Chapter 2 Signing

Section 2 Regulatory Signs

2-2-4 STOP and YIELD Signs for Separated Turn Lanes

PURPOSE

The MUTCD, Section 2B.04 provides general guidance for the determination of STOP or YIELD sign usage to determine the right-of-way at intersections. The MUTCD also states that for signalized intersections, a STOP or YIELD sign shall only be used if there is a separated turn lane that is not controlled by the traffic signal.

In addition to separate, unsignalized turn lanes at signalized intersections, WisDOT has also installed roundabouts with separated turn lanes where the approaching, right-turning traffic can utilize a “bypass” lane to avoid going through the roundabout circle altogether.

Questions about whether to use a STOP or YIELD sign or no control for these applications has led to an inconsistent practice throughout the State. The purpose of this policy is to provide guidance on the signing treatments that are available and when they should be used, in order to help achieve a better consistency of practice statewide.

POLICY AND GUIDELINES

Signalized Intersections with Separated (Unsignalized) Turn Lane

1. Right turn lane with dedicated, long parallel receptor lane on the receiving roadway; typically a STOP or YIELD sign would not be used. An added lane warning sign (W4-6) should be used in these cases. If traffic or crash problems persist, a YIELD sign may be used.

2. If there are two or more receptor lanes on the receiving roadway, a YIELD sign should be used. If traffic or crash problems persist, a STOP sign may be used in lieu of the YIELD sign.

3. If there is only one receptor lane on the receiving roadway, a STOP sign should be used. A YEILD sign may be used in lieu of a STOP sign where there is wider pavement and an available recovery area.

4. If double separated right turn lanes are used at a signalized intersection, traffic signal control shall be utilized.

5. If traffic or crash problems persist with any YIELD sign control, STOP signs or signal control should be considered.

Roundabouts with Separated Right Turn Lanes

1. YIELD signs should be used for both single and double separated right turn lanes at roundabouts.

2. If traffic or crash problems persist with any YIELD sign control, STOP signs should be considered.

SIGNING IMPLEMENTATION

1. The guidelines listed in Part B should be followed for newly installed intersections.

2. For existing intersections with signing not meeting these guidelines, there is no compliance date for making these changes. However, opportunities should be utilized through improvement projects, knockdowns or routine sign replacements to bring the signing up to the current guidelines.

2-2-4.5 STOP and YIELD Signs on Driveways and Private Roads

GENERAL

The Department uses regulatory and warning signs conservatively, as recommended in the Manual on Uniform Traffic Control Devices (Section 2A.04). This conservative use is important to retain the effective impact of signs on driver behaviors; used in excess, regulatory and warning signs tend to lose their effectiveness. There is the concern that a proliferation of unnecessary STOP or YIELD signs at driveways and private roads will lead to their disregard and could cause potential safety issues at locations where STOP or YIELD signs are necessary.

Oftentimes the Department is requested to install and/or maintain STOP or YIELD signs for driveways and private roads. The Department is not obligated to provide STOP or YIELD signs for many of these locations, by basis of Wisconsin Statutes and the 2009 MUTCD.
AUTHORITY

The following Wisconsin State Statutes establish relevant rules of the road that drivers must obey without requiring a sign to be posted and describe the authority to place signs, and the MUTCD Sections provide standards and guidance for installations of these signs.

Chapter 346, Rules of the Road

s. 346.02 (7) Applicability of Provisions Requiring Signposting.

...Whenever a particular section does not state that signs are required, such section is effective even though no signs are erected or in place.

s. 346.18 (4) Entering Highway from Alley or Non-highway Access.

The operator of a vehicle entering a highway from an alley or from a point of access other than another highway shall yield the right-of-way to all vehicles approaching...

s. 346.18 (7) (b) Entering Alley or Driveway from Highway

The operator of any vehicle crossing a sidewalk...shall yield the right-of-way to any pedestrian...on the sidewalk.

s. 346.41 (1) Display of Unauthorized Signs and Signals Prohibited

No person shall place, maintain or display upon or in view of any highway...any unauthorized sign...which: (a) purports to be...an official traffic sign...

MUTCD, 1A.08, Authority for Placement of Traffic Control Devices.

Traffic control devices... shall be placed only as authorized by a public authority or the official having jurisdiction...

Any unauthorized sign placed on the highway right-of-way by a private organization or individual constitutes a public nuisance. All unofficial and nonessential traffic control devices, signs, or messages should be removed.

All regulatory traffic control devices shall be supported by laws, ordinances, or regulations.

These statutory provisions clarify that signs are not required in order to effect a requirement to comply with rules of the road, and it is apparent that a motorist is not required to comply with rules of the road, and it is apparent that a motorist is not required to stop before entering a street or highway from a driveway. STOP signs are not required in these situations. The following policy is established consistent with the stated objective of conservatively using regulatory signs to retain their effectiveness.

POLICY

1. STOP signs or YIELD signs shall not be erected on state highway right-of-way at driveways, except as noted below:
   a. STOP or YIELD signs shall be installed and maintained by WisDOT at driveways to state, county or municipal parks, and state forest, driveways on school grounds, and driveways to county institutions. These intersections often appear to be driveways, but are defined as highways under s.340.01(22).
   b. If a private driveway operates and functions like a public street, the Regions may provide a temporary exception to allow a STOP or YIELD sign while working to encourage the local government to make the intersecting road a public roadway.
   c. When there are demonstrated operational or safety issues resulting from a lack of a STOP or YIELD sign, and best efforts of the region to locate the STOP or YIELD sign off of the state highway right-of-way do not work, a permit may be granted by the Region to allow the STOP sign in the highway right-of-way. The permit should be documented using the standard application/permit to work on highway right-of-way (DT 1812 form). The owner of the STOP or YIELD sign shall be responsible for the installation and long-term maintenance of the sign.

2. For pre-existing STOP or YIELD signs installed at driveway connections to state highways, not consistent with this policy and located in the right-of-way of the state highway, the Region should remove the sign from the right-of-way. Before removal, make every effort to work with the driveway owner, as opportunities permit, to relocate privately owned STOP or YIELD signs off of the state
highway right-of-way. An ideal time for working with property owners for relocation of STOP or YIELD signs would be during an improvement project or if any other work is being performed on the right-of-way.

3. STOP or YIELD signs for private driveways connecting to state highways should be located of the state highway right-of-way in a location that is reasonably close to the ideal starting point. The 2009 MUTCD, Section 2A.16 states that a STOP sign may be located a maximum of 50 feet from the mainline roadway edgeline.

4. When privately owned STOP or YIELD signs are allowed in the highway right-of-way, the proper size STOP or YIELD sign for that particular state trunk highway shall be used, in accordance with TEOps 2-2-5. In addition, the owner of the private road or driveway shall install STOP or YIELD in accordance with the MUTCD, Sections 2B.04, 2B.05, 2B.06, 2A.18, 2A.19 and 6F.05.

2-2-5 Size of STOP Signs on Roadways

PURPOSE

The intent of this policy is to establish minimum STOP sign sizes on WisDOT roadway. These guidelines are applicable for intersections with single-lane conventional State Trunk Highways, intersections with multi-lane conventional State Trunk Highways and intersections with Expressways.

DEFINITIONS

Freeways are defined as divided highways with fully controlled access at interchanges only. Interstate highways are freeways with the interstate route designation.

Expressways are divided arterial highway facilities that have partial control of access, generally with grade separations at major intersections.

Conventional highways are defined as streets or roads other than freeways or expressways. They may be divided or undivided, two-lane or multi-lane, and access is available at intersections and driveways.

