

August 21, 2012

Mr. Bruce Friedman
Office of Transportation Operations
Federal Highway Administration, Rm 3408
400 Seventh Street SW
Washington, D.C. 20590

RE: 4(09)-20 (E) – Alternative Displays for Freeway Lane-use Control Signals (LCS) – Wisconsin DOT

Dear Mr Friedman,

Thank you for the response to the Request to Experiment for the subject 4(09)-20 (E). The Wisconsin Department of Transportation (WisDOT) would like to clarify the scenarios Federal Highway Administration's (FHWA) has approved for evaluation and request a different time frame for the final completion of the evaluation.

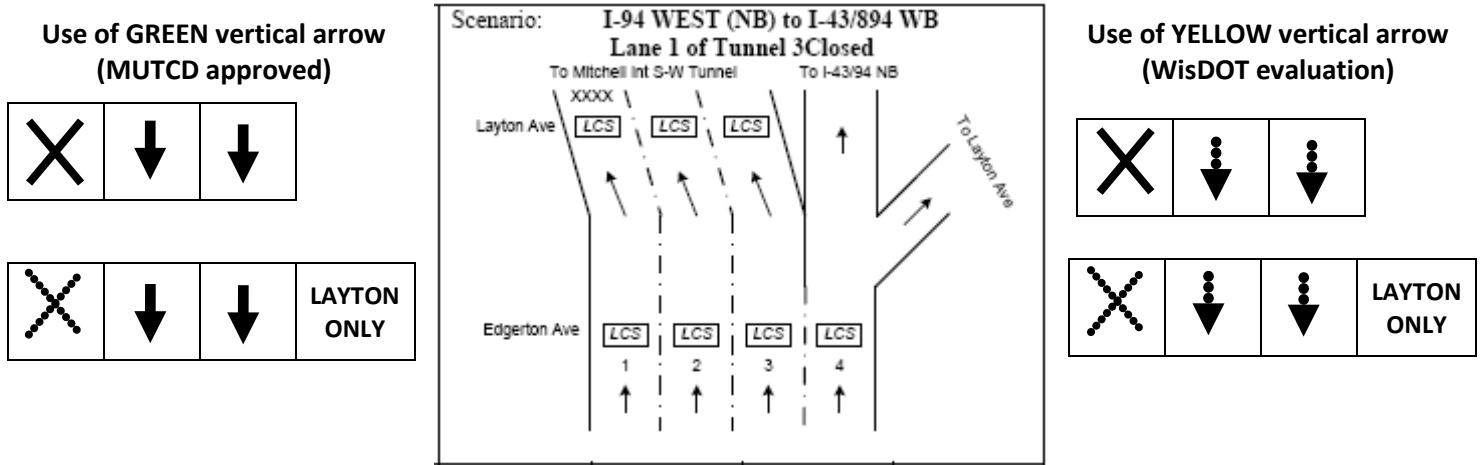
Attached are the three scenarios that are now planned for deployment as a part of the request to experiment on the Mitchell Interchange lane control signs, two scenarios from the initial WisDOT request and one scenario proposed by FHWA. Please verify these scenarios meet the intent of the request to experiment as approved by FHWA.

LCS Scenario Evaluations:

WisDOT would like to evaluate the following:

1. Evaluate the use of a YELLOW downward arrow versus a GREEN downward arrow. The study team seeks to determine whether a YELLOW downward arrow more clearly communicates to drivers, and that drivers understand, that they shall reduce speeds in the adjacent and open lanes.

