

# Wisconsin Manual on Uniform Traffic Control Devices

**11<sup>th</sup> Edition Overview**

**Part 6 – Temporary Traffic Control**



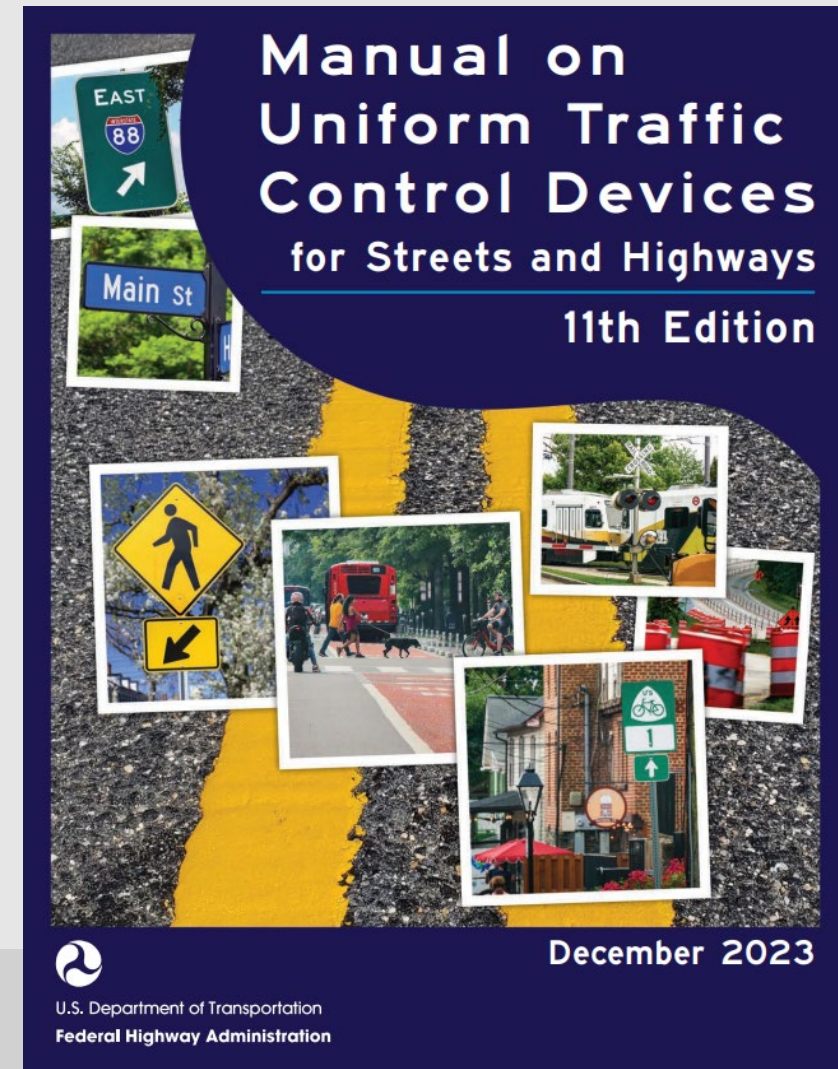
Andy Heidtke, PE

May 12th, 2026

# Manual on Uniform Traffic Control Devices

**MUTCD** \ 'em-yü-, tē-sē-dē\ <sup>1</sup> n (ca. 1935): the national standard for traffic control devices on all roads open to public travel in the United States.