INSTALLATION GUIDELINES

The following minimum sizes shall be used for the installation of STOP signs on WisDOT system roadways.

1. A 36” STOP sign size shall be used for all STH/STH intersections, regardless of the number of approach lanes on each STH.
2. A 36” STOP sign size shall be used for all roadways intersecting multi-lane conventional state trunk highways and expressways.
3. A 36” STOP sign size shall be used for multi-lane conventional roadways intersecting single-lane conventional state trunk highways.
4. A 30” STOP sign size shall be used for single-lane conventional roadways intersecting single-lane conventional state trunk highways.
5. Additional STOP sign size criteria for bypasses are contained in TGM 2-15-53 (Bypass Signing).

If there are demonstrated or perceived problems at these intersections, the Regions have the option of increasing the STOP sign size. A traffic engineering study can be used to identify problems at intersections. Justification may be based on unusual roadway geometrics, crash problems, or sight restrictions.

2-2-12 In-Street Pedestrian Crossing Signs

PURPOSE

The MUTCD section 2B.12 allows usage of in-street pedestrian crossing signs to remind motorists of laws regarding pedestrian right-of-way at an unsignalized location. While these signs may be useful to remind motorists of traffic/pedestrian right-of-way laws, it is important to develop and use additional application standards to promote consistency, safety and efficiency of the roadway. Local units of government have requested to install this signing. This policy provides guidance on the usage of these signs on state maintained roadways.

POLICY
Local units of government shall request, in writing, permission to install and maintain in-street pedestrian crossing signs on DOT permitted crosswalks. A map shall be provided to the District by the local unit of government showing the proposed locations of the in-street pedestrian crossing signs. Upon District review, approval or denial should be made by a letter to the local unit of government. If approval is given, the District should also provide a copy of the R1-6 standard sign plate with the approval letter so consistency is maintained in the design and manufacture of the signs.

The following guidelines shall be used by the District to determine whether a roadway crossing would qualify for in-street pedestrian crossing signs.

GUIDELINES

1. The local unit of government shall be responsible for all liability costs.

2. Only the R1-6, in-street YIELD TO PEDESTRIANS WITHIN CROSSWALK sign shall be allowed only on roadways with posted speeds of 40 mph or less.

3. The R1-6, in-street YIELD TO PEDESTRIANS WITHIN CROSSWALK sign message shall only be used in Wisconsin since State Statute 346.24 requires drivers must yield to a pedestrian in a crosswalk. The R106a, STOP FOR PEDESTRIANS WITHIN CROSSWALK, sign should not be used.

4. Existing in-street pedestrian crossing signs that do not conform to this policy shall be removed. Notification to communities shall be made by written letter. Should existing non-permitted signing not be removed, WisDOT will remove the sign(s).

5. The in-street YIELD TO PEDESTRIAN sign shall only be used as a supplement to the standard pedestrian crossing sign (W11-2) with diagonal down arrow (WF16-7L/R) or standard school warning sign (S1-1) with diagonal down arrow (W16-7L/R). As an exception, the in-street YIELD TO PEDESTRIAN WITHIN CROSSWALK sign may be used alone provided there are no sight restrictions.

6. The in-street YIELD TO PEDESTRIAN sign shall only be used as an in-street sign, not on the outside shoulder or parking lane.

7. The in-street YIELD TO PEDESTRIAN sign shall only be used at marked and maintained crosswalk approaches that are not controlled by a STOP sign or traffic signal. Signs should be restricted to key locations, such as high volume pedestrian crosswalks, to avoid overuse. The minimum spacing of signs shall be every other block, where there are several consecutive marked and maintained pedestrian crossings.

8. The sign locations shall not impede traffic movements (through or turning). Signs may have to be temporarily removed due to maintenance operations or oversized loads. WisDOT is not responsible for sign removal or reinstallation costs.

9. Only one sign, in each direction of a two-way street approach or back-to-back signs, will be allowed for each crosswalk approach.

10. For pedestrian crossing applications, the signs shall have a black legend on yellow background the design on the R1-6 sign plate shall be used.

11. For school crossing applications, the signs shall include the SCHOOL plaque and shall have black legend on fluorescent yellow-green background. The design on the S4-52 sign plate shall be used.

12. The reduced size in-street school warning sign (S1-1) with reduced size AHEAD sign (WF16-9P) or reduced size diagonal down arrow sign (WF16-7L/R) may be used in lieu of in-street pedestrian crossing signs for school applications as shown in the MUTCD, sections 7B.08 and 7B.09.

13. Supports shall be freestanding (maximum 2” square or 2” round post), meeting National Cooperative Highway Research Program (NCHRP) 350 breakaway standards. The maximum mounting height shall be 2 feet to the bottom of the sign. The sign shall be securely attached to the pavement if left in place for more than 24 hours. Sign support bases shall not be bolted or cored into the pavement.

14. Communities may use the following mounting devices. Mounting devices not included in this list shall be a proved by the District Traffic section, prior to use:

   a. Impact Recovery Systems Mount or Portable models (portable model #103QR or fixed model #101NS).

   b. Safe-Hit Surface Mount or Potable models (portable model #ST948PCD44WX or fixed model #ST948SMP44WX).
15. For signs not mounted back-to-back, a reflective strip the same color as the centerline or lane line shall be used to warn traffic approaching from the opposite direction.

16. The local unit of government shall be responsible for manufacture, liability, installation and maintenance costs, which includes removal prior to snowfall and re-installation in the spring. If signs are not removed prior to November 1, WisDOT will remove and charge the local unit of government for all costs associated with removal. The in-street pedestrian crossing signs shall not be installed prior to April 1.

17. The local unit of government shall affix an identification label to the back of each sign, per Wisconsin State Statute 86.19(5).
TYPICAL PLACEMENT OF IN-STREET PEDESTRIAN CROSSING SIGNS

FOR SIGNS NOT MOUNTED BACK TO BACK
A REFLECTIVE STRIP ON THE BACK OF
THE SIGN THE SAME COLOR AS THE
LANE LINE SHALL BE USED

WHITE LANE LINE

REMOTE CROSSWALK

FOUR LANE DIVIDED SECTION

2-2-13 Location of Speed Limit Signs

PURPOSE

The following is to provide policy guidelines for distance between and proper location of speed limit signs. The policy pertains to signing on freeways, expressways, and conventional highways.

BACKGROUND (AUTHORITY)

The Wisconsin Statutes in Section 346.57 discusses Speed Restrictions. The statutes require certain statutory limits to be posted. Refer to this statute for locations that require Speed Limit signs to be posted.

TEOpS 13-5-1 discusses the statutory and approval process and setting limits. Refer to this section for information on these issues.

The MUTCD Section 2B-13 discusses location of Speed Limit signs.

Note: Reduce speed ahead sign requirements and placement is covered under a separate TEOps 2-3-30, “Reduced Speed Ahead” signing.

POLICY

Based on the requirements in the MUTCD Section 2B-13, the following shall be the location where speed limit signs shall be placed:

1. Speed limit signs shall be placed at points of change from one speed limit to another and when leaving a zoned area such as a town, village, city, or municipality to return to rural speed.

2. After a school zone, where speed limit was reduced.
The following chart or table indicates MINIMUM criteria for each specific speed limit:

70/65/60/55/50 mph (Freeways)
1. After each interchange
2. Beginning and end of freeway segment
3. Changes in speed zone (double mark—outside and inside shoulder for reductions from 70 or 65 to 65/60/55/50 mph)

65/60/55/50 mph (Expressways)
1. After each interchange
2. At state or county highways
3. Changes in speed zone (consider double marking outside and inside shoulder)
4. Beginning and end of expressway section

Note: An expressway is defined as a divided arterial highway facility that has partial control of access and generally with grade separations at major intersections.

