



U.S. Department
of Transportation
**Federal Highway
Administration**

Wisconsin Division

February 24, 2026

525 Junction Road, Suite 8000
Madison, WI 53717
Phone: (608) 829-7500
Fax: (608) 662-2121
www.fhwa.dot.gov/widiv/

In Reply Refer To:
HDA-WI

Brian Porter, P.E.
State Traffic Engineer
WisDOT DTSD Bureau of Traffic Operations
Traffic Engineering and Safety Section
3609 Pierstorff Street
Madison, WI 53704

Dear Mr. Porter:

This letter is in response to the WisDOT submission of the proposed 11th Edition Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD), requesting FHWA formal approval, effective February 24, 2026. Based on our review, the state MUTCD is in substantial conformance with the 11th Edition of the MUTCD (December 2023) and is approved for use on Federal-aid projects.

We also concur that the non-conforming standards listed in your February 19, 2026, e-mail (attached), which are contained in the state manual, do not create a safety concern and these exceptions are approved.

We appreciated the opportunity to work with your staff on the development of the WMUTCD and having the opportunity to review and provide our comments on an informal basis throughout the drafting process. Matt Rauch, Ryan Mayer, Emily Silverson and others on your staff have worked tirelessly on this update and their work is appreciated by our office. If you have any questions on this matter, you may contact Kurt Walker (608) 829-7521.

Sincerely,

Linda K. Swann
Acting Division Administrator

enclosure

Walker, Kurt (FHWA)

From: Rauch, Matt - DOT <Matt.Rauch@dot.wi.gov>
Sent: Thursday, February 19, 2026 2:54 PM
To: FHWA, Wisconsin (FHWA)
Cc: Walker, Kurt (FHWA); Porter, Brian S - DOT; Silverson, Emily - DOT (DTSD Consultant)
Subject: Request for Determination of Substantial Conformance of 11th Edition WMUTCD
Attachments: Wisconsin_Standards_Deviations.pdf; WMUTCD_State_edits.pdf; WMUTCD Substantial Conformance Request.docx

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Attached is a letter from the Wisconsin Department of Transportation, Bureau of Traffic Operations, formally requesting confirmation that the 11th edition of the Wisconsin Manual on Uniform Traffic Control Devices is in substantial conformance to 23 CFR 655.603(b)(1) to the 11th edition of the FHWA MUTCD.

As referenced in the attached letter, the following items are included as attachments:

- Link to overall 11th Edition 2023 WMUTCD (note the DRAFT watermark will be removed once substantial conformance is received by FHWA):

[2023 Wisconsin MUTCD](#)

- Summary of WisDOT Edits to WMUTCD:
- Summarized Deviations to Standards Document:

If you have any questions, please feel free to reach out to Brian Porter or Matt Rauch.

Matthew R. Rauch, P.E.

Traffic Design Unit Supervisor – Pavement Marking, Signing and Work Zones
WisDOT Bureau of Traffic Operations - Sign Shop
3609 Pierstorff Street, Madison, WI 53704
(608) 246-5305
(608) 516-6319 (Cellular)
matt.rauch@dot.wi.gov

WisDOT DTSD Bureau of Traffic Operations
Traffic Engineering and Safety Section
3609 Pierstorff Street
Madison, WI 53704

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Phone: 608-267-0452
Email: brian.porter@dot.wi.gov



February 19, 2026

Attn: Linda Swann, Administrator
Federal Highway Administration
Wisconsin Division Office
525 Junction Road, Suite 8000
Madison, WI 53717

Subject: Request for Determination of Substantial Conformance on the 11th Edition Wisconsin Manual On Uniform Traffic Control Devices (WMUTCD)

Linda,

The Wisconsin Department of Transportation (WisDOT) formally requests confirmation that the 11th edition of the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) is in substantial conformance to 23 CFR 655.603(b)(1) to the 11th edition of the FHWA MUTCD. The WMUTCD merges the updated Wisconsin supplemental language into the 11th edition FHWA MUTCD. The usage of a single WMUTCD document will create ease of use for the practitioner.

The WMUTCD is applicable to the design, use, application, installation, maintenance, and operation of traffic control devices on all highways within the state.

Statutory reference to the adoption and authority of the WMUTCD is contained in the following sections:

Wisconsin State Statute 84.02(4)(e) The department shall adopt a manual establishing a uniform system of traffic control devices for use upon highways of this state. The system shall be consistent with and, so far as practicable, conform to current nationally recognized standards for traffic control devices.

Wisconsin State Statute 84.02(4)(f) The department shall adopt a manual establishing a uniform system of signs, signals, markings and devices for the purpose of regulating, warning or guiding bicycle traffic on highways, streets, and bikeways, as defined in Wisconsin State Statute 84.60(1)(a). The system shall be consistent with and shall conform to the system established under par. (e).

Wisconsin State Statute 349.065 Local authorities shall place and maintain traffic control devices upon highways under their jurisdiction to regulate, warn, guide or inform traffic. The design, installation and operation or use of new traffic control devices placed and maintained after the adoption of the uniform traffic control devices manual under Wisconsin State Statute 84.02(4)(e) shall conform to the manual. After January 1, 1977, all traffic control devices placed and maintained by local authorities shall conform to the manual.

The WMUTCD has incorporated specific Wisconsin changes, and these changes are shown as blue text throughout the document.

From time to time there may be revisions to the WMUTCD. These changes are primarily in response to changes in the FHWA MUTCD. These changes will be published by the Department, once approved by the Federal Highway Administration. WisDOT further understands that if areas of the WMUTCD or companion policies and guidelines are inconsistent with the FHWA MUTCD, revisions will be necessary to bring the WMUTCD and companion policies and guidelines into compliance with the FHWA MUTCD.

The date associated with the FHWA substantial conformance letter will reflect the effective date of the 11th edition of the Wisconsin Manual on Uniform Traffic Control Devices.

We have included for your review and reference a listing of deviations from MUTCD standard statements, along with a summary listing of all WisDOT language edits.

If you have any questions, please feel free to reach out to Brian Porter at brian.porter@dot.wi.gov or Matt Rauch at matt.rauch@dot.wi.gov.

Thank you,

Brian Porter, P.E., PTOE

Brian Porter, P.E., PTOE
State Traffic Engineer
Wisconsin Department of Transportation

Cc: Matt Rauch, P.E.
Supervisor, Traffic Design Unit

Kurt Walker, P.E.
Civil Engineer, Federal Highway Administration Wisconsin Division Office



WMUTCD PART 1 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
9	1B.05		The Department shall be sent copies of any correspondence sent to FHWA for permission to experiment, interim approval or changes. Copies of the correspondence shall be sent to the State Traffic Engineer at DOTStateTrafficEngineer@dot.wi.gov	Added Standard language requiring all units of government that submit requests to FHWA for experiment or requests for interim approval to also copy the WisDOT State Traffic Engineer.
37	1D.02		Wis. Stat. s. 349.07 provides department authority to declare connecting highways as “through highways.” Local governments shall not place traffic signals, stop or yield signs on those connecting highways, except for temporary signs erected under Wis. Stat. s. 349.07. Stop and Yield signs and traffic control signals which control traffic proceeding along a Connecting Highway shall not be placed without the approval of the Department. Support: The Department is responsible for the design, installation and maintenance of route sign assemblies and D1 and D2 series signs on Connecting Highways.	Added language to clarify the jurisdictional responsibilities of the placement of traffic control devices and that permission is required to install the devices on a state highway, except for carveout under State Stat. 349.07.

WMUTCD PART 2 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
3	2A.04		Detailed drawings of Wisconsin specific signs are contained in the “WisDOT Sign Plate Manual” publication. Specific drawings can be obtained by contacting the State Traffic Engineer’s office or a WisDOT Region Transportation Traffic section. The entire WisDOT Sign Plate Manual can be found at the following Web Address: https://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/signplate/signplate.aspx	Provides link to access state sign library.
12	2A.11	C. Adding a solid yellow or fluorescent yellow rectangular header panel above a standard regulatory sign, with the width of the panel corresponding to the width of the standard regulatory sign. A legend of “NOTICE,” “STATE LAW,” or other appropriate text may be added in black letters within the header panel for a period of time determined by engineering judgment.	C. Adding a solid yellow or fluorescent yellow rectangular header panel above a standard regulatory sign, with the width of the panel corresponding to the width of the standard regulatory sign. A legend of “NOTICE,” “STATE LAW,” or other appropriate text may be added in black letters within the header panel for a period of time determined by engineering judgment.	Disallows the use of these plaques
14	2A.11		Reflective strips shall not be installed on State-owned signposts unless authorized by the WisDOT Region Traffic Section.	Limits the use of the reflective strips as we try to use reflective strips conservatively to preserve their effectiveness
14	2A.12		Support: In Wisconsin LED units can be used in locations with a demonstrated safety concern, as documented by engineering study.	Provides context on the typical use case for LED units in the state.
26	2A.17	Option: 03 On grades, sign faces may be tilted forward or back from the vertical position to improve the viewing angle.	On grades, sign faces may be tilted forward or back from the vertical position to improve the viewing angle.	Option removed.
26	2A.18	03 Where permitted, signs may be placed on existing supports used for other purposes, such as highway traffic signal supports, highway lighting supports, and utility poles.	03 Where permitted by the authority having jurisdiction for the supports or poles, signs may be placed on existing supports used for other purposes, such as highway traffic signal supports, highway lighting supports, and utility poles.	Provides clarification on who is permitting
7	Table 2B-1	Table 2B-1 (Sheet 3 of 6)	Added Disabled Parking sign to table	Added a customized Wisconsin disabled parking sign as per statute language.
11	2B.04		Standard: Portable or part-time (folding) STOP signs shall not be a permanent installation, unless at a signalized approach for usage during a power outage or when utilized per Wisconsin State Statute 349.07(6). The unit of government who has jurisdiction of the roadway approaching the STOP sign shall maintain for a sufficient distance to permit the road user to respond to the STOP sign (see Table 2C-3). The unit of government who has jurisdiction of the through roadway shall be responsible for the installation and maintenance of the STOP sign placed on roadways at the approach to the through roadway.	Adds state standards regarding jurisdiction of STOP signs and implementation of folding STOP signs.
17	2B.18		No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign. No items other than inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs. No items other than retroreflective strips (see Section 2A.11), official traffic control sign or Stop Beacon (see Section 4S.05) shall be mounted on the front or back of STOP sign supports. No items other than retroreflective strips (see Section 2A.11), official traffic control sign or Warning Beacon (see Section 4S.03) shall be mounted on the front or back of YIELD sign supports.	Restricts what items can be placed on STOP/YIELD signs as well as what items can be placed on STOP/YIELD sign supports.
18	2B.18	15 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.	Standard: 15 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign shall be placed on the left-hand side of the approach.	Elevates national guidance to state standard
19	2B.19	Standard: 02 Yield Here to (Stop Here for) Pedestrians (R1-5, R1-5a, R1-5b, R1-5c, R1-5d, and R1-5e) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk only where it crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically	Support: Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop Here For Pedestrians signs have been removed from this manual.	Clarifies that Wisconsin state law requires vehicle operators to yield to pedestrians. References made throughout the manual were updated to reflect this statutory language.

		requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW shall not be displayed on the R1-5 series signs.		
19	2B.19	11 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here to (Stop Here for) Pedestrians sign on the approach to the same crosswalk.	Option: <i>Guidance:</i> 11 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may should be used in conjunction with a Yield Here to (Stop Here for) Pedestrians sign on the approach to the same crosswalk.	Elevates national option to state guidance.
19	2B.20	01 The In-Street Pedestrian Crossing (R1-6 R1-6a) sign (see Figure 2B-2), In-Street Trail Crossing (R1-6d R1-6e) sign (see Figure 2B-2), the Overhead Pedestrian Crossing (R1-9 R1-9a) sign (see Figure 2B-2), or the Overhead Trail Crossing (R1-9d R1-9e) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized crosswalk. The legend STATE LAW may be displayed at the top of the R1-6 series and R1-9 series signs if applicable. On the R1-6 series signs, the legend YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.	01 The In-Street Pedestrian Crossing (R1-6 R1-6a) sign (see Figure 2B-2), In-Street Trail Crossing (R1-6d R1-6e) sign (see Figure 2B-2), the Overhead Pedestrian Crossing (R1-9 R1-9a) sign (see Figure 2B-2), or the Overhead Trail Crossing (R1-9d R1-9e) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized crosswalk. The legend STATE LAW may be displayed at the top of the R1-6 series and R1-9 series signs if applicable. On the R1-6 series signs, the legend YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.	Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop Here For Pedestrians signs have been removed from this manual.
20	2B.20	03 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian or a bicyclist in a crosswalk.	<i>Support:</i> Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop Here for Pedestrians signs have been removed from this manual.	Clarifies that Wisconsin state law requires vehicle operators to yield to pedestrians. References made throughout the manual were updated to reflect this statutory language.
20	2B.20	05 The In-Street Pedestrian or Trail Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.	In-Street Pedestrian or Trail Crossing signs shall not be used at crosswalks without crosswalk markings.	Limits the use of these signs to marked crosswalks.
21	2B.20		<i>Standard:</i> 12 In-Street Pedestrian or Trail Crossing signs shall be mounted back-to-back in the median or on the center line of an undivided roadway. 13 The In-Street Pedestrian or Trail Crossing sign and the Overhead Pedestrian Crossing or Trail sign shall not be used at crosswalks on approaches controlled by a traffic control signal, pedestrian hybrid beacon, an emergency-vehicle hybrid beacon or a STOP sign.	Eliminates the potential of the conflicting message of yield to pedestrians in crosswalk vs stop at the STOP sign.
22	2B.21		<i>Support:</i> Refer to Wisconsin State Statute 346.57 for all statutory (fixed) speed limits on public roadways.	Refers to applicable WI state statute.
22	2B.21		<i>Support:</i> Refer to Wisconsin State Statute 349.11 for all changes to speed limits on public roadways.	Refers to applicable WI state statute.
22	2B.21	04 Jurisdictions can use speed limit setting tools and methods such as expert systems and those consistent with the safe system approach as part of the required engineering study for a non-statutory speed limit. As speed limit setting tools vary, jurisdictions need to be aware of their limitations and advantages, possible variation between the tools and the need to explore gaps or weaknesses of tools, and weigh the output accordingly in consideration of setting speed limits.	<i>Guidance:</i> Expert systems such as USLIMITS should not be used as a primary basis for supporting speed limit modifications.	Adds state guidance regarding use of expert systems in support of speed limit modifications.
22	2B.21	05 To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement.	05 To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras , and increased enforcement. <i>Support:</i> Photo radar speed detection not allowed in Wisconsin pursuant to Wis. State Statute 349.02(3).	Removes speed safety cameras as an option in the list of examples as Wisconsin state law prohibits the use of photo radar speed detection.
22	2B.21		<i>Guidance:</i> In Wisconsin, an engineering study to establish a speed zone should follow the engineering and traffic investigation process as defined in the Department's Traffic Engineering, Operations and Safety (TEOpS) manual, Chapter 13, Section 5 (Speed Limits).	Adds state guidance related to engineering study process as laid out in state's TEOpS manual.
24	2B.21		<i>Standard:</i> The R2-5 series plaques shall not be used on state highways or connecting highways.	Restricts use of sign on particular designation of state highway. Still allows options for locals to use them on their facilities.
24	2B.21		<i>Support:</i> Truck speed zones are not used in Wisconsin.	Clarifies that truck speed zones are not used in the state.
25	2B.21		<i>Support:</i> In Wisconsin, nighttime information or maximum or minimum speed limits do not apply.	Clarifies that nighttime information or maximum or minimum speed zones are not used in the state.
26	2B.22		<i>Support:</i> In Wisconsin, only ATV and UTV vehicle classes are used on vehicle speed limit plaques (R2-2P series).	Clarifies that ATVs and UTVs are the only special vehicles classes recognized in the state.
26	2B.23		<i>Support:</i> Night Speed Limit Plaques are not used in Wisconsin.	Clarifies that nighttime speed limits are not used in the state.
26	2B.24		<i>Support:</i> Minimum Speed Limit Plaques (R2-4P) and Combined Maximum and Minimum Speed Limit Signs (R2-4a) are not used in Wisconsin.	Clarifies that combined maximum and minimum speed limit signs are not used in the state.
26	2B.25	09 The legend FINES HIGHER on the R2-6P plaque may be replaced by FINES DOUBLE (R2-6aP), \$XX FINE (R2-6bP), or another legend appropriate to the specific regulation (see Figure 2B-3).	<i>Standard:</i> 09 The legend FINES HIGHER on the R2-6P plaque shall be replaced by FINES DOUBLE (R2-6aP), \$XX FINE (R2-6bP), or another legend appropriate to the specific regulation (see Figure 2B-3). <i>Support:</i> In Wisconsin, FINES DOUBLE is the appropriate legend pursuant to Wisconsin State Statute 346.60.	Elevates national option to state standard. Details that the appropriate legend specific to state statute is DOUBLE FINES.
27	2B.25	10 The following may be mounted below an R2-10 sign or R2-6P plaque:	10 The following may be mounted below an R2-10 sign or R2-6P plaque:	Removes options that are inconsistent with applicable state statutory language.

		<p>A. A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1P plaque shown in Figure 7B-1),</p> <p>B. A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT, or</p> <p>C. A supplemental plaque WHEN FLASHING (similar to the S4-4P plaque shown in Figure 7B-1) if used in conjunction with a Speed Limit Sign Beacon (see Section 4S.04).</p>	<p>A. A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1P plaque shown in Figure 7B-1),</p> <p>B. A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT, or</p> <p>C. A supplemental plaque WHEN FLASHING (similar to the S4-4P plaque shown in Figure 7B-1) if used in conjunction with a Speed Limit Sign Beacon (see Section 4S.04).</p> <p>Support: Per Wisconsin State Statutes s. 346.57 and 346.60(3m), only the supplemental plaques WHEN CHILDREN (WORKERS) ARE PRESENT are used in Wisconsin.</p>	
30	2B.27		<i>R3-8 series signs should be post mounted signs.</i>	Provides guidance on the location for the signs. R3-5 series signs should be used overhead.
33	2B.31	Option: 01 A RIGHT (LEFT) LANE MUST EXIT (R3-33) sign (see Figure 2B-4) may be used to supplement an overhead EXIT ONLY guide sign to inform road users that traffic in the right-hand (left-hand) lane of a roadway that is approaching a grade-separated interchange is required to depart the roadway on the exit ramp at the next interchange.	<i>Guidance: 01 A RIGHT (LEFT) LANE MUST EXIT (R3-33) sign (see Figure 2B-4) should be used to supplement an overhead EXIT ONLY guide sign to inform road users that traffic in the right-hand (left-hand) lane of a roadway that is approaching a grade-separated interchange is required to depart the roadway on the exit ramp at the next interchange.</i>	Elevates national option to state guidance.
33	2B.32	<i>01 A Two-Way Left-Turn-Only (R3-9a or R3-9b) sign (see Figure 2B-6) should be used in conjunction with the required pavement markings where a non-reversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.</i>	Standard: Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-6) shall be used in conjunction with the required pavement markings where a non-reversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.	Elevates national guidance to a state standard.
49	2B.46		Standard: If the DO NOT ENTER sign is placed back-to-back with the STOP sign or YIELD sign, it shall not compromise the shape of the STOP sign or YIELD sign..	Elevates national guidance in 2A.05 par 3 to state standard.
67	2B.53		Support: In Wisconsin, accessible parking sign design is detailed by Wisconsin Administrative Code under Trans 200.07 Disabled parking signs.	References appropriate administrative code detailing design of sign plate in Wisconsin.
68	2B.54		Support: A practical consideration for frequency and spacing is that there are sufficient signs to give notice or proper enforcement.	Adds support on proper spacing of parking signs.
68	2B.54		Support: In Wisconsin, the design of blanket parking regulation signs is covered in TEOpS 2-2-41.	Adds support for reference related to design of municipal parking regulation signs.
73	2B.59		Support: Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop Here For Pedestrians signs have been removed from this manual.	Clarifies that Wisconsin state law requires vehicle operators to yield to pedestrians. References made throughout the manual were updated to reflect this statutory language.
77	2B.60	<i>02 If used, the No Turn on Red sign should be installed near the appropriate signal head.</i>	<i>02 If used, the No Turn on Red sign should be installed near the appropriate signal head on the far side of the intersection.</i> <i>Option: An additional No Turn On Red sign may be installed on the near side approach of an intersection where visibility of the required sign might be impaired.</i>	Provides additional guidance clarifying installation location.
80	2B.64	<i>05 Posting of specific load limits may be accomplished by use of the Weight Limit (R12-5) symbol sign. A sign containing the legend WEIGHT LIMIT on the top two lines, and showing up to three different truck symbols and their respective weight limits for which restrictions apply may be used, with the weight limits displayed to the right of each symbol as XX T. A bottom line of legend stating GROSS WT may be included if needed for enforcement purposes.</i>	05 Posting of specific load limits may be accomplished by use of the Weight Limit (R12-5) symbol sign. A sign containing the legend WEIGHT LIMIT on the top two lines, and showing up to three different truck symbols and their respective weight limits for which restrictions apply may be used, with the weight limits displayed to the right of each symbol as XX T. A bottom line of legend stating GROSS WT may be included if needed for enforcement purposes. Support: The R12-5 sign is not used in the state of Wisconsin. Load posting is achieved through R12-6 signs.	Clarifies appropriate use of load posting signs in Wisconsin.
82	2B.69		Support: Photo radar speed detection is not allowed in Wisconsin pursuant to Wis. State Statute 349.02(3).	Wisconsin state law prohibits the use of photo radar speed detection.
11	2C.07	<i>03 Where there are two changes in roadway alignment in opposite directions that are separated by a tangent distance of less than 600 feet, the Reverse Turn (W1-3) sign should be used instead of multiple Turn (W1-1) signs or the Reverse Curve (W1-4) sign should be used instead of multiple Curve (W1-2) signs.</i>	Standard: 03 Where there are two changes in roadway alignment in opposite directions that are separated by a tangent distance of less than 600 feet, the Reverse Turn (W1-3) sign shall be used instead of multiple Turn (W1-1) signs or the Reverse Curve (W1-4) sign should be used instead of multiple Curve (W1-2) signs. <i>Guidance: When an Advisory Speed Plaque (W13-1P) is used to supplement a Reverse Turn (W1-3) or Reverse Curve (W1-4) sign, it should display the advisory speed of whichever curve or turn has the lower advisory speed.</i>	Elevates national guidance to state standard.
12	2C.07	Option: 05 A Winding Road (W1-5) sign may be used instead of multiple Turn (W1-1) or Curve (W1-2) signs where there are three or more changes in roadway alignment each separated by a tangent distance of less than 600 feet.	Standard: 05 A Winding Road (W1-5) sign shall be used instead of multiple Turn (W1-1) or Curve (W1-2) signs where there are three or more changes in roadway alignment each separated by a tangent distance of less than 600 feet.	Elevates national option to state standard.
17	2C.12		Support: In Wisconsin, safety rest areas, Safety and Weight Enforcement Facilities (SWEFs), scenic overlooks, waysides and Wisconsin welcome centers are examples of roadside facilities. Standard:	Support adds context for Wisconsin facilities.

