



## 2-1-1 Introduction

September 1992

Beginning with Chapter 2 and extending through Chapter 9, Bicycle Facilities, the TEOpS entry heading and numbering system will follow the corresponding system in the [MUTCD](#). The SECTION designation will be numerical instead of alphabetic as in the [MUTCD](#) partly in order to differentiate between the two.

## 2-1-3 Standardization

December 2005

Although the Department exercises no control over the usage of non-conforming signs on other systems, except on sections being built under state contracts, the Department can and *should* be looked to for direction in preserving the uniformity of all traffic control devices. Signs are of special concern because they can be designed in almost endless variation.

[Part 1](#) of the [MUTCD](#) gives specific positive purposes for the use of standardized traffic control devices. If these were closely followed by all agencies there would be no need for further discussion. Unfortunately, there are some who believe that non-uniform signs are more effective, generally because of their uniqueness. The following discussion is intended to counter this attitude and service as a resource in replying on the subject of uniformity or objecting to the use of non-conforming signs.

While it *should* be quite clear as to the purposes of signing for the benefit of the motoring public, there are other purposes for signing which *may* be installed on streets and highways, some of which have no benefit to motorists at all. These side purposes *may* include efforts to:

- § Attract
- § Notify, inform
- § Advertise
- § Educate
- § Influence
- § Propagandize
- § Memorialize
- § Placate
- § Landmark
- § Reinforce

The consequences of displaying non-conforming signs would be expected to mainly affect the motorist, but sometimes *may* affect others, such as pedestrians. These consequences *may* include:

- § Misinterpretation
- § Incorrect message
- § Message contrary to law
- § Distracting from driving task
- § Distracting from important signs
- § Incomprehensive message
- § Generation of humor rather than seriousness
- § False trust by others (pedestrians)
- § Wasted money
- § Bad precedent
- § Loss of respect
- § Poor materials (deterioration)
- § Poor aesthetics
- § Liability

### EXAMPLES

Some specific examples follow which are intended to explain why the usage is undesirable.

#### *Slow Children*

The use of this sign is probably the most common non-standard to be found on local streets. It is typically a black on yellow rectangular sign, with a running child figure. A variation *may* add the phrase "at play." It is often shown in sign catalogs.

The purpose of this sign is largely to placate the residents. While their concern for the safety of their children is understandable, the real issue is not being addressed, which the hazard is caused by children either playing in the street or entering the street without exercising care. Both actions are illegal. The sign therefore tends to endorse illegal actions, and that is why it *should* not be used.

#### *Motorist Stop/Yield to Pedestrians*

This sign is commonly a red and white rectangle, but could have several variations. It is usually erected at the crosswalk. A variation seen in other states refers to children and is probably used at crossings of neighborhood school routes. The departure from shape, color and message tends to diminish the impact of conforming signing. It *should* be expected that the public is slightly confused as to what is expected at these “special” places. The most serious reason why they *should* not be used would be if the pedestrians themselves observed the signs and reacted differently, thereby not exercising their normal caution. In Wisconsin, pedestrians have the right of way only if they do not cause the motorist to have difficulty in stopping.

#### *Black Spot*

This sign is used in foreign countries and perhaps in this country to indicate the scene of one or more fatal accidents. It is intended to warn motorists of a perceived dangerous location as well as to memorialize the location. In Wisconsin crosses have been erected by private persons to do the same thing. The negative aspects of this activity are the possibility that motorists will be distracted, that the location is only randomly the scene of a fatality, that the sign itself *may* be an obstruction to sight or otherwise an obstacle; that the sign is not informative as to what the hazard might be if there was one; and the prospect that the memorial will be unpleasant to local people if the victim was local.

#### *Directional Signs to Generators*

In a recent contract funded with federal aid, provisions were made to install directional signs on a downtown street. The design of the signs was non-conforming regarding the [MUTCD Sections 1A.02](#) and [2D.02](#) through [2D.08](#). The signs had two-color backgrounds, had arrows set in circles, which were black and white and raised above the sign surface and extended out beyond the edge of the sign, and had letter fonts and sized which would have made the signs illegible to the motoring public. The signs were removed from the project.

This was admittedly an extreme case of non-conformance. However, it is our obligation to advise that there are definite standards on all features of guide signs. To the extent that signs depart from any of these standards, the motoring public is not served, but rather some other interest is being addressed, some of which are listed above, along with the consequences.

## **2-1-7 Dynamic Speed Display Signs**

**January 2018**

### **PURPOSE**

The MUTCD section [2A.07](#) allows usage of Dynamic Speed Display Signs to measure and display individual speeds at a specific location. These signs are commonly referred to as “speed display signs,” “driver feedback signs” or “your speed is” signs. The signs are activated by radar to detect and display individual vehicle speeds to the vehicle driver. The expectation is that the driver will compare his speed with the legal posted speed and adjust accordingly. These sign installations may be portable installations that are installed on a temporary basis or may be permanent installations attached to new or existing signing. Local units of government have requested to install this signing. This policy provides guidance on the usage of these signs on state maintained roadways.

### **DEFINITIONS**

Freeways are defined as divided highways with fully controlled access at interchanges only. Interstate Highways are freeways with the interstate route designation.

Expressways are defined as divided highways with partially controlled access by a combination of interchanges, at-grade intersections and driveways.

Conventional Highways are defined as streets or roads other than freeways or expressways. They may be divided or undivided, two-lane or multi-lane, and access is available at intersections and driveways.

### **POLICY**

Requests to install and maintain dynamic speed display signs on DOT-maintained roadways **shall** be made in writing by a local unit of government. Each request **shall** include a map showing the proposed location of the dynamic speed display sign(s). Upon Region review, approval or denial **shall** be made by a letter to the local

unit of government. If approval is granted, the letter **shall** confirm that all provisions of this policy are met by the request. If approval is given, the Region *should* also provide a copy of the R2-1C standard sign plate with the approval letter so consistency is maintained in the design and manufacture of the signs.

### QUALIFYING CRITERIA

The following criteria **shall** be used by the Region to determine whether a roadway would qualify for dynamic speed display signs.

1. Dynamic Speed Display Signs *may* be allowed in the following locations on the state highway system:
  - a. School Speed Limit Zones
  - b. Reductions in Speed Zones within a community
  - c. Work Zone speed limit areas.
2. Portably mounted dynamic speed display signs *may* be permitted at locations where they can safely be deployed for a time not to exceed eight days.
3. Dynamic speed display signs for work zones *may* be allowed for the duration of the project. The decision to utilize dynamic speed display signs for construction work zones is determined through the work zone transportation management plan process.
4. Except for work zone areas, dynamic speed display signs **shall not** be allowed on freeways and expressways, including ramps.
5. The usage of dynamic speed display signs is limited to one sign per approach of speed transition zones such as at city limits, school zones or speed reduction transition. Transition points from expressways to conventional highways may be permitted.
6. Dynamic Speed Display sign installations **shall** comply with all NCHRP 350 crashworthy requirements.
7. When permanent mounted dynamic speed display signs are used, they **shall** be placed next to or downstream (typically 100'-200') of the regulatory speed limit sign (R2-1) or school speed assembly sign (S4-51) sign. The signs **shall** be at the same mounting height.
8. Dynamic speed display signs that do not conform to this policy **shall** be removed. Notification to communities **shall** be made by written letter. If existing non-permitted signs are not removed, WisDOT will remove the sign(s) at the owner's expense.
9. The local unit of government **shall** be responsible for manufacture, liability, installation and maintenance costs.
10. The local unit of government **shall** affix an identification label to the back of each sign, per Wisconsin State Statute 86.19(5).
11. WisDOT reserves the right to remove or move dynamic speed display signs in the event of a speed zone change, maintenance work or improvement project. WisDOT will notify the local unit of government, in writing, of the work and all costs associated with moving or removing the dynamic message speed signs. All costs for such moves **shall** be paid by the local unit of government.
12. The size lettering used on dynamic speed display signs **shall**, at a minimum, match the adjacent speed limit sign (see R2-1C sign plate).

### USAGE CRITERIA

1. Dynamic speed display signs installed in permanent speed zones *should* operate 24 hours a day, 7 days a week.
2. Dynamic speed display signs installed on a temporary speed zone *should* operate for the time that the speed zone is in effect (e.g. school zones or work zones).
3. For work zones, the dynamic speed display signs *should not* be overused. Only one dynamic speed display sign *should* be used per direction of traffic flow.

### SIGN DESIGN CRITERIA

1. The R2-1C sign (See Figure 1) **shall** be used for permanent applications.
2. The changeable portion of the dynamic speed display sign **shall** have a black background with an amber (yellow) legend. On devices equipped with flip discs, the legend color *may* be yellow or green.

Only one sign, in each direction of a two-way street approach or back-to-back signs, will be allowed for each crosswalk approach.

3. The changeable message portion of the sign **shall** display the speed of the approaching vehicle as "XX" in miles per hour. The following standards apply to the changeable message portion of the sign:
  - a. The sign **shall** flash at drivers traveling over the posted speed limit.
  - b. The flash rate *should* be between 50 and 60 cycles per minute.
  - c. Threshold speed setting *should* be set at 20mp below and above the posted speed.
  - d. For speeds measured over the speed threshold setting, the dynamic speed display sign **shall** go blank.
  - e. The dynamic speed display sign **shall** be either blank or display zeros when no vehicles are present.

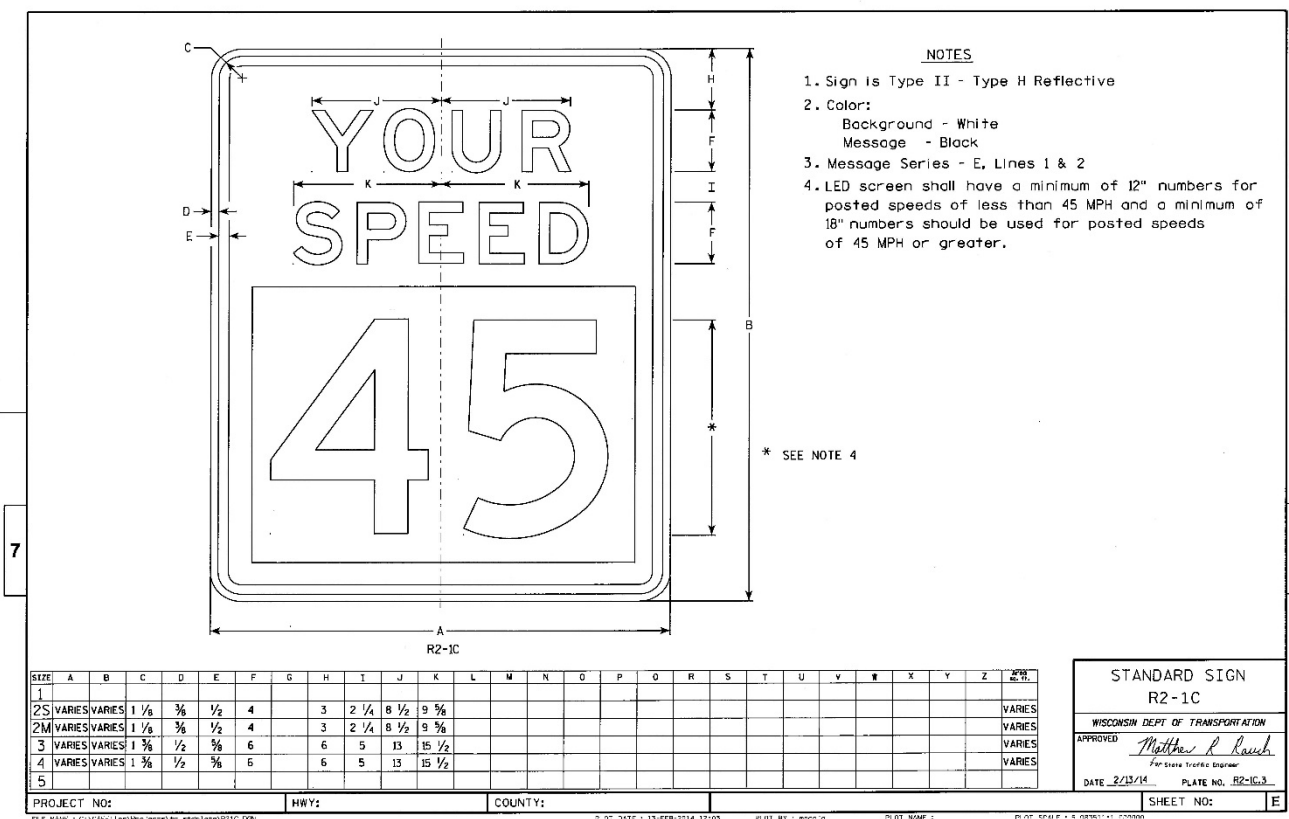


Figure 1. Dynamic Speed Display Sign R2-1C

2-1-8 LEDs (Blinker Signs)

July 2018

PURPOSE

The MUTCD section [2A.07](#) provides standards and options for the usage of Light Emitting Diode (LED) units within the face of a sign and in the border of a sign to improve conspicuity and increase the legibility of sign legends and borders. This policy provides requirements and guidance on the proper use of the LED (commonly referred to as blinker) signs on state-maintained highways. Per the [MUTCD](#), these blinker signs *may* be used on STOP signs, Warning signs and other regulatory signs such as speed limit sign or school signs. This policy provides guidance and requirements for usage on state-maintained highways. Refer to [TEOpS 4-5-1](#) for warning sign flasher enhancement device options for pedestrians.

