GENERAL

Reference is made to the WisMUTCD Chapter 4L.

Flashing beacons (a.k.a. flashers, warning flashers, beacons) are a special type of signal indication used to supplement standard regulatory and warning signs. According to the WisMUTCD, flashing beacons have the following applications:

1. Intersection control beacon
2. Stop beacon
3. Speed limit sign beacon
4. Warning beacon (includes Rectangular Rapid Flashing Beacons)

Warning beacon includes Rectangular Rapid Flashing Beacons (RRFB). Flashing beacons are part of a sign, as it pertains to the provisions for allowing the installation of the beacons on highway right-of-way. Statutes 84.02 (4)(c) and 86.19 (3) convey exclusive authority for signs and warning devices on the state trunk system to the department.

This policy contains provisions for proper application, design, and permitting of flashing beacons on the STH system.

POLICY

General

The following general criteria apply to all flashing beacon installations on the STH system:

1. There are two types of flashing beacons:
   a. Red—only to be used with STOP signs
   b. Yellow—to be used with any yellow warning (W-series) signs, speed limit, speed limit reduction, pedestrian warning and school speed limit signs

   Flashing beacons shall only be associated with the sign installations referred to above.

2. Flashing beacons are supplementary to signs. When used, they shall be mounted on the same support as the sign which the beacon supplements in accordance with WisMUTCD 4L.03.

3. Activated flashing beacons shall not be approved on the STH system for use in conjunction with train crossings.

4. Emergency vehicle entrances may have activated flashing beacons, which will cancel after a pre-timed period of flash.

5. State-owned and permitted installations
   a. The department may determine that flashing beacons are needed and may install and maintain them at specific sites. In this case, the regional traffic engineer shall make a final determination regarding the use of these devices on behalf of the department.
   b. At locations where local authorities determine that the use of flashing beacons is desirable, a permit may be issued for the installation and maintenance of flashing beacons. Permitted installations are subject to the approval of the department and the conditions of this policy. Additionally, permits are revocable at the discretion of the department.

Application of Flashing Beacons

The following sections highlight policy items for flashing beacons that may be different from those represented in WisMUTCD Chapter 4L.

Intersection Control Beacon: Used at intersections where traffic or physical conditions do not justify conventional traffic control signals but crash rates indicate the possibility of a special need, generally located over the center of an intersection. Refer to WisMUTCD Section 4L.02.

Stop Beacon: Refer to WisMUTCD Section 4L.05.
Speed Limit Sign Beacon: Refer to WisMUTCD Section 4L.04. The department rarely, if ever, would install and maintain flashing beacons with speed limit signs or school speed limit signs. Local authorities shall follow the permit requirements stated below.

Warning Beacon: Refer to WisMUTCD Section 4L.03.

Flashing Beacon Design & Installation

The following provisions pertain to the installation, operation, and maintenance of flashing beacons other than rectangular rapid flashing beacons (RRFBs) on the state trunk highway system.

1. Location

   a. Ground mount: Flashing beacons may be ground mounted, where they will be approximately one foot above the sign they supplement. The sign should be in the lateral and vertical location as specified in the WisMUTCD Part 2 (no change). Illustrations of typical ground-mount installations are in Figure 1 below.

   b. Overhead mount: A flashing beacon may be mounted on one or both sides of an overhead sign. It may be mounted above the sign if the entire assembly including the sign has a minimum clearance of 17 feet.

2. For state-maintained installations, the standard size of flashing beacons is 12 inches in diameter. At the discretion of the regional traffic engineer, permitted (not state-maintained) installations that are in areas with a posted speed less than 30mph may use 8-inch diameter beacons.

3. Ground-mounted supports shall be the same as are normally used to support the sign, and of the same cross-section as normally used. These shall be 4 x 4 or cross-drilled 4 x 6 posts, or in urban areas signal posts on concrete footings, or light poles or wood poles where speeds are low. Usage of any kind of pole shall be in conformance with the offsets specified in highway lighting permit policy, FDM 11-15-1.

4. The installation of two posts, one for the sign and the other for the flashing beacon, is not permissible within the clear zone because of the unpredictable behavior of the combination of two posts when struck.

5. Service poles must be offset to the right-of-way line or in conformance with offsets in FDM 11-15-1.

6. Service may drop to the top of the support, which would be extended to maintain an 18-foot minimum wire-to-ground clearance as per Wisconsin electrical code. Service should preferably be installed underground. In the latter case, the conduit shall be run up and attached to the post or pole. The control box may be mounted on the post or pole.

7. At the discretion of the regional traffic engineer, solar-powered flashing beacon installations may be allowed on the STH system provided the installation meets applicable electrical and crash standards.

8. According to TEOpS 2-1-8, flashing beacons and STOP or STOP AHEAD signs that incorporate flashing displays (e.g. blinker signs) shall not be used at the same intersection approach.

Warning Beacon (i.e., RRFBs) Design & Installation

Yellow flashers are to be used with any yellow warning (W-series) signs and school speed limit signs. Actuated blinker signs are supplementary to warning signs. When used, they shall be mounted on the same support as the sign which the beacon supplements in accordance with WisMUTCD 4L.03.