			When used on ramps that are comprised of compound curves or turns (the curve or turn with multiple radii being all in one direction), the Combination Horizontal Alignment/Advisory Exit Speed (W13-6, W13-8, and W13-10) sign or the Combination Horizontal Alignment/Advisory Ramp Speed (W13-7, W13-9, and W13-11) sign shall show the advisory speed of whichever curve or turn has the lower advisory speed.	
24	2C.13	04 The legend YOUR SPEED shall be a black legend on a yellow retroreflective background, except as provided in Sections 6H.01 and 7B.01. The changeable legend displaying the speed of the approaching vehicle shall be a yellow luminous legend on a black opaque background. The vehicle speed displayed on the changeable portion of the sign shall be displayed as an integer. The Vehicle Speed Feedback sign and plaque shall not flash, strobe, change color, or use other animated elements integrated into the changeable legend display. When no vehicles are approaching, the changeable display shall not display a legend.	04 The legend YOUR SPEED shall be a black legend on a yellow retroreflective background, except as provided in Sections 6H.01 and 7B.01. The changeable legend displaying the speed of the approaching vehicle shall be a yellow luminous legend on a black opaque background. The vehicle speed displayed on the changeable portion of the sign shall be displayed as an integer. The Vehicle Speed Feedback sign and plaque shall not flash (e.g., red and blue lights, white light), strobe, change color, use alternative messages (e.g., "SLOW DOWN", "TOO FAST"), or use other animated elements (e.g., graphics/faces) integrated into the changeable legend display. When no vehicles are approaching, the changeable display shall not display a legend. Support: It is not the purpose of a traffic control device to provide positive or negative reinforcement of a road user's behavior. Rather, traffic control devices are intended to provide a clear and simple message conveying a regulation, warning, or guidance to the road user. In accordance with Section 1D.02, to be effective, a traffic control device should meet five basic principles: fulfill a need; command attention; convey a clear, simple meaning; command respect from road users; and give adequate time for proper response. A vehicle speed feedback sign that displays the speed of a vehicle to the driver is only intended to convey the speed to provide the road user a clear indication of their speed of travel as compared to the regulatory speed limit or advisory speed associated with that segment of the roadway. A pictorial representation of a facial expression, messages such as "SLOW DOWN" or strobe lights mimicking law enforcement do not convey a traffic control related message; they are vague in nature and do not command respect for such a device.	Clarifies the restrictions for the use of the signs.
27	2C.18	<i>Guidance:</i> 01 A NARROW BRIDGE (W5-2) sign (see Figure 2C-6) should be used in advance of any bridge or culvert having a two-way roadway horizontal clearance of 16 to 18 feet, or any bridge or culvert having a roadway horizontal clearance less than the width of the approach travel lanes. Where these conditions exist for an underpass, a NARROW UNDERPASS (W5-2a) sign (see Figure 2C-6) should be used.	Standard: 01 A NARROW BRIDGE (W5-2) sign (see Figure 2C-6) shall be used in advance of any bridge or culvert having a two-way roadway horizontal clearance of 16 to 18 feet, or any bridge or culvert having a roadway horizontal clearance less than the width of the approach travel lanes. Where these conditions exist for an underpass, a NARROW UNDERPASS (W5-2a) sign (see Figure 2C-6) shall be used. Support: See Section 2C.72 for information regarding the use of object markers at locations utilizing the NARROW BRIDGE or NARROW UNDERPASS sign.	Elevates national guidance to state standard.
28	2C.23		Standard: The minimum height of the Double Arrow (W12-1) sign measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way shall be 2 feet.	Adds state standard for the minimum mounting height.
29	2C.25	<i>The W12-2 sign with a supplemental distance plaque should also be placed at the nearest intersecting road or wide point in the road at which a vehicle can detour or turn around.</i>	Option: Frequently hit structures with clearances at 14' - 6" and above may be signed. Standard: 04 The W12-2 sign with a supplemental distance plaque shall also be placed at the nearest intersecting road or wide point in the road at which a vehicle can detour or turn around. Option: Structures on Oversize-Overweight (OSOW) freight network routes with clearances at 14'-6" or greater may be signed.	Elevates national guidance to state standard. Provides option for signing on OSOW routes. Provides the option of using the sign if a bridge has appropriate height but still is hit frequently.
30	2C.26		Option: A BUMP or DIP sign with a diagonal downward-pointing arrow (W16-7P) plaque may be used at the location of a sharp rise or depression in the profile of the road. When a BUMP or DIP sign with diagonal downward-pointing arrow plaque is used at the location of a sharp rise or depression in the profile of the road, a BUMP or DIP sign (see Figure 2C-7) supplemented with an AHEAD plaque may be used instead of a BUMP or DIP sign discussed in Paragraph 1 of this Section. A series of bumps or dips or a combination of bumps and dips may be signed with a Rough Road (W8-8) sign in lieu of bump and dip signs.	Adds option for additional sign at the specific location of the bump/dip.
32	2C.29	<i>07 Additional shoulder signs should be placed at appropriate intervals along the road where the condition continually exists.</i>	<i>When shoulder signs are used, a shoulder sign should be placed in advance of the condition per Table 2C-3.</i>	Provides additional guidance to place a sign in advance of the condition beginning.
34	2C.35		<i>Guidance:</i> A Stop Ahead (W3-1) sign should be erected in advance of any Stop sign that controls traffic entering a State Trunk Highway having a posted speed limit of 45 mph or greater on the approach regardless of visibility distance. Standard: A Stop Ahead (W3-1) sign shall be erected by the County in advance of any Stop sign that controls traffic entering a State Trunk Highway from a County Trunk Highway with a posted speed limit of 45 mph or greater on the approach regardless of visibility distance. <i>Guidance:</i> A Signal Ahead (W3-3) sign should be erected in advance of all traffic control signals having a posted speed limit of 45 mph or greater on the approach. Option: A Signal Ahead sign may be omitted from intersections which have an upstream signal spaced a ¼ mile or less.	Adds state standard, guidance, and option related to state practices for these signs.
36	2C.40		<i>Guidance:</i> A reduced speed limit ahead sign (W3-5 or W3-5a) should be used to inform road users of a reduced speed zone where the regulatory speed limit is being reduced from 55 mph or greater.	Guidance detailing state-specific practice for using sign.
37	2C.41		<i>Guidance:</i>	Provides state guidance regarding when to use an intersection warning sign.

			<p>An intersection warning sign should be used where intersection sight distance is insufficient for traffic on the cross or side street to identify traffic approaching on the through highway.</p> <p>Support: Placement of an intersection warning sign on one approach of a through highway at an intersection does not itself convey a requirement for the same warning sign to be posted on the approach in the opposite direction.</p> <p>Guidance: An intersection warning sign should be used on an approach to an intersection with a demonstrated safety concern, as documented by engineering study.</p>	
49	2C.54	<p>Guidance: 08 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.</p>	<p>Standard: If used in advance of a trail crossing, a W11-15 or W11-15a sign shall be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.</p>	Elevates national guidance to state standard.
50	2C.55	<p>01 Non-Vehicular Warning (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22) signs (see Figure 2C-15) may be used to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, animals, or equestrians might occur.</p> <p>Guidance: 03 If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs should be supplemented with plaques (see Figure 2C-16 and Section 2C.61) with the legend AHEAD or XX FEET to inform road users that they are approaching a point where crossing activity might occur.</p> <p>Standard: 04 If a post-mounted W11-2, W11-6, W11-7, or W11-9 sign is placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway, a diagonal downward-pointing arrow (W16-7P) plaque (see Figure 2C-16 and Section 2C.63) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.</p>	<p>Option: 01 REMOVED Post-mounted W11-3, W11-4, and W11-16 through W11-22 signs (see Figure 2C-15) may be used to alert road users in advance of locations where unexpected entries into the roadway by animals might occur.</p> <p>Standard: Non-Vehicular Warning (W11-2, W11-6, W11-7 and W11-9) signs (see Figure 2C-15) shall be used to alert road users in advance of locations where the posted speed is 45 mph or greater, where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, snowmobilers, or equestrians might occur.</p> <p>Option: Non-Vehicular Warning (W11-2, W11-6, W11-7 and W11-9) signs (see Figure 2C-15) may be used to alert road users in advance of locations where the posted speed is 40 mph or less, where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, snowmobilers, or equestrians might occur.</p> <p>Support: 02 These conflicts might be relatively confined, or might occur randomly over a segment of roadway.</p> <p>Standard: 03 If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs shall be supplemented with plaques (see Figure 2C-16 and Section 2C.61) with the legend AHEAD to inform road users that they are approaching a point where crossing activity might occur.</p> <p>04 REMOVED A post-mounted W11-2, W11-6, W11-7, or W11-9 sign shall be placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway. A diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-16 and Section 2C.63) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.</p>	Edits pertaining to elevating the national options and guidance to state standards for W11-2, W11-6, W11-7, and W11-9.
57	2C.69		<p>Support: Photo radar speed detection is not allowed in Wisconsin pursuant to Wis. State Statute 349.02.</p>	Wisconsin state law prohibits the use of photo radar speed detection..
59	2C.72		<p>Guidance: On an approach to a bridge where the shoulder is narrowed, the convergence should be delineated with a minimum of two Object Markers Type 2 (OM2-2V) spaced at 100 feet or less, as determined by engineering judgment.</p>	Provides guidance on object markers at bridges.
60	2C.73	02 If an object marker is used to mark the end of a roadway, a Type 4 object marker shall be used.	<p>02 If an object marker is used to mark the end of a roadway, a Type 4 object marker (OM4-1 or OM4-3) shall be used.</p> <p>Support: The Type 4 Object Marker (OM4-2) is not used in Wisconsin.</p>	Restricts option to use the OM4-2 in Wisconsin.
6	Table 2D-1	Table 2D-1 (Sheet 1 of 2)	Added Wisconsin Auto Tour Route signs	Added customized signs used on Wisconsin Auto Tour Routes.
17	2D.11	14 If county road authorities elect to establish and identify a special system of important county roads, a statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. The County Route (M1-6) sign (see Figure 2D-4) shall consist of a pentagon shape with a yellow county name and route number and border on a blue background. County Route signs shall be a minimum size of 24 x 24 inches.	<p>14 If county road authorities elect to establish and identify a special system of important county roads, a statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. In Wisconsin, the County Route (M1-6W) sign (see Figure 2D-4) shall consist of black numerals on a white square surrounded by a rectangular black background without a border. County Route signs shall be a minimum size of 24 x 24 inches.</p> <p>Support: Wis. State Statute 83.025(2) states, "The marking and signing of the county trunk highway systems shall be uniform throughout the state, as prescribed by the department."</p>	Provides statutory background regarding the state county route sign design.
19	2D.20		<p>Option: A city or village may establish a truck route or system of truck routes as provided in Wisconsin State Statute 349.17.</p> <p>Guidance: A municipally established truck route, which is designated as an alternate to a regular numbered State Trunk Highway, should be marked at each end with a truck route assembly. A truck route assembly in this case should consist of TRUCK (M4-4) auxiliary plaque above a route sign with appropriate directional arrow. A sufficient number of Truck Route assemblies should be erected along the truck route to enable truckers to follow it.</p>	Provides statutory reference regarding municipal truck routes and guidance for how to sign them.
21	2D.26		<p>If used, the Restricted Crossing U-Turn Advance Turn Arrow (M5-52) auxiliary plaque (see Figure 2D-6) shall be used only on the approach to a restricted crossing U-turn intersection to depict a movement through the median opening to the left, relative to the approach roadway and entry into the U-turn median opening.</p>	Explains the allowed use of the Restricted Crossing U-Turn Advance Turn Arrow (M5-52) auxiliary plaque only in RCUTs.

49	2D.45		For overhead street signs, 8" upper case letters and 6" lower case letters may be used when an Engineering Study determines that the structural adequacy of the overhead sign support is insufficient for 12" upper case letters and 9" lower case letters.	Provides option for sign structures with documented structural adequacy insufficiencies until such time as they can be handled structurally.
50	2D.45		<i>Guidance:</i> On intersections with WisDOT maintained roadways, street name signs should be placed in the opposite quadrant as the STOP sign, typically on the near left side of the approach.	Provides guidance on the preferred placement location of street name signs,
79	2D.58		<i>Option:</i> In Wisconsin, signs may be installed identifying auto tour routes recognized by the Department as Directional (see Section 2D.32) or Confirming (see Section 2D.33) assemblies at independent locations, separate from other Route Sign assemblies and Destination guide signs. Refer to Figure 2D.34 for the design of these signs.	Provides option to post signs along recognized auto tour routes.
61	2E.39		At multi-lane exits the R3-8 series sign or RIGHT (LEFT) LANE MUST EXIT (R3-33) signs should be used. <i>Support:</i> See Section 2B.31 for information regarding the use of the RIGHT (LEFT) LANE MUST EXIT signs.	Adds guidance to place R3-33 signs at multi-lane exits. Points to appropriate section for information regarding use of the sign.
94	2E.59		Section 2B.46 contains information regarding the use of DO NOT ENTER (R5-1) signs placed back-to-back with STOP (R1-1) or YIELD (R1-2) signs.	Provides reference for additional information.
7	2H.09	Project Information Signs	<i>Support:</i> Project Information (I2-5) signs are not used on WisDOT maintained roadways.	Excludes the use of the sign on WisDOT maintained roadways.
39	2J.01		<i>Support:</i> Refer to Wis. State Statute 86.195 and Wisconsin Administrative Code Chapter TRANS 200.06 for information regarding the use of Specific Service signs in the state of Wisconsin.	Provides direction specific to WI state statutes and administrative code
57	2K.07		<i>Support:</i> Refer to Wis. State Statute 86.196 and Wisconsin Administrative Code Chapter TRANS 200.08 for information regarding the use of Tourist-Oriented Directional signs in the state of Wisconsin.	Provides direction specific to WI state statutes and administrative code

WMUTCD PART 3 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
54	3B.27		Wisconsin State Statutes 346.51 to 346.55 describe provisions for standing, stopping and parking. Figure 3B-23 shows parking prohibited for a distance of 20 to 30 feet from the near limits of a crosswalk. Wisconsin State Statute 346.53(5) restricts parking no closer than 15 feet to the near limits of any crosswalk. This limitation would apply on the approach to a traffic signal as well, but in usual practice, prohibitions of up to 100 feet are common on the approach to a signal where the approach is one lane plus parking or otherwise restricted such that provisions need to be made to allow through traffic to bypass left turning traffic thereby increasing intersection efficiency.	Added support referencing applicable state statutes.
95	3G.03		<i>Support:</i> In Wisconsin, delineators denoting driveways are blue as required under Wisconsin State Statute 346.41(3).	Added support referencing applicable state statutes.
97	3H.03		In Wisconsin, where aesthetic surface treatments are used in crosswalks, they shall only be used within transverse line crosswalks.	Added state standard related to restricting the use of Aesthetic surface treatments in certain types of crosswalks.