## BACKGROUND

The [MUTCD](#) includes language in [2A.07](#) which provides guidelines for the proper use of these devices. They are considered similar to flashing beacons in section [4L](#) of the [MUTCD](#). The limiting guidelines under which they are considered in the Wisconsin Supplement are:

- § Guideline 1: Demonstrated crash problem
- § Guideline 2: Visibility restrictions
- § Guideline 3: Unusual geometrics
- § Guideline 4: Poor conspicuity—sign blending in with the environment

These four guidelines apply to all public highways and streets, including those not under state jurisdiction. The policy statements below pertain specifically to state-maintained highways.

## DEFINITIONS AND MUTCD REQUIREMENTS (IF LEDS USED)

1. LEDs **shall** have a maximum diameter of ¼ inch and **shall** be the following colors based on the type of sign:
  - a. White or red, if used with STOP or YIELD signs.
  - b. White, if used with regulatory signs other than STOP or YIELD signs.
  - c. White or yellow, if used with warning signs.
2. If flashed, the LED units **shall** flash simultaneously at a rate of more than 50 and less than 60 times per minute.
3. The uniformity of the sign design **shall** be maintained without any decrease in visibility, legibility, or driver comprehension during either daytime or nighttime conditions.
4. A module of multiple LED units used as a closely-spaced, single light source **shall** only be used within the sign face for legends or symbols.

## POLICY

The usage of any illumination methods for traffic signs, including LEDs, is strictly limited to situations with documented safety concerns.

1. Local authorities **shall not** be allowed to installed units on state-maintained highways.
2. Blinker signs **shall** only be considered at existing locations. A conversion from a two to four-way stop is also considered an existing location. New locations **shall not** be considered until a minimum of one-year crash data, volume data and other traffic data is available for a traffic evaluation safety **shall** be submitted to the State Safety Engineer for review.
3. For blinker STOP and STOP AHEAD signs, at a minimum, consider at intersections that meet both of the following criteria:
  - a. Crashes due to failure to stop (i.e. running the stop sign), not failure to yield the right of way (i.e. stopping and then proceeding)
  - b. At least two documented failures (crash reports) to stop in the most recent 12-month period, or three documented failures to stop within the past five years.
4. Other countermeasures *should* be considered first, prior to installation of blinker STOP and STOP AHEAD signs, to address safety concerns such as:
  - a. Clearing vegetation
  - b. Double-marking STOP or STOP AHEAD signs
  - c. Flags on signs
  - d. Rumble strips
  - e. Increasing sign sizes
  - f. Flashing beacons
  - g. Others.

5. Side-by-side ramps are common at partial cloverleaf interchanges where entrance and exit ramps operate directly adjacent to one another at the interchange ramp terminal. Geometric design techniques to discourage wrong way maneuvers *should* be considered at side-by-side ramps. Where design constraints exist, blinker WRONG WAY signs *may* be utilized at side-by-side interchange ramps, provided there are documented wrong way movements noted by law enforcement or the Department. Blinker WRONG WAY signs **shall** not be used at locations other than side-by-side interchange ramps. WRONG WAY blinker signs shall only be used downstream of the ramp terminal.
6. To maximize the effectiveness of the blinker WRONG WAY signs, vehicle actuated and time-of-day usage **shall** be considered by the Region. Some examples of time-of-day usage would include:
  - a. Operation during periods when wrong way drivers are prevalent.
  - b. Operation during periods of low visibility or darkness, which may include a photocell operation.
7. Blinker signs **shall** only be used for STOP, STOP AHEAD, and WRONG WAY signs (at side-by-side ramps). These are considered the more important of the regulatory and warning sign series. Enhancements or blinkers on warning signs are allowed on pedestrian and school crossing warning signs, refer to [TEOpS 4-5-1](#). There is the longstanding concern that overuse of the blinker signs will diminish their effectiveness. Any requests for additional blinker sign evaluations **shall** be approved by the Bureau of Traffic Operations.
8. Blinker STOP AHEAD signs **shall** be furnished and installed by WisDOT on state highways based on the criteria noted above.
9. Do not install blinker STOP signs and STOP AHEAD signs on the same approach. If used where there is a curve or hill approaching a STOP sign, use blinker on STOP AHEAD sign rather than STOP sign.
10. Do not mix beacons and blinker signs with STOP and STOP AHEAD signs on the same approach.

A cost comparison analysis *should* be done to determine where beacons or blinker sign is more appropriate. Studies have not been performed to determine if one device is more appropriate than the other.

## 2-1-30 Sign Numbering

January 2007

[Section 86.19\(5\) Wis. Stat.](#) provides that all maintaining agencies in the state must affix a unique code number to each of their signs for identifying the owner of the sign if it *should* be found elsewhere. Whereas the vandalism sticker is prescribed by law to be applied to the face of the sign, there is no provision about sign numbers in [86.19\(5\)](#) to that effect, and therefore the number *may* be placed on the back of the sign, although it could be incorporated unobtrusively into the stenciling.

The format of the sign number *should* follow the example below for the Town of Big Flats in Adams County:

1-02

The numerals *should* be one inch in height and made of durable materials such as stencil paste on adhesive-backed vinyl film. Felt pen ink will not last. Paint applied directly to aluminum *may* come off if the aluminum is not specifically treated.

The numbers to be used are on the following pages.

1 ADAMS					
Townships	Cities & Villages				
02 Adams	201 Adams (C)			26 Quincy	
04 Big Flats	291 Friendship (V)			28 Richfield	
06 Colburn				30 Rome	
08 Dell Prairie	Unincorporated Villages			32 Springville	
10 Easton	17 Arkdale			34 Strongs Prairie	
12 Jackson	10 Brooks				
14 Leola	17 Dellwood				
16 Lincoln	10 Grand Marsh				
18 Monroe	15 New Rome				
20 New Chester	04 Plainville				
22 New Haven	05 White Creek				
24 Preston					

**2 ASHLAND**

Townships		Cities & Villages	
02	Agenda	201	Ashland (C)
04	Ashland	106	Butternut (V)
06	Chippewa	251	Mellen (C)
08	Gingles		
10	Gordon		
Townships		Unincorporated Villages	
12	Jacobs	09	Cayuga
14	La Pointe	05	Clam Lake
16	Marengo	06	Glidden
18	Morse	02	High Bridge
20	Peeksville	13	Marengo
22	Sanborn	05	Morse
24	Shanagolden	11	Odanah
26	White River	13	Sanborn

**3 BARRON**

Townships		Cities & Villages	
02	Almena	101	Almena (V)
04	Arland	206	Barron (C)
06	Barron	111	Cameron (V)
08	Bear Lake	211	Chetek (C)
10	Cedar Lake	212	Cumberland (C)
12	Chetek	116	Dallas (V)
14	Clinton	136	Haugen (V)
16	Crystal Lake	171	Prairie Farm (V)
18	Cumberland	276	Rice Lake (C)
20	Dallas	186	Turtle Lake (V)
22	Dovre	151	New Auburn (V)
24	Doyle		Also in Chippewa
26	Lakeland		
Townships		Unincorporated Villages	
28	Maple Grove	05	Angus
30	Maple Plain	13	Barronett
32	Oak Grove	16	Brill
34	Prairie Farm	19	Campia
36	Prairie Lake	23	Canton
38	Rice Lake	08	Comstock
40	Sioux Creek	14	Hillsdale
42	Stanford	23	Lehigh
44	Stanley	05	Mikana
46	Sumner	07	Poskin
48	Turtle Lake		
50	Vance Creek		

**4 BAYFIELD**

Townships		Cities & Villages	
02	Barksdale	206	Bayfield (C)
04	Barnes	201	Ashland (C)
06	Bayfield	151	Mason (V)
08	Bay View	291	Washburn (C)
10	Bell		
12	Cable		
Townships		Unincorporated Villages	
14	Clover	07	Barkpoint
16	Delta	14	Benoit
18	Drummond	02	Bingo
20	Eileen	05	Cornucopia
21	Hughes	08	Delta
22	Iron River	02	Fresh Air
24	Kelly	22	Grandview
26	Keystone	07	Herbster
28	Lincoln	20	Moquah
30	Mason		
32	Namekegon		
34	Orients		
36	Oulu		
38	Piben		

40	Port Wing
42	Grandview
46	Russell
48	Tripp
50	Washburn

**5 BROWN**

Townships		Cities & Villages	
10	Eaton	102	Allouez (V)
12	Glenmore	104	Ashwaubenon (V)
14	Green Bay	106	Bellevue (V)
18	Holland	126	Hobart (V)
22	Humboldt	116	Denmark (V)
24	Lawrence	216	De Pere (C)
25	Ledgeview	231	Green Bay (C)
26	Morrison	136	Howard (V)
28	New Denmark	171	Pulaski (V)
30	Pittsfield	178	Suamico (V)
34	Rockland	191	Wrightstown (V)
36	Scott		
Townships		Unincorporated Villages	
40	Wrightstown	15	Anston
		19	Big Suamico
		20	Greenleaf
		12	Little Rapids
		11	New Franken
		13	Wayside
		20	W. Wrightstown

**6 BUFFALO WSP-6**

Townships		Cities & Villages	
02	Alma	201	Alma (C)
04	Belvidere	206	Buffalo (C)
06	Buffalo	111	Cochrane (V)
08	Canton	226	Fountain City (C)
10	Cross	251	Mondovi (C)
12	Dover	154	Nelson (V)
14	Gilmanton		
16	Glencoe		
18	Lincoln		
20	Maxville		
22	Milton		
24	Modena		
26	Mondovi		
28	Montana		
30	Naples		
32	Nelson		
34	Waumandee		

**7 BURNETT**

Townships		Cities & Villages	
02	Anderson	131	Grantsburg (V)
04	Blaine	181	Siren (V)
06	Daniels	191	Webster (V)
08	Dewey		
10	Grantsburg		
Townships		Unincorporated Villages	
12	Jackson	16	Danbury
14	La Follette	14	Ferron Park
16	Lincoln	12	Gaslyn
18	Meenon	07	Hertel
20	Oakland	01	Randall
22	Roosevelt	10	Yellowlake
24	Rusk		
26	Sand Lake		
28	Scott		
30	Siren		
32	Swiss		

34	Trade Lake
36	Union
38	Webb Lake
40	West Marshland
42	Wood River

**8 CALUMET**

Townships		Cities & Villages	
02	Brillion	206	Brillion (C)
04	Brothertown	211	Chilton (C)
06	Charlestown	136	Hilbert (V)
08	Chilton	261	New Holstein (C)
10	Harrison	179	Sherwood (V)
12	New Holstein	181	Stockbridge (V)
14	Rantoul	201	Appleton (C)
16	Stockbridge	160	Potter
18	Woodville	241	Kiel
		251	Menasha
Unincorporated Villages			
05			Darboy
09			Dundas
01			Forest Junction
03			Hayton
05			Highcliff

**9 CHIPPEWA**

Townships		Cities & Villages	
02	Anson	206	Bloomer (C)
04	Arthur	106	Boyd (V)
06	Auburn	111	Cadott (V)
08	Birch Creek	211	Chippewa Falls (C)
10	Bloomer	213	Cornell (C)
12	Cleveland	161	New Auburn (V)
14	Colburn		also in Barron Co.
16	Cooks Valley	281	Stanley (C)
18	Delmar	128	Lake Hallie (V)
20	Eagle Point		
22	Edson		Unincorporated Villages
24	Estella	16	Albertville
26	Goetz	18	Arnold
28	Hallie	02	Cobban
32	Howard	10	Eagleton
34	Lafayette	01	Jim Falls
35	Lake Holcombe		
36	Ruby		
38	Sampson		
40	Sigel		
42	Tilden		
44	Wheaton		
46	Woodmohr		

**10 CLARK**

Townships		Cities & Villages	
02	Beaver	201	Abbotsford (C)
04	Butler	211	Colby (C)
06	Colby	111	Curtiss (V)
08	Dewhurst	116	Dorchester (V)
10	Eaton	131	Granton (V)
12	Foster	231	Greenwood (C)
14	Fremont	246	Loyal (C)
16	Grant	261	Neillsville (C)
18	Green Grove	265	Owen (C)
20	Hendren	286	Thorp (C)
22	Hewett	191	Withee (V)
24	Hixon	186	Unity (V)
26	Hoard		

