



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 feet shall be installed every 50 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 feet, with retroreflective or internally illuminated units at a spacing no greater than 25 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 correspondences can be accomplished through emails and calls without the expense of field visits.	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.