



Traffic Guidelines Manual

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| ORIGINATOR State Traffic Engineer | 2-2-13 |
| CHAPTER 2 | Signing |
| SECTION 2 | Regulatory Signs |
| SUBJECT 13 | Location of Speed Limit Signs |

A. Purpose

The following is to provide policy guidelines for distance between and proper location of Speed Limit signs. The policy pertains to signing on freeways, expressways, and conventional highways.

B. Background (Authority)

The Wisconsin Statutes in [Section 346.57](#) discusses Speed Restrictions. The statutes require certain statutory limits to be posted. Refer to this statute for locations that require Speed Limit signs to be posted.

TGM 13-5-1 discusses the statutory and approval process and setting limits. Refer to this section for information on these issues.

The 2009 MUTCD in Section 2B-13 discusses location of Speed Limit signs.

Note: Reduce speed ahead sign requirements and placement is covered under a separate TGM 2-3-30, "Reduced Speed Ahead" signing.

C. Policy

Based on the requirements in the 2009 MUTCD, Section 2B-13, the following **shall** be the locations where Speed Limit signs **shall** be placed:

1. Speed Limit signs **shall** be placed at points of change from one speed limit to another and when leaving a zoned area such as a town, village, city, or municipality to return to rural speed.
2. After a school zone, where speed limit was reduced.

The following chart or table indicates **MINIMUM** criteria for each specific speed limit:

70/65/60/55/50 MPH (Freeways)

- a) After each interchange
- b) Beginning and at end of freeway segment
- c) Changes in speed zone (double mark - outside and inside shoulder for reductions from 70 or 65 to 65/60/55/50 MPH)

65/60/55/50 MPH (Expressways)

- a) After each interchange
- b) At state or county highways
- c) At major crossroads (at grade) with higher volumes
- d) Changes in speed zone (consider double marking outside and inside shoulder)
- e) Beginning and at end of expressway section

Note: An expressway is defined as divided arterial highway facility that has partial control of access and generally with grade separations at major intersections.

55 MPH (conventional highways)

- a) Leaving a zoned area less than 55 mph such as a town, village, city or municipality
- b) After every state highway in a rural area
- c) Typically after major intersections with higher volumes
- d) Reminder signs *should* be spaced approximately every 15 miles, when signs under criteria a), b), or c) do not provide a reminder within 15 miles

50/45 MPH (conventional highways)

- a) At points of change from one speed limit to another
- b) After major intersections with higher volumes
- c) Every ½ mile (maximum distance between reminder signs)

Note: Engineering judgment *should* be used when placing every ½ mile to coordinate with other criteria above such as after major intersections to avoid unnecessary duplication.

40 MPH and BELOW (conventional highways)

- a) After major intersections with higher volumes
- b) **Maximum** distance between reminder signs
 - 40 MPH = 2000 feet
 - 35 MPH = 1500 feet
 - 30 MPH = 1000 feet
 - 25 MPH = 1000 feet

Note: Field conditions *may* require varying from these criteria for these speed and highway categories.

D. Size of Signs

See TGM 2-1-35 for optimum size of signs

E. Double Marking

Double marking (right and left side) for the first set of signs **shall** be employed for any reduction from 70 or 65 MPH and *should* be employed for other speed limit reductions on divided highways.

F. Phase in Period

As signs are replaced due to wear or where there are problem areas with spacing, maximum of five years from the effective date of this policy.

G. Work Zone Traffic Control Speed Limit signs

The spacing shown in this policy does not apply to work zone traffic control speed limit changes. See work zone standard detail drawings for applicable requirements.