		Unincorporated Villages	
28	Levis	07	Chili
30	Loyal	20	Humbird
32	Longwood	27	Riplinger
3	Lynn	23	Tioga
36	Mayville	10	Willard
38	Mead		
40	Mentor		
42	Pine Valley		
44	Reseberg		
46	Seif		
48	Sherman		
50	Sherwood		
52	Thorp		
54	Unity		
56	Warner		
58	Washburn		
60	Weston		
62	Withee		
64	Worden		
66	York		

**11 COLUMBIA**

Townships		Cities & Villages	
02	Arlington	101	Arlington (V)
04	Caledonia	111	Cambria (V)
06	Columbus	211	Columbus (C)
08	Courtland	116	Doylestown (V)
10	Dekorra	126	Fall River (V)
12	Ft. Winnebago	127	Friesland (V)
14	Fountain Prairie	246	Lodi (C)
16	Hampden	171	Pardeeville (V)
18	Leeds	271	Portage (C)
20	Lewiston	172	Poynette (V)
22	Lodi	176	Randolph (V)
24	Lowville	177	Rio (V)
26	Marcellon	291	Wisconsin Dells (C)
28	Newport	191	Wyocena (V)
30	Otsego		
32	Pacific		Unincorporated Villages
34	Randolph	119	Okee
36	Scott		
38	Springville		
40	West Point		
42	Wyocena		

**12 CRAWFORD**

Townships		Cities & Villages	
02	Bridgeport	106	Bell Center
04	Clayton	116	De Soto (V)
06	Eastman	121	Eastman (V)
08	Freeman	126	Ferryville (V)
10	Haney	131	Gays Mills (V)
12	Marietta	146	Lynxville (V)
14	Prairie du Chien	151	Mt. Sterling (V)
16	Scott	271	Prairie du Chien (C)
18	Seneca	181	Soldiers Grove (V)
20	Utica	182	Steuben (V)
22	Wauzeka	191	Wauzeka (V)
Unincorporated Villages			
05			Barnum
05			Petersburg

**13 DANE**

Townships		Cities & Villages	
02	Albion	106	Belleville (V)
04	Berry	107	Black Earth (V)



06	Black Earth	108	Blue Mounds (V)
		109	Brooklyn (V)
08	Blooming Grove	111	Cambridge (V)
10	Blue Mounds	112	Cottage Grove (V)
12	Bristol	113	Cross Plains (V)
14	Burke	116	Dane (V)
16	Christiana	117	Deerfield (V)
18	Cottage Grove	118	De Forest (V)
20	Cross Plains	221	Edgerton (V)
22	Dane	251	Madison (C)
24	Deerfield	151	Maple Bluff (V)
26	Dunkirk	154	McFarland (V)
28	Dunn	152	Marshall (V)
32	Madison	153	Mazomanie (V)
34	Mazomanie	255	Middleton (C)
36	Medina	258	Monona (C)
38	Middleton	157	Mt. Horeb (V)
40	Montrose	165	Oregon (V)
42	Oregon	176	Rockdale (V)
44	Perry	181	Shorewood Hills (V)
46	Pleasant Springs	281	Stoughton (C)
48	Primrose	282	Sun Prairie (C)
50	Roxbury	286	Verona (C)
52	Rutland	191	Waunakee (V)
54	Springdale		
56	Springfield		
58	Sun Prairie	20	Basco
60	Vermont	27	Klevenville
62	Verona	12	London
64	Vienna	34	Morrisonville
66	Westport	27	Mt. Vernon
68	Windsor	20	Paoli
70	York	27	Riley

**14 DODGE**

Townships		Cities & Villages	
02	Ashippun	206	Beaver Dam (C)
04	Beaver Dam	106	Brownsville (V)
06	Burnett	111	Clyman (V)
08	Calamus	211	Columbus (C)
10	Chester	226	Fox Lake (C)
12	Clyman	230	Hartford (C)
14	Elba	236	Horicon (C)
16	Emmet	136	Hustisford (V)
18	Fox Lake	141	Iron Ridge (V)
20	Herman	241	Juneau (C)
22	Hubbard	143	Kekoskee (V)
24	Hustisford	146	Lomira (V)
26	Lebanon	147	Lowell (V)
28	Le Roy	251	Mayville (C)
30	Lomira	161	Neosho (V)
32	Lowell	176	Randolph (V)
34	Oak Grove	177	Reeseville (V)
36	Portland	186	Theresa (V)
38	Rubicon	291	Watertown (C)
40	Shields	292	Waupun (C)
42	Theresa		
44	Trenton		
46	Westford	07	Astico
48	Williamstown	05	Atwater
		15	Knowles
		21	Marshville
		17	Minnesota Jct
		20	Richwood
		17	Rolling Prairie
		10	Woodland

**15 DOOR**

Townships		Cities & Villages	
02	Baileys Harbor	121	Ephraim (V)
04	Brussels	127	Forestville (V)
06	Clay Banks	181	Sister Bay (V)
08	Egg Harbor	281	Sturgeon Bay (C)
10	Forestville	118	Egg Harbor (V)
12	Gardner		
14	Gibraltar		
16	Jacksonport	14	Detroit Harbor
18	Liberty Grove	09	Ellison Bay
20	Nasewaupee	07	Fish Creek
22	Sevastopol	08	Jacksonport-Sturgeon Bay
24	Sturgeon Bay	05	Mapelwood
26	Union	53	Sawyer-Sturgeon Bay
28	Washington	14	Washington Island
		04	Carlsville

**16 DOUGLAS**

Townships		Cities & Villages	
02	Amnicon	146	Lake Nebagamon (V)
04	Bennett	165	Oliver (V)
06	Brule	171	Poplar (V)
08	Cloverland	181	Solon Springs (V)
10	Dairyland	281	Superior (C)
12	Gordon	182	Superior Village (V)
14	Hawthorne		
16	Highland		
18	Lakeside	55	Allouez
20	Maple	14	Amnicon Lake
22	Oakland	55	Billings Park
24	Parkland	10	Blueberry
26	Solon Springs	55	East End
28	Summit	14	Foxboro
30	Superior	07	Hines
32	Wascott	55	Itasca
		05	Dairyland
		14	Patzau
		12	South Range
		01	Wentworth

**17 DUNN**

Townships		Cities & Villages	
02	Colfax	106	Boyceville (V)
04	Dunn	111	Colfax (V)
06	Eau Galle	116	Downing (V)
08	Elk Mound	121	Elk Mound (V)
10	Grant	141	Knapp (V)
12	Hay River	251	Menomonie (C)
14	Lucas	176	Ridgeland (V)
16	Menomonie	191	Wheeler (V)
18	New Haven		
20	Otter Creek		
22	Peru	13	Caryville
24	Red Cedar	02	Downsville
26	Rock Creek	11	Meridean
28	Sand Creek	12	Rusk
30	Sheridan	13	Rock Falls
32	Sherman		
34	Spring Brook		
36	Stanton		
38	Tainter		
40	Tiffany		
42	Weston		
44	Wilson		

**18 EAU CLAIRE**

Townships		Cities & Villages	
02	Bridge Creek	201	Altoona (C)
04	Brunswick	202	Augusta (C)
06	Clear Creek	221	Eau Claire (C)
08	Drammen	126	Fairchild (V)
10	Fairchild	127	Fall Creek (V)
12	Lincoln		
14	Ludington		
Townships		Unincorporated Villages	
16	Otter Creek	03	Allen
18	Pleasant Valley	03	Foster
20	Seymour		
22	Union		
24	Washington		
26	Wilson		

**19 FLORENCE**

Townships		Unincorporated Villages	
02	Aurora	05	Spread Eagle
04	Commonwealth		
06	Fence		
08	Fern		
10	Florence		
12	Homestead		
14	Long Lake		
16	Tipler		

**20 FOND DU LAC**

Townships		Cities & Villages	
02	Alto	106	Brandon (V)
04	Ashford	111	Campbellsport (V)
06	Auburn	121	Eden (V)
08	Byron	126	Fair Water (V)
10	Calumet	226	Fond du Lac (C)
12	Eden	151	Mt. Calvary
14	Eldorado	161	N. Fond du Lac (V)
16	Empire	165	Oakfield (V)
18	Fond du Lac	276	Ripon (C)
20	Forest	176	Rosendale (V)
22	Friendship	181	St. Cloud (V)
24	Lamartine	142	Kewauskum (V)
26	Marshfield	292	Waupun (C)
28	Metomen		
Townships		Unincorporated Villages	
30	Oakfield		
32	Osceola	13	Calvary
34	Ripon	04	Hamilton
36	Rosendale	20	Malone
38	Springvale	15	Oak Center
40	Taycheedah	20	Peebles
42	Waupun	04	S. Byron
		11	Van Dyne

**21 FOREST**

Townships		Cities & Villages	
02	Alvin	211	Crandon (C)
04	Argonne		
Townships		Unincorporated Villages	
06	Armstrong Creek		
08	Blackwell	02	Argonne
10	Caswell	14	Carter
12	Crandon	05	Cavour
14	Freedom	08	Hiles
16	Hiles	11	Jones Spur
18	Laona	11	Mole Lake
20	Lincoln	11	Nashville
22	Nashville	01	Nelma
24	Popple River	13	Newald
26	Ross	14	Padus

28	Wabeno	10	Planets
		14	Soperton
		10	Keith

**22 GRANT**

Townships		Cities & Villages	
02	Beetown	106	Bagley (V)
04	Bloomington	107	Bloomington (V)
06	Boscobel	108	Blue River (V)
08	Cassville	206	Boscobel (C)
10	Castle Rock	111	Cassville (V)
12	Clifton	211	Cuba City (C)
14	Ellenboro	116	Dickeyville (V)
16	Fennimore	226	Fennimore (C)
18	Glen Haven	136	Hazel Green (V)
20	Harrison	246	Lancaster (C)
22	Hazel Green	147	Livingston (V)
24	Hickory Grove	151	Montfort (V)
26	Jamestown	152	Mt. Hope (V)
28	Liberty	153	Muscoda (V)
30	Lima	171	Patch Grove (V)
32	Little Grant	271	Platteville (C)
34	Marion	172	Potosi (V)
36	Millville	186	Tennyson (V)
38	Mt. Hope	191	Woodman (V)
40	Mt. Ida		
Townships		Unincorporated Villages	
42	Muscoda		
44	North Lancaster	27	Georgetown
46	Paris	13	Kieler
48	Patch Grove	13	Louisburg
50	Platteville	11	Sinsinawa
52	Potosi	14	Stitzer
54	Smelser	20	Werley
56	South Lancaster		
58	Waterloo		
60	Watterstown		
62	Wingville		
64	Woodman		
66	Wyalusing		

**23 GREEN**

Townships		Cities & Villages	
02	Adams	101	Albany (V)
04	Albany	206	Brodhead (C)
06	Brooklyn	106	Brooklyn (V)
08	Cadiz	110	Browntown (V)
10	Clarno	251	Monroe (C)
12	Decatur	151	Monticello (V)
14	Exeter	161	New Glarus (V)
16	Jefferson		
Townships		Unincorporated Villages	
18	Jordan		
20	Monroe	05	Clarno
22	Mt. Pleasant	08	Juda
24	New Glarus	04	Martintown
26	Spring Grove		
28	Sylvester		
30	Washington		
32	York		

**24 GREEN LAKE**

Townships		Cities & Villages	
02	Berlin	206	Berlin (C)
04	Brooklyn	231	Green Lake (C)
06	Green Lake	141	Kingston (V)
08	Kingston	251	Markesan (C)
10	Mackford	154	Marquette (V)
12	Manchester	271	Princeton (C)

14	Marquette		
16	Princeton	<u>Unincorporated Villages</u>	
18	St. Marie	04	Dalton
20	Seneca		

**25 IOWA**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Arena	101	Arena (V)
04	Brigham	102	Avoca (V)
06	Clyde	106	Barnevald (V)
08	Dodgeville	108	Blanchardville (V)
10	Eden	111	Cobb (V)
12	Highland	216	Dodgeville (C)
14	Landen	136	Highland (V)
16	Mifflin	137	Hollandale (V)
18	Mineral Point	146	Linden (V)
20	Moscow	147	Livingston (V)
22	Pulaski		Also in Grant Co.
24	Ridgeway	251	Mineral Point (C)
26	Waldwick	151	Montfort
28	Wyoming	176	Rewey (V)
		177	Ridgeway (V)
		153	Muscoda (V)
			Also in Grant Co.

