



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-2-4
CHAPTER 2	Signing
SECTION 2	Regulatory Signs
SUBJECT 4	STOP and YIELD Signs for Separated Turn Lanes

A. Purpose

The 2009 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 on 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.

B. 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 YIELD 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.

C. 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.