55 mph (Conventional Highways)
1. Leaving a zoned area less than 55 mph such as a town, village, city or municipality
2. After every state highway in a rural area
3. Typically after major intersections with higher volumes
4. Reminder signs should be spaced approximately every 15 miles, when signs under criteria 1, 2, or 3 do not provide a reminder within 15 miles

50/45 mph (Conventional Highways)
1. At points of change from one speed limit to another
2. After major intersections with higher volumes
3. Every ½ mile (maximum distance between reminder signs)

Note: Engineering judgment should be used when placing every ½ mile to coordinate with other criteria above such as after major intersections to avoid unnecessary duplication.

40 mph and BELOW (Conventional Highways)
1. After major intersections with higher volumes
2. Maximum distance between reminder signs
   a. 40 mph = 2000 feet
   b. 35 mph = 1500 feet
   c. 30 mph = 1000 feet
   d. 25 mph = 1000 feet

Note: Field conditions may require varying from these criteria for these speed and highway categories.

SIZE OF SIGNS
See TEOps 2-1-35 for optimum size of signs.

DOUBLE MARKING
Double marking (right and left side) for the first set of signs shall be employed for any reduction from 70 or 65 mph and should be employed for other speed limit reductions on divided highways.

PHASE IN PERIOD
As signs are replaced due to wear or where there are problem areas with spacing, maximum of five years from the effective date of this policy.

WORK ZONE TRAFFIC CONTROL SPEED LIMIT SIGNS
The spacing shown in this policy does not apply to work zone traffic control speed limit changes. See work zone standard detail drawings for applicable requirements.

**2-2-14 Reduced Speed Ahead**

**PURPOSE**

This guidance is to establish the appropriate use and location of the reduced speed ahead sign in relation to the speed limit sign for the lower speed zone. This policy pertains to signing on freeways, expressways, and conventional highways.

**BACKGROUND (AUTHORITY)**

The MUTCD in Section 2B-16 discusses reduced speed ahead signs but does not address the location/distance that this sign should be placed in advance of the first speed limit sign.

The MUTCD in Section 2C-05, Placement of Warning Signs, Table 2C-4 does not address placement of reduced speed ahead (Regulatory) signs; however, it does provide minimum guidance that can be useful for determining advance distance for the regulatory reduced speed ahead sign and the W13-1W warning sign speed plaque.

**POLICY**

A reduced speed ahead sign (R2-5A) and an advisory speed sign (W13-1W) shall be erected in advance of downward changes of the speed limit from 65, 60, or 55 mph regardless of the amount of reduction, and from 50 mph or below for reductions of 15 mph or more. The reduced speed ahead sign and advisory speed sign shall not be used for reductions of less than 15 mph for speeds of 50 mph or below.

1. **Sign Spacing in Advance of Reduced Speed Zone:** Signs must be placed to provide adequate time for the driver to perceive, identify, decide, and perform the speed reduction. The following table establishes the minimum suggested distances to be used for the regulatory reduced speed ahead signs. The table was developed by modifying the distance chart for warning sign placement in Table II-1 of the MUTCD, Condition C (deceleration to listed advisory speed). The modifications provide more time for the driver to respond to the regulatory sign, as opposed to the warning signs when a driver is required to decelerate to a specific speed, based on a road condition. The increased distance between the reduced speed ahead sign and the speed limit sign provides additional time to decelerate. This is consistent with the guidance in MUTCD Section 2C-3, which indicates the time necessary for Perception, Identification/understanding, Emotion/decision making, and Volition/execution of decision (PIEV) is higher for signs that involve more driver judgment, as opposed to warning signs. In particular, the comfortable braking distance and therefore the execution distance is being increased to the following:

<table>
<thead>
<tr>
<th>Reduced Speed Ahead Sign Distance in Advance of Speed Limit Sign</th>
</tr>
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<tbody>
<tr>
<td>Minimum Distances (in feet)</td>
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<tr>
<td>Speed Limit</td>
</tr>
<tr>
<td>------------------</td>
</tr>
<tr>
<td>65 --------------</td>
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<td>40 --------------</td>
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<tr>
<td>35 --------------</td>
</tr>
</tbody>
</table>

2. **Sizes of Signs:** Size of signs shall be in accordance with TEOps 2-1-35. Use the same size code for both the R2-5A and W13-1W signs.

3. **Double Marking:** Double marking (right and left sides) shall be employed for any reduction from 65 mph and may be employed for other speed limit reductions, especially on divided or multi-lane highways and for added emphasis.

4. **Phase in Period:** Signs should be adjusted to conform to this guideline when they are replaced due to wear or when the current placement of signs and advance distances is identified as a problem.
5. **Work Zone Traffic Control Speed Limit and Reduced Speed Ahead Signs**: The spacing shown in this policy does not apply to work zone traffic control speed limit changes. See the work zone standard detail drawings for applicable requirements.

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**2-2-15 NO TURNS (R3-3) Signs—Freeways**

In the early 1970s there was some special concern expressed about wrong-way movements on the freeway system. Some of the concern was being generated by the Federal Highway Administration, and some of it was local in nature. As a result, standardized signing practices were developed and implemented throughout the state on the freeway system. Along with some other extensive signing, NO TURNS signs were installed in the areas between the merging roadways at on-ramps on all freeways. These signs were intended to discourage illegal U-turns, whether made purposefully or by accident. There was subsequently some feedback from the State Patrol that the signing improvements were effective in reducing wrong-way movements.

Unfortunately, the NO TURNS signs in the merging area are in a rather vulnerable location and have no doubt suffered more than their share of knockdowns, thus incurring maintenance costs, and costs and damages to the public. Over the years, the public has come to understand and accept the restrictive nature of the freeway roadways, which make U-turns difficult.

Consequently, it has been determined that there is no longer a need for the sign, and it can be eliminated.

There *may* be some specific locations where the geometrics or condition peculiar to the locations, or where an awareness of unusual driving habits, would seem to make the retention of these signs desirable. In these cases, the R3-3 sign *may* still be used. Consultation with the State Patrol or other enforcement agencies *may* be desirable in these instances.
2-2-19 No U-Turn Sign (Freeway/Expressway median Crossover Sign Placement) January 2013

GENERAL

The MUTCD Section 2B.18 gives some guidance and options for the placement of No U Turn Signs (R3-4 sign with R3-4a plaque, or R3-4B sign). However, the 2009 MUTCD is lacking on guidance for the placement of these signs in median crossovers. Guidance as to the proper number and placement of these signs in the median is important. The median width plays a role in the effective placement of the signs.

GUIDANCE/POLICY

The following guidelines/policy apply to these signs:

1. The Region has the option of using the R3-4 sign with R3-4A supplemental plaque or the combination R3-4B sign for these applications.

2. If used for freeway and expressway median crossovers with a width of 50 feet or greater (distance from yellow edgeline to yellow edgeline), separate No U-Turn signs shall be installed on the far side of the median crossover facing traffic.

3. If used for freeway and expressway median crossovers with a width of less than 50 feet (distance from yellow edgeline to yellow edgeline), the No U-Turn signs may be mounted back-to-back in the center of the median. Vegetation or other sight obstructions should be considered to ensure visibility of the signs all year.

4. A double yellow delineator should be placed on the left side of the through roadway on the near side of the crossover for each roadway (see Figure 1).