Unincorporated Villages

07	Edmund
13	Jonesdale

**26 IRON**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Anderson	236	Hurley (C)
04	Carey	251	Montreal (C)
06	Gurney		
08	Kimball	<u>Unincorporated Villages</u>	
10	Knight	03	Cedar
12	Mercer	04	Defer
14	Oma	08	Gile
16	Pence	05	Iron Belt
18	Saxon	06	Manitowish
20	Sherman	10	Powell
		07	Sandrock
		10	Springstead
		01	Upson
		07	Van Buskirk

**27 JACKSON**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Adams	101	Alma Center (V)
04	Albion	206	Black River Falls (C)
06	Alma	136	Hixton (V)
08	Bear Bluff	151	Melrose (V)
10	Brockway	152	Merrillan (V)
12	City Point	186	Taylor (V)
14	Cleveland		
16	Curran	<u>Unincorporated Villages</u>	
18	Franklin	01	Disco
20	Garden Valley	05	Pray
22	Garfield	11	Sechlerville
24	Garfield		
26	Irving		
28	Knapp		
30	Komensky		
32	Manchester		
34	Melrose		
36	Millston		
38	North Bend		

40	Northfield
42	Springfield

**28 JEFFERSON**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Aztalan	111	Cambridge (V)
04	Cold Spring	226	Ft. Atkinson (C)
06	Concord	241	Jefferson (C)
08	Farmington	141	Johnson Creek (V)
10	Hebron	146	Lac LaBelle (V)
12	Ixonia	246	Lake Mills (C)
14	Jefferson	171	Palmyra (V)
16	Koshkonong	181	Sullivan (V)
18	Lake Mills	290	Waterloo (C)
20	Milford	291	Watertown (C)
22	Oakland	292	Whitewater (C)
24	Palmyra		
26	Sullivan	<u>Unincorporated Villages</u>	
28	Sumner	07	Helenville
30	Waterloo	10	Hubbleton
32	Watertown	01	Jefferson Jct
		13	Oak Hill
		13	Rome

**29 JUNEAU**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Armenia	111	Camp Douglas (V)
04	Clearfield	221	Elroy (C)
06	Cutler	136	Hustler (V)
08	Finley	146	Lyndon Station (V)
10	Fountain	251	Mauston (C)
12	Germantown	161	Necedah (V)
14	Kildare	261	New Lisbon (C)
16	Kingston	186	Union Center (V)
18	Lemonweir	291	Wisconsin Dells (C)
20	Lindina	191	Wonewoc (V)
22	Lisbon		
24	Lyndon	<u>Unincorporated Villages</u>	
26	Marion	14	Cloverdale
28	Necedah	04	Finley
30	Orange	08	Mather
32	Plymouth	08	Meadow Valley
34	Seven Mile Creek	14	Sprague
36	Summit		
38	Wonewoc		

**30 KENOSHA**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Brighton	241	Kenosha (C)
04	Bristol	131	Genoa City (V)
06	Paris	171	Paddock Lake (V)
10	Pleasant Prairie	174	Pleasant Prairie (V)
12	Randall	181	Silver Lake (V)
14	Salem	186	Twin Lakes (V)
16	Somers		
		<u>Unincorporated Villages</u>	
		05	Bassett
		06	Benet Lake
		06	Camp Lake
		05	Cross Lake
		05	Crow Lake
		06	Fox River
		08	New Munster
		05	Powers Lake
		05	Richmond, Ill
		08	Slades Corners

06 Trevor  
04 Truesdell  
06 Wilmot  
02 Woodworth

26 Rolling 08 Phlox  
28 Summit 06 Pickerel  
30 Upham 15 Summit Lake  
32 Vilas  
34 Wolf River

**31 KEWAUNEE**

Townships		Cities & Villages	
02	Ahnapee	111	Casco (V)
04	Carlton	146	Luxemburg (V)
06	Casco	201	Algoma (C)
10	Franklin	241	Kewaunee (C)
12	Lincoln		
14	Luxemburg		
16	Montpelier		
18	Pierce		
20	Red River		

**32 LA CROSSE**

Townships		Cities & Villages	
02	Bangor	106	Bangor (V)
04	Barre	136	Holmen (V)
06	Burns	246	La Crosse (C)
08	Campbell	265	Onalaska (C)
10	Farmington	176	Rockland (V)
12	Greenfield	191	West Salem (V)
14	Hamilton		
16	Holland		Unincorporated Villages
18	Medary	09	Midway
20	Onalaska	05	Mindoro
22	Shelby		
24	Washington		

**33 LAFAYETTE**

Townships		Cities & Villages	
02	Argyle	101	Argyle (V)
04	Belmont	106	Belmont (V)
06	Benton	107	Benton (V)
08	Blanchard	108	Blanchardville (V)
10	Darlington	211	Cuba City (C)
12	Elk Grove	216	Darlington (C)
14	Fayette	131	Gratiot (V)
16	Gratiot	281	Shullsburg (C)
18	Kendall	181	South Wayne (V)
20	Lamont	136	Hazel Green (C)
22	Monticello		
24	New Diggings		Unincorporated Villages
26	Seymour	17	Calamine
28	Shullsburg	14	Dunbarton
30	Wayne	12	Leadmine
32	White Oak Springs	02	Leslie
34	Willow Springs	18	Woodford
36	Wiota		

**34 LANGLADE**

Townships		Cities & Villages	
02	Ackley	201	Antigo (C)
04	Ainsworth	191	White Lake (V)
06	Antigo		
08	Elcho		Unincorporated Villages
10	Evergreen	12	Bryant
12	Langlade	07	Deerbrook
14	Neva	05	Elton
16	Norwood	17	Hollister
18	Parrish	07	Kempster
20	Peck	06	Lily
22	Polar	17	Markton
24	Price	02	Pearson

**35 LINCOLN**

Townships		Cities & Villages	
02	Birch	251	Merrill (C)
04	Bradley	286	Tomahawk (C)
06	Corning		
08	Harding		Unincorporated Villages
10	Harrison	10	119 Bloomville
12	King	11	Doering
14	Merrill	10	Gleason
16	Pine River	01	Irma
18	Rock Falls	05	Jeffris
20	Russell	15	Spirit Falls
22	Schley	02	Heafford Jct
24	Scott		
26	Skanawan		
28	Somo		
30	Tomahawk		
32	Wilson		

**36 MANITOWOC**

Townships		Cities & Villages	
02	Cato	112	Cleveland (V)
04	Centerville	126	Francis Creek (V)
06	Cooperstown	241	Kiel (C)
08	Eaton	251	Manitowoc (C)
10	Franklin	151	Mishicot (V)
12	Gibson	176	Reedsville (V)
14	Kossuth	181	St. Nazianz (V)
16	Liberty	286	Two Rivers (C)
18	Manitowoc	186	Valders (V)
20	Manitowoc Rapids	191	Whitelaw (V)
22	Maple Grove	147	Maribel (V)
24	Meeme	132	Kellnersville (V)
26	Mishicot		
28	Newton		Unincorporated Villages
30	Rockland	10	Branch
32	Schleswig	15	Collins
34	Two Creeks	01	Grimms
36	Two Rivers	02	Hika
		15	Quarry
		13	Tisch Mills

**37 MARATHON**

Townships		Cities & Villages	
02	Bergen	201	Abbotsford (C)
04	Berlin	102	Athens (V)
06	Bern	104	Biramwood (V)
08	Bevent	106	Brokaw (V)
10	Frighton	211	Colby (C)
12	Cassel	116	Dorchester (V)
14	Cleveland	121	Edgar (V)
16	Day	122	Elderon (V)
18	Easton	126	Fenwood (V)
20	Eau Pleine	136	Hatley (V)
22	Elderon	145	Kronewetter (V)
24	Emmett	151	Marathon City (V)
26	Frankfort	250	Marshfield (C)
28	Franzen	251	Mosinee (C)
30	Green Valley	176	Rothschild (V)
32	Guenther	281	Schofield (C)
34	Halsey	181	Spencer (V)

36	Hamburg	182	Stratford (V)
38	Harrison	186	Unity (V)
40	Hewitt	291	Wausau (C)
42	Holton	192	Weston (V)

Unincorporated Villages			
44	Hull		
46	Johnson		
48	Knowlton	23	Corinth
52	Maine	24	Dancy
54	Marathon	14	Galloway
56	Mc Millan	39	Granite Heights
58	Mosinee	23	Milan
60	Norrie	12	Moon
62	Plover	02	Naugart
64	Reid	08	Rozellville
66	Rib Falls		
68	Rib Mountain		
70	Rietbrock		
72	Ringle		
74	Spencer		
76	Stettin		
78	Texas		
80	Wausau		
82	Weston		
84	Wien		

**38 MARINETTE**

Townships		Cities & Villages	
02	Amberg	111	Coleman (V)
04	Athelstane	251	Marinette (C)
06	Beaver	261	Niagara (V)
08	Beecher	271	Peshtigo (C)
10	Dunbar	171	Pound (V)
12	Goodman	191	Wausaukee (V)
14	Grover	121	Crivitz (V)
16	Lake		
18	Middle Inlet		
Unincorporated Villages			
20	Niagara	01	189 Cedarville
22	Pembine	02	Intervale
24	Peshtigo	08	Loomis
26	Porterfield	17	Mc Allister
28	Pound	01	Marek
30	Silver Cliff	13	Walsh
32	Stephenson		
34	Wagner		
36	Wausaukee		

**39 MARQUETTE**

Townships		Cities & Villages	
02	Buffalo	121	Endeavor (V)
04	Crystal Lake	251	Montello (C)
06	Douglas	161	Neshkoro (V)
08	Harris	165	Oxford (V)
10	Mecan	191	Westfield (V)
12	Montello		
14	Moundville		
Unincorporated Villages			
16	Neshkoro	03	Briggsville
18	Newton	06	Glen Oak
20	Oxford		
22	Packwaukeee		
24	Shields		
26	Springfield		
28	Westfield		

**73 MEMOMONEE**

01	Indian Reservation
	Township of Menomonee
	County of Menomonee

**Unincorporated Villages w/Post Offices**

01	Keshena
01	Neopit

**40 MILWAUKEE**

Unincorp.Villages		Cities & Villages	
57	Alois	106	Bayside (V)
57	Bay View	107	Brown Deer (V)
67	Carrollville	211	Cudahy (C)
57	Granville	126	Fox Point (V)
57	North Milwaukee	226	Franklin (C)
67	Oakwood	231	Glendale (C)
68	Saint Martins	131	Greendale (V)
56	Silverdale	236	Greenfield (C)
57	Tippecanoe	136	Hales Corners (V)
57	Wood	251	Milwaukee (C)
		265	Oak Creek (C)
		176	River Hills (V)
		281	Saint Francis (C)
		181	Shorewood (V)
		281	South Milwaukee (C)
		291	Wauwatosa (C)
		292	West Allis (C)
		191	West Milwaukee (V)
		192	Whitefish Bay (V)

**41 MONROE**

Townships		Cities & Villages	
02	Adrian	111	Cashton (V)
04	Angelo	141	Kendall (V)
06	Byron	151	Melvina (V)
08	Clifton	161	Norwalk (V)
10	Glendale	165	Oakdale (V)
12	Grant	281	Sparta (C)
14	Greenfield	286	Tomah (C)
16	Jefferson	191	Wilton (V)
18	La Fayette	192	Wyeville (V)
20	La Grange	185	Warrens (V)
22	Leon		
24	Lincoln		
Unincorporated Villages			
26	Little Falls	02	Camp Mc Coy
28	New Lyme	13	Cataract
30	Oakdale	03	Shennington
32	Portland	02	Sparta Military
34	Ridgeville	07	Tunnel City
36	Scott	03	Valley Jct
38	Sheldon		
40	Sparta		
42	Tomah		
44	Wellington		
46	Wells		
48	Wilton		

**42 OCONTO**

Townships		Cities & Villages	
02	Abrams	231	Gillett (C)
06	Armstruck	146	Lena (V)
08	Bagley	265	Oconto (C)
10	Brazeau	266	Oconto Falls (C)
12	Breed	171	Pulaski (V)
14	Chase	181	Suring (V)
16	Doty		
18	Gillett		
Unincorporated Villages			
19	How	23	Lakewood
20	Lakewood	08	229 Mosling
22	Lena	02	Mountain





08	Eau Galle	136	Hammond (V)
10	Emerald	236	Hudson (C)
12	Erin Prairie	261	New Richmond (C)
14	Forest	161	North Hudson (V)
16	Glenwood	276	River Falls (C)
18	Hammond	176	Roberts (V)
20	Hudson	181	Somerset (V)
22	Kinnickinnic	182	Star Prairie (V)
24	Pleasant Valley	184	Spring Valley (V)
26	Richmond	191	Wilson (V)
28	Rush River	192	Woodville (V)
30	St. Joseph		
32	Somerset	<u>Unincorporated Villages</u>	
34	Springfield	13	Boardman
36	Stanton	15	Burkhardt
38	Star Prairie	17	Hersey
40	Troy	15	Houlton
42	Warren	06	Jewett