WMUTCD PART 4 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
6	4A.03	3 Unless otherwise directed by a pedestrian signal indication or other traffic control device, pedestrians facing a steady CIRCULAR RED or steady RED ARROW signal indication shall not enter the roadway.	<i>Support:</i> Refer to Wisconsin State Statute 346.37 (1)(c)2 regarding movement restrictions when facing a steady red signal indication.	Added applicable state statute reference regarding movement restrictions when facing a steady red indication.
31	4D.05		When a separate left turn phase is provided, at least two signal faces shall be provided to control that movement. When a channelized right turn is signalized, at least two signal faces shall be installed. A signal face shall be placed directly in line with the center of the approach lane or lanes on the stem of a T-intersection. Permanent traffic signal faces shall not be installed on overhead cables or by any other means which would permit significant movement under windy conditions.	Added state standards related to signal faces visibility.
37	4D.09	The bottom of the signal housing and any related attachments to a vehicular signal face located over any portion of a highway that can be used by motor vehicles shall be at least 15 feet above the pavement.	The bottom of the signal housing and any related attachments to a vehicular signal face located over any portion of a highway that can be used by motor vehicles shall be at least 17 feet above the pavement.	Adjusted national standard minimum mounting height up 2 feet.
39	4D.11		<i>Standard:</i> For temporary or portable traffic signals associated with one lane, two-way facilities in temporary traffic control zones, at least one of the two heads shall be located at least 50 feet, but not more than 100 feet, beyond the stopping point. If both heads are located more than 50 feet beyond the stopping point, at least one of the indications shall extend out over the roadway.	Added state standard to boost signal visibility in work zone setup.
40	4E.01		<i>Standard:</i> Bimodal signal sections shall not be used at intersections with railroad preemption.	Eliminates confusion for drivers at railroad crossings.
125	4S.03		A warning beacon shall be mounted on the same support as the warning or regulatory sign or marker which the beacon supplements.	Beacon is easier to see and eliminates confusion.
129	4T.03	11 Except as provided in Paragraph 12 of this Section, the bottom of the signal housing of any lane-use control signal face shall be a minimum of 15 feet and a maximum of 19 feet above the pavement grade.	11 Except as provided in Paragraph 12 of this Section, the bottom of the signal housing of any lane-use control signal face shall be a minimum of 15-17 feet and a maximum of 19 feet above the pavement grade.	Increased minimum mounting height in order to reduce possibility of semi truck striking lane-use control signal face.

WMUTCD PART 5 State Edits

No state edits to Part 5.

WMUTCD PART 6 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
11	6B.02	02 A work zone is an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to the END ROAD WORK sign or the last TTC device.	Wisconsin State Statute 340.01(22e) "Highway maintenance or construction area" means the entire section of roadway between the first advance warning sign of highway maintenance or construction work and an "END ROAD WORK" or "END CONSTRUCTION" sign or, in the case of a moving vehicle engaged in the maintenance or construction work, that section of roadway where traffic may return to its normal flow without impeding such work.	Reference added to state law which requires END ROAD WORK or END CONSTRUCTION sign to terminate the highway maintenance or construction area.
22	6C.02	22 Depending on the possible vehicular speed and angle of impact, temporary traffic barriers might deflect upon impact by an errant vehicle. Guidance for locating and designing temporary traffic barriers can be found in Chapter 9 of the "Roadside Design Guide," 4 th Edition, 2011, AASHTO.	Additional guidance for locating and designing temporary traffic barriers can be found in the Wisconsin Facilities Development Manual Chapter 11-50-31 and Chapter 11-50-35.	Added reference to additional guidance.
25	6C.05	<i>Guidance:</i> 07 For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107-2015 publication entitled "American National Standard for High Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure should be worn.	<i>Guidance:</i> 07 For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107-2015 publication entitled "American National Standard for High Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure should be worn. 07 For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107-2015 publication entitled "American National Standard for High-Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure shall be worn. For flagger wear during all hours, high-visibility safety pants that meet the Performance Class E requirements of the ANSI/ISEA 107-2015 publication entitled "American National Standard for High-Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance shall be worn. <i>Guidance:</i> For daytime flagging, flaggers should wear on their torso either high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2015 publication entitled "American National Standard for High-Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015.	Elevated national guidance to state standard. Enhanced standard for flagger wear.
26	6D.01		Standard: Flaggers on the state highway system shall be certified. <i>Support:</i> Additional information on the certification process can be found in the Wisconsin Flagging Handbook. <i>Guidance:</i> Flagger certification is not required for traffic incident management areas but responders flagging should be trained.	Added to require Flagger Certification.
26	6D.02	05 The optimum method of displaying a STOP or SLOW message is to place the STOP/SLOW paddle on a rigid staff that is tall enough that when the end of the staff is resting on the ground, the message is high enough to be seen by approaching or stopped traffic.	02 The STOP/SLOW paddle (R1-1 and W20-8) shall have an octagonal shape on a rigid handle at least 5 feet tall. When used at night, the STOP/SLOW paddle shall be retroreflectorized.	Added minimum height to paddle handle.
29	6D.06		<i>Guidance:</i> Illumination of the flagger station should be done with auxiliary lighting equipment independent of existing roadway illumination. The lighting should be placed as not to cause glare issues with either direction of traffic.	Guidance to illuminate flagger station to enhance night-time flagger safety.
30	6E.04		<i>The driver of the pilot car should also be a Wisconsin certified flagger.</i>	Added guidance for trained flaggers to operate pilot cars.
31	6E.06		Standard: If STOP signs are used at one-lane, two-way sites, both directions shall be stopped. On low-volume State Trunk Highways, Connecting Highways, or any other roadways declared as through highways, STOP signs shall be used to control traffic at a one-lane, two-way TTC zone when drivers are able to see the other end of the one-lane, two-way operation and have sufficient visibility of approaching vehicles	Added standard to avoid oncoming traffic both facing yield control.
33	6F.02	09 Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrians or bicyclists.	09 Neither portable nor permanent sign supports should be located on open sidewalks, bicycle facilities, or areas designated for pedestrians or bicyclists. If placement of a sign impacts the movement of pedestrians or bicycles account for the diverted movement of them.	Strengthens guidance to consider impacts to pedestrians and bicyclists.
36	6G.04	02 STREET CLOSED (R11-2a), BRIDGE OUT (R11-2b), or PATH CLOSED (R11-2c), signs may be substituted for Road Closed signs where applicable.	02 STREET CLOSED (R11-2a), BRIDGE OUT (R11-2b), PATH CLOSED (R11-2c), or TRAIL CLOSED signs may be substituted for Road Closed signs where applicable.	Added option for alternate legend to use when trails are closed.
51	6H.12		The EXIT CLOSED panel may be placed horizontally across the interchange/intersection guide signs.	Amended option to reduce the number of sheet metal panels that get holes punched in them when mounting EXIT CLOSED panels.
56	6H.36	END ROAD WORK sign placement	<i>Guidance:</i> 01 When used, the END ROAD WORK (G20-2) sign (see Figure 6H-1) should be placed near the downstream end of the termination area, as determined by engineering judgment. Standard:	As according to Wis State Statute 340.01(22e)

			For all stationary highway maintenance or construction areas, the END ROAD WORK (G20-2) sign (see Figure 6H-1) shall be placed near the downstream end of the termination area. Support: Refer to Wisconsin State Statute 340.01(22e) for definition of highway maintenance or construction area.	
61	6J.03	03 If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 5 feet shall be installed every 40 feet. 04 If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 20 feet.	03 If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 6.25 5 feet shall be installed every 50 40 feet. 04 If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 12.5 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 25 20 feet.	This is to match with the Pavement Marking section.
62	6K.01	<i>04 The spacing between cones, tubular markers, vertical panels, drums, and barricades should not exceed a distance in feet equal to 1 times the speed limit in mph when used for taper channelization, and should not exceed a distance in feet equal to 2 times the speed limit in mph when used for tangent channelization.</i>	04 The spacing between cones, tubular markers, vertical panels, drums, and barricades should not exceed a distance in feet equal to 1 times the speed limit in mph when used for taper channelization, and should not exceed a distance in feet equal to 2 times the speed limit in mph when used for tangent channelization. Standard: For roadways with a speed limit of 50 mph or greater the maximum spacing of drums shall be 50 feet in tapers and 100 feet in tangent segments. For roadways with a speed limit of 25 mph to 45 mph the maximum spacing of drums shall be 25 feet in tapers and 50 feet in tangent segments. For roadways with a speed limit of 20 mph or less the maximum spacing of drums shall not exceed a distance in feet equal to 1 times the speed limit in mph when used for taper channelization, and shall not exceed a distance in feet equal to 2 times the speed limit in mph when used for tangent channelization. For work on the state highway system, drums shall be used in tapers. The maximum spacing for any other channelizing device used shall be half that used for drums.	Created a standard condition as this is to remain and govern on all projects in the state as these are the absolute maximum conditions for use in Wisconsin. This also tightens up the spacing of devices other than drums.
63	6K.01		Support: The ATSSA Quality Guidelines for Temporary Traffic Control Devices or the Wisconsin Work Zone Field Manual can be used to determine the condition of devices. For more detail regarding WisDOT's use of channelizing devices, see Standard Detail Drawing 15c11 Channelizing Devices .	Added support reference for state-specific detail drawings.
63	6K.02		Support: For more detail regarding WisDOT's use of pedestrian channelizing devices, see Standard Detail Drawing 15d30 Traffic Control, Pedestrian Accommodation .	Added support reference for state-specific detail drawings.
66	6K.03	01 Cones (see Figure 6K-1) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.	For emergency traffic control on the Wisconsin State Highway System or the Interstate Highway system, cones shall be a minimum of 28 inches in height.	Increased the minimum height of cones allowed.
67	6K.03	04 Traffic cones may be used to channelize road users, divide opposing vehicular traffic lanes, divide lanes when two or more lanes are kept open in the same direction, and delineate short-duration maintenance and utility work.	Traffic cones may be used to mark wet pavement markings.	Additional option for use in Wisconsin.
93	6N.01	<i>18 If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow boards should be used.</i>	Standard: 18 If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow boards and truck/trailer-mounted attenuators shall be used. If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow boards and truck/trailer-mounted attenuators shall be used.	Elevated national guidance to state standard.
98	6N.10	02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.	02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, <i>on whether to maintain parking lanes or spaces during work within the adjacent lane</i> , and how to maintain access to business, industrial, and residential areas.	Added context for consideration to the support.
109	6P.01		Support: For more detail regarding WisDOT's typical traffic control device layouts, see Standard Detail Drawings 15D .	Noting that the Typical Applications are not necessarily the only way to do something, and deviations are allowed.
114	TA2		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
116	TA3		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
118	TA4		If the work or work vehicles encroach into the travel lane, a truck or trailer-mounted attenuator shall be used on the vehicle.	This requirement is added to protect workers and the traveling public.
120	TA5		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.

122	TA6		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
124	TA7		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
126	TA8		The M4-9 sign may be used for the Detour Arrow sign in lieu of the M4-10 sign. The W20-2 may use alternate legend DETOUR AHEAD.	Additional options for use in Wisconsin.
128	TA9		The M4-9 sign may be used for the Detour Arrow sign in lieu of the M4-10 sign. The END DETOUR (M4-8a) sign may be omitted.	Additional options for use in Wisconsin.
130	TA10		<i>Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all highway maintenance or construction areas.</i>	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
132	TA11		Standard: If STOP signs are used at one-lane, two-way sites, both directions shall be stopped. On low-volume State Trunk Highways, Connecting Highways, or any other roadways declared as through highways, STOP signs shall be used to control traffic at a one-lane, two-way TTC zone when drivers are able to see the other end of the one-lane, two-way operation and have sufficient visibility of approaching vehicles Option: At one-lane, two-way sites on State Trunk Highways, Connecting Highways, or other roadways declared as thorough highways, flaggers, automated flagger devices controlled by flaggers, temporary traffic control signals, may be used as appropriate for conditions at the site, based on engineering judgement. Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	WisDOT eliminates the use of the yield control in these situations to make it clear what road users are required to do at one-lane, two-way roads. Yield signs in these situations create a dilemma for drivers with the possibility of not having them stop. Wisconsin Law does not appear to assign right-of-way on single lane roadways and only at intersections. Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
134	TA12		Standard orange flags may be used in conjunction with the SIGNAL AHEAD (W3-3) sign. Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Additional option for use in Wisconsin. Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
136	TA13		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
138	TA14		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
140	TA15		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
142	TA16		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
144	TA17		A truck or trailer-mounted attenuator shall be used on the shadow vehicle.	Elevated national option to state standard.
146	TA18		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
148	TA19		The M4-9 sign may be used for the Detour Arrow sign in lieu of the M4-10 sign. The END DETOUR (M4-8a) sign may be omitted. Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Additional option for use in Wisconsin.
150	TA20		The M4-9 sign may be used for the Detour Arrow sign in lieu of the M4-10 sign. The END DETOUR (M4-8a) sign may be omitted.	Additional option for use in Wisconsin.
152	TA21		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
154	TA22	7. If dimension "A" is not available to create a temporary right-turn lane, continuous channelizers may be installed from the end of the taper to the intersection and, as a result, the RIGHT LANE MUST TURN RIGHT signs would not be installed.	Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
156	TA23	5. By first closing off the left-hand lane and then reopening it as a turn bay, the left-turn bay allows storage of turning vehicles so that the movement of through traffic is not impeded. A left-turn bay that is long enough to accommodate all turning vehicles during a traffic signal cycle will provide the maximum benefit for through traffic. Also, an island is created with channelizing devices that allows the LEFT LANE MUST	Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.