5. Any existing median crossover No U-Turn signs not conforming to this policy will be allowed to remain in place until the end of their useful life. Useful life ends when the sign message no longer meets legibility or condition standards. Existing signs may be removed prior to the end of their useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or when projects make removal practical.

Figure 1

MEDIAN CROSSOVER SIGNING AND DELINEATION
2-2-19.1 No U-Turn Signs (Controlled Intersection Placement) April 2010

BACKGROUND

Historically, Wisconsin State Law has not allowed U-turns at intersections controlled by traffic control signals or intersections controlled by an officer. Effective January 1, 2010, the State law was changed to make U-turns legal at intersections that do not have signs prohibiting the maneuver. Traffic engineering experience has shown that the permitting of U-turns at controlled intersections can be a safe and beneficial traffic maneuver. From an economic standpoint, the permitting of U-turns can reduce costs and issues connected with access control where highway projects result in median closings because reasonable access to the businesses can be possible via U-turns. It is noteworthy to point out that all other states allow U-turns at intersections to one degree or another.

For dual left turn applications, Wisconsin State Statute 346 states that U-turns would be made from the innermost left turn lane in the same fashion as a left turn. Vehicles on the intersecting streets turning right on red will need to yield to the U-turning vehicle. Statute 346 also states that backing is not permitted as part of a U-turn maneuver, therefore a motorist will need to have knowledge of the turning radius of their vehicle. A U-turn is also prohibited on undivided highways for crest and vertical curve locations where the sight distance is less than 500 feet.

Usage of turn prohibition signs, specifically No U-turn Signs, is covered in MUTCD Section 2B.19. However, the MUTCD does not get into specific engineering criteria as to when signs should be used. Motorists are not necessarily familiar with state statute language and signing may be appropriate at certain intersections to prohibit U-turns, due to motorist safety issues or to help enforce the state statute. Wisconsin State Statute 346 gives maintaining governments the authority to prohibit U-turns at specific intersections. Intersections where U-turns are prohibited shall be signed.

DEFINITIONS

Freeways are defined as divided highways with fully controlled access at interchanges only. Interstate highways are freeways with the interstate route designation.

Expressways are defined as divided highways with partially controlled access by a combination of interchanges, at-grade intersections and driveways.

Conventional highways are defined as streets or roads other than freeways or expressways. They may be divided or undivided, two-lane or multi-lane, and access is available at intersections and driveways.

QUALIFYING CRITERIA FOR SIGNING

1. No U-Turn (R3-4 signs) shall be installed at the following signal and stop controlled intersections where U-turns are prohibited:
   a. Intersections where there are existing no left turn signs: The no U-turn (R3-4) sign shall be installed at these locations in conjunction with the no left turn (R3-2) sign. The combination no left turn/no U-turn (R3-18) sign may be utilized for these locations instead.
   b. Intersections where there are signalized right turns that operate simultaneously with protected left turn movements. The no U-turn (R3-4) sign may be utilized for these locations instead.
   c. Signalized intersections that are interconnected to a railroad crossing and operate with advance (not simultaneous) pre-emption. The no U-turn (R304) sign shall be installed on any divided highway approach that crosses the railroad tracks.

2. No U-turn (R3-4) signs may be installed at other signal and stop controlled intersections that have demonstrated the following operational issues:
   a. Intersections with less than 500 feet of sight distance and demonstrated crashes attributed to U-turns that are above the statewide average for that type of intersection.
   b. Intersections with dual left turn lanes and demonstrated problems with motorists making U-turns from the outside left turn lane. For this issue, the lane control sign (R3-8 UU) should be used to emphasize that U-turns may only be made from the inside left lane. For overhead signing applications, the R3-5U (with 6" black border) may be installed in place of the R3-5L or R3-50L.
   c. Intersections with a deficient truck turning radius that present repeated problems with trucks backing up to complete a U-turn, signs and/or signals being damaged or other safety or
operational issues cause by the deficient truck turning radii. Intersections may have signing to just restrict trucks in making U-turns. For these applications, the standard no U-turn (R3-4) sign with supplemental truck plaque (M4-4) sign would be used.

d. Temporary signalized intersections during improvement projects where left turns may be restricted or eliminated.

e. Intersections that have poor geometrics and there are demonstrated crashes attributed to U-turns that are above the statewide average for that type of intersection. Examples would be skewed intersections or nearby railroad crossings.

3. Eliminations of signs. In the past, many signalized intersections were signed mainly from requests by law enforcement due to repeated problems with illegal U-turns at intersections and the signs aided in enforcement of the law. The Region should make efforts to review these intersections, based on the criteria outlined in items 1 and 2 above, and adjust or remove signs as necessary.

GUIDANCE FOR FIELD PLACEMENT OF SIGNS

1. Installation of no U-turn signs at controlled intersections can be challenging due to lack of space to install signs and the presence of many other signs. A minimum of no U-turn (R3-4) sign shall be installed at each intersection approach where the U-turn move is prohibited. Below is a hierarchy of where the sign should be installed:

   a. Primary choice is mounting of the no U-turn (R3-4) sign on the far side median signal pole if it does not conflict with any other signs (keep right, etc.).

   b. Secondary choice is to install the no U-turn (R3-4) sign side-by-side with the keep right sign on the far side median signal pole. This may be accomplished by a separate post or bracket system. If a bracket system is used, the no U-turn sign should be mounted to the left of the keep right sign.

   c. Third choice is to install the no U-turn (R3-4) sign on a nearside median signal pole.

   d. Fourth choice is to install the no U-turn (R3-4) sign underneath the keep right on the far side median signal pole. This option is the last desirable because the no U-turn sign will be lower than the minimum 5 foot mounting height as specified by the MUTCD.

2. A second no U-turn (R3-4) sign may be installed in advance of the intersection approach for areas where compliance is still a problem that is resulting in safety issues or if visibility of the mandatory no U-turn sign is compromised due to intersection geometrics or the presence of other signs.

3. Placement of the ground mounted R3-8UU sign mentioned in 2B above should be in advance of the near median signal head in the median at a minimum distance of 150 feet back from the signal.

2-2-20 Intersection Lane Control Sign May 2011

PURPOSE

The MUTCD sections 2B.19, 2B.20, 2B.21, and 2B.22 provide standards and guidance for the usage of intersection lane control signs, mandatory movement lane control signs, optional movement lane control signs, and advanced intersection lane control signs. This policy provides requirements and guidance to the proper use of the signs on state maintained highways.

DEFINITIONS

1. Intersection lane control signs (R3-5 through R3-8 and R3-20L or LL and R3-20R or RR) include mandatory movement lane control signs, optional movement lane control signs, and advanced intersections lane control signs.

2. Mandatory movement lane control signs are as follows:

   a. R3-5, R3-5A, R3-5XL and R3-50 series contain an arrow and word ONLY

   b. R3-7 series indicate RIGHT (CENTER or LEFT) LANE MUST TURN RIGHT (CENTER or LEFT).

3. Optional movement lane control signs (R3-6 series) indicate a combination arrow.

4. Advanced intersection lane control signs (R3-8 series) indicates the configuration of all lanes ahead.
The R3-20 series signs indicate the start of a turn lane with the text LEFT (RIGHT) TURN LANE (tilting down arrow).

**POLICY**

1. Mandatory movement lane control signs (Figures 1, 2 and 3)

   R3-5, R3-5A, R3-5XL and R3-50 series are generally used as overhead signs directly over the lane to which they apply. The R3-5, R3-5A, R3-5XL and R3-6 shall not be used as a ground mounted sign on a multi lane approach.