**56 SAUK**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Baraboo	206	Baraboo (C)
04	Bear Creek	111	Cazenovia (V)
06	Dellona	141	Ironton (V)
08	Delton	146	Lake Delton (V)
10	Excelsior	147	La Valle (V)
12	Fairfield	148	Lime Ridge (V)
14	Franklin	149	Loganville (V)
16	Freedom	151	Merrimac (V)
18	Greenfield	161	North Freedom (V)
20	Honey Creek	171	Plain (V)
22	Ironton	172	Prairie du Sac
24	La Valle	276	Reedsburg (C)
26	Merrimac	176	Rock Springs (V)
28	Prairie du Sac	181	Sauk City (V)
30	Reedsburg	182	Spring Green (V)
32	Spring Green	191	West Baraboo (V)
34	Sumpter	291	Wis Dells (C)
36	Troy		
38	Washington	<u>Unincorporated Villages</u>	
40	Westfield	17	Badger
42	Winfield	01	Devils Lake
44	Woodland	19	Hillpoint
		04	Mirror Lake

**57 SAWYER**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Bass Lake	111	Corderay (V)
04	Couderay	121	Exeland (V)
06	Draper	236	Hayward (C)
08	Edgewater	176	Radisson (V)
10	Hayward	190	Winter (V)
12	Hunter		
14	Lenroot	<u>Unincorporated Villages</u>	
16	Meadow Rock	14	Hauer
18	Meteor	02	Lemington
20	Ojibwa	03	Loretta
22	Radisson	03	Oxbow
24	Round Lake	14	Reserve
26	Sand Lake	14	Stone Lake
28	Spider Lake	16	Weirgor
30	Weirgor	04	Wooddale
32	Winter	04	Yarnell

**58 SHAWANO**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Almon	101	Aniwa (V)
04	Angelica	106	Birnamwood (V)
06	Aniwa	107	Bonduel (V)
08	Bartelme	108	Bowler (V)
10	Belle Plaine	111	Cecil (V)
12	Birnamwood	121	Eland (V)
14	Fairbanks	131	Gresham (V)
16	Germania	282	Marion (C)
18	Grant	151	Mattoon (V)
20	Green Valley	171	Pulaski (V)
22	Hartland	281	Shawano (C)
24	Herman	186	Tigerton (V)
26	Hutchins	191	Wittenberg (V)
28	Lessor		
30	Maple Grove	<u>Unincorporated Villages</u>	
32	Morris	09	Caroline
34	Navarino	09	Hunting
36	Pella	02	Krakow
38	Red Springs	12	Leopolis
40	Richmond	12	Lyndhurst
42	Seneca	10	Pulcifer
44	Washington	20	Red River
46	Waukechon	01	Shepley
48	Wescott	07	Split Rock
50	Wittenberg	20	Thornton
52	Stockbridge	21	Tilleda
		02	Zachow

**59 SHEBOYGAN**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Greenbush	101	Adell (V)
04	Herman	111	Cascade (V)
06	Holland	112	Cedar Grove (V)
08	Lima	121	Elkhart Lake (V)
10	Lyndon	131	Glenbeulah (V)
12	Mitchell	135	Howards Grove (V)
14	Mosel	141	Kohler (V)
16	Plymouth	165	Oostburg (V)
18	Rhine	271	Plymouth (C)
20	Russell	176	Random Lake (V)
22	Scott	281	Sheboygan (C)
24	Sheboygan	282	Sheboygan Falls (C)
26	Sheboygan Falls	191	Waldo (V)
28	Sherman		
30	Wilson	<u>Unincorporated Villages</u>	
		07	Haven
		04	Hingham

**60 TAYLOR**

<u>Townships</u>		<u>Cities &amp; Villages</u>	
02	Aurora	131	Gilman (V)
04	Browning	146	Lublin (V)
06	Chelsea	251	Medford (C)
08	Cleveland	176	Rib Lake (V)
10	Deer Creek	181	Stetsonville (V)
12	Ford		
14	Goodrich	<u>Unincorporated Villages</u>	
16	Greenwood	18	Donald
18	Hammel	04	Hannibal
20	Holway	08	Interwald
22	Jump River	09	Perkinstown
24	Little Black	06	Polley
26	Mc Kinley	03	Whittlesey
28	Maplehurst		
30	McKinley		



32 Medford  
 34 Molitor  
 36 Pershing  
 38 Rib Lake  
 40 Roosevelt  
 42 Taft  
 44 Westboro

**61 TREMPEALEAU**

Townships		Cities & Villages	
02	Albion	201	Arcadia (C)
04	Arcadia	206	Blair (C)
06	Burnside	121	Eleva (V)
08	Caledonia	122	Ettrick (V)
10	Chimney Rock	231	Galesville (C)
12	Dodge	241	Independence (C)
14	Ettrick	265	Osseo (C)
16	Gale	173	Pigeon Falls (V)
18	Hale	181	Strum (V)
20	Lincoln	186	Trempealeau (V)
22	Pigeon	291	Whitehall (C)
24	Preston		
26	Sumner	<u>Unincorporated Villages</u>	
28	Trempealeau	14	Centerville
30	Unity		

**62 VERNON**

Townships		Cities & Villages	
02	Bergen	111	Chaseburg (V)
04	Christiana	112	Coon Valley (V)
06	Clinton	116	De Soto (V)
08	Coon	131	Genoa (V)
10	Forest	236	Hillsboro (C)
12	Franklin	146	La Farge (V)
14	Genoa	165	Ontario (V)
16	Greenwood	176	Readstown (V)
18	Hamburg	181	Stoddard (V)
20	Harmony	186	Viola (V)
22	Hillsboro	286	Viroqua (C)
24	Jefferson	291	Westby (C)
26	Kickapoo		
28	Liberty	<u>Unincorporated Villages</u>	
30	Stark	05	Mt. Tabor
32	Sterling	21	Rockton
34	Union	05	Valley
36	Viroqua	20	Victory
38	Webster	16	West Prairie
40	Wheatland		
42	Whitestown		

**63 VILAS**

Townships		Cities & Villages	
02	Arbor Vitae	221	Eagle River (C)
04	Boulder Junction		
06	Cloverland	<u>Unincorporated Villages</u>	
08	Conover	12	Knudson
10	Lac Du Flambeau	05	Lac Du Flambeau
12	Lincoln	12	Land O'Lakes
14	Phelps	14	Mishike
16	Plum Lake	09	Presque Lake
18	Presque Isle	05	Rest lake
20	St. Germain	10	St. Germain
22	Manitowish Waters	08	Sayner
24	Land O'Lakes	08	Starlake
26	Washington	01	Trout Lake
28	Winchester	09	Winegar

**64 WALWORTH**

Townships		Cities & Villages	
02	Bloomfield	206	Burlington (C)
		116	Darien (V)
04	Darien	216	Delavan (C)
06	Delavan	121	East Troy (V)
08	East Troy	221	Elkhorn (C)
10	Geneva	126	Fontana (V)
12	La Fayette	131	Genoa City (V)
14	La Grange	246	Lake Geneva (C)
16	Linn	153	Mukwonago (V)
18	Lyons	181	Sharon (V)
20	Richmond	191	Walworth (V)
22	Sharon	291	Whitewater (C)
24	Spring Prairie	192	Williams Bay (V)
26	Sugar Creek		
28	Troy	<u>Unincorporated Villages</u>	
30	Walworth	02	119 Allen Grove
32	Whitewater	15	College Camp
		12	Honey Creek
		04	Lake Beulah
		01	Pell Lake
		09	Springfield
		14	Troy Center
		08	Zenda

**65 WASHBURN**

Townships		Cities & Villages	
02	Barronett	106	Birchwood (V)
04	Bashaw	151	Minong (V)
06	Bass Lake	282	Shell Lake (C)
08	Beaver Brook	281	Spooner (C)
10	Birchwood		
12	Brooklyn	<u>Unincorporated Villages</u>	
14	Casey	18	Earl
16	Chicog	06	Lampson
18	Crystal		
20	Evergreen		
22	Frog Creek		
24	Gull Lake		
26	Long Lake		
28	Madge		
30	Minong		
32	Sarona		
34	Spooner		
36	Spring Brook		
38	Stinnett		
40	Stone Lake		
42	Trego		

**66 WASHINGTON**

Townships		Cities & Villages	
02	Addison	131	Germantown (V)
04	Barton	236	Hartford (C)
06	Erin	141	Jackson (V)
08	Farmington	142	Kewaskum (V)
10	Germantown	251	Milwaukee (C)
12	Hartford	181	Slinger (V)
14	Jackson	291	West Bend (C)
16	Kewaskum	161	Newburg (V)
18	Polk		
20	Richfield	<u>Unincorporated Villages</u>	
22	Trenton	01	Aurora
24	Wayne	01	Allenton
26	West Bend	10	Colgate
		10	Hubertus
		05	Rockfield

**67 WAUKESHA**

Townships		Cities & Villages	
02	Brookfield	106	Big Bend (V)
04	Delafield	206	Brookfield (C)
06	Eagle	107	Butler (V)
08	Genesee	111	Chenequa (V)
10	Lisbon	216	Delafield (C)
14	Merton	116	Dousman (V)
16	Mukwonago	121	Eagle (V)
22	Oconomowoc	122	Elm Grove (V)
24	Ottawa	136	Hartland (V)
28	Summit	146	Lac La Belle (V)
30	Vernon	147	Lannon (V)
32	Waukesha	151	Menomonee Falls (V)
		152	Merton (V)
	Unincorp. Villages	250	Milwaukee (C)
13	Duplainville	251	Muskego (C)
04	Genesee Depot	153	Mukwonago (V)
07	North Lake	158	Nashotah (V)
11	Okauchee	261	New Berlin (C)
02	Statesan	161	North Prairie (V)
05	Templeton	265	Oconomowoc (C)
		166	Oconomowoc Lake (V)
		171	Pewaukee (V)
		270	Pewaukee (C)
		181	Sussex (V)
		191	Wales (V)
		291	Waukesha (C)

**68 WAUPACA**

Townships		Cities & Villages	
02	Bear Creek	106	Big Falls (V)
04	Caledonia	211	Clintonville (C)
06	Dayton	121	Embarrass (V)
08	Dupont	126	Fremont (V)
10	Farmington	141	Iola (V)
12	Fremont	251	Manawa (C)
14	Harrison	252	Marion (C)
16	Helvetia	261	New London (C)
18	Iola	165	Ogdensburg (V)
20	Larrabee	181	Scandinavia (V)
22	Lebanon	291	Waupaca (C)
24	Lind	292	Weyauwega (C)
26	Little Wolf		
28	Matteson		Unincorporated Villages
30	Mukwa	05	King
32	Royalton	07	Northland
36	Scandinavia	15	Northport
38	Union	02	Readfield
40	Waupaca	05	Sheridan
42	Weyauwega	19	Symco
44	Wyoming		

**69 WAUSHARA**

Townships		Cities & Villages	
02	Aurora	111	Coloma (V)
04	Bloomfield	136	Hancock (V)
06	Coloma	146	Lohrville (V)
08	Dakota	171	Plainfield (V)

10	Deerfield	191	Redgranite (V)
12	Hancock	291	Wautoma (C)
14	Leon	191	Wild Rose (V)
16	Marion		
18	Mt. Morris		Unincorporated Villages
20	Oasis	01	Auroraville
22	Plainfield	07	Pine River
24	Poy Sippi	02	W. Bloomfield
26	Richford		
28	Rose		
30	Saxeville		
32	Springwater		
34	Warren		
36	Wautoma		

**70 WINNEBAGO**

Townships		Cities & Villages	
02	Algoma	201	Appleton (C)
04	Black Wolf	251	Menasha (C)
06	Clayton	261	Neenah (C)
08	Menasha	265	Omro (C)
10	Neenah	266	Oshkosh (C)
12	Nekimi	191	Winneconne (V)
14	Nepeuskun		
16	Omro		Unincorporated Villages
18	Oshkosh	13	Allenville
20	Poygan	15	Butte Des Morts
22	Rushford	11	Eureka
24	Utica	12	Fisk
26	Vinland	03	Larsen
28	Winchester	12	Pickett
30	Winneconne	07	Rush Lake
32	Wolf River	11	Waukau
		09	Winnebago

**71 WOOD**

Townships		Cities & Villages	
02	Arpin	101	Auburndale (V)
04	Auburndale	106	Biron (V)
06	Cameron	271	Pittsville (C)
08	Cary	171	Port Edwards (V)
10	Cranmoor	251	Marshfield (C)
12	Dexter	151	Milladore (V)
14	Grand Rapids	261	Nekoosa (C)
16	Hansen	178	Rudolph (V)
18	Hiles	186	Vesper (V)
20	Lincoln	291	Wisconsin Rapids (C)
22	Marshfield	122	Hewitt (V)
24	Milladore	100	Arpin (V)
26	Port Edwards		
28	Remington		Unincorporated Villages
30	Richfield	14	Babcock
32	Rock	12	Blenker
34	Rudolph	06	Dexterville
36	Saratoga	16	Lindsey
38	Seneca		
40	Sherry		
42	Sigel		
44	Wood		

**PURPOSE**

This subject provides general guidance on the sizes of signs to be used based on certain highway characteristics. **This guideline does not apply to sizes for STOP signs. There is a separate guideline pertaining to the required sizes for STOP signs for roadways ([TEOpS 2-2-5](#)).**

**DEFINITIONS**

For the purposes of this guideline, highways are grouped by certain characteristics into a defined highway facility:

Freeways are divided arterial highway facilities that have full control of access by means of grade separation at interchanges only.

