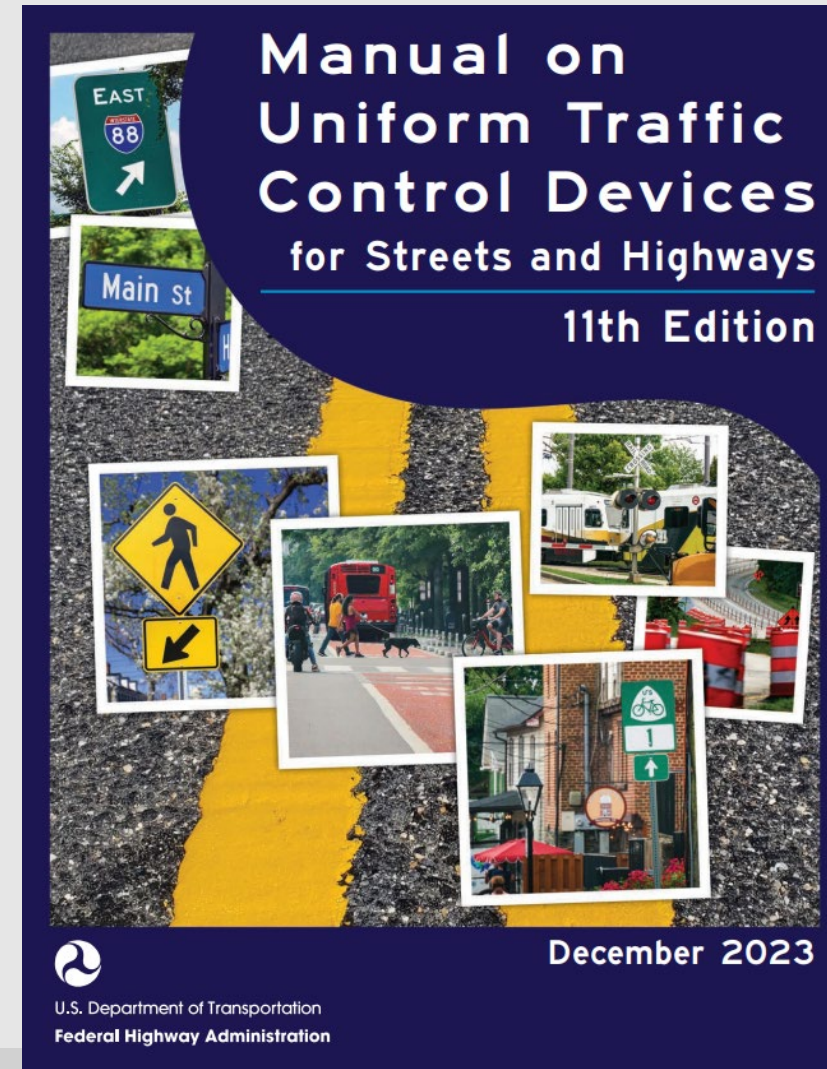
(No, you can't add an Option that negates a Standard!)

<u>National MUTCD</u>	<u>State MUTCD or Supplement</u>
Standard.....	Standard
Guidance.....	Guidance or Standard
Option.....	Option, Guidance, Standard, or deleted



What is “Substantial Conformance”?

- ▶ Accommodates **pre-existing State laws**
- ▶ Ensures **consistency** w/ national standards
- ▶ Provides States ability to **specify their allowable practices**, tailor to unique geographical/ regional conditions (based on what National MUTCD allows)
- ▶ Codified in regulation at **23 CFR 655.603(b)**



How does “Substantial Conformance” work?

- Applies to States (such as Wisconsin) that do not adopt the National MUTCD.
- The FHWA Division Office must approve State MUTCD or Supplement ***within the 2-year adoption period.***
- 2 years from effective date of the National MUTCD (January 18, 2024).
- Also applies to other state traffic policies.



Specific Wisconsin WMUTCD Language (shown in red)

Section 1D.03 Engineering Study and Engineering Judgment

Support:

01 Definitions of professional engineer, engineering study, and engineering judgment are provided in Section 1C.02.

02 The application of engineering study and engineering judgment is a fundamental principle of the use of traffic control devices. It is for this reason that, in most cases, the selection of a particular device is not required by a Standard provision, but is determined by engineering study or engineering judgment. Many Standard provisions in this Manual specifically require, by explicit language in the individual provisions or by implication, the application of engineering study or engineering judgment in applying those Standards. Site-specific conditions might result in the determination that it is impossible or impracticable to comply with a Standard at that location. In such a case, a deviation from the requirement of a particular Standard at that location might be the only possibility. In such limited, specific cases, the deviation is allowed, provided that the agency or official having jurisdiction fully documents, through an engineering study, the engineering basis for the deviation.