		TURN LEFT sign to be repeated on the left adjacent to the lane that it controls.		
158	TA24	11. If dimension "A" is not available to create a temporary right-turn lane, continuous channelizers may be installed from the end of the taper to the intersection and, as a result, the RIGHT LANE MUST TURN RIGHT signs would not be installed.	Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
160	TA25		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
162	TA26		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
164	TA27		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
166	TA28		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
168	TA29		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
170	TA30		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
172	TA31		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
174	TA32		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
176	TA33		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
178	TA34		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
180	TA35	9. The spacing between the work vehicles and the shadow vehicles, and between each shadow vehicle, should be minimized to deter road users from driving in between. 12. A truck mounted attenuator may be used on Shadow Vehicle 2.	The roll ahead distance recommended by the truck or trailer mounted attenuator manufacturer should be used to space vehicle 1 in back of the work vehicle. The length of the work area should be minimized to the degree possible. 12. A truck mounted attenuator may be used on Shadow Vehicle 2. Standard: A truck or trailer mounted attenuator shall be used on Shadow Vehicle 2 if it encroaches into the travel lane.	This requirement is added to protect workers and the traveling public.
182	TA36		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
184	TA37		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
186	TA38		<i>This typical application presents challenges for drivers and work area limitations that are not conducive of many work activities. In those cases, two lanes of traffic should be closed.</i> Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Added state guidance discouraging the use of this particular TA setup. Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
188	TA39		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
190	TA40		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
192	TA41		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas. The EXIT CLOSED panel may be placed horizontally across the interchange/intersection guide signs.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
194	TA42		Support:	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.

			Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas. Option: The EXIT CLOSED panel may be placed horizontally across the interchange/intersection guide signs.	
196	TA43		As an alternative to the ROAD WORK XX FT sign with supplementary ON RAMP plaque, a RAMP WORK XX FT sign may be used. Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Added an alternative to ROAD WORK signs.
198	TA44	3. When used, the YIELD or STOP sign should be located so that ramp vehicular traffic has adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap in the mainline vehicular traffic flow, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed. If sufficient gaps are not available, consideration should be given to closing the ramp.	Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
200	TA45		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
202	TA46		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
204	TA47		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
212	TA51		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
214	TA52		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
216	TA53		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.
218	TA54		Support: Wisconsin State Statute 340.01(22e) requires END ROAD WORK signs to be used to mark the end of all stationary highway maintenance or construction areas.	Support added to reference end of work zone signing required by statutory definition to terminate highway maintenance or construction areas.

WMUTCD PART 7 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
6	7B.01	C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.03).	C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.03).	Provides uniform plaque to be used throughout the state.
5	7B.02	04 If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2). 05 A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).	04 If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2). Support: Refer to Wisconsin State Statute 118.08 for the requirement to erect school warning signs. The definitions of “public school,” “private school,” and “tribal school” can be found in Wisconsin State Statute 115.01(1), 115.001(3r), and 115.001(15m), respectively. Option: 05 A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).	Support added to aid practitioners in understanding the state statutory definition of school zone.
5	7B.02	Guidance: 07 The downstream end of a designated school zone should be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).	Standard: 07 The downstream end of a designated school zone shall be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).	Elevated national guidance to state standard.
11	7B.03	01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.	01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.	Provides uniform plaque to be used throughout the state.
11	7B.03		Support: Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop for Pedestrians signs have been removed from this manual.	Clarifies that Wisconsin state law requires vehicle operators to yield to pedestrians. References made throughout the manual were updated to reflect this statutory language.

11	7B.03	18 The In-Street Pedestrian Crossing sign, the In-Street School Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used on approaches that are controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon.	18 The In-Street Pedestrian Crossing sign, the In-Street School Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used on approaches that are controlled by a traffic control signal, pedestrian hybrid beacon, an emergency-vehicle hybrid beacon or a STOP sign.	Eliminates the potential of the conflicting message of yield to pedestrians in crosswalk vs stop at the STOP sign.
11	7B.04		Refer to the "O" column under Condition B of Table 2C-3 for recommended sight distances, as criteria for installing a sign.	Provides guidance on determining when a sign is desirable.
11	7B.05	03 Except as provided in Paragraph 4 of this Section, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4).	03 Except as provided in Paragraph 4 of this Section, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4). In Wisconsin, the END SCHOOL ZONE (S5-2) sign shall be used in lieu of the END SCHOOL SPEED LIMIT (S5-3) sign or the END HIGHER FINES ZONE (R2-11) sign. In Wisconsin, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).	In Wisconsin, school zone speed limits are set statutorily. These changes pertain to the fact that all reduced school speed zones end at the same point as a designated school zone.
11	7B.05	Option: 04 If a reduced school speed limit zone ends at the same point as a designated school zone (see Section 7B.02), an END SCHOOL ZONE (S5-2) sign may be used instead of an END SCHOOL SPEED LIMIT (S5-3) sign. A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.	Option: 04 If a reduced school speed limit zone ends at the same point as a designated school zone (see Section 7B.02), an END SCHOOL ZONE (S5-2) sign may be used instead of an END SCHOOL SPEED LIMIT (S5-3) sign. A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.	In Wisconsin, school zone speed limits are set statutorily. These changes pertain to the fact that all reduced school speed zones end at the same point as a designated school zone.
14	7B.05	08 When a School Speed Limit When Flashing (S5-1) sign or a Speed Limit (R2-1) sign with a supplemental WHEN FLASHING (S4-4P) plaque is used, a Speed Limit Sign Beacon (see Section 4S.04) shall be used to identify the periods that the school speed limit is in effect. 09 Fluorescent yellow-green pixels shall be used when the "SCHOOL" message is displayed on a changeable message sign for a school speed limit. Option: 10 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies.	Support: In Wisconsin, the static School Speed Limit assembly is comprised of a single panel (S4-51) with corresponding design in conformance with all aspects of the individual signs (S4-3P, R2-1, S4-2P and R2-6aP). 08 When a School Speed Limit When Flashing (S5-1) sign or a Speed Limit (R2-1) sign with a supplemental WHEN FLASHING (S4-4P) plaque is used, a Speed Limit Sign Beacon (see Section 4S.04) shall be used to identify the periods that the school speed limit is in effect. 09 Fluorescent yellow-green pixels shall be used when the "SCHOOL" message is displayed on a changeable message sign for a school speed limit. Option: 10 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies Support: Per Wisconsin State Statute 346.57(4)(a) a school zone speed limit is predicated on when children are present. Due to this requirement S4-2P supplemental plaque is used in lieu the S4-1P, S4-4P or S4-6P plaques.	Details state practice of using signs as a single panel for speed limit assembly. Removes option due to school speed limits being predicated on the presence of children so a timed blank-out sign showing during a period would not apply.
15	7B.06	02 Where increased fines are imposed for traffic violations within a designated school zone: A. A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and B. An END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).	A. A FINES DOUBLE (R2-6aP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and B. An END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5). Support: Refer to Wisconsin State Statute 346.60(3m)(b) for information on School Zone violation fines. Option: The END SCHOOL ZONE sign may be installed below the Speed Limit (R2-1) sign at the end of the school zone.	Adjusts standards based on statutory fine amount for the state.
16	7B.06	A. A S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect, B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.	A. A S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect, B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon. Support: Per Wisconsin State Statute 346.57(4)(a) a school zone speed limit is predicated on when children are present. Due to this requirement S4-2P supplemental plaque is used in lieu the S4-1P, S4-4P or S4-6P plaques.	Restricts the use of plaques that do not align with state statutory language.
18	7B.06	Option: 08 If a higher fines zone ends at the same point as a reduced school speed limit zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign (see Figure 7B-5).	Standard: 08 When a higher fines zone ends at the same point as a reduced school speed limit zone, an END SCHOOL ZONE (S5-2) sign shall be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign (see Figure 7B-5). Support: In Wisconsin, higher fines in school zones are established under Wisconsin State Statute 346.60(3m)(b). In Wisconsin reduced school speed limits are established under Wisconsin State Statute 346.57(4). Therefore, higher fine zones in school areas and reduced school speed limit zones always have the same end point.	Adjusts language based on the state statutory language surrounding fines for violation of school speed zones.
18	7B.06	09 Where the higher fines zone is established by statute, the BEGIN HIGHER FINES ZONE (R2-10) sign, FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), and \$XX FINE (R2-6bP) plaques may be omitted.	09 Where the higher fines zone is established by statute, the BEGIN HIGHER FINES ZONE (R2-10) sign, FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), and \$XX FINE (R2-6bP) plaques may be omitted.	Option removed
19	7B.07		Support:	Provides reference to State statute covering parking for context.

WMUTCD PART 8 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
3	8A.01	06 Grade crossings and the traffic control devices that are associated with them are unique in that in many cases, the highway agency or authority with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company or transit agency are jointly involved in the development of engineering judgment or the performance of an engineering study. This joint process is accomplished through the efforts of a Diagnostic Team made up of the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (if applicable).	06 Grade crossings and the traffic control devices that are associated with them are unique in that in many cases, the highway agency or authority with jurisdiction, the regulatory agency with statutory authority (Office of the Commissioner of Railroads (OCR) if applicable), and the railroad company or transit agency are jointly involved in the development of engineering judgment or the performance of an engineering study. This joint process is accomplished through the efforts of a Diagnostic Team made up of the highway agency with jurisdiction, the regulatory agency with statutory authority (OCR if applicable), WisDOT , and the railroad company and/or transit agency (if applicable). As provided in Wisconsin Statutes, Chapters 189, 191, 192, and 195, the Office of the Commissioner of Railroads (OCR) has jurisdiction at grade crossings regarding, but not limited to, determination of adequacy of warning devices, approval of new grade crossings, and approval of alterations at grade crossings.	As provided in Wisconsin Statutes, Chapters 189, 191, 192, and 195, the Office of the Commissioner of Railroads (OCR) has jurisdiction at grade crossings regarding, but not limited to, determination of adequacy of warning devices, approval of new grade crossings, and approval of alterations at grade crossings. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
4	8A.02	<i>05 If a highway-LRT grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, a pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon, the intersection should be provided with rail preemption in accordance with Sections 4F.19 and 8D.09 unless otherwise determined by the Diagnostic Team.</i>	<i>05 If a highway-LRT grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, a pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon, the intersection should be provided with rail preemption in accordance with Sections 4F.19 and 8D.09 unless otherwise determined by the OCR pursuant to Ch. 195, Wis. Stats. Diagnostic Team.</i>	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
4	8A.02	06 Where LRT vehicles are operating in a mixed-use alignment, traffic signal priority or preemption may be used as determined by a Diagnostic Team	06 Where LRT vehicles are operating in a mixed-use alignment, traffic signal priority or preemption may be used as determined by the OCR (Wisconsin State Statute 191.19 and 195.28(1)) . A Diagnostic Team may recommend the use of traffic signal priority or preemption to the OCR.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
4	8A.03		The OCR is not bound by any Diagnostic Team recommendation, nor will it be required to delay any written decision pending a recommendation, nor is the OCR required to stay any written decision once issued pending recommendation by a Diagnostic Team. OCR written decisions are only reviewable under Wisconsin State Statute 227.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
4	8A.03	03 The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team's site visits, meetings, conference calls, or a combination of some or all of these methods.	03 The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team's site visits, meetings, conference calls, correspondences (email, docket uploads, or phone calls) or a combination of some or all of these methods. <i>Guidance:</i> <i>Diagnostic Team attendees should attend at the expense of their respective organization, unless reimbursement is authorized ahead of time by the highway agency with jurisdiction or WisDOT. Diagnostic Team/Field visits should be limited because correspondences can be accomplished through emails and calls without the expense of field visits.</i>	Allows correspondences to be suitable means of communicating recommendations from the Diagnostic team.
5	8A.03		Minor modifications to existing highway-rail grade crossing traffic control systems, such as upgrading signal lenses or reflective sheeting, do not require approval.	
5	8A.04	03 Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless a Diagnostic Team determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate.	03 Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless the OCR a Diagnostic Team determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate (Wisconsin State Statute 191.19 and 195.28(1)). .	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
5	8A.05	Standard: 01 The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (as applicable).	01 The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (OCR), and the railroad company and/or transit agency (as applicable). 02 The regulatory agency with statutory authority (OCR) shall approve the grade crossing traffic control system (Wisconsin State Statute 191.19 and 195.28(1)). <i>Support:</i> <i>In Wisconsin, OCR has jurisdiction at highway grade crossings regarding, but not limited to, determination of adequacy of warning devices (Wisconsin State Statute 191.19 and 195.28(1)), approval of new grade crossings (Wisconsin State Statute 191.19(1)) and approval of alterations at grade crossings (Wisconsin State Statute 195.29(1)) as detailed in Wisconsin State Statutes Chapters 189, 191, 192, and 195. Alterations defined in FDM 17-1-1 Attachment 1.1. The OCR hearing process is outlined in Wisconsin Administrative Code RR 1.</i>	Top part is in line with answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings. Regarding attendees attending at the expense of the respective organization, this is intended to surmount the incredible hurdles railroad companies put in place that make it incredibly hard and expensive to do business with them. They will not do business with the state (having no concern about the ramifications of delaying or cancelling important highway improvement projects) unless the state or local entity will commit many thousands of dollars to an early agreement. Then, they have no cost control mechanisms over their consultants; at their discretion, they bill for costs that the locals/state wouldn't approve of. Regarding the statement about limited field visits, again, railroad companies will mobilize an inspector from out of state multiple times and local entities get tagged with the bill, though the charges are excessive and multiple trips are not necessary. This is meant to introduce some cost controls over the situation.
5	8A.05	Option: 02 The regulatory agency with statutory authority (if applicable) may approve the grade crossing traffic control system.	Option: Standard: 02 The regulatory agency with statutory authority (OCR, if applicable), pursuant to Ch. 192 and 195, Wis. Stats., shall may approve the grade crossing traffic control system (Wisconsin State Statute 191.19 and 195.28(1)).	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
8	8A.09	Option: 08 Based on engineering judgment, the TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) may be temporarily installed until the tracks are removed or covered. The length of time before the tracks will be removed or covered. The length of time before the tracks will be removed or covered.	Option: 08 Based on engineering judgment, the TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) may be temporarily installed until the tracks are removed or covered. The length of time before the tracks will be removed or covered may be considered in making the decision as to whether to install the sign. <i>Guidance:</i>	Strengthening the option to place the Tracks out of Service sign to discourage vehicles from stopping where it's not necessary to stop, thus increasing safety.