Expressways are divided arterial highway facilities that have partial control of access, generally with grade separations at major intersections.

Conventional highways are either divided or undivided roadway facilities that have no control of access and no grade separations at intersections.

2S is the sign size designation of conventional highway signs for single-lane conventional highways or multi-lane conventional highways with a posted speed of 35mph or less.

2M is the sign size designation of regulatory and warning signs for multi-lane conventional highways with a posted speed of 40mph.

**POLICY**

This guideline establishes the standard sign size to be used for each defined highway facility. Signs larger than the standard size *may* be used selectively and with documentation of the specific situational reason for use of a sign larger than the standard. Whenever a sign smaller than the standard is used, the conditions such as space or visibility constraints *should* be documented and approved by the Regional traffic engineer. The designer **shall** work with the Region Traffic Section to determine the proper sign sizes:

1. Freeways and interstate highways, size 5 signs, regardless of the posted speed limit.
2. Expressways with posted speed limits of 65 mph, use size 5 signs. Expressways with posted speed limits of 60, 55, or 50 mph, use size 4 signs. Use size 2S signs for side road approaches or that when approaching a highway facility would require a larger sign size under this guideline, use the larger size.
3. On and off ramps for service interchanges, use size 2S signs. System interchange ramps, use size 5 signs.
4. Conventional highways with single lanes (all speeds) and multi-lane conventional highways with a posted speed of 35 mph or less, use size 2S signs. Size 2M signs *may* also be used, at the discretion of the Region, to upsize sign sizes on single lane conventional highways or multi-lane conventional highways with a posted speed of 35 mph or less.
5. Conventional multilane roadways, with a posted speed of 40 mph, use size 2M regulatory and warning signs.
6. Conventional multi-lane roadways, with a posted speed of 45 mph or greater, use size 3 signs. As an option, size 2M *may* be used for urban conventional multi-lane roadways with posted speeds of 45 mph if there are limiting physical factors that would not make size 3 signs feasible. Some of these limiting physical factors would include: narrow terrace or median widths, close driveway spacing and close intersection spacing.
7. Size 1 signs *may* be used on streets and highways which are neither state trunk highways, nor connecting highways when there is no more than one lane of traffic in each direction, and the posted speed limit is 30 mph or less.
8. Additional sign size criteria for bypasses are contained in [TEOpS 2-15-53](#) (bypass Signing).

**2-1-41 Jurisdictional Boundary Signs**

July 2018

**GENERAL**

Communities *may* request informational signing to either identify their municipal boundaries or to

promote/advertise their community. These types of signs are considered to be Jurisdictional Boundary signs and *may* take the form of three different types of signs:

- § Welcome signs
- § Enhanced political boundary signs
- § Community population signs.

The community population signs and enhanced political boundary signs are considered a traffic sign and are allowed on the highway right-of-way. Per Wis. Stat. s. 86.19 (1n), municipal welcome signs are not traffic control devices and are not subject to the provisions of the WisMUTCD. A municipality *may* erect and maintain within the right-of-way of any highway, a municipal welcome sign as defined in s.84.30(2)(hm), within the boundaries of the municipality. This policy provides guidance for working with these types of signing requests.

#### **AUTHORITY**

[Wis. Stat. s. 86.19](#) prohibits signs within the limits of any highway except as are necessary for the guidance or warning of traffic and certain other exceptions as provided in that section. This statute also requires the Department to prescribe regulations with respect to erection of signs on public highways.

The MUTCD Section [1A.01](#) states that advertising messages **shall not** appear on traffic control devices and Section [1A.10](#) states that the design, application and placement of traffic control devices, other than those adopted in the MUTCD are prohibited.

Therefore, the 2009 MUTCD and Wisconsin State Statute 86.19 have specific standards regarding the design and installation of such signing:

#### **POLICY FOR COMMUNITY WELCOME SIGNS**

Welcome signs are defined as an official sign that is erected and maintained by or for a local government within the boundaries of the municipality boundary to inform motorists of the territorial boundaries of the municipality.

The Highway Maintenance Manual 09-20-30 contains the formal detailed policy governing the permitting of Municipal Welcome Signs.

In summary, HMM 09-20-30 states:

1. Welcome signs along state highways *may* be permitted when located on or off the highway right-of-way. When off the right-of-way, the sign is considered an outdoor advertising sign and a permit is required under [s. 84.30](#) and [Trans 201.05](#).
2. Unpermitted municipal welcome signs **should** be removed if conditions warrant that the sign cannot be permitted as is. Prior to removal, the Department will work with the community to determine if the sign may be moved to a different location, rebuilt with yielding features/materials, shielded, etc. to allow issuance of a DT1812 permit.
3. Welcome signs installed within the highway right-of-way shall require a work on right-of-way permit ([DI 1812](#) form).
4. Welcome signs that are within the clear zone or clear recovery area on the right-of-way **should** be constructed with breakaway or yielding features/materials. If not, then WisDOT approved shielding **shall** be provided for the sign.
5. No welcome sign will be allowed to remain if it is a safety hazard. The permittee **shall** be responsible for any costs incurred by the Department to correct or eliminate hazards related to the welcome sign.
6. Municipal welcome signs **shall not** have auxiliary plaques, as these are considered advertising, and not allowed per s. 86.19.
7. Municipal welcome signs are not allowed to be placed within the right-of-way of a highway designated as part of the national system of interstate and defense highways.
8. Municipal welcome signs are not owned or installed by the Department.
9. Municipal Welcome signs **shall not** be installed where vision corners may be blocked, such as at intersections or median breaks.
10. Care shall be taken to ensure that vision of existing or planned traffic signs is not blocked.

#### **POLICY FOR ENHANCED POLITICAL BOUNDARY SIGNS**

Enhanced political boundary signs are more of an informational sign as they do not directly provide a guidance

function for the motorist. These signs are traffic signs that are installed on conventional highways, in the highway right-of-way, at the municipal limits by permit. The signs serve the functions of conveying the municipal limits of a community and *may* tie into the theme of the community by utilizing different colors and/or a pictograph on the sign.

### GENERAL POLICY CRITERIA

1. If off-right-of-way location efforts fail for a welcome sign, then a community could apply for a permit to install and maintain an “enhanced political boundary sign.” Enhanced political boundary signs **shall not** be allowed if there is an off-right-of-way welcome sign in place.
2. If an enhanced political boundary sign is installed, then WisDOT would remove the standard population sign.
3. Enhanced political boundary signs *should* be ground-mounted on the right side of the roadway. Ground-mounted median signs *may* be installed if right-side installation opportunities are not available. No overhead sign installations are allowed.
4. Supplemental signs (tree city USA, 1979 baseball champs, lions clubs, etc.) **shall not** be allowed on the enhanced political boundary signs or supports.
5. Enhanced political boundary signs **shall** only be allowed on conventional highways for incorporated cities and villages, located at the municipality border. Enhanced political boundary signs **shall not** be allowed for townships or unincorporated communities.
6. All enhanced political boundary sign requests, including CSS projects, **shall** be approved by the Region Traffic Engineer. Requestor **shall** furnish proposed locations, sign and pictograph design and type of supports used.
7. The community population number *may* be included on the enhanced political boundary sign.
8. The community **shall** be responsible for all costs associated with the manufacture, installation and maintenance of the permitted enhanced political boundary signs.

### SIGN DESIGN STANDARDS

1. Destinations, arrows or specific traffic generators **shall not** be allowed on the signs.
2. The pictograph (logo) height **shall not** exceed two times the height of the upper case letters and **shall** be located at the top or left side of the sign. The pictograph **shall** be the official designation adopted by the jurisdiction. The pictograph *may* contain wording, provided it is not a commercial advertising message. Only one pictograph is allowed per sign.
3. Enhanced political boundary signs **shall not** be lighted or contain any animated or moving parts, flashing lights or disks.
4. At minimum, enhanced political boundary signs **shall** utilize Type H—High Intensity sheeting.
5. Minimum letter size **shall** be 4 ½” lowercase, 6: uppercase letters. Maximum sign size **shall** be 72: width by 48: height.
6. Sign base material **shall** be in accordance with [Section 637 of the WisDOT Standard Construction Specifications](#).
7. The sign shape **shall** be rectangular. Aluminum signs **shall** have rounded corners.
8. Border is required on the signs and **shall** be retroreflective, and of the same color as the text.
9. Colors **shall** meet the standards for highway colors specified by the Federal Highway Administration.

Two color combinations *may* be used which are:

- § White or yellow on blue, green or brown
- § Blue, green, black or brown on white
- § Red or orange on white, but not the reverse
- § The background colors of orange, red, yellow, purple, or the fluorescent versions thereof, fluorescent yellow green and fluorescent pink **shall not** be allowed. One background color only allowed. Lettering

and border (if used) **shall** be of the same color.

### SIGN INSTALLATION STANDARDS

1. The standard WisDOT posts (4" x 6" wood or 2" x 2" tube steel) *may* be used. The community also *may* be allowed to utilize other types of sign posts. Non-standard sign posts **shall** conform to [TEOpS 2-15-52](#).
2. Sign installation and placement **shall** be per WisDOT standards.
3. Sign mounting height **shall** be five feet to bottom of sign.
4. Sign locations **shall** be approved by WisDOT. Signs **shall** be located outside of the influence area of an intersection (typically 200' minimum distance from the intersection).
5. WisDOT **shall** approve any proposed landscaping plans. Any landscaping items **shall** meet breakaway standards or be shielded with FHWA approved shielding. For example, there is a 20" high decorative curb that meets FHWA standards.

### POLICY FOR COMMUNITY POPULATION SIGNS

1. City or village limit signs *may* be installed on freeways or expressways at or near where the highway enters the municipality, unless the city or village is identified on the primary guide signs or a supplemental guide sign.
2. City or village population signs **shall** be installed on conventional highways at or near where the highway enters the municipal limits. WisDOT will install and maintain the standard signs with the official current decennial census figures. No other signs **shall** share the supports.
3. If the city or village requests a population update, the Regional Traffic Engineer *may* authorize the municipality to modify the numbers with a white on green Type H adhesive overlay, using the same size and font as the original sign.
4. Signing for unincorporated communities is covered in [TEOpS 2-4-48](#).

### APPLICATION AND PERMIT

1. Permit **shall** be approved by the WisDOT Regional Traffic Engineer.
2. The application from the requesting community **shall** contain a plan showing the sign location(s) and sign fabrication detail (including colors and heights of letters and pictograph).

## 2-1-42 State Entrance Signing

February 2018

### PURPOSE

In the past, several different signs have been installed along Department-maintained roadways at state entrances. In some cases, several signs have been installed on the same support. At some state entrances, blue signs with the state outline (I2-1-B) are installed. Based on an interpretation received from FHWA in 2013, the shape of these signs is not in conformance with the 2009 MUTCD. This policy will define the appropriate sequence of signs when entering the state along a Department-maintained roadway.

### DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections.

Conventional Highways are defined as either divided or undivided roadway facilities that have no control of access with grade separations at intersections. These highways can be two lane or multilane facilities.

### POLICY

#### Freeways and Expressways

The standard order of sign installations along a freeway or expressway, beginning at the state line, is shown below. 200' minimum spacing *should* be maintained between each sign installation. Note that this order may need to be adjusted based on field conditions.

1. I2-1 (Wisconsin) with I2-2 (County name) directly below.
2. J4-series (Reassurance Assembly)
3. R2-1 (Speed Limit)
4. R5-53-A (Buckle Up – It's the Law)
5. R5-60 (Move Over or Slow Down)
6. D12-5 (Travel Info Call 511)

In addition to this on-right-of-way signing, for freeway and expressway entrances to the state, a large timber "Wisconsin Welcomes You" sign is typically installed in an off-right-of-way location that is visible to traffic.

### Conventional Highways

The standard order of sign installations along a conventional highway, beginning at the state line, is shown below. 200' minimum spacing *should* be maintained between each sign installation in rural areas. 100' minimum spacing *should* be maintained between each sign in urban areas. Note that this order *may* need to be adjusted based on field conditions.

