



State of Wisconsin
Department of Transportation



Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)

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In an effort to provide guidance and leadership in the stewardship of Wisconsin's roadway network, the Wisconsin Department of Transportation (WisDOT), in conjunction with county, city and local governmental agencies collaborated to develop the WMUTCD. In accordance with Wisconsin State Statute 84.02(4)(f) and 23 CFR 655.603(b), WisDOT adopts the MUTCD by publishing the Wisconsin MUTCD (WMUTCD).

This manual establishes the uniform installation and proper use of traffic control devices in Wisconsin. It is based on the Federal Highway Administration's MUTCCD, with Wisconsin supplemental language shown in blue in the document.

The WMUTCD pages are for the guidance of design engineers, technicians, inspection personnel, contractors, municipalities, counties, townships and others who are involved in highway design, construction, maintenance and operations.

The goal is to provide uniform application of traffic control devices and other related items used on the Wisconsin highway system.

2023 WMUTCD (Current version)

The FHWA MUTCD 11th Edition was released in December 2023.

[Memo to Locals | FHWA Approval of WMUTCD | WMUTCD Deviations to Federal Standards | WMUTCD edits to Federal MUTCD](#)

[Entire 2023 WMUTCD manual \(392MB\)](#)

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SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS

Section 2B.06 General Considerations

Support:

01 Unsignalized intersections represent the most common form of intersection right-of-way control. Selection of control type might be impacted by specific requirements of State law or local ordinances.

02 Roundabouts and traffic circles are circular intersection designs and are not traffic control devices. The decision to convert an intersection from a conventional intersection to a circular intersection is an engineering design decision and not a traffic control device decision. As such, criteria for conversion from a conventional intersection to a circular intersection are not included in the MUTCD.

Guidance:

03 *The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.*

Support:

04 Some types of right-of-way control that can exist at an unsignalized intersection in order from the least restrictive to the most restrictive are the following:

- A. No intersection control (see Section 2B.09): There are no right-of-way traffic control devices on any of the approaches to the intersection.
- B. Yield control (see Section 2B.10): YIELD signs are placed on all approaches (for a circular intersection), on opposing approaches for a four-leg intersection, on a single approach for a three-leg intersection, or in the median of a divided highway. The YIELD signs are placed on the minor road.
- C. Minor road stop control (see Section 2B.11): STOP signs are typically placed on opposing approaches (for a four-leg intersection) or on a single approach (for a three-leg intersection). The STOP signs are normally placed on the minor road. Section 2B.07 contains guidance on selecting the minor road.
- D. All-way stop control (see Section 2B.12): STOP signs are placed on all approaches to the intersection.

Guidance:

05 *When selecting a form of intersection control, the following factors should be considered:*

- A. *Motor vehicle, bicycle, and pedestrian traffic volumes on all approaches; where the term units/day or units/hour is indicated, it should be the total of motor vehicle, bicycle, and pedestrian volume;*
- B. *Driver yielding behavior with regard to all modes of conflicting traffic, including bicyclists and pedestrians;*
- C. *Number and angle of approaches;*
- E. *Approach speeds;*
- E. *Sight distance available on each approach;*
- F. *Reported crash experience; and*
- G. *The presence of a grade crossing near the intersection.*

Standard:

06 YIELD or STOP signs shall not be used for speed control.

Support:

07 Appropriate traffic calming or other speed control measures are available to control vehicle speeds, such as those that do not have the potential to diminish the effectiveness of traffic control devices when used for their specified purpose.

Standard:

08 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. **If the signal indication for an approach is a flashing red at all times;**
- B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

09 STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other, except as provided for in Items A and B in Paragraph 3 of Section 2B.10.

10 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

11 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to resuming stop-and-go operation of the traffic control signal.

Option:

12 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the stop message during a power outage and ceases to display the stop message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

13 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

14 Section 9B.01 contains provisions regarding the assignment of priority where a shared-use path crosses a roadway.

Section 2B.07 Determining the Minor Road for Unsignalized Intersections

Guidance:

01 *The selection of the minor road to be controlled by YIELD or STOP signs should be based on one or more of the following criteria:*

- A. A roadway intersecting a designated through or numbered highway,*
- B. A roadway with the lower functional classification,*
- C. A roadway with the lower traffic volume,*
- D. A roadway with the lower speed limit, and/or*
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.*

02 *When two roadways that have relatively equal volumes, speeds, and/or other characteristics intersect, the following factors should be considered in selecting the minor road for installation of YIELD or STOP signs:*

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Section 2B.08 Right-of-Way Intersection Control Considerations

Guidance:

01 *Before converting to a more restrictive form of right-of-way control at an unsignalized intersection, the following alternative treatments to address safety, operational, or other concerns should be among those to be considered:*

