



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-2-51
CHAPTER 2	Signing
SECTION 2	Regulatory Signs
SUBJECT 51	Except Right Turn Signs

A. 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 often times 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 [2009 MUTCD](#) now allows the usage of a supplemental plaque below a STOP sign at intersections that allow a right turn to free flow. The new sign is the EXCEPT RIGHT TURN (R1-10-P). This policy will address the qualifying criteria and installation of the EXCEPT RIGHT TURN (R1-10-P) signing.

B. 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 makes 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 sign) should be replaced with the EXCEPT RIGHT TURN (R1-10-P sign) as opportunities permit (Improvement projects, knockdown replacement and replacement due to age).