- Contains Standards and Guidelines for Traffic Control Devices
- Required for all Roadways Open to Public Travel – U.S. Code of Federal Regulations
- Essential to have nationwide consistency in traffic control standards

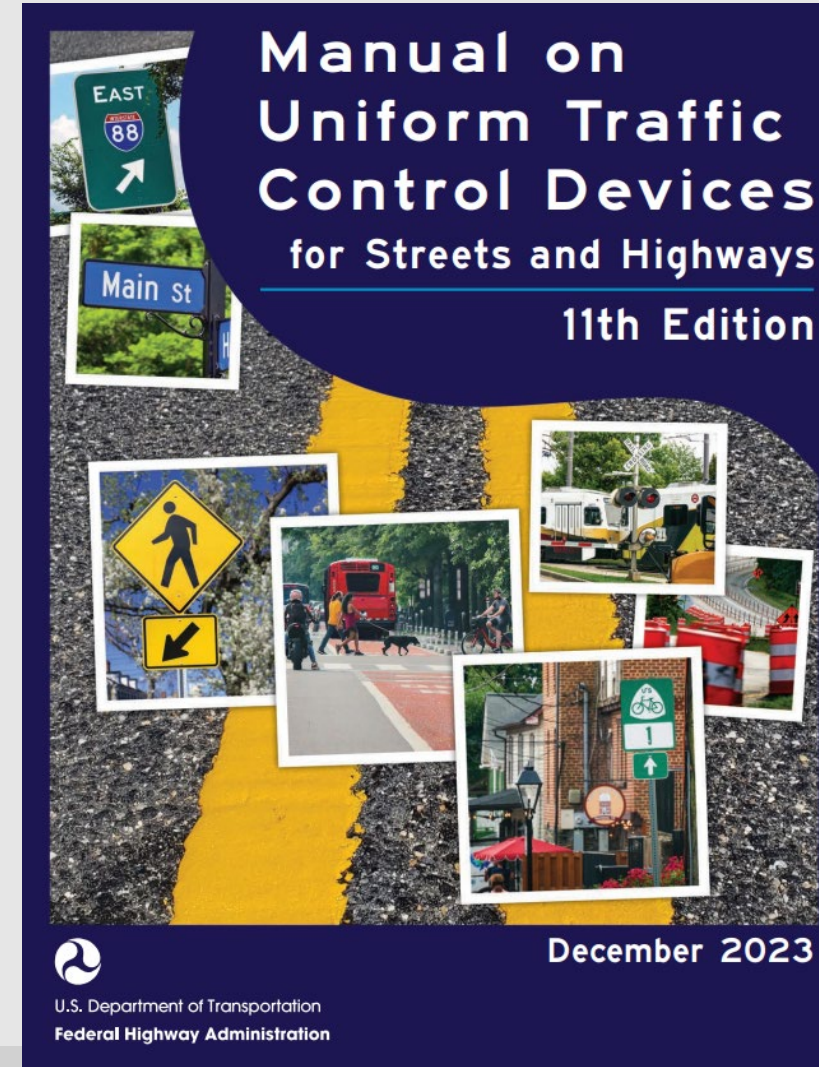


# 11<sup>th</sup> Edition of the MUTCD

- Wisconsin must adopt a state manual per State Statute 84.02(4).
- Local Units of Government must follow the manual, per State Statute 349.065
- Wisconsin Develops a State MUTCD (WMUTCD)



State Supplements and State MUTCDs  
must be in **Substantial Conformance**  
w/ the National MUTCD



# Development of the WMUTCD

## Why Wisconsin Develops a State MUTCD

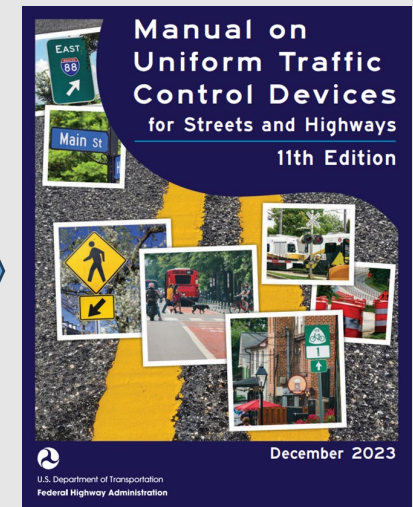
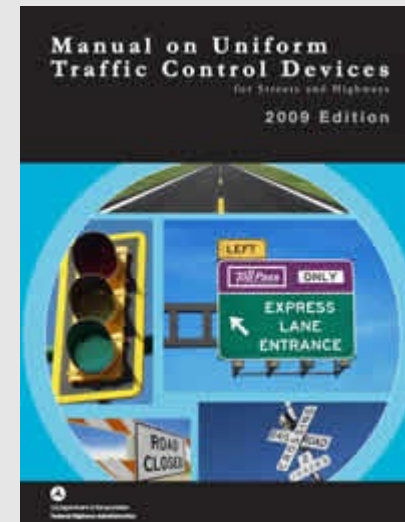
- Combines State Specific Standards, Guidelines and Statutory references with the Federal MUTCD language.
- Provide additional supporting information.
- Utilizing two separate documents (MUTCD and Supplement) is cumbersome for the practitioner.
- WisDOT officially combined the supplement and 2009 MUTCD in 2017.