1. I2-1 (Wisconsin) with I2-2 (County name) directly below.
2. I2-3 (Community population sign) – only if entering municipal limits
3. J4-series (Reassurance Assembly)
4. R2-1 (Speed Limit)
5. D2-series – not used if entering municipal limits

In addition to this on-right-of-way signing, for conventional highway entrances to the state that are part of the National Highway System, a large timber "Wisconsin Welcomes You" sign is typically installed in an off-right-of-way location that is visible to traffic.

### **IMPLEMENTATION**

There is no formal phase-in period for installation of this signing. Existing non-conforming state entrance signs will be allowed to remain in place until the end of their useful life. Useful life ends when the sign message no longer meets legibility or condition standards. Existing non-conforming state entrance signs *may* be replaced prior to the end of their useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or when projects make replacement practical.

## **2-1-45 Usage of Fluorescent Sheeting on Signs**

**August 2013**

### **PURPOSE**

Fluorescent colored sheeting can be advantageous to use on certain traffic signs. In addition to enhanced nighttime retroreflectivity, the fluorescent color allows for greater daytime conspicuity of signs as well. This is especially important for enhancing traffic safety of the motorist and addressing the fact that a greater percentage of people in our population are becoming older and their eyesight requires a brighter sheeting material.

There are three colors of fluorescent sheetings that are commercially available: orange, yellow and yellow-green. The Federal Highway Administration allows the use of fluorescent yellow-green sheeting on some warning signs for pedestrian, bicycle, playground and school applications. The following guidelines limit the usage of the three fluorescent sheeting colors to certain specific signs in order to retain the unique quality of the sheeting.

### **POLICY**

#### Fluorescent Yellow Sheeting

Beginning in 2010, WisDOT has been in the process of converting yellow warning signs from ASTM D4956 Type IV (prismatic high intensity yellow) to ASTM D4956 Type XI fluorescent yellow, starting with the most critical of warning signs. Phase 1 (June 2010) included signs such as Stop Ahead, No Passing Zone, Pedestrian Crossing, Chevrons and Large Arrows. Phase 2 (June 2012) included Curve and Turn signs, Intersection Warning signs, advisory speed signs and bridge object markers. The final phase for implementation (Phase 3) will be for the remainder of the warning signs. This change will be completed by December 1, 2013. Beginning with the December 2013 letting, all warning signs on WisDOT projects will be converted to ASTM D4956 Type

XI fluorescent yellow. Replace existing conventional yellow signs with fluorescent yellow as they wear out, through improvement projects or sign damage/knockdowns.

All chevrons in a curve or turn **shall** match sheeting color (either fluorescent yellow or conventional yellow). If warning signs are doubled up on an approach, the sheeting **shall** match (either fluorescent yellow or conventional yellow). Supplemental warning plaques **shall** match the main signs that they supplement. No mixing of colors.

#### Fluorescent Yellow-Green Sheeting

S1-1 School Crossing Signs, S4-51 School Speed Limit Assemblies, S4-52 School In-Street Pedestrian Crossing Signs, S4-5 School Reduced Speed Limit Warning Signs on the WisDOT highway system **shall** use fluorescent yellow-green sheeting. The usage of fluorescent yellow-green sheeting **shall** also be used on the Ahead plaque (WF16-9P) for the School Advance Sign location, and Diagonal Down Arrow Signs (WF16-7L and WF16-7R) for the School Crossing Sign location. No other signs **shall** use the fluorescent yellow=green sheeting.

#### S3-1 School Bus Stop Ahead and S3-51 School Bus Traffic Signs

Replace existing conventional yellow signs with fluorescent yellow signs as they wear out, through improvement projects or damage claim knockdowns. All School Bus Stop Ahead signs and School Bus Traffic signs **shall** be replaced with the fluorescent yellow-green symbol sign no later than January 1, 2016.

Any signs with fluorescent yellow=green sheeting other than the School Crossing signs that were installed before the date this policy became effective *may* remain in place. Once these signs have reached their useful life, the Region **shall** replace them with regular yellow sheeting signs.

#### Fluorescent Orange Sheeting

Fluorescent orange sheeting **shall** be used on all work zone warning signs.

Fluorescent orange sheeting **shall** be used for all construction detour route assemblies (M4-5 TO, M5 and M6 series arrows and M4-8 detour plaques) and traffic control fixed message signs.

## **2-1-50 Snowmobile Trail Signing**

**August 1995**

At some locations on state trunk highway right-of-ways, local agencies *may* erect signing for the purpose of directing and controlling snowmobile operations. This is permissible unless there is some problem generated by the existence of snowmobiles at specific locations. Signing for the snowmobile trails is described in [Administrative Code NR 50](#), and also described with typical applications illustrated in DNR's "[Trail Signing Handbook](#)", 1994. A copy of this book *should* be kept in each traffic section.

In interpreting this book the following is offered:

1. All responsibility for signing along the trail is local, including installation and maintenance.
2. The Department's responsibility includes only signs which *may* be requested directing to trail head parking lots, and such warning signs directed to motorists advising of snowmobile crossings where these warnings are warranted.
3. Regarding illustrations in the book (figures on pages 19-22 and page 28):
  - a. Warning signs on the trail when visible from the highway *should* be the minimum size specified.
  - b. Orange markers on the right-of-way would usually be unnecessary except to mark a turn.
  - c. STOP signs are shown too close to the highway. They *should* be back of the snowplowing range, at least 20' from the pavement and desirably more.
  - d. STOP signs *should* be parallel to the highway, and the trail approaching the highway *should* be aligned to be as near to a right angle as possible.
  - e. Warning signs on the highway are shown routinely in the illustrations. On state trunk highways, they are only to be installed where warranted, usually due to sight conditions.
4. On page 12 of the handbook: "If requested, the Department will install and maintain guide signs for trail head parking lots. The signs *should* contain the word 'Parking.'"

The term "snowmobile route" is defined to mean snowmobile travel on an unplowed roadway.



Consequently, “routes” are not to be signed on state trunk highways or connecting highways.

5. Sign posts on the right-of-way installed by local agencies **shall** meet the same small support safety standards as those erected by the Department.
6. Trail signs **shall not** be attached to any of the Department’s signposts.

## 2-1-55 Alternate Roadway Signing

April 2001

### PURPOSE

In some areas of the state, there are sections of roadways that are frequently closed to traffic for brief periods of time. As a result, motorists are directed to use an alternate route, usually by law enforcement officials. Many of these alternate route locations are used frequently enough that they could be permanently signed as alternate roadways.

There are several benefits of alternate roadway signing. Alternate signing can direct traffic onto an alternate roadway in case the mainline roadway is closed, due to bad weather, crashes, or other incidents. A permanently signed alternate route can assist State Patrol Troopers and other personnel because less manpower will be required to direct motorists on an alternate route.

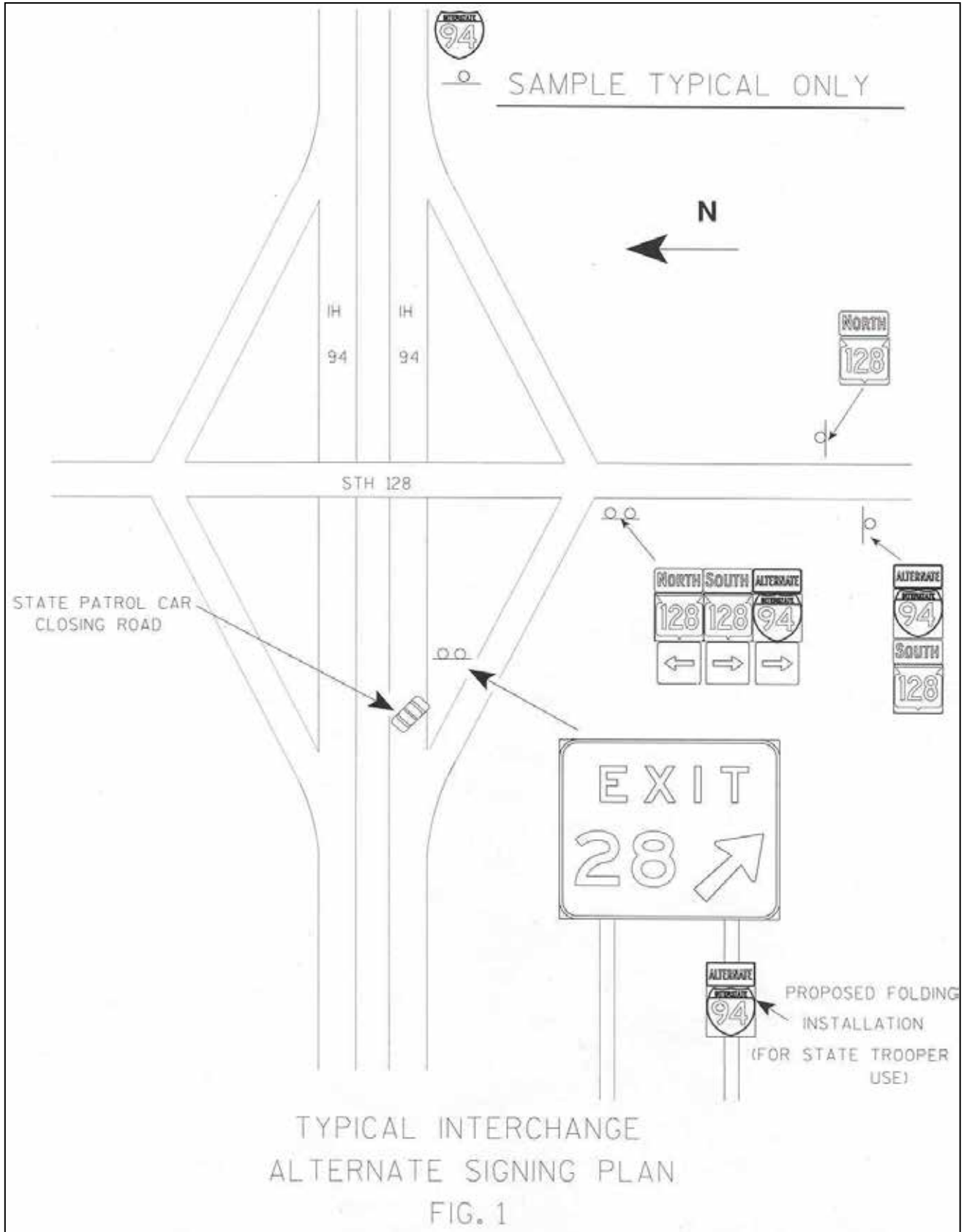
### INSTALLATION GUIDELINES

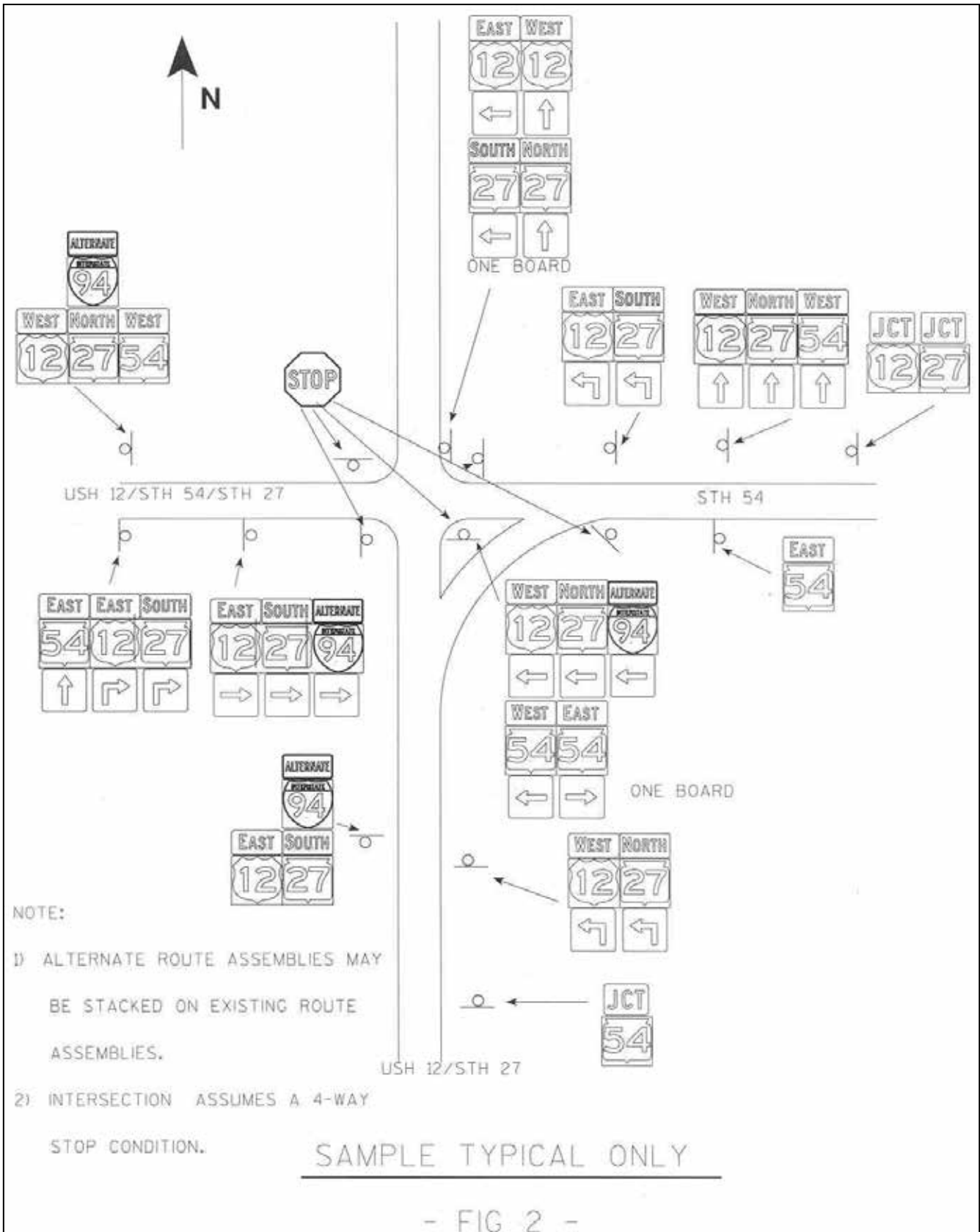
The following criteria *should* be considered by each Regional Traffic Section in the design/implementation of permanent signing for an alternate roadway. It *should* be noted that this type of alternate route signing is optional in each Region and the Region will have the final say on whether to approve or deny this signing. Example details are also provided as part of this policy. This policy applies to the signing of alternate routes for mainline roadways that re on the WisDOT system.

