

Modification Number	Modification Description	Condition	Modification Type	Modification Action	Justification
Intro, Page I-5, Section 3B-19	Extend compliance date time frame from five years to 10 - 15 years (attritional).	Standard			Existing long life pavement markings will require premature removal, creating unnecessary costs.
1A.13	Delete "multi-lane" from definition (27).	Standard			Not all expressways are multi-lane.
1A.13	Delete "multi-lane" from definition (29).	Standard			Not all freeways are multi-lane.
2A.01	Delete references to "multi-lane" from the definitions of freeways and expressways.	Standard			Not all freeways and expressways are multi-lane.
2B.12	Clarify which in-street ped. Crossing sign to use to comply with state law	Option			Provide direction for statewide consistency
2B.13	Delete "When a speed limit is to be posted, it should be within 10km/h or 5 mph of the 85th percentile speed of free-flowing traffic".	Guidance			Rely on current statutory authority to set speed limits based on an engineering and traffic investigation.
2B.21	In the second paragraph of the standard, delete the requirement that supplementary plaques accompany ground mounted R3-5 signs on multi-lane approaches.	Standard			Overkill in most circumstances. Additional signs require too much comprehension time in urban settings, where the signs will most likely be required. Engineering judgement should determine the need for plaques.
2B.28	Restrict the first standard (4 paragraphs) to freeways only, rather than both freeways and expressways.	Standard			The standards are unrealistic for urban arterials. Advance signing 1/2 mile ahead will be forgotten (by drivers), and the requirement for signing at each HOV lane access point is impossible due to closely-spaced driveways.
2B.31	Replace the "Slower Traffic Keep Right" sign with a "Keep Right Except to Pass" sign.	Option			Provide consistency with RCW 46.61.100

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2B.41	Delete the standard requiring the use of back to back signs (having a THIS SIDE OF SIGN appended message) mounted 90 degrees to the curb line, at the transition point between 2 types of parking zones.	Standard			Appears to require additional signs, but serves little purpose.
2C.14-1	Delete the entire section on the HILL BLOCKS VIEW (W7-6) sign.	Option			This is an attempt to replace the LIMITED SIGHT DISTANCE sign deleted from the manual in 1988. It does not address horizontal curves.
2C.14-2	Do not adopt the entire section on the HILL BLOCKS VIEW (W7-6) sign.	Option			Pierce County studies revealed no change in driver behavior attributable to the LIMITED SIGHT DISTANCE sign w/advisory speed plaques. If used only in select locations, raises liability concerns (why wasn't it used at every applicable location?).
2C.28	Look at liability implications of BRIDGE ICES BEFORE ROAD sign, before adopting it.	Option			Considering WSDOT's WATCH FOR ICE sign policy, solicit AG's input.
2C.30	In Figure 2C-5, change the term CURVE to TURN on the W13-5 speed advisory plaque.	Figure			Maintain uniformity with Table 2C-5.
2C.36	Delete from the section the last 2 paragraphs that reference the 85th percentile speed and ball-banking discussion.	Option			Advisory speed plaques based on either the 85th percentile speed or a 16 degree ball-bank reading could be setting up a situation where 1 out of 7 vehicles could run off the roadway.
2C.37, Figure 2C-8	Separate the W2-6 CIRCULAR INTERSECTION warning sign from the W16-12p TRAFFIC CIRCLE plaque.	Option			The W2-6 Circular Intersection warning sign is also used in advance of roundabouts, which is a much different application than a "traffic calming" traffic circle. The two applications should be kept separate.
2C.39-1	Delete the SHALL usage stipulation for the W25-1 and W25-2 signs, or establish 10 - 15 year compliance date.	Standard			Questionable if motorists will understand the sign(s), and there are potential costs.

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2C.39-2	Change the W25-1 & W25-2 sign messages to ONCOMING TRAFFIC DOES NOT STOP or ONCOMING TRAFFIC MAY NOT STOP.	Standard			The term EXTENDED GREEN is probably too technical for most drivers to understand.
2C.46-1	Delete the option which bases advisory speeds on the 85th percentile speed or a 16 degree ball-bank reading.	Option			Conflicts w/WSDOT Traffic Manual, poses safety concerns. See "Justification" comments for Section 2C-36.
2C.6-2	Suggests the state provide guidance on a uniform statewide procedure to address advisory speeds relative to horizontal curvature. New MUTCD option is a significant change in practice.	Option			Since the MUTCD language is optional, varied practices could result from agency to agency.
2C.50	Delete the standard "If the W4-4p plaque is used, it shall be installed below the STOP sign".	Standard			Not all applications occur at STOP sign locations. Have had the need to install the plaque at a signalized "flying T" intersection where traffic from the right does not stop.
2D.38	The should condition recommending 12" upper case letters, or 12" upper case w/9" lower case letters, for overhead mounted street name signs needs to be recommended for higher speed wider roadways rather than as a blanket application. The manual does not distinguish drivers' visibility needs between say, 50 mph approaches vs. 25 or 35 mph approaches.	Option			8" upper case letters provide very good visibility on lower speed less wide roadways, ie., 40 mph or less and 5 lanes maximum, and should be listed as an option in the section. The manual's recommendation to install what appear to be oversize signs suppresses flexibility and may discourage their use.