   R3-7 series signs shall only be used as ground mounted signs. The RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT) shall be installed whenever there is a mandatory turn lane and shall be accompanied by pavement marking arrows/only per 3B.20 of the MUTCD. A mandatory turn lane is one where a through lane becomes a mandatory turn lane and the driver must change lanes in order to continue straight. An R3-7 series sign should be placed in advance of the intersection and repeated at the intersection depending on space availability for signs and the speed limit of the roadway. For higher speed roadways, 45 MPH or higher place the sign a minimum of 400’ prior to the intersection and repeat the sign at the intersection. For lower speed roadways, 40 MPH and below, place the sign a minimum of 300’ prior to the intersection and repeat the sign if necessary. An option to the R3-7 series ground mounted sign is an overhead R3-5 series sign (ONLY, ARROW). NOTE: The R3-8 series sign may be used in lieu of the R3-7 series sign when there is only one lane approaching an intersection and the roadway widens into separate turn lane(s).

2. Optional movement lane control signs

   R3-6 series signs indicate a combination arrow and are installed overhead. The word OK shall not be used on the sign per 2B.19 of the Wisconsin supplement to the 2009 MUTCD.

3. Advanced intersection lane control signs (Figures 4, 5, 6, 7, 8, 9 and 10)

   R3-8 signs show the configuration of all lanes ahead. This sign should be placed in advance of the tapers for the turn lanes to allow for drivers to read the sign and change lanes accordingly. This sign is required for complex intersections where it may not be apparent to the driver what each lane movement is. Examples where it is not apparent include horizontal and vertical curves approaching an intersection or lack of physical barrier channelization. Examples of complex intersections include dual rights and dual lefts. At other locations, it is an optional sign.

   R3-20L or LL and R3-20R or RR signs which indicate LEFT (RIGHT) TURN LANE and tilted down arrow are intended to be placed at the start of the taper for the turn lane. This sign is required:

   a. For dual left turns where there is a median physical separation.
   b. At single or dual turn lanes where there is a physical separation between the left turn lane and through lane. Note: If the R3-20 sign is used between the through lane and turn lane per Figure 7, the advanced sign is optional.

   The R3-20 series sign is not necessary at other locations unless there is a horizontal curve where the driver cannot distinguish the turn lane taper from the through lane.

4. Mandatory turn lane downstream of an intersection (Figure 3)

   An R3-7 series sign, RIGH (LEFT) LANE MUST TURN RIGH (LEFT) shall be used where a lane becomes a mandatory turn lane after an intersection. Option—overhead sign R3-5 series sign is recommended for higher speed facilities in lieu of the ground mounted R3-7 series sign.
MANDATORY MOVEMENT LANE CONTROL SIGNS

FIGURE 1
MANDATORY MOVEMENT LANE CONTROL SIGNS

FIGURE 2

: CODE
MANDATORY TURN LANE AFTER INTERSECTION

FIGURE 3

CODE
ADVANCED INTERSECTION LANE CONTROL SIGNS

FIGURE 4

SIZE CODE
ADVANCED INTERSECTION LANE CONTROL SIGNS

CODE

FIGURE 5
ADVANCED INTERSECTION LANE CONTROL SIGNS
(OVERHEAD LANE CONTROL SIGNS)

CODE

FIGURE 6
ADVANCED INTERSECTION LANE CONTROL SIGNS

FIGURE 7
ADVANCED INTERSECTION LANE CONTROL SIGNS

FIGURE 8
BEGIN LEFT TURN LANE
R3-20L (3)

USE WHERE GEOMETRICS DICTATE
i.e. HORIZONTAL OUTSIDE CURVE

ADVANCED INTERSECTION LANE CONTROL SIGNS
(LEFT TURN LANE ON CURVE)

FIGURE 9
USE WHERE GEOMETRICS DICTATE
i.e. HORIZONTAL OUTSIDE CURVE

ADVANCED INTERSECTION LANE CONTROL SIGNS
(RIGHT TURN LANE ON CURVE)

ZE CODE

FIGURE 10
PURPOSE

The operation of non-motorized vehicles or pedestrians on high-speed multi-lane facilities are incompatible uses that create hazards. The Department may prohibit certain traffic on freeways or expressways. To apply these restrictions on traffic, the Department is required to erect and maintain official signs giving notice of the prohibition.

This subject provides guidance on the official signs that may be used to give notice of restrictions on the use of controlled access highways, expressways and freeways.

AUTHORITY

State Statute 349.105 provides the authority to prohibit certain traffic on expressways and freeways. The authority in charge of maintenance of an expressway or freeway may, by order, ordinance or resolution, prohibit the use of such expressway or freeway by pedestrians, persons riding bicycles or other non-motorized traffic or by persons operating mopeds or motor bicycles. The state or local authority adopting any such prohibitory regulation shall erect and maintain official signs giving notice thereof on the expressway or freeway to which such prohibition applies.

DEFINITIONS

State Statute 990.01 (9a) Freeway means a highway with full control of access and with all crossroads separated in grade from the pavements for through traffic.

State Statute 990.01 (7a) Express highway or expressway is a divided arterial highway for through traffic with “full” or “partial” control of access and generally with grade separations at intersections. “Full” control of access means that the authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at grade or direct private driveway connections. “Partial” control of access means that the authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at grade and some private driveway connections.

Listings of declared freeways and expressways are available from the Region Planning Section.

POLICY FOR HIGHWAYS CLOSED TO CERTAIN TRAFFIC

Freeways

Freeways shall be closed to use by pedestrians, by persons riding bicycles or other non-motorized traffic and by persons operating mopeds or motor bicycles. Any exceptions to open freeway segments to use by pedestrians, by persons riding bicycles or other non-motorized traffic and by persons operating mopeds or motor bicycles may only be approved by the Director of the Bureau of Traffic Operations and listed in this policy.

Freeway exceptions (approved by Director, Bureau of Traffic Operations): none, as of October 1, 2007.

Expressways

Expressways should be open to use by pedestrians, by persons riding bicycles or other non-motorized traffic and by persons operating mopeds or motor bicycles. A general exception to open use of expressways is for those expressways with a parallel trail for pedestrians, persons riding bicycles or other non-motorized traffic and by persons operating mopeds or motor bicycles. In those cases the Department shall prohibit that traffic from using the expressway and erect and maintain signs giving notice of the prohibition. Any other exceptions to close expressway segments to use by pedestrians, by persons riding bicycles or other non-motorized traffic and by persons operating mopeds or motor bicycles may only be approved by the Director of the Bureau of Traffic Operations and listed in this policy.

Expressway exceptions (approved by Director, Bureau of Traffic Operations): USH 10, Wood County, from CTH BB to CTH N

SIGN INSTALLATION POLICY

The R5-57 sign (see Figure 1) shall be erected on each ramp leading from a crossroad or frontage road to a restricted freeways or expressway within approximately 100 feet of the point where the ramp leaves the crossroad, and at other locations where pedestrian entrance has occurred or may reasonably be anticipated.

Transition from expressway to freeway

For areas that transition from a non-restricted expressway to a restricted freeway, the R5-57 sign should be
placed after the last at-grade intersection and the R5057B sign (see Figure 2) BEYOND NEXT EXIT may be used to supplement the R5-7 sign. The R5-57 sign should be placed on all freeway on-ramps after this point.