# Federal Updates to Part 6

## Reorganization

- Substantial reorganization to Part 6
  - 2009 manual A-I
  - 2023 manual A-P
- 2009 Part 5 TTC added to 2023 Part 6
  - New Part 5 is for Automated Vehicles and does have a TTC component



# Federal Updates to Part 6

## New Content

- Late merge 6N.19
- Updates to signing throughout
- Vulnerable road user
  - Audible information devices
  - Bicycle typical applications



# WisDOT Updates to Part 6

## Wisconsin State Statute Reference 6B.02

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.



# WisDOT Updates to Part 6

## Flagging

- Flagger PPE, pants requirement, 6C.05 07

### Standard:

**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.**



# WisDOT Updates to Part 6

## Flagging

- Flagger Certification on state highway system, 6D.01

### Standard:

**Flaggers on the state highway system shall be certified.**

### Support:

Additional information on the certification process can be found in the Wisconsin Flagging Handbook.

### Guidance:

*Flagger certification is not required for traffic incident management areas but responders flagging should be trained.*

2020

WISCONSIN  
FLAGGING  
HANDBOOK



# WisDOT Updates to Part 6

## Flagging

- Paddle height requirement, 5 ft, 6D.02 02
  - Getting added by the Feds
- Illumination guidance, 6D.06 05
- Guidance for pilot car driver to be a certified flagger, 6E.04 02



# WisDOT Updates to Part 6

## Stop for one-lane two-way 6E.06

- Wisconsin continues to restrict the use of Yield control for one-lane two-way traffic

### 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.



# WisDOT Updates to Part 6

## WisDOT Sign updates

- Guidance about placing signs on sidewalks, account for ped/bike movements 6F.02 09
- Added TRAIL CLOSED sign 6G.04 02
- EXIT CLOSED panel maybe placed horizontally on interchange/intersection signs 6H.12



# WisDOT Updates to Part 6

## END ROAD WORK

- Revised as State Statute sets the requirement in Wisconsin
- Added to numerous Typically Applications

### **Section 6H.36 END ROAD WORK Sign (G20-2)**

*Guidance:*

*01 REMOVED*

**Standard:**

**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.

**Option:**

**02** The END ROAD WORK sign may be installed on the back of a warning sign facing the opposite direction of road users or on the back of a Type 3 Barricade.



# WisDOT Updates to Part 6

## Temporary Raised Pavement Marking

- Changed TRPM spacing to line up with marking skip cycle

### **Section 6J.03 Temporary Raised Pavement Markers**

Option:

01 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may be substituted for markings of other types in TTC zones.

**Standard:**

**02 If used, the color and pattern of the raised pavement markers shall simulate the color and pattern of the markings for which they substitute.**

**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.**



# WisDOT Updates to Part 6

## Channelizing Devices

- Changed device spacing to line up with marking skip cycle 6K.01

*Guidance:*

04 *REMOVED*

**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.



# WisDOT Updates to Part 6

## Channelizing Devices

- Added guidance for device quality 6K.01

### Standard:

**15 Channelizing devices that are no longer serviceable (see definition in Section 1C.02) shall be replaced.**

### 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](#).



# WisDOT Updates to Part 6

## Temporary Traffic Control Devices

- Upgraded need for truck mounted attenuators 6N.01
  - WisDOT defines high-speed as 45 mph and greater

18 *REMOVED*

### Standard:

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.