- A. Where yield or stop controlled, installing Yield Ahead or Stop Ahead signs on the appropriate approaches to the intersection;*
- B. Removing parking on one or more approaches;*
- C. Removing sight distance obstructions;*
- D. Installing signs along the major street to warn road users approaching the intersection;*
- E. Relocating the stop line(s) and making other changes to improve the sight distance at the intersection;*
- F. Installing measures designed to reduce speeds on the approaches;*
- G. Installing an Intersection Control Beacon (see Section 4S.02) or Stop Beacon (see Section 4S.05) at the intersection to supplement STOP sign control;*
- H. Installing a Warning Beacon (see Section 4S.03) on warning signs in advance of a stop-controlled intersection on major-street and/or minor-street approaches;*

- I. Adding one or more lanes on a minor-street approach to reduce the number of vehicles per lane on the approach;
- J. Revising the geometrics at the intersection to channelize vehicular movements and reduce the time required for a vehicle to complete a movement, which could also assist pedestrians;
- K. Revising the geometrics at the intersection to add pedestrian median refuge islands and/or curb extensions;
- L. Installing roadway lighting if a disproportionate number of crashes occur at night;
- M. Restricting one or more turning movements on a full-time or part-time basis if alternate routes are available;
- N. Installing on the major street a pedestrian-actuated device: Warning Beacon (see Section 4S.03), rectangular rapid-flashing beacon (see Section 4L.01), or In-Roadway Warning Lights (see Chapter 4U), if pedestrian safety is the major concern;
- O. If the warrant is satisfied, installing all-way stop control;
- P. Installing a pedestrian hybrid beacon (see Chapter 4J) on the major street to address pedestrian safety;
- Q. Installing a circular intersection; and
- R. Employing other alternatives, depending on conditions at the intersection.

Section 2B.09 No Intersection Control

Guidance:

01 The decision not to use intersection control should be based on engineering judgment.

Option:

02 The following factors may be considered:

- A. Intersection sight distance is adequate on all approaches.
- B. All approaches to the intersection are a single lane and there are no separate turn lanes.
- C. The combined motor vehicle, bicycle, and pedestrian volume (existing or projected) entering the intersection from all approaches averages less than 1,000 units per day or 80 units in the peak hour.
- D. There are no marked crosswalks or bicycle lanes on any approach.
- E. None of the approaches to the intersection are for a through highway, main road, or higher functional classification.
- F. The angle of intersection is between 90 and 75 degrees.
- G. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Section 2B.10 Yield Control

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.

02 Yield control should be considered when engineering judgment indicates that all of the following conditions exist:

- A. Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
- B. All approaches to the intersection are a single lane and there are no separate turn lanes.
- C. One of the following crash-related criteria applies:
 - 1. For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
 - 2. For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
- D. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
- E. The angle of intersection is between 90 and 75 degrees.
- F. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Option:

03 YIELD signs may be installed at an intersection when any of the following conditions apply:

- A. At the second intersection of a divided highway crossing or median break functioning as two separate intersections (see Figure 2B-19). In this case, a YIELD sign may be installed at the entrance to the second intersection.

- B. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- C. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- D. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.
- E. On low-volume rural roads if engineering judgment indicates that a YIELD sign would provide adequate control.
- F. On an approach to an intersection where the only permissible movement is a right-turn movement with an intersection geometry similar to a channelized right-turn lane or an approach to a roundabout.

Guidance:

04 *The YIELD signs should be installed on opposing minor-street approaches (for a four-leg intersection) or on the minor-street approach (for a three-leg intersection). When two intersecting roadways have relatively equal volumes, speeds, and other characteristics, yield control should be installed on the approach that conflicts the most with established pedestrian crossing activity, school walking routes, or bicycle crossing activity.*

Standard:

05 A YIELD sign shall be used to require road users to yield the right-of-way to other traffic at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.

06 YIELD signs shall not be placed on all of the approaches to an intersection, except at roundabouts.

Section 2B.11 Minor Road Stop Control

Guidance:

01 *Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:*

- A. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.*
- B. *Crash records indicate that:*
 - 1. *For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - 2. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
- C. *The intersection is of a lower functional classification road with a higher functional classification road.*
- D. *Conditions that previously supported the installation of all-way stop control no longer exist.*

02 *On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

Section 2B.12 All-Way Stop Control

Support:

01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the*

existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:

- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
- B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
- C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
- D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
- E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Standard:

05 The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that:

- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Support:

02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option:

01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates:

- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
- B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.

02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

- A. The need to control left-turn conflicts,
- B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
- C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Section 2B.18 STOP Sign or YIELD Sign Placement

Standard:

01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.35) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.35) shall be installed in advance of the YIELD sign.**

02 **The STOP or YIELD sign shall be located as close as practicable to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**

03 **STOP signs and YIELD signs shall not be mounted on the same post.**

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.

Support:

04 Section 2A.05 contains information about mounting signs back-to-back with a STOP or YIELD sign.

Guidance:

05 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*

06 *Supplemental plaques used in conjunction with a STOP or YIELD sign should be limited to those specified for such use in this Manual.*

Option:

07 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.

08 Where drivers must yield to traffic in a multi-lane roundabout, a TO TRAFFIC IN CIRCLE (R1-2bP) or TO ALL LANES (R1-2cP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.

Support:

09 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.

10 Section 2A.13 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

11 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.19. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.19.*

12 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the edge of the crosswalk that is nearest to the approaching traffic.*