![Figure 1](image1)

**Figure 1**

![Figure 2](image2)

**Figure 2**

**2-2-30 Engine Brake Signing August 2013**

**PURPOSE**

One method of slowing the motion of a vehicle is to use the compression of the engine as part of vehicle braking. This method is often referred to as compression braking or exhaust braking. Engine braking can produce excessive, undesirable noise when muffler systems are not functioning as designed or are otherwise inadequate.

Noise from engine braking in vehicles with inadequate muffler systems has led some communities to take actions to restrict the noise. Compression braking is typically an unavoidable result of operating a vehicle that the driver cannot prevent or fully disengage. However, for some vehicles there are driver choices as to whether or when engine compression braking is used. Objectionable noise levels may be produced by any car or truck when using compression braking and often are related to equipment failure or aftermarket modifications.

There are several advantages to compression braking on vehicles and especially on large trucks. In addition to assisting deceleration, when a truck engine brake system is engaged, it helps prevent the conventional truck air brakes from overheating, thus saving on the normal wearing life of the truck air brakes. This is especially true on roadways with steep downgrades with long distances, where the safety of the truck can be enhanced by the use of engine brakes.

Communities have installed or requested signing on state highways to address noise concerns associated with use of compression braking. The Department controls traffic signs on highways maintained by the state. Local governments do not have the authority to erect signs on those highways except when written permission is provided by the Department.

The Department supports efforts to deal with excessive noise from all vehicles and encourages enforcement of laws requiring effective mufflers (for example, [State Statute Section 347.39](#)). The use of signs specific to engine or compression braking has become popular among many communities, although it is unclear whether those signs are effective or necessary. Generally, the Department does not allow installation of traffic signs on state highways that have not been shown to be necessary or effective. In the case of engine braking, the Department has chosen to work with communities and allow limited use of these signs on state highways under certain conditions, despite the lack of evidence that they are effective in reducing noise problems.
POLICY

The Department may permit local governments to place signs on highways under WisDOT jurisdiction subject to the requirements included here:

1. A permit will be issued only when the local government has in place a noise ordinance that provides a basis for enforcing the sign(s). The noise parameters listed in Wisconsin Administrative Code - Chapter TRANS 405 may be used to help set noise level criteria.

2. Requests for a permit to allow these signs must be in writing to the WisDOT Regional Office and should contain the following information:
   a. Locations where signs are to be installed, including state highway route number and distance to the nearest public roadway intersection
   b. Sign offset (distance from edge of travel lane) and type of post to be used
   c. Assurance that sign will be free standing (not attached to other signs)
   d. Copy of local government noise ordinance

3. The local government shall be responsible for supplying, installing, and maintaining the signs in conformance with the permit. The local government shall furnish their identification sticker on the sign.

4. The local government must be committed to actively enforce the requirements of the signs with local law enforcement personnel.

5. Only the standard NO ENGINE BRAKING EXCEPT IN EMERGENCY sign (R10-64) may be used on highways under state maintenance responsibility and those signs may be installed only on conventional highways at or near the corporate limits of the community (see Figure 1). This sign shall not be used on freeways, expressways, interchange ramps, or site-specific locations on conventional highways.
   a. The optional WITHIN CITY (VILLAGE) LIMITS plaque (R1-64F) may be used to supplement the R10-64 sign when there are persistent or perceived problems with enforcement of engine braking on the roadway throughout the community (see Figure 2).
   b. For freeway locations going through communities, engine brake signs may be permitted on conventional state highways after the entry point to the conventional highway from the freeway, provided signs are already approved at the city/village limits.
   c. Engine brake signs may be allowed for urbanized townships provided they have an ordinance and the means to enforce it. Documentation shall be provided by the local law enforcement indicating that the ordinance will be enforced throughout the township. Urbanized townships are defined by having at least two of the following features:
      i. Township population of at least 5,000
      ii. Urban cross section
      iii. Residential development abutting the highway that meets the definition of “semiurban district” as defined in Wisconsin State Statutes 346.57(b)
      iv. Reduced speed zone
      v. Qualify for an unincorporated community sign.
   d. Due to potential concerns for the safety of truckers and other motorists, the signs shall not be used for steep downgrades that meet the following conditions:
      i. 5% grade and more than 3,000 feet long
      ii. 6% grade and more than 2,000 feet long
      iii. 7% grade and more than 1,000 feet long
      iv. 8% grade and more than 750 feet long
      v. 9% grade and more than 500 feet long
      vi. Any grade steeper than 9%, regardless of length.
   e. The local government must obtain the approval of the appropriate Regional office for the location(s) of the sign(s). The sign language shall meet the requirements of the WisDOT R10-64 and R10-64F sign plates as described in item 4.
   f. Any other signs related to use of engine braking installed on highways under WisDOT jurisdiction within or for the local government that do not meet the requirements of this policy shall be changed by the local government to comply with this policy or be removed.
2-2-35 Littering Signs September 2000

PURPOSE

The intent of this guideline is to eliminate signs that inform the public about fines for littering since the signs are not necessary for the guidance or warning of traffic.

Signs with the message $500 FINE FOR THROWING LITTER OR TRASH ON HIGHWAYS KEEP WISCONSIN CLEAN (R5-56) have been installed on state highways in the past. The purpose of these signs was to discourage littering and to reinforce to motorists the maximum statutory fine for littering on highways. While littering has the potential to create safety hazards as well as diminishing the quality of state highways, there is reason to believe that usage of these signs has a minimal effect on curbing littering problems. The State Patrol has mentioned that these signs have little effect on the motoring public, the law is very difficult to enforce, and citations have very rarely been given out. The State Patrol does not object to removing these signs. Due to previous cutbacks in resources and funding, these signs had previously been declared nonessential. Given the limited effectiveness of the signs, it has been determined these signs are not necessary.

POLICY

Littering signs (R5-56) are declared nonessential on state highways. As a result, the following actions are expected:

1. No new littering signs shall be erected on state highways.
2. Littering signs that have been installed on state highways will be allowed to remain in place until the end of their useful life, when they are to be removed and not replaced. Useful life ends when the sign message no longer meets legibility or condition standards. Littering signs may be removed prior to the end of the signs’ useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or projects make removal practical.

2-2-40 Seatbelt Signs August 2001

PURPOSE

The intent of this guideline is to limit the usage of these signs to specific spot locations, since these signs are not essential to the guidance or warning of traffic. Due to previous cutbacks in resources and funding, these signs had previously been declared non-essential.
Over the years seatbelt signs have been installed to reinforce to motorists the importance of fastening safety belts and to remind motorists that there are penalties for people not fastening safety belts. These signs were placed at various locations on state highways and in rest areas, waysides, and weigh stations. It is typically expected that many motorists now know the importance of buckling up by means of media advertisements and safety campaigns. However, it is still beneficial to place these signs in specific spot locations to serve as a gentle reminder to the motoring public.

DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections.

Conventional highways are defined as either divided or undivided roadway facilities that have no control of access with grade separations at intersections. These highways can be two-lane or multilane facilities.

POLICY

1. Seatbelt signs should be installed at major entry points into the state. Major entry points are defined as locations on freeways and expressways, but not on conventional highways.