<https://www.awpsafety.com/equipment/truck-mounted-attenuators/tma/>



# 23 CFR 630 Subpart K

## 630.1108 Work zone safety management measures and strategies

***Positive protection devices.*** At a minimum, agencies shall use positive protection devices in work zones with high anticipated operating speeds that provide workers no means of escape from motorized traffic intruding into the workspace unless an engineering study determines otherwise.

- Your agency defines high speed
- Bridge decks, tunnels, etc.



**Federal Aid Projects**

# WisDOT Updates to Part 6

## Detour signing

Allowed



M4-9

or



M4-10



M4-9



M4-10

# WisDOT Updates to Part 6

## 2009 WMUTCD Local Traffic Only signs, option/guidance removed from

### **Section 6F.09 Local Traffic Only Signs (R11-3a, R11-4)**

#### **Option:**

The Local Traffic Only signs may also be used at the point of closure if access beyond the closure is allowed for traffic originating within, or having a destination on, the portion of the roadway closed to through traffic.

The ROAD (STREET) CLOSED TO THRU TRAFFIC (R11-4) sign may be used in rural or urban areas.

#### **Guidance:**

*Where the point of closure is more than ½ mile beyond the sign (1000 feet if urban), the ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY (R11-3) sign should be used.*

*Where the point of closure is less than ½ mile beyond the sign (1000 feet if urban), the ROAD (STREET) CLOSED TO THRU TRAFFIC sign should be used.*

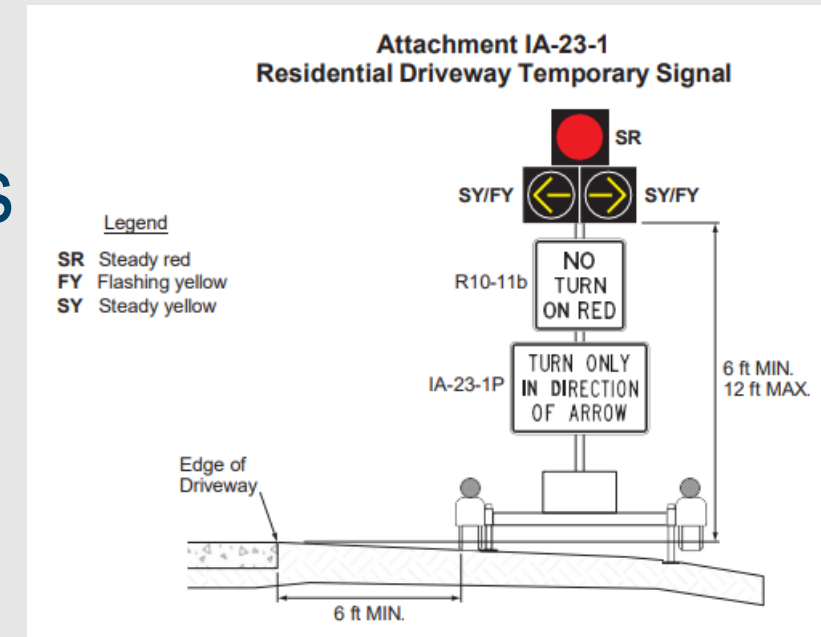
*At the point of closure where access is allowed beyond the closure for traffic originating within, or having a destination on, the portion of the roadway closed to through traffic, the ROAD (STREET) CLOSED TO THRU TRAFFIC sign should be used.*



# WisDOT Updates to Part 6

## Interim Approval

- Residential Temporary Driveway Signals
- Use between temporary signals at driveways
- WisDOT must be notified of use
- Agencies fill out a webform



# Questions?