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2D.38	Commenter disagrees with the preceding proposed modification to allow 8" upper case letters on overhead street name signs under lower speed conditions.				Lane selection may need to occur several hundred feet ahead of an intersection, even in lower speed environments.
2E.28	In the first standard of the section, delete the phrase "on a separate plaque" from the third sentence.	Standard			The commenter questions "what's so magical about a separate plaque?"
3B.05	Add guidance for alternative uses of the dashed 8" wide lane drop marking, used in advance of off-ramps, such as along arterials where an outside lane becomes a right-turn lane. Calculate the length of the marking pattern based on a travel speed formula, such as for the lane reduction in Figure 3B-12.	Guidance			This suggested guidance is a very common lane marking practice for urban and suburban roadways.
4D.04	Modify the first sentence of the second paragraph of Subsection C.1 to read:vehicular traffic facing facing a CIRCULAR RED signal indication is permitted to enter the intersection to turn right, or to turn left from a one-way street <u>or two-way street</u> into a one-way street,	Standard			Provides consistency with RCW 46.61.055.

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4D.04	Modify the first sentence of the second paragraph of Subsection C.2 to read:vehicular traffic facing facing a RED ARROW signal indication is permitted to enter the intersection to turn right, or to turn left from a one-way street or two-way street into a one-way street,	Standard			Provides consistency with RCW 46.61.055.
6F.15, Figure 6F-4	Adopt a MOTORCYCLES USE EXTREME CAUTION supplemental plaque.	Option			The plaque would supplement primary condition signs, such as ROUGH ROAD, STEEL PLATES, etc., often eliminating a sign and support in the current work zone warning sign sequence.
6F.15, Figure 6F-4	Adopt WSDOT's ABRUPT LANE EDGE warning sign.	Option			This sign is only referenced in WSDOT's traffic control guidelines and Std. Spec's. Because of its frequent use, application criteria should be incorporated into the MUTCD.
6F.55	Change the maximum number of phases to three.	Standard			Three phases is common practice. For example, in Section 2A.07 the MUTCD's example message STADIUM EVENT SUNDAY, EXPECT DELAYS NOON TO 4:00 PM would required three phases using the Section 6F.55 standard criteria.
7B.01	The standard size of the SCHOOL ADVANCE WARNING SIGN (S1-1) should be reduced to 30" x 30" in Table 7B-1.	Standard			The 36" x 36" standard is not necessary, especially with the use of FYG sheeting. The use of larger signs should be optional, not mandatory.
7B.13	This section, which requires that either an END SCHOOL ZONE or standard speed limit sign be placed at the end of a school speed zone, needs to be modified to reflect Section 2B.18.	Standard			Section 2B.18 provides that "at the end of a section where a speed limit applies, a SPEED LIMIT sign showing the next speed limit shall be installed". In this case the END SCHOOL ZONE sign would supplement a SPEED LIMIT sign.

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7C.02	Add to the section: For all school zones located on two-lane roads, the centerline markings shall be striped with two normal solid yellow lines starting at the Advanced School Warning Sign (S1-1) and terminating at the End of School Zone Sign (S5-2).	Standard			The new standard would improve safety of all school zones located on two-lane roads.
7C.02	Add to the section: A No-Passing Zone Sign (W14-3) may be mounted at each end of the school zone during winter conditions.	Option			The sign helps delineate the no-passing zone during winter conditions when striping visibility may be diminished.
9C.04	This section refers to the examples in Figure 9C-6. The figure shows a normal white line separating the bike lane from the outside general purpose lane. Add a specific 8" width dimension to the longitudinal line used to define the bike lane.	Support			An 8" wide stripe, as opposed to a 4" normal stripe, helps provide a distinction between a bike lane and a normal shoulder.
9C.04	Commenter disagrees with the preceding proposed modification to add a specific 8" width dimension to the longitudinal line used to define the bike lane.				Current marking and signing standards adequately provide distinction between bike lanes and shoulders.

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