2. Seatbelt signs should be located on all freeways, expressways, and conventional highways leaving the outskirts of Class I, II, and III Cities as defined by the latest edition of the Wisconsin Blue Book. For contiguous cities in metropolitan areas, the signs should be located after the last city that is on the following list. For reference, listed below are the Class I, II, III cities from the 2013-2014 Wisconsin Blue Book:

   **Class I**
   - Milwaukee

   **Class II**
   - Kenosha
   - La Crosse
   - Madison
   - Oshkosh
   - Racine

   **Class III**
   - Hartford
   - Kaukauna
   - Marinette
   - Marshfield
   - Menasha
   - Middleton
   - Muskego
   - Neenah
   - New Berlin
   - Oak Creek
   - Oconomowoc
   - Pewaukee
   - River Falls
   - Stevens Point
   - Sun Prairie
   - Superior
   - Two Rivers
   - Watertown
   - West Bend
   - Wisconsin Rapids

3. Seatbelt signs may be placed in rest areas, travel information centers, and weigh stations.

4. Seatbelt signs that have been installed elsewhere on state highways (which includes waysides and locations between cities) will be allowed to remain in place until the end of their useful life, when they should be removed and not replaced. Useful life ends when the sign message no longer meets legibility or condition standards. Seatbelt signs may be removed prior to the end of the signs’ useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or projects make removal practical.

2-2-41 Community Parking Restriction Signs

PURPOSE

Oftentimes, municipalities will adopt ordinances for the prohibition or restriction of parking on certain roadways during certain periods of time. Wisconsin State Statutes 349.13(1e)(c)(2) gives municipalities the authority to enact ordinances and post signs at or reasonably near the corporate limits of the municipality on all state and
county trunk highways and connecting highways.

The intent of posting signs is to inform motorists that 24-hour parking limitations, night parking regulations or snow emergency regulations are in effect in the municipality. It is the responsibility of the motorist to contact the governing body to determine the specifics of the actual ordinance. Posting of signs allows law enforcement to effectively enforce the municipal parking ordinances.

**POLICY**

The following rules **shall** apply for local governments requesting community parking restriction signs on highways under WisDOT jurisdiction:

1. The local government must pass a parking ordinance prior to requesting the sign(s).
2. The local government **shall** submit a written request to the WisDOT Regional Office for a permit to install and maintain the signs. The permit may be in the form of a letter. This request for a permit from the local government **should** contain the following items:
   - Sign message in accordance with items 4 and 8 of this policy
   - Sign offset (distance from edge of travel lane)
   - Where sign is proposed to be located
   - Type of post used
   - Assurance that sign will be freestanding (not attached to other signs)
   - Copy of local government parking ordinance.

Once the permit is granted, the local government is responsible for supplying, installing and maintaining these signs in conformance with the permit.

3. It **shall** be the responsibility of the local law enforcement personnel to enforce the ordinance or the sign(s).
4. The sign message shall meet the requirements of the WisDOT R7-66 municipal parking sign plate (see Figure 1). See item 8 for approved supplemental messages. The local government must obtain the approval of the appropriate WisDOT Regional Office for the location(s) of the sign(s).
5. The R7-66 sign shall only be used on conventional highways at or near the corporate limits of the community. This sign shall not be used at site-specific locations on conventional roadways, freeways, expressways or interchange ramps.
6. Municipal parking signs not meeting the layouts outlined in this policy will be allowed to remain in their place until the end of their useful life. At that time, they should be removed and replaced with signs conforming to this policy. Useful life ends when the sign message no longer meets legibility or condition standards. Municipal parking signs may be removed prior to the end of the signs’ useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or projects make removal practical.
7. For townships, the signs should be placed at the boundary of built-up areas where the ordinance applies.
8. A maximum of three supplemental message **shall** be used on a sign. The six approved supplemental messages are:
   - NIGHT
   - SNOW EMERGENCY
   - 24 HR
   - X:XX AM – X:XX AM (example: 2:00 AM – 7:00 AM)
   - DATE – DATE (example: NOV 15 – MAR 15)
   - ODD / EVEN

**Figure 1**

<table>
<thead>
<tr>
<th>CITY</th>
<th>TOWNSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>VILLAGE</td>
<td>PARKING REGULATIONS</td>
</tr>
<tr>
<td>- NIGHT</td>
<td>- SNOW EMERGENCY</td>
</tr>
<tr>
<td>DATE</td>
<td>DATE</td>
</tr>
</tbody>
</table>
2-2-45 Move Over or Slow Down Signs

PURPOSE

The intent of this guideline is to restrict the usage of signs that inform the public about Moving Over or Slowing Down for Stopped Emergency Vehicles to locations that are most helpful to motorists.

Signs with the message "MOVE OVER OR SLOW DOWN FOR STOPPED VEHICLES WITH FLASHING LIGHTS" (R5-60) are installed on state highways as a reminder to motorists to slow down or move over for emergency/law enforcement vehicles that are on the roadway. These signs were installed in a partnership between Bureau of Traffic Operations and Bureau of Transportation Safety to educate motorists of this law. While signs can be a useful tool to help re-enforce a law, education and enforcement are also effective and essential tools that must be used with highway signing. These signs are primarily focused to motorists entering the state and may be unfamiliar with the Move Over or Slow Down Law. As for a reminder tool, other, more effective educational efforts have been employed in lieu of signs. These educational efforts often times consist of public service announcements through the media, reminders included in DMV vehicle registration notices and driver education. However, due to budgetary concerns and the concern about over signage, signs should only be installed in locations that are the most effective for motorists.

DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections.

Conventional Highways are defined as either divided or undivided roadway facilities that have no control of access with grade separations at intersections. These highways can be two lane or multilane facilities.

POLICY

1. Any requests to install -“MOVE OVER OR SLOW DOWN FOR STOPPED VEHICLES WITH FLASHING LIGHTS” (R5-60) signs shall be reviewed by the statewide Traffic Incident Management Committee and approved by the State Traffic Engineer prior to installation.

2. The following locations have been approved for installation of “MOVE OVER OR SLOW DOWN FOR STOPPED VEHICLES WITH FLASHING LIGHTS” (R5-60). Signs shall be installed at these locations:

   SW Region:
   - IH 39 northbound in Rock County north of the state line
   - IH 39 northbound in Dane County north of USH 51 in Madison
   - IH 39 northbound in Columbia County north of IH 90-94
   - IH 39 southbound in Columbia County south of IH 90-94
   - IH 39 southbound in Dane County south of USH 12-18
   - IH 90 eastbound in La Crosse County east of the state line
   - IH 90 eastbound in Monroe County east of IH 94
   - IH 90 westbound in Columbia County west of IH 39
   - IH 90 westbound in Monroe County west of IH 94
   - IH 94 eastbound in Dane County east of IH 39-90
   - IH 94 westbound in Monroe County west of IH 90
   - USH 18 westbound in Dane County west of Dairy Ridge Rd
   - USH 151 northbound in Grant County north of the state line
   - USH 151 northbound in Dane County north of IH 39-90-94

   SE Region:
   - IH 41 northbound in Washington County north of USH 45
   - IH 43 northbound in Milwaukee County at Holt Ave
   - IH 43 northbound in Ozaukee County north of STH 60
   - IH 94 eastbound in Milwaukee County east of 84th St
   - IH 94 westbound in Kenosha County west of the state line
   - IH 94 westbound in Waukesha County west of the Milwaukee County line
   - USH 12 westbound in Walworth County west of the state line
• STH 119 westbound in Milwaukee County east of IH 94

NE Region
• IH 41 southbound in Outagamie County south of the Brown County line
• IH 43 southbound in Brown County south of STH 172
• USH 10 westbound in Winnebago County west of IH 41
• USH 41 northbound in Brown County north of CTH B
• USH 41 southbound in Marinette County south of Marinette
• USH 41 southbound in Brown County south of CTH B
• STH 29 westbound in Brown County west of IH 41

NC Region
• IH 39 northbound in Portage County at Stevens Point
• IH 39 southbound in Marathon County south of Business 51
• IH 39 southbound in Portage County at Stevens Point
• USH 51 northbound in Marathon County north of STH 29
• USH 45 southbound in Vilas County south of the state line
• STH 29 eastbound in Marathon County east of USH 51
• STH 29 westbound in Marathon County west of USH 51
• STH 153 westbound in Marathon County east of IH 39

NW Region
• IH 94 eastbound in Saint Croix County east of the state line
• IH 94 eastbound in Eau Claire County east of USH 53
• IH 94 westbound in Dunn County west of STH 29
• USH 2 eastbound in Douglas County south of Superior
• USH 53 northbound in Chippewa County north of STH 29
• STH 29 eastbound in Chippewa County east of USH 53

2-2-50 Spacing of Reminder Signs January 2007

EMERGENCY STOPPING ONLY
The R8-7 EMERGENCY STOPPING ONLY sign shall be sued on expressways and freeways only. The R8-7 sign should be placed at random intervals of about 15 miles, generally being located just beyond the signing required after an interchange.