Example: left lane blocked downstream

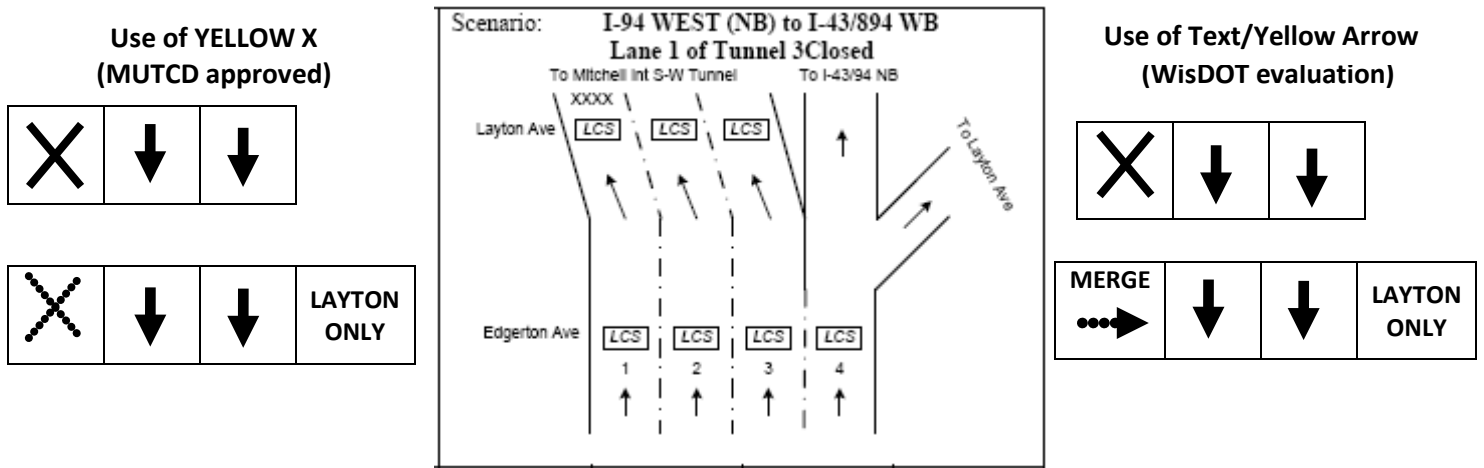


Key

	LAYTON ONLY					MERGE
Blank	White Text	Yellow Arrow	Green Arrow	Red X	Yellow X	White Text / Yellow Arrow

2. Evaluate the use of MERGE text with a YELLOW horizontal arrow versus a YELLOW X to indicate an upcoming lane closure, which would encourage traffic to merge out of the upcoming closed lane. The study team will use a separate downstream LCS with a RED X in conjunction with the MERGE & YELLOW horizontal arrow to indicate a closed lane.

Example: left lane blocked downstream



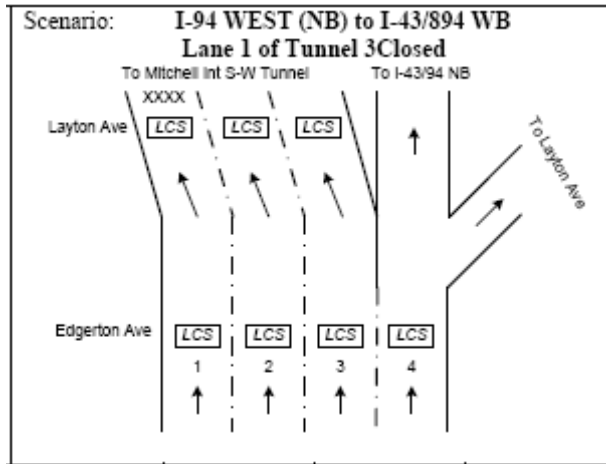
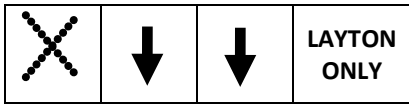
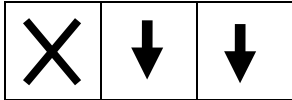
Key

	LAYTON ONLY					MERGE
Blank	White Text	Yellow Arrow	Green Arrow	Red X	Yellow X	White Text / Yellow Arrow

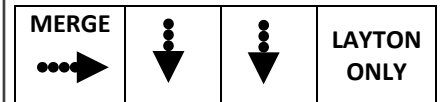
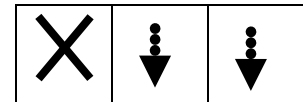
3. Evaluate the use of a YELLOW X and GREEN downward arrows versus MERGE text with a YELLOW horizontal arrow with YELLOW downward arrows, which would encourage traffic to merge out of the closed lane and to slow down in the adjacent lanes.

Example: left lane blocked downstream

Use of YELLOW X and GREEN arrow
(MUTCD approved)



Use of Text/Yellow Arrows
(WisDOT evaluation)



Key

	LAYTON ONLY					MERGE
Blank	White Text	Yellow Arrow	Green Arrow	Red X	Yellow X	White Text / Yellow Arrow

Amended Plan and Time Period:

In addition to clarifying the request to experiment, Wisconsin DOT would like to propose a change in schedule to avoid construction impacts. Evaluation of the three LCS options will use previously described ITS devices at the end of major construction near the Mitchell Interchange. The amended start date is January 1, 2013. The evaluation period will last 1 year until January 1, 2014.

If sufficient data has not been gathered by January 1, 2014 we request to use the University of Wisconsin's Traffic Operation Lab driver simulator to model driver's reactions to the different LCS configurations.

WisDOT will prepare a semiannual progress report and a final report within 3 months of the end of the experiment.

Thanks for the final review and concurrence. Please let us know if there are any further questions.

Sincerely,
Angela Adams
State Traffic Engineer
(608)399-4143