		removed or covered may be considered in making the decision as to whether to install the sign.	<i>The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) should be temporarily installed until the tracks are removed or covered.</i>	
8	8A.12	<i>03 The Diagnostic Team should review the findings of the engineering study and determine the appropriate measures to clear highway traffic from the grade crossing prior to the arrival of rail traffic.</i>	<i>03 The Diagnostic Team should review the findings of the engineering study and recommend to the OCR determine the appropriate measures to clear highway traffic from the grade crossing prior to the arrival of rail traffic.</i>	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
12	8B.03	Option: 10 If a YIELD or STOP sign is installed for a Crossbuck Assembly at a grade crossing, it may be installed on the same support as the Crossbuck sign. or it may be installed on a separate support at a point where the motor vehicle is to stop, or as near to that point as practicable, but in either case, the YIELD or STOP sign is considered to be a part of the Crossbuck Assembly.	<i>Guidance:</i> <i>Crossbuck sign should be located a minimum of 15 feet from the near rail measured parallel to the road and a minimum of 10 feet from the near rail to the edge of the sign measured perpendicular to the rail, maintaining the proper clearance from the edge of the roadway.</i> <i>Support:</i> For additional guidance about Crossbuck sign location, refer to the current version of the Highway-Rail Crossing Handbook. Refer to Section 8D.02 for additional Crossbuck overhead provisions.	Strengthening option to guidance to encourage stop sign to be installed on the same support as crossbuck. Often there is not enough room to install side-by-side per 8B.04(13). OCR inspectors have frequently observed incorrect and unsafe sign placements including stop signs blocking crossbucks. This guidance will work toward preventing placement issues that can arise when using a second post. Also, when stop signs are on the same post, motorists understand the reason for stopping.
13	8B.04		<i>Support:</i> In Wisconsin, OCR has jurisdiction at highway grade crossings regarding but not limited to, determination of adequacy of warning devices at grade crossings (Wisconsin State Statute 191.19 and 195.28(1)).	
16	8B.04	10 If a YIELD or STOP sign is installed for a Crossbuck Assembly at a grade crossing, it may should be installed on the same support as the Crossbuck sign. or it may be installed on a separate support at a point where the motor vehicle is to stop, or as near to that point as practicable, but in either case, the YIELD or STOP sign is considered to be a part of the Crossbuck Assembly.	<i>Option:</i> 10 REMOVED <i>Guidance:</i> <i>If a STOP sign is installed for a Crossbuck Assembly at a grade crossing, it should be installed on the same support as the Crossbuck sign. If installed on a separate support, the STOP sign should be installed at a point where the motor vehicle is to stop, or as near to that point as practicable. In either case, the STOP sign is considered to be a part of the Crossbuck Assembly.</i>	Wisconsin statute 192.29 5(b) requires the crossbuck assembly on the same post as the yield sign.
19	8B.04		<i>Standard:</i> If a YIELD sign is installed for a Crossbuck Assembly at a grade crossing, it shall be installed on the same support as the Crossbuck sign (Wisconsin State Statute 192.29(5b)).	
20	8B.04		STOP signs are furnished, installed, and maintained by the roadway maintaining authority (WMUTCD 1D.02). YIELD signs are furnished, installed, and maintained by the railroad (Wis Stat 192.29(5)).	Adding helpful support language to clarify responsibility of maintenance for stop signs, yield signs, and crossbuck assemblies.
20	8B.06		<i>Support:</i> See Wisconsin State Statute 195.286 for more information pertaining to the usage of highway crossing advance warning signs in Wisconsin.	Providing a support statement directing the reader to applicable Wisconsin statutes.
22	8B.08	Option: 01 The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) may be used at a grade crossing instead of a Crossbuck (R15-1) sign and a Number of Tracks (R15-2P) plaque or instead of a Crossbuck Assembly where railroad or LRT tracks have been temporarily or permanently abandoned, but only until such time that the tracks are removed or covered.	<i>Option: Guidance:</i> <i>01 The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) may should be used at a grade crossing instead of a Crossbuck (R15-1) sign and a Number of Tracks (R15-2P) plaque or instead of a Crossbuck Assembly where railroad or LRT tracks have been temporarily or permanently abandoned, but only until such time that the tracks are removed or covered.</i>	Strengthening the option to place the Tracks out of Service sign to discourage vehicles from stopping where it's not necessary to stop, thus increasing safety.
22	8B.08	<i>Guidance:</i> <i>04 Warning signs, such as the, the Low Ground Clearance Grade Crossing (W10-5) sign, and the Skewed Crossing (W10-12) sign, that warn road users about physical roadway conditions at the grade crossing should be left in place after the tracks are taken out of service, until the physical condition is no longer present.</i>	<i>Guidance:</i> 04 Warning signs, such as the Grade Crossing Advance Warning Signs (W10-1 through W10-4), the Low Ground Clearance Grade Crossing (W10-5) sign, and the Skewed Crossing (W10-12) sign, that warn road users about physical roadway conditions at the grade crossing should shall be left in place after the tracks are taken out of service, until the physical condition is no longer present. A TRACKS OUT OF SERVICE (W10-52P) plaque with a yellow background and black legend shall be used below the Grade Crossing Advance Warning (W10-1 through W10-4) sign when the TRACKS OUT OF SERVICE (R8-9) sign is used.	Strengthening the Guidance statement into Standard regarding installation of a sign and a plaque because this must apply at all relevant locations. A crossing in the roadway is a physical roadway condition; therefore, this statement applies to W10 1 thru 4 signs. Strengthening to require the Tracks out of Service sign to discourage vehicles from stopping where it's not necessary to stop, thus increasing safety.
23	8B.11	Option 01 The EXEMPT highway-rail grade crossing plaques (R15-3P, W10-1aP) may be placed at crossings within the control limits of a highway traffic signal (typically defined as the area between the near right signals) and may be used when specifically authorized by order of the OCR.	<i>Option:</i> 01 REMOVED <i>Standard:</i> Pursuant to Wisconsin State Statute 346.45(3)(b) and 195.285, where authorized by order of the OCR, an EXEMPT (R15-3P) plaque (see Figure 8B-1) with a white background and black legend shall be used below the Crossbuck sign or Number of Tracks plaque, if present, at the grade crossing, and an EXEMPT (W10-1aP) plaque (see Figure 8B-4) with a yellow background and black legend shall be used below the Grade Crossing Advance Warning (W10-1 through W10-4) sign. <i>Support:</i> Wisconsin State Statute 346.45 (3)(b) exempts vehicles at crossings that are controlled by traffic signals. Wisconsin State Statute 195.285 states that the OCR has regulatory authority over the use of the EXEMPT plaques.	Strengthening to Standard for Exempt signs based upon Wisconsin statute and OCR's statutory authority.
25	8B.18	<i>02 The decision to provide notification of another train should be made by a Diagnostic Team. In making this determination, the Diagnostic Team should consider the pedestrian usage, pedestrian collision history, train speeds and volumes, operating plans and/or schedules, and the presence of a nearby station or transit center.</i>	<i>02 The decision to provide notification of another train should be made by the OCR-a Diagnostic Team (Wisconsin State Statute 191.19 and 195.28(1)). In making this determination, the OCR Diagnostic Team should consider the pedestrian usage, pedestrian collision history, train speeds and volumes, operating plans and/or schedules, and the presence of a nearby station or transit center.</i>	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
26	8B.20	01 Either a NO TRAIN HORN (W10-9) sign (see Figure 8B-4) or a NO TRAIN HORN (W10-9P) plaque (see Figure 8B-4) shall be installed in each direction at each highway-rail grade crossing where a Quiet Zone has been established in compliance with 49 CFR Part 222. If a	01 Either a NO TRAIN HORN (W10-9) sign (see Figure 8B-4) or a NO TRAIN HORN (W10-9P) plaque (see Figure 8B-4) shall be installed in each direction at each highway-rail grade crossing where a Quiet Zone has been established in compliance with 49 CFR Part 222. If a W10-9P plaque is used, it shall supplement and be mounted directly below the Grade Crossing	The W10-9 is a full sign (not a plaque) and justifies its own post.

		W10-9P plaque is used, it shall supplement and be mounted directly below the Grade Crossing Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4).	Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4). If a W10-9 sign is used, it should be mounted on a separate post from the Grade Crossing Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4).	
26	8B.22	02 If the Skewed Crossing sign is used, the symbol should show the direction of the crossing (near left to far right as shown on the sign image in Figure 8B-4, or the mirror image if the track goes from far left to near right).	<i>The Skewed Crossing (W10-12) sign (see Figure 8B-4) should be used if the crossing angle is 45 degrees or less.</i>	Adding specificity to the user as to when to apply the optional sign: when crossing angle is 45 degrees or less.
27	8B.23	Option: 01 The NO GATES OR LIGHTS (W10-13P) plaque (see Figure 8B-4) may be mounted below the Grade Crossing Advance Warning (W10-1 through W10-4) sign at grade crossings that are not equipped with automatic gates or automated signals.	Option: 01 The NO GATES OR LIGHTS (W10-13P) plaque (see Figure 8B-4) may be mounted below the Grade Crossing Advance Warning (W10-1 through W10-4) sign at grade crossings that are not equipped with automatic gates or automated signals.	Removed option to use this sign in Wisconsin. When no gates or lights are present, passive warning devices are used, consistent with state law.
29	8C.03	Guidance: 01 On paved roadway approaches to passive grade crossings where a STOP sign is installed in conjunction with the Crossbuck sign, a stop line should be installed to indicate the point behind which motor vehicles are required to stop or as near to that point as practicable.	Guidance-Standard: 01 On paved roadway approaches to passive grade crossings where a STOP sign is installed in conjunction with the Crossbuck sign, a stop line should shall be installed to indicate the point behind which motor vehicles are required to stop or as near to that point as practicable.	Strengthening the Guidance statement into Standard regarding installation of a stop line because for safety reasons it shall apply at all relevant locations. This will inform drivers where to stop at a railroad crossing and prevent vehicles from stopping too close to a crossing.
30	8C.03	Option: 02 On paved roadway approaches to passive grade crossings where a YIELD sign is installed in conjunction with the Crossbuck sign, a yield line (see Section 3B.19) or a stop line may be installed to indicate the point behind which motor vehicles are required to yield or stop or as near to that point as practicable.	Option: Guidance: 02 On paved roadway approaches to passive grade crossings where a YIELD sign is installed in conjunction with the Crossbuck sign, a yield line (see Section 3B.19) or a stop line may should be installed to indicate the point behind which motor vehicles are required to yield or stop or as near to that point as practicable.	Converting Option into Guidance because the installation of yield or stop line should be done wherever practicable.
3	8C.03	03 If a yield line (see Figure 3B-16) or stop line is used at a passive grade crossing, it should be a transverse line at a right angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest rail.	03 If a yield line (see Figure 3B-16) or stop line is used at a passive grade crossing, it should be a transverse line at a right angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest rail measured parallel to the road and 10 feet perpendicular to the rail and no closer to the rail than the crossbuck assembly.	Adding guidance to help reader understand how to make the measurement to locate the yield line or stop line. Track FRA – FRA's track clearance requirements point to the individual states for railroad clearance requirements. This also points to AREMA Chapter 28. Wisconsin State Statute 192.53(5)(a)1. requires an 8'6" clearance off of centerline of track. This statute references Wisconsin Administrative Code RR 2.15, stating the same clearance, but adding an additional inch per degree of curvature of track. AREMA Chapter 28 Table 28-3-3 shows horizontal general clearance at 8'6", signals high clearance at 8'6", and poles clearance at 12'0", all for Wisconsin and off of centerline of track. The clearance for poles being 12'0" off of centerline equates to 9'6" off of rail. 10'0" would give the little bit extra distance required for up to 6 degrees of curvature. The yield line and stop line designate where a vehicle should stop if needed. A stopped vehicle should be outside of these clearance zones.
33	8C.06	02 If used, pavement markings for indicating the dynamic envelope shall comply with the provisions of Part 3 and shall be a solid white line not less than 4 inches nor greater than 24 inches in width.	02 If used, pavement markings for indicating the dynamic envelope shall comply with the provisions of Part 3 and shall be a solid white line not less than 4 inches nor greater than 6 inches in width.	
33	8C.06	03 Contrasting pavement color (see Section 3A.03 and Chapter 3H) and/or contrasting pavement texture may be used alone or in combination with pavement markings to indicate the dynamic envelope.	03 Contrasting pavement color (see Section 3A.03 and Chapter 3H) and/or contrasting pavement texture may be used alone or in combination with pavement markings to indicate the dynamic envelope.	Colored pavements are usually designated for crosswalks and bike or bus lanes in Wisconsin.
34	8C.06	Option: 05 If solid white lines are used to indicate the dynamic envelope, white cross-hatching lines (see Figure 8C-3) may also be placed on the highway pavement within the dynamic envelope as a supplement to, but not as a substitute for, the solid white lines.	Option: Standard: 05 Except for LRT mixed-use alignments, if solid white lines are used to indicate the dynamic envelope, white cross-hatching lines (see Figure 8C-3) may also shall be placed on the highway pavement within the dynamic envelope as a supplement to, but not as a substitute for, the solid white lines.	For Wisconsin's supplement, making the MUTCD Option statement into a Standard. WisDOT feels that installing the dynamic envelope lines without the associated crosshatch is unclear and inadequate.
37	8D.01	04 Post-mounted and overhead flashing-light signals may be used separately or in combination with each other as determined by the Diagnostic Team. Also, flashing-light signals may be used without automatic gate assemblies, as determined by the Diagnostic Team.	04 Post-mounted and overhead flashing-light signals may be used separately or in combination with each other as determined by the OCR Diagnostic Team . Also, flashing-light signals may be used without automatic gate assemblies, as determined by the OCR pursuant to Wisconsin State Statute 191.19 or 195.28(1). The Diagnostic Team may make recommendations to the OCR regarding the use of flashing-light signals.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
39	8D.02	Option: 05 At highway-rail grade crossings, bells or other audible warning devices may be included in the assembly and may be operated in conjunction with the flashing-light signals to provide additional warning for pedestrians, bicyclists, and/or other non-motorized road users.	Guidance: <i>When active warning devices have been installed, the operative parts should remain covered or turned until the time the device is placed in regular and continuous service.</i> Option: Standard: 05 At highway-rail grade crossings with flashing-light signals, bells or other audible warning devices may shall be included in the assembly and may shall be operated in conjunction with the flashing-light signals to provide additional warning for pedestrians, bicyclists, and/or other non-motorized road users.	Added the guidance statement about covering active warning devices until turned on. This will reduce driver confusion about whether the lights are active or not. Paragraph 5: making Wisconsin's version stricter with respect to bells. Making the Option into Standard because we feel it is a cheap and effective way to improve safety.
39	8D.02	10 Flashing-light units shall use either 8-inch or 12-inch nominal diameter lenses.	10 Flashing-light units shall use either 8-inch or 12-inch nominal diameter lenses.	Upgrading 8" lenses to 12" because they allow for better visibility. Statewide projects have been conducted to upgrade 8" lenses to 12".