Standard:

03 This Manual describes the application of traffic control devices, but shall not be a legal requirement for their installation.

04 Nothing in this manual shall be construed to create a ministerial duty for any highway official to engineer or design a highway facility or a device placed on the facility in a particular manner. The decision to use a particular device at a particular location involves the application of engineering judgment and involves the weighing of the risks created by a design or device against the informative and safety benefits of that design or device.

05 Performance of engineering studies and exercising engineering judgment are presumed to include the use of Engineering Technicians or other qualified personnel who are trained in the principles and practices of traffic engineering studies or traffic control devices, and whose normal duties include performing engineering studies and designing, placing, operating and maintaining traffic control devices within a jurisdiction.



FHWA Error Corrections (shown in blue)

Option:

11 A State may submit a request for permission to use a device or application under an existing interim approval for all jurisdictions in that State, as long as the request contains the information required in [Paragraph 10](#) of this Section.

Standard:

12 A jurisdiction, toll facility operator, or owner of a site roadway open to public travel that elects to use a device or application under a statewide interim approval shall inform the State of its use of the device or application.

13 Under a statewide interim approval, the respective jurisdictions, toll facility operators, and owners of site roadways open to public travel shall maintain and continually update a record of all locations on their roads where the device or application is implemented (see Item C of [Paragraph 10](#) of this Section) and shall furnish this information to the State.



Draft WMUTCD was sent out on September 3, 2024 for Review and Comment




- Critical part of the process, since the Manual applies to all units of government.
- Comment period ended on October 30, 2024
- Traffic Technical Teams are currently reviewing and addressing comments.
- Comments, along with how comments are addressed will be made available.



136 comments received on the draft WMUTCD

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	
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	
3	General	Make sure tables and figures are legible			
4	General	We recommend images that contradict Wisconsin preference/policy be somehow stricken (California places an appropriately sized 'X' through the appropriate images), example:  WS-14		Eric Frailing , MSA Professional Services	
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	
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	
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	
9	Section 18.01	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 18.05	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.



Development of the WMUTCD

Remaining Timeline


- Traffic Technical Teams complete comment reviews and final edits to WMUTCD by December 31, 2024.
- January 2025 – WisDOT makes final edits to WMUTCD and circulates the final draft within the Department for review and comments.
- February 2025 – WisDOT submits final copy to FHWA Division Office for final review and concurrence of substantial conformance to the MUTCD 11th Edition.
- March 2025 – Adoption and Publication of the WMUTCD.








WMUTCD Changes that will impact WisDOT and locals

Most are precipitated by the MUTCD


[Wisconsin Department of Transportation Wisconsin Manual on Uniform Traffic Control Devices \(WMUTCD\)](#)



State of Wisconsin
Department of Transportation



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Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)

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In an effort to provide guidance and leadership in the stewardship of Wisconsin's roadway network, the Wisconsin Department of Transportation (WisDOT), in conjunction with county, city and local governmental agencies collaborated to develop the WMUTCD.

This manual in combination with the Federal Highway Administration's MUTCD which provides guidance on the installation and proper use of traffic control devices.

The WMUTCD pages are for the guidance of design engineers, technicians, inspection personnel, contractors, municipalities, counties, townships and others who are involved in highway design, construction, maintenance and operations.

The goal is to provide uniform application of traffic control devices and other related items used on the Wisconsin highway system.

DRAFT 2023 WMUTCD - FOR REVIEW ONLY

The [FHWA MUTCD 11th Edition](#) was released in December 2023. WisDOT adopts the MUTCD by publishing a Wisconsin MUTCD (WMUTCD). Wisconsin supplemental language is shown in red within the document. WisDOT requests statewide agency review of the draft 2023 WMUTCD below.

Any comments on the draft shall be submitted to [Emily Silversson](#) by October 30, 2024.

[2023 Wisconsin MUTCD Timeline Memo](#) | [Overview of Changes](#)>

[Entire 2023 Draft WMUTCD manual \(582MB\)](#)



Items to be aware of...

- The WMUTCD and summary document highlighting changes to the WMUTCD will be posted on WisDOT website
- Standard Highway Signs and Markings Manual Updates New
Standard Signs included in the 11th Edition of the MUTCD—Phased Releases of PDF, EPS, and SVG files - FHWA MUTCD (dot.gov)
- WisDOT Standard Sign Plate Updates
- MUTCD is available to access/download free of charge at <https://mutcd.fhwa.dot.gov>
- Groups such as ITE, ATSSA and AASHTO have all indicated that they will sell hard copies of the MUTCD.



Training and Outreach Efforts

- BTO will be putting together training sessions (in virtual format) for WisDOT, Consultant and County. Timeline will be late spring 2025.
- WisDOT working with UW LTAP, who will help provide training for local units of government.



THANK YOU!!!

Questions???