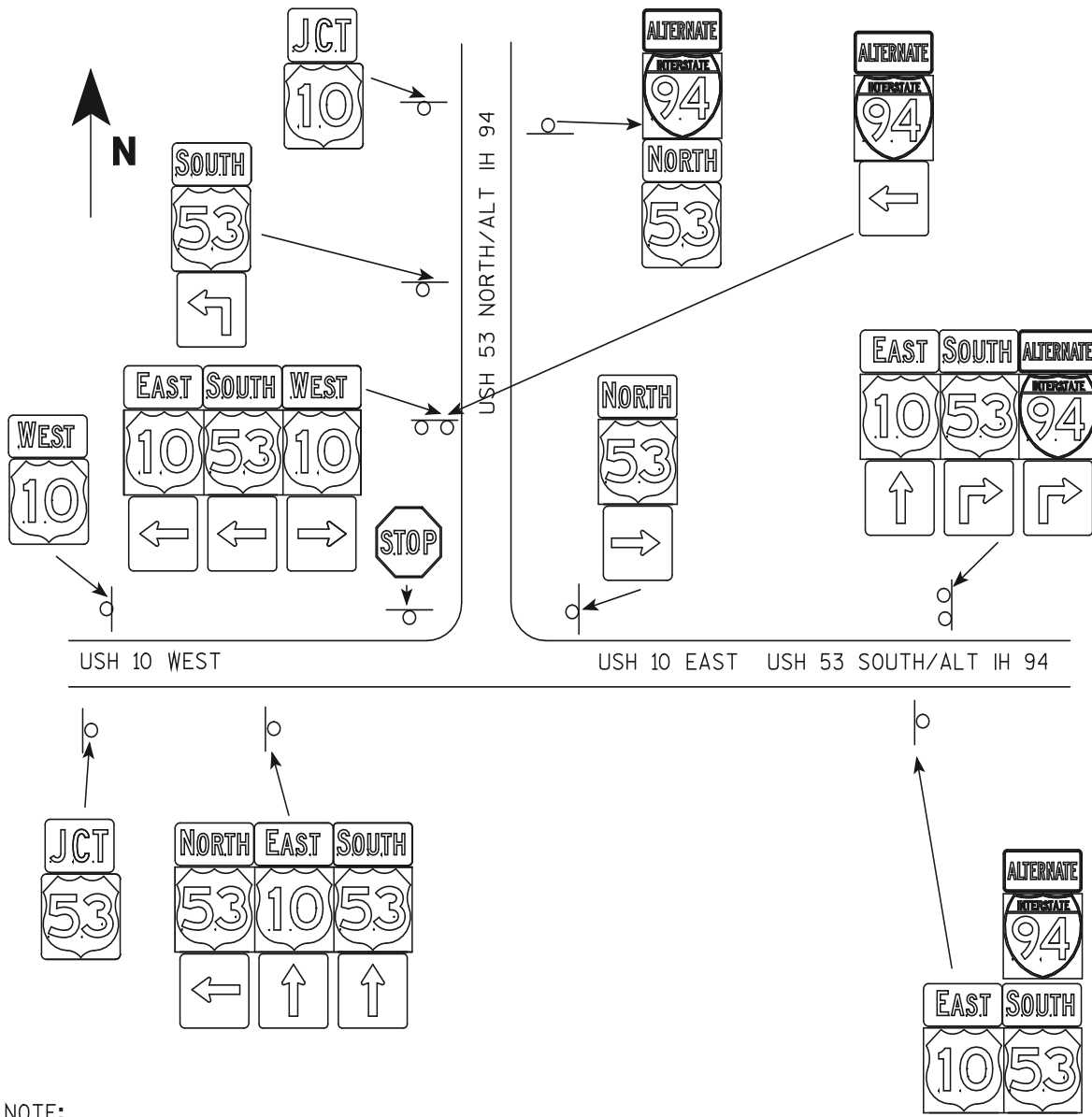
1. During the design of alternate roadway signing, the Regional Traffic Section *should* contact the State Patrol and local highway officials for comment. Some existing county trunk highways and local roads *may* not be suitable as alternate traffic routes. The Region *should* check to see if the alternate route being considered has been previously designated a long truck route. Per [Wisconsin Administrative Code 276.08](#), once a route is permanently signed as an alternate, it will legally be considered a long truck route. The Region *should* be aware that there is a potential problem of truckers legally using the alternate route even if the main route is open.
2. The alternate marker (M4-1 sign) **shall** be used in conjunction with the appropriate route marker shield. For interstate applications, the alternate marker (MB4-1 sign) **shall** be used with the interstate marker shield. The MB4-1 sign has white lettering on a blue background.
3. Figure 1 shows the use of a horizontal-cut aluminum folding alternate roadway sign. The folding alternate roadway sign is mounted below the EXIT gore sign. The State Patrol or other law enforcement officials could flip this sign open in times of roadway closure. Once traffic is directed off the mainline roadway, there would be alternate signing all along the alternate route that would direct motorists. **Usage of this sign has been determined to be optional. It is recommended that the Regional Traffic Section contact their State Patrol Regional office for input on the usage of this sign.**
4. No cardinal direction signs *should* be placed on the alternate route sign assemblies unless a specific direction is required.
5. The use of a vertical route panel is encouraged wherever possible (as shown on the examples). The placement of alternate route assemblies in urban areas *may* be difficult due to space restrictions. Alternate route assemblies *may* be stacked on existing route assemblies. Normally, 24” and 36” marker heads are used. For extreme space constraints, 18” marker heads can be specially ordered. For roadways that have multiple route assemblies (i.e. Interstate 39-90-94 in Southwest Region), one of the numbers can be used for the alternate route assembly on the alternate route.
6. The horizontal size of the alternate route marker sign *should* be the same as the horizontal size of the roadway marker signs already on the roadway.
7. The placement of reassurance markers will differ on each route, but in general they *should* be placed every (+/-) 5 miles, or as needed. The alternate reassurance markers *should* be stacked whenever possible and *may* be placed with every reassurance marker on the roadway.
8. Generally, for a stop condition or right turn no stop condition, alternate route assemblies with advanced turn arrows would not be used, as shown on Figure 2. However, conditions such as unusual intersection

geometrics and/or multi-lanes *may* require the addition of alternate assemblies with advanced turn arrows.

9. For a no stop condition, as shown on Figure 3, alternate route assemblies with advanced turn arrows *should* be used.
10. It is recommended that the Regions send their completed alternate roadway signing layouts to Central Office Traffic Operations for review prior to installation.







NOTE:

- 1) ALTERNATE ROUTE ASSEMBLIES MAY BE STACKED ON EXISTING ROUTE ASSEMBLIES.
- 2) INTERSECTION ASSUMES A "NO STOP" CONDITION FOR USH 10 TRAFFIC.

SAMPLE TYPICAL ONLY

- FIG 3 -

## PURPOSE

Community Sensitive Design for signing is the incorporation of a sign or logo to blend in architecturally with a structure. There are many requests to utilize community Sensitive Designs (CSD) for signing along state-maintained highways. This type of signing can be very popular because they add an aesthetic community value to the roadway. However, there are several policies and guidelines that must be followed in this approach. MUTCD section [1A.01](#) states that Traffic Control Devices or their supports **shall not** bear any advertising message or any other message that is not related to traffic control. Advertising is only allowed on signs off of the highway right-of-way. [Wisconsin State Statute 86.19\(1\)](#) states that no sign **shall** be placed within the limits of any street except such as necessary for the guidance or warning of traffic.

## DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections.

Conventional highways are defined as divided or undivided roadway facilities that have limited access with no grade separations at intersections. These highways *may* be two lane or multi-lane facilities.

## POLICY

Any Community Sensitive Design for signing *should* ensure that the message or logo does not compete with the essential message of any official traffic signs, nor create a distraction from conveying essential traffic information. In addition, any Community Sensitive Design for signing needs to ensure that there is no advertising of any kind. Welcome signs as part of the design aspect of a structure **shall not** be allowed. Stand-alone welcome signs are covered in [TEOps 2-1-41](#).

## GUIDELINES

Community Sensitive Designs for signing will be allowed on state-maintained roadways provided the following criteria are met:

1. Except for street name identifications (covered in items 2, 3 and 4 below), other word messages **shall not** be used, including wording within logos.
2. Street name identifications *may* be formed into the concrete as part of the structure. They **shall** be independent and not included as part of a logo.
3. On freeways and expressways, street name identifications **shall** be a minimum of 6" lowercase or 8" uppercase letters, with a minimum letter stroke width equivalent to FHWA Series E.
4. On conventional highways, street name identifications **shall** be a minimum of 4 ½" lowercase or 6" uppercase letters, with a minimum letter stroke width equivalent to FHWA Series E.
5. Logos or designs **shall not** bear any resemblance to official logos already in place on official guidance or motorist Specific Information Signs (SIS signs).
6. Logos or designs **shall not** bear any resemblance to official advertising, correspondence or municipal logos.
7. Logo and designs, including designs for street name identifications, **shall** be submitted to WisDOT Central Office, Bureau of Highway Operations for review and approval.
8. Any existing non-conforming Community Sensitive Design signing already in place **shall** be allowed to remain until the end of its service life. Once the design has reached the end of its service life, it **shall** be removed and not be replaced.
9. Some architecturally acceptable logos would include logos of:
  - a. Wildlife
  - b. State Capitol
  - c. State outline
  - d. Floral patterns
  - e. Outlines of city buildings

- f. Animals
  - g. Ships/boats.
10. Internally or externally illuminated logos **shall not** be allowed.
  11. Portraits of people **shall not** be allowed.
  12. Logos or designs *should* be uniquely related to the community in which the structure is located.
  13. Bridge painting is not allowed to resemble a sign or message.

## 2-1-65 Pedestrian Crossing Flags

January 2018

### GENERAL

There are currently efforts by communities to enhance the visibility of pedestrians within crosswalks. Typically, these are crosswalks that are not at a stop or signalized location. Communities have adopted a pedestrian flag program where flags are provided at the pedestrian crossing to assist with increasing visibility of pedestrians crossing the street. This flag concept is like the concept of placing retroreflective material on clothing. Based on an April 27, 2005 Interpretation Letter from FHWA, it has been determined that these flags are not traffic control devices and therefore, no direct guidance is given in the 2009 MUTCD on the design and application of pedestrian flags. The 2009 MUTCD, Section 6E.03 does provide standards and guidance for hand signaling devices, including flags, for work zones.

This policy is developed to provide specific guidelines for handling requests for the installation of pedestrian crossing flags for crossings on the state highway system.

### POLICY

1. All requests to install pedestrian flag devices **shall** be made by the municipality.
2. Flag holder devices **shall not** be attached to WisDOT maintained sign posts.
3. The municipality **shall** be responsible for all installation and maintenance costs of the flag devices.
4. Pedestrian Crossing flags **shall** only be allowed at WisDOT permitted crosswalks.
5. For maximum visibility, flags **shall** be red or fluorescent orange-red in color. Flags **shall** be made of a retroreflective material or have a retroreflective strip attached to them.
6. Flags **shall** be a minimum of 18" x 18" in size, with a minimum 30" staff.