At locations where it is determined that the use of warning sign enhancements signs is desirable, a permit may be issued for the installation and maintenance of these blinker-type signs. Permitted installations are subject to the approval of the Department and the conditions of this policy. Additionally, permits are revocable at the discretion of the Department.

It is recognized that the use of warning sign enhancements may affect STH traffic operations by increasing delay and reducing mobility, especially if used near existing signalized or stop controlled intersections. The following location criteria should be met prior to approval:

1. The location is an uncontrolled pedestrian crossing.

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day should be met. Young (<12), elderly (>85) and disable pedestrians count 2 times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is in a known tourist area.
3. A minimum vehicular volume of 1,500 vehicles per day.

4. Maximum of four lanes crossed, unless there is a raised median, in which case it can be six lanes.

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

7. RRFBs shall use a much faster flash rate and shall provide 75 flashing sequences per minute (except for existing RRFBs that follow FHWA IA-11). According to IA-21, the left and right RRFB indications shall operate using the following sequence:

<table>
<thead>
<tr>
<th>Beacon</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.05 sec</th>
<th>0.25 sec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>ON</td>
<td>OFF</td>
<td>OFF</td>
<td>OFF</td>
<td>ON</td>
<td>OFF</td>
<td>OFF</td>
<td>OFF</td>
<td>OFF</td>
</tr>
<tr>
<td>Right</td>
<td>OFF</td>
<td>OFF</td>
<td>ON</td>
<td>OFF</td>
<td>OFF</td>
<td>ON</td>
<td>OFF</td>
<td>ON</td>
<td>OFF</td>
</tr>
</tbody>
</table>

The use of warning sign enhancements may not be appropriate at locations where there is a combination of both high traffic volumes and high pedestrian volumes. In these situations, there may be an increase in crashes and/or delay that make the use of the actuated blinker signs inappropriate. Instead a traffic signal or Pedestrian Hybrid Beacon (PHB) should be considered, if feasible.

Consideration should also be given to spacing between pedestrian crossings – both uncontrolled as well as those supplemented with warning sign enhancements. These blinker-type signs are highly visible and therefore can be confusing or distracting to drivers if there are too many within their field of vision at one time. Historically, 1,200 feet has been a rule of thumb for minimum spacing.

**Warning beacon types**

There are four options that may be used to enhance pedestrian and school warning signs:

1. Blinker Sign. Refer to TEOpS 2-1-8 for application criteria.
2. Standard Blinker Beacon. Refer to TEOpS 4-5-1 for application criteria.
4. Rectangular Rapid Flashing Beacon (RRFB). RRFBs can only be pedestrian actuated.

These devices can be pedestrian actuated and/or time-of-day programmed.

As of March 20, 2018, FHWA has granted interim approval (IA-21) for the optional use of the RRFB as a pedestrian-actuated conspicuity enhancement to supplement standard pedestrian crossing or school crossing signs at uncontrolled marked crosswalks to any jurisdiction that submits a written request to FHWA. WisDOT received statewide approval from FHWA to allow all jurisdictions to install an RRFB. The jurisdiction must agree to furnish a list of locations where RRFBs are installed, acknowledge that FHWA has the right to rescind the
interim approval at any time and acknowledge that the interim approval does not guarantee that the provisions will be adopted into the WisMUTCD.

PERMITTING OF FLASHING BEACONS

Any improperly installed electrical equipment may pose a hazard to the public. As such, the department spells out general and specific conditions, which are part of the permit agreement. These conditions are incorporated into the permit form, DT1877, a copy of which is appended to this policy. The WisMUTCD Chapter 4L and specific conditions stated above shall also be followed for flashing beacons installed on all state trunk highways. Flashing beacons installed on connecting highways shall not require a WisDOT permit.

The following information provides conditions and processes related to the issuance of permits:

1. Permit applications shall be received, and permits issued, by the appropriate regional office.
2. Permits for flashing beacons may only be issued to municipalities, not to private individuals at agencies, or to power companies. This should result in working with the most responsible and objective agency associated with the safety problem being addressed.
3. The region may rightfully deny the issuance of the permit. Reasons for denial may include: lack of need, conflict with other traffic control devices, vulnerable location, lack of confidence in the maintaining ability of the subject agency, or knowledge that the request is due to reaction rather than long term need of commitment.
4. The region may revoke the permit for any of the reasons above, especially regarding lack of maintenance, as well as for reasons cited on the permit itself.
5. For permitted flashing beacons installed on signal standards, Standard Detail Drawings 9C2, 9C3, and 9E7 should be made part of the permit. SDDs 9C5 and 9D3 for control cabinet installations may also apply.
6. In the event of the reconstruction of the highway, reasonable notice should be given to the municipality to allow their removal of the equipment and arranging for disconnecting the electrical service.

Figure 1. Standard Flashing Beacon Installations for Rural & Urban Districts