39	8D.02	11 In choosing between the 8-inch or 12-inch nominal diameter lenses for use in grade crossing flashing-light signals, consideration should be given to the principles stated in Section 4E.02.	11 In choosing between the 8-inch or 12-inch nominal diameter lenses for use in grade crossing flashing-light signals, consideration should be given to the principles stated in Section 4E.02. Support: Paragraph 11 removed due to the use of solely the 12-inch nominal diameter lenses for Flashing-light units in Wisconsin.	Upgrading 8" lenses to 12" because they allow for better visibility. Statewide projects have been conducted to upgrade 8" lenses to 12".
40	8D.02	22 If a Diagnostic Team determines that it is appropriate, the flashing-light signals may be installed on overhead structures or cantilevered supports as shown in Figure 8D-1 where needed for additional emphasis, or for better visibility to approaching traffic, particularly on multi-lane approaches or highways with profile restrictions.	22 If the OCR a Diagnostic Team determines that it is appropriate, the flashing-light signals may be installed on overhead structures or cantilevered supports as shown in Figure 8D-1 where needed for additional emphasis, or for better visibility to approaching traffic, particularly on multi-lane approaches or highways with profile restrictions. A Diagnostic Team may make recommendations to the OCR regarding the installation of flashing-light signals. Additional Crossbuck signs may be used on overhead structures or cantilevered supports to supplement the side of highway mounted signs. The Number of Tracks plaque and EXEMPT plaque may be used in conjunction with the supplemental Crossbuck but is not required.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings. Added clarifying language regarding optional additional crossbuck, number of track, and EXEMPT signs consistent with state law and MUTCD.
42	8D.04	04 At highway-LRT grade crossings where LRT speeds are 25 mph or less, active traffic control systems should be used unless the Diagnostic Team determines, that the use of Crossbuck Assemblies, STOP signs alone, or YIELD signs alone would be adequate.	04 At highway-LRT grade crossings where LRT speeds are 25 mph or less, active traffic control systems should be used unless the OCR Diagnostic Team determines, pursuant to Wisconsin State Statute 191.19 or 195.28(1), that the use of Crossbuck Assemblies, STOP signs alone, or YIELD signs alone would be adequate.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
42	8D.05	01 Exit Gate systems may be installed to improve safety at grade crossings where a Diagnostic Team determines that less restrictive measures, such as automatic gates and median islands, are not effective.	01 Exit Gate systems may be installed to improve safety at grade crossings where the OCR a Diagnostic Team determines that less restrictive measures, such as automatic gates and median islands, are not effective. A Diagnostic Team may make recommendations to the OCR regarding installation of Exit Gate systems.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
46	8D.09	Various references to Diagnostic Team	Diagnostic Team OCR pursuant to Wisconsin State Statute 191.19 or 195.28(1)	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
47	8D.09	08 Regular joint inspections by the highway agency or authority with jurisdiction, the regulatory agency with statutory authority (OCR), and the railroad company or transit agency are a best practice and typically include verification of the preemption operation, the amount of warning time and/or preemption time being provided by the grade crossing warning system, and the timing of highway traffic signals interconnected and/or coordinated with the flashing-light signals.	Support: Refer to Traffic Engineering, Operations & Safety Manual (TEOPS) Chapter 4 for more information related to inspections.	
59	8E.02	07 Additional information regarding the design of pathways and sidewalks is contained in the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990.	07 Additional information regarding the design of pathways and sidewalks is contained in the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990 and the Wisconsin Bicycle Facility Design Handbook.	Providing additional resource that is consistent with federal standards.
60	8E.03		<i>Some railroad companies might have additional clearance requirements beyond WMUTCD standards. Therefore, it becomes necessary to work with the railroad company to try to achieve the railroad's required clearances, while minimizing impacts such as requiring additional right-of-way to be acquired, reaching the threshold of requiring cantilevers, or approaching maximum gate lengths.</i>	Some railroad companies have standards beyond MUTCD. This statement advises designers to that fact.
61	8E.03	11 The LOOK (R15-8) sign (see Figure 8B-1) may be used at a pathway or sidewalk grade station crossing to inform pathway or sidewalk users to look in both directions prior to crossing the track(s). Guidance: 12 If a LOOK (R15-8) sign is used at a pathway or sidewalk grade crossing, it should be mounted on a separate post that is farther from the pathway or sidewalk than the Crossbuck sign or Crossbuck Assembly.	11 REMOVED 12 REMOVED Support: The LOOK (R15-8) sign has been removed from the WMUTCD.	Since roadway and/or pathway users need to look at all crossings, the LOOK (R15-8) sign would not convey any new information or warning to users over and above the standard signing at a crossing. The MUTCD states that permanent signs should not be used on a frequent basis to confirm rules of the road, or in this case proper roadway and/or pathway user behavior. The excessive use of this sign would contribute to sign clutter, reducing the effectiveness of the standard signs.
61	8E.04	09 Detectable warnings should be placed immediately beyond the pathway or sidewalk stop line (if a stop line is present) or should be incorporated into and made a part of the stop line. The downstream edge of the detectable warning should be located at least 2 feet upstream from the automatic gate, counterweight, flashing-light signals, or Crossbuck Assembly (if any of these are present) and at least 12 feet from the nearest rail (see Figures 8E-2 and 8E-3).	09 Detectable warnings should be placed immediately beyond the pathway or sidewalk stop line (if a stop line is present) or should be incorporated into and made a part of the stop line. The downstream edge of the detectable warning should be located at least 2 feet upstream from the automatic gate, counterweight, flashing-light signals, or Crossbuck Assembly (if any of these are present) and at least 12 feet from the nearest rail (see Figures 8E-2 and 8E-3). Support: Refer to WisDOT Standard Detail Drawings (SDD) 8D5-E for more detail.	Providing reference to Wisconsin's Standard Detail Drawing with respect to detectable warning fields. This drawing is consistent with all national standards.
66	8E.08	10 Flashing-light signals (see Figure 8E-7) with a Crossbuck (R15-1) sign and an audible device should be installed along semi-exclusive LRT alignments at station, pathway, or sidewalk grade crossings where the Diagnostic Team has determined that the sight distance is not sufficient for pathway or sidewalk users to complete their crossing prior to the arrival of LRT traffic at the crossing.	10 Flashing-light signals (see Figure 8E-7) with a Crossbuck (R15-1) sign and an audible device should be installed along semi-exclusive LRT alignments at station, pathway, or sidewalk grade crossings where determined appropriate by the OCR pursuant to Wisconsin State Statute 191.19 or 195.28(1). the Diagnostic Team has determined that When making such determination, the OCR should consider whether the sight distance is not sufficient for pathway or sidewalk users to complete their crossing prior to the arrival of LRT traffic at the crossing. Option: A Diagnostic Team may make recommendation to the OCR regarding the sufficiency of sight distances based on an engineering study.	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
67	8E.09	02 A pathway or sidewalk grade crossing across tracks where trains are permitted to travel at speeds of 80 mph or higher shall be equipped with a system of automatic pedestrian gates and an escape area with swing gates and fencing installed in the vicinity of the crossing to direct users to the pathway or sidewalk grade crossing	Support: Important considerations to make when evaluating the possible implementation of automatic pedestrian gates include the effects of the presence of snow and ice and the need for expeditious removal of that snow and ice as part of the maintenance of the emergency escape route, if on is provided. 02 A pathway or sidewalk grade crossing across tracks where trains are permitted to travel at speeds of 80 mph or higher shall be equipped with a system of automatic pedestrian gates and an escape area with swing gates and fencing	This language is consistent with MUTCD, but emphasizes the need for an escape route when considering automatic pedestrian gates.



WMUTCD PART 1 Deviations to Standards

No deviations to standards in Part 1.

WMUTCD PART 2 Deviations to Standards

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
19	2B.19	Standard: 02 Yield Here to (Stop Here for) Pedestrians (R1-5, R1-5a, R1-5b, R1-5c, R1-5d, and R1-5e) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk only where it crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW shall not be displayed on the R1-5 series signs.	Support: Wisconsin State Statute 346.24 requires vehicle operators to yield to pedestrians. Therefore, references to Stop Here For Pedestrians signs have been removed from this manual.	Clarifies that Wisconsin state law requires vehicle operators to yield to pedestrians. References made throughout the manual were updated to reflect this statutory language.
21	2B.20		Standard: 12 In-Street Pedestrian or Trail Crossing signs shall be mounted back-to-back in the median or on the center line of an undivided roadway. 13 The In-Street Pedestrian or Trail Crossing sign and the Overhead Pedestrian Crossing or Trail sign shall not be used at crosswalks on approaches controlled by a traffic control signal, pedestrian hybrid beacon, an emergency-vehicle hybrid beacon or a STOP sign.	Eliminates the potential of the conflicting message of yield to pedestrians in crosswalk vs stop at the STOP sign.
24	2C.13	04 The legend YOUR SPEED shall be a black legend on a yellow retroreflective background, except as provided in Sections 6H.01 and 7B.01. The changeable legend displaying the speed of the approaching vehicle shall be a yellow luminous legend on a black opaque background. The vehicle speed displayed on the changeable portion of the sign shall be displayed as an integer. The Vehicle Speed Feedback sign and plaque shall not flash, strobe, change color, or use other animated elements integrated into the changeable legend display. When no vehicles are approaching, the changeable display shall not display a legend.	04 The legend YOUR SPEED shall be a black legend on a yellow retroreflective background, except as provided in Sections 6H.01 and 7B.01. The changeable legend displaying the speed of the approaching vehicle shall be a yellow luminous legend on a black opaque background. The vehicle speed displayed on the changeable portion of the sign shall be displayed as an integer. The Vehicle Speed Feedback sign and plaque shall not flash (e.g., red and blue lights, white light), strobe, change color, use alternative messages (e.g., "SLOW DOWN", "TOO FAST"), or use other animated elements (e.g., graphics/faces) integrated into the changeable legend display. When no vehicles are approaching, the changeable display shall not display a legend. Support: It is not the purpose of a traffic control device to provide positive or negative reinforcement of a road user's behavior. Rather, traffic control devices are intended to provide a clear and simple message conveying a regulation, warning, or guidance to the road user. In accordance with Section 1D.02, to be effective, a traffic control device should meet five basic principles: fulfill a need; command attention; convey a clear, simple meaning; command respect from road users; and give adequate time for proper response. A vehicle speed feedback sign that displays the speed of a vehicle to the driver is only intended to convey the speed to provide the road user a clear indication of their speed of travel as compared to the regulatory speed limit or advisory speed associated with that segment of the roadway. A pictorial representation of a facial expression, messages such as "SLOW DOWN" or strobe lights mimicking law enforcement do not convey a traffic control related message; they are vague in nature and do not command respect for such a device.	Clarifies the restrictions for the use of the signs.
50	2C.55	01 Non-Vehicular Warning (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22) signs (see Figure 2C-15) may be used to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, animals, or equestrians might occur. Guidance: 03 If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs should be supplemented with plaques (see Figure 2C-16 and Section 2C.61) with the legend AHEAD or XX FEET to inform road users that they are approaching a point where crossing activity might occur. Standard: 04 If a post-mounted W11-2, W11-6, W11-7, or W11-9 sign is placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway, a diagonal downward-pointing arrow (W16-7P) plaque (see Figure 2C-16 and Section 2C.63) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.	Option: 01 REMOVED Post-mounted W11-3, W11-4, and W11-16 through W11-22 signs (see Figure 2C-15) may be used to alert road users in advance of locations where unexpected entries into the roadway by animals might occur. Standard: Non-Vehicular Warning (W11-2, W11-6, W11-7 and W11-9) signs (see Figure 2C-15) shall be used to alert road users in advance of locations where the posted speed is 45 mph or greater, where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, snowmobilers, or equestrians might occur. Option: Non-Vehicular Warning (W11-2, W11-6, W11-7 and W11-9) signs (see Figure 2C-15) may be used to alert road users in advance of locations where the posted speed is 40 mph or less, where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, snowmobilers, or equestrians might occur. Support: 02 These conflicts might be relatively confined, or might occur randomly over a segment of roadway. Standard: 03 If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs shall be supplemented with plaques (see Figure 2C-16 and Section 2C.61) with the legend AHEAD to inform road users that they are approaching a point where crossing activity might occur. 04 REMOVED A post-mounted W11-2, W11-6, W11-7, or W11-9 sign shall be placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway. A diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-16 and Section 2C.63) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.	Edits pertaining to elevating the national options and guidance to state standards for W11-2, W11-6, W11-7, and W11-9.
60	2C.73	02 If an object marker is used to mark the end of a roadway, a Type 4 object marker shall be used.	02 If an object marker is used to mark the end of a roadway, a Type 4 object marker (OM4-1 or OM4-3) shall be used. Support: The Type 4 Object Marker (OM4-2) is not used in Wisconsin.	Restricts option to use the OM4-2 in Wisconsin.
17	2D.11	14 If county road authorities elect to establish and identify a special system of important county roads, a	14 If county road authorities elect to establish and identify a special system of important county roads, a statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. In Wisconsin, the County Route	Provides statutory background regarding the state county route sign design.

		statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. The County Route (M1-6) sign (see Figure 2D-4) shall consist of a pentagon shape with a yellow county name and route number and border on a blue background. County Route signs shall be a minimum size of 24 x 24 inches.	(M1-6W) sign (see Figure 2D-4) shall consist of black numerals on a white square surrounded by a rectangular black background without a border . County Route signs shall be a minimum size of 24 x 24 inches. Support: Wis. State Statute 83.025(2) states, "The marking and signing of the county trunk highway systems shall be uniform throughout the state, as prescribed by the department."	
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WMUTCD PART 3 Deviations to Standards

No deviations to standards in Part 3.

WMUTCD PART 4 Deviations to Standards

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
37	4D.09	The bottom of the signal housing and any related attachments to a vehicular signal face located over any portion of a highway that can be used by motor vehicles shall be at least 15 feet above the pavement.	The bottom of the signal housing and any related attachments to a vehicular signal face located over any portion of a highway that can be used by motor vehicles shall be at least 17 feet above the pavement.	Adjusted national standard minimum mounting height up 2 feet.
129	4T.03	11 Except as provided in Paragraph 12 of this Section, the bottom of the signal housing of any lane-use control signal face shall be a minimum of 15 feet and a maximum of 19 feet above the pavement grade.	11 Except as provided in Paragraph 12 of this Section, the bottom of the signal housing of any lane-use control signal face shall be a minimum of 15-17 feet and a maximum of 19 feet above the pavement grade.	Increased minimum mounting height in order to reduce possibility of semi truck striking lane-use control signal face.

WMUTCD PART 5 Deviations to Standards

No deviations to standards in Part 5.

WMUTCD PART 6 Deviations to Standards

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
61	6J.03	03 If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 5 feet shall be installed every 40 feet. 04 If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 20 feet.	03 If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 6.25 5 feet shall be installed every 50 40 feet. 04 If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 12.5 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 25 20 feet.	This is to match with the Pavement Marking section.
66	6K.03	01 Cones (see Figure 6K-1) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.	For emergency traffic control on the Wisconsin State Highway System or the Interstate Highway system, cones shall be a minimum of 28 inches in height.	Increased the minimum height of cones allowed.

WMUTCD PART 7 Deviations to Standards

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
11	7B.03	01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.	01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.	Provides uniform plaque to be used throughout the state.
11	7B.03	18 The In-Street Pedestrian Crossing sign, the In-Street School Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used on approaches that are controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon.	18 The In-Street Pedestrian Crossing sign, the In-Street School Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used on approaches that are controlled by a traffic control signal, pedestrian hybrid beacon, an emergency-vehicle hybrid beacon or a STOP sign.	Eliminates the potential of the conflicting message of yield to pedestrians in crosswalk vs stop at the STOP sign.
11	7B.05	03 Except as provided in Paragraph 4 of this Section, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4).	03 Except as provided in Paragraph 4 of this Section, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4). In Wisconsin, the END SCHOOL ZONE (S5-2) sign shall be used in lieu of the END SCHOOL SPEED LIMIT (S5-3) sign or the END HIGHER FINES ZONE (R2-11) sign. In Wisconsin, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).	In Wisconsin, school zone speed limits are set statutorily. These changes pertain to the fact that all reduced school speed zones end at the same point as a designated school zone.
15	7B.06	02 Where increased fines are imposed for traffic violations within a designated school zone:	A. A FINES DOUBLE (R2-6aP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and	Adjusts standards based on statutory fine amount for the state.

		<p>A. A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and</p> <p>B. An END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).</p>	<p>B. An END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).</p> <p>Support: Refer to Wisconsin State Statute 346.60(3m)(b) for information on School Zone violation fines.</p> <p>Option: The END SCHOOL ZONE sign may be installed below the Speed Limit (R2-1) sign at the end of the school zone.</p>	
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WMUTCD PART 8 Deviations to Standards

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
4	8A.03	03 The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team's site visits, meetings, conference calls, or a combination of some or all of these methods.	03 The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team's site visits, meetings, conference calls, correspondences (email, docket uploads, or phone calls) or a combination of some or all of these methods. <i>Guidance:</i> Diagnostic Team attendees should attend at the expense of their respective organization, unless reimbursement is authorized ahead of time by the highway agency with jurisdiction or WisDOT. Diagnostic Team/Field visits should be limited because <i>correspondences can be accomplished through emails and calls without the expense of field visits.</i>	Allows correspondences to be suitable means of communicating recommendations from the Diagnostic team.
5	8A.04	03 Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless a Diagnostic Team determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate.	03 Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless the OCR a Diagnostic Team determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate (Wisconsin State Statute 191.19 and 195.28(1)).	See answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings.
5	8A.05	Standard: 01 The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (as applicable).	01 The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (OCR), and the railroad company and/or transit agency (as applicable). 02 The regulatory agency with statutory authority (OCR) shall approve the grade crossing traffic control system (Wisconsin State Statute 191.19 and 195.28(1)). <i>Support:</i> In Wisconsin, OCR has jurisdiction at highway grade crossings regarding, but not limited to, determination of adequacy of warning devices (Wisconsin State Statute 191.19 and 195.28(1)), approval of new grade crossings (Wisconsin State Statute 191.19(1)) and approval of alterations at grade crossings (Wisconsin State Statute 195.29(1)) as detailed in Wisconsin State Statutes Chapters 189, 191, 192, and 195. Alterations defined in FDM 17-1-1 Attachment 1.1. The OCR hearing process is outlined in Wisconsin Administrative Code RR 1.	Top part is in line with answer provided for 8A.01. These changes are to make the WMUTCD consistent with OCR's statutory authority at grade crossings. Regarding attendees attending at the expense of the respective organization, this is intended to surmount the incredible hurdles railroad companies put in place that make it incredibly hard and expensive to do business with them. They will not do business with the state (having no concern about the ramifications of delaying or cancelling important highway improvement projects) unless the state or local entity will commit many thousands of dollars to an early agreement. Then, they have no cost control mechanisms over their consultants; at their discretion, they bill for costs that the locals/state wouldn't approve of. Regarding the statement about limited field visits, again, railroad companies will mobilize an inspector from out of state multiple times and local entities get tagged with the bill, though the charges are excessive and multiple trips are not necessary. This is meant to introduce some cost controls over the situation.
26	8B.20	01 Either a NO TRAIN HORN (W10-9) sign (see Figure 8B-4) or a NO TRAIN HORN (W10-9P) plaque (see Figure 8B-4) shall be installed in each direction at each highway-rail grade crossing where a Quiet Zone has been established in compliance with 49 CFR Part 222. If a W10-9P plaque is used, it shall supplement and be mounted directly below the Grade Crossing Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4).	01 Either a NO TRAIN HORN (W10-9) sign (see Figure 8B-4) or a NO TRAIN HORN (W10-9P) plaque (see Figure 8B-4) shall be installed in each direction at each highway-rail grade crossing where a Quiet Zone has been established in compliance with 49 CFR Part 222. If a W10-9P plaque is used, it shall supplement and be mounted directly below the Grade Crossing Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4). If a W10-9 sign is used, it should be mounted on a separate post from the Grade Crossing Advance Warning (W10-1 through W10-4) sign (see Figure 8B-4).	The W10-9 is a full sign (not a plaque) and justifies its own post.
33	8C.06	02 If used, pavement markings for indicating the dynamic envelope shall comply with the provisions of Part 3 and shall be a solid white line not less than 4 inches nor greater than 24 inches in width.	02 If used, pavement markings for indicating the dynamic envelope shall comply with the provisions of Part 3 and shall be a solid white line not less than 4 inches nor greater than 6 inches in width.	
39	8D.02	10 Flashing-light units shall use either 8-inch or 12-inch nominal diameter lenses.	10 Flashing-light units shall use either 8-inch or 12-inch nominal diameter lenses.	Upgrading 8" lenses to 12" because they allow for better visibility. Statewide projects have been conducted to upgrade 8" lenses to 12".
67	8E.09	02 A pathway or sidewalk grade crossing across tracks where trains are permitted to travel at speeds of 80 mph or higher shall be equipped with a system of automatic pedestrian gates and an escape area with swing gates and fencing installed in the vicinity of the crossing to direct users to the pathway or sidewalk grade crossing (see Figure 8E-6) unless the Diagnostic Team determines that other safety treatments for the crossing would be more appropriate.	<i>Support:</i> Important considerations to make when evaluating the possible implementation of automatic pedestrian gates include the effects of the presence of snow and ice and the need for expeditious removal of that snow and ice as part of the maintenance of the emergency escape route, if on is provided. 02 A pathway or sidewalk grade crossing across tracks where trains are permitted to travel at speeds of 80 mph or higher shall be equipped with a system of automatic pedestrian gates and an escape area with swing gates and fencing installed in the vicinity of the crossing to direct users to the pathway or sidewalk grade crossing (see Figure 8E-6) unless the OCR determines, pursuant to Wisconsin State Statute 195, that other safety treatments for the crossing would be more appropriate.	This language is consistent with MUTCD, but emphasizes the need for an escape route when considering automatic pedestrian gates.

WMUTCD PART 9 Deviations to Standards

No deviations to standards in Part 9.

	(see Figure 8E-6) unless the Diagnostic Team determines that other safety treatments for the crossing would be more appropriate.	installed in the vicinity of the crossing to direct users to the pathway or sidewalk grade crossing (see Figure 8E-6) unless the OCR determines, pursuant to Wisconsin State Statute 195, that other safety treatments for the crossing would be more appropriate.	
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WMUTCD PART 9 State Edits

Page #	Section	National Manual Text	State Manual Text	Reason provided for deviation
23	9B.23	<p>Option:</p> <p>01 At railroad or LRT grade crossings with shared-use paths or separated bikeways, the LOOK (R15-8) sign (see Figure 9B-1) may be mounted on the Crossbuck support below the Crossbuck (R15-1) sign or any other signs, or on a separate post in the immediate vicinity of the grade crossing on the railroad or LRT right-of-way.</p> <p>Guidance:</p> <p>02 A LOOK sign should not be mounted on a Crossbuck Assembly that has a YIELD or STOP sign mounted on the same support as the Crossbuck.</p>	<p>01 REMOVED</p> <p>02 REMOVED</p> <p>Support:</p> <p>The LOOK (R15-8) sign has been removed from the WMUTCD.</p>	The LOOK (R15-8) sign not to be used in Wisconsin.
25	9C.04	<p>Guidance:</p> <p>04 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD (W16-9P) plaque to inform road users that they are approaching a point where crossing activity might occur.</p>	<p>Standard:</p> <p>04 If used in advance of a trail crossing, a W11-15 or W11-15a sign shall be supplemented with an AHEAD (W16-9P) plaque to inform road users that they are approaching a point where crossing activity might occur.</p>	Elevated national guidance to state standard.