SLOWER TRAFFIC KEEP RIGHT
The R4-3 SLOWER TRAFFIC KEEP RIGHT sign may be used on multiple-lane roadways to reduce unnecessary waving. On conventional highways, it should be erected just beyond the beginning of a multiple-lane pavement and selected locations where there is a tendency on the part of the motorist to drive in the left-hand lane (or lanes) below the normal speed of traffic. On freeways and expressways, the sign shall be erected at random intervals of about 7 ½ miles, generally just beyond the signing required after an interchange. It should not be used on the approach to an interchange or through an interchange area. Successive signs shall be alternated between the median and the right-hand side of the roadway.

2-2-51 Except Right Turn Signals March 2011

PURPOSE AND BACKGROUND
The RIGHT TURN NO STOP sign is occasionally used below a STOP sign for intersections where an engineering study indicates that right turns do not have to stop. Many of these intersections are in urban areas with high right turning traffic volumes and oftentimes have a lack of space to construct a pork chop island with a separated free flow right turn lane. FHWA has previously discouraged the usage of the RIGHT TURN NO STOP sign, and as a result the Department used it very sparingly after exhausting all other traffic control strategies.

The MUTCD now allows the usage of a supplemental plaque below a STOP sign at intersections that allow a right turn to free flow.

POLICY
The EXCEPT RIGHT TURN (R10-10-P sign) is approved for usage on WisDOT maintained roadways, provided
the following policy criteria are met:

1. An engineering study of the intersection is performed and it is determined that the geometrics and traffic volumes make it possible for free-flowing right turns.
2. Existing locations should be reviewed periodically to see if geometric conditions can be changed (upcoming improvement project) or if the traffic volumes are still applicable. Discussion with local officials may result in developing other control strategies. At some locations, it may be possible to install right-turn channelization.
3. RIGHT TURN NO STOP (R1-51) signs should be replaced with the EXCEPT RIGHT TURN (R1-10-P) signs as opportunities permit (improvement projects, knockdown replacement and replacement due to age).

2-2-53 Signing for Flashing Yellow Arrow Traffic Signals  December 2013

PURPOSE AND BACKGROUND

The MUTCD allows the usage of a flashing yellow left turn arrow that is intended to provide a safer, more efficient left turn for motorists. National studies have indicated that drivers have fewer crashes with the flashing yellow left-turn arrow than with the traditional yielding left-turn indication.

FHWA has indicated that flashing yellow arrow educational signing for motorists is normally not needed, since the obvious intent of the flashing yellow arrow is to yield to oncoming motorists. This is the reason why no signing for flashing yellow arrows is included in the MUTCD. However, since the flashing yellow arrow is new to Wisconsin, there has been concern expressed by WisDOT and other municipalities that the motorist will not realize that they need to turn with caution and potentially yield to oncoming motorists. Educational efforts involving the media have been utilized to address this concern. Another motorist education effort is the installation of temporary signing. This policy will address the installation of signing for flashing yellow arrow signals, both for a temporary educational effort and to address any problem areas.

QUALIFYING CRITERIA FOR SIGNING

The LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign has been designed for usage on WisDOT maintained roadways, provided the following policy criteria are met:

1. The LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign, at the discretion of the Region Traffic Engineer, may be used for all new flashing yellow arrow installations in problem areas or new areas, for a time period of one year from the date of the signal installation. After the one year time period, the signs should be removed and returned to the appropriate Region Sign Shop.
2. The LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign may remain in place at intersections with flashing yellow arrow signal indications, for longer time periods or indefinitely. Reasons for allowing the sign(s) to remain in place may be demonstrated problems with motorists failing to yield on the flashing yellow arrow indication or continued unfamiliarity of flashing yellow arrow signal in an area.

GUIDELINES FOR FIELD INSTALLATION OF SIGNS

1. Primary choice for mounting of the LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign is the far side overhead signal that has a flashing left yellow arrow indication.
2. Secondary choice for mounting of the LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign is the far side ground mounted signal that has a flashing left yellow arrow indication.
3. Third choice for mounting of the LEFT TURN YIELD ON FLASHING YELLOW ARROW (R10-50) sign is the near side ground mounted signal that has a flashing left yellow arrow indication.

2-2-54 Stop for School Bus Flashing Red Lights State Law Sign  September 2009

PURPOSE

Wisconsin State Statute 346.48 mandates that motorists approaching a school bus from the front or rear shall stop when the bus is displaying the flashing red lights. The exception to this is oncoming motorists would not have to stop if there is a physical separation in the median, as in the case of divided highways. Oftentimes, requests come to the WisDOT Region offices to install signs for areas where motorist compliance is problematic. Typically these are areas where there are multiple school bus stops and the sight distance does not warrant the placement of the SCHOOL BUS STOP AHEAD (S3-1) warning sign. In the past, the STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW *R59-51) sign has been installed for these problem...
areas. However, due to a lack of statewide guidance, these signs have been used inconsistently.

MUTCD Section 2B.54 allows the customization of regulatory signs to aid in the enforcement of other laws or regulations. Therefore, the STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW (R59-51) sign has been designed to reinforce Wisconsin State Statute 346.48 and aid law enforcement for problem areas. Listed below are criteria that should be followed when considering the placement of these signs.

DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided or undivided roadway facilities that have partial control of access and generally with grade separations at major intersections.

Conventional highways are defined as divided or undivided roadway facilities that have limited access with no grade separations at intersections. These highways may be two-lane or multi-lane facilities.

POLICY

Below are policy criteria that should be applied when considering installations of the STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW (R59-51) sign.

1. For installation of the STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW (R59-51) sign on expressways, TEOpS 2-3-55 should be followed.

2. If a specific school bus stop has a sight distance less than the minimum visibility distance for warning signs per the MUTCD, the SCHOOL BUS STOP AHEAD (S3-1) warning sign should be used.

3. The STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW (R59-51) sign may be used for segments of conventional highways that have the following criteria:
   a. Multiple stops on a segment of roadway
   b. Documented compliance problems exist,
   c. Sight distance is not a factor that would not allow the use of warning signs for most of the stops in the segment of roadway.

4. If the STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW (R59-51) sign is warranted, it should be installed at the beginning of the segment and may be repeated every five miles if the segment is greater than 5 miles or after major intersections (at the discretion of the Region Traffic Engineer).

5. In considering the usage of this sign, the Regions are encouraged to obtain a school bus route map or other information supplied by the school district to identify the locations of the stops. The Region should contact the school districts annually to determine where stops are no longer made so that signing can be adjusted accordingly.