



# **Wisconsin Manual on Uniform Traffic Control Devices**

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

**Part 2 – Signs**

**Part 7 – Traffic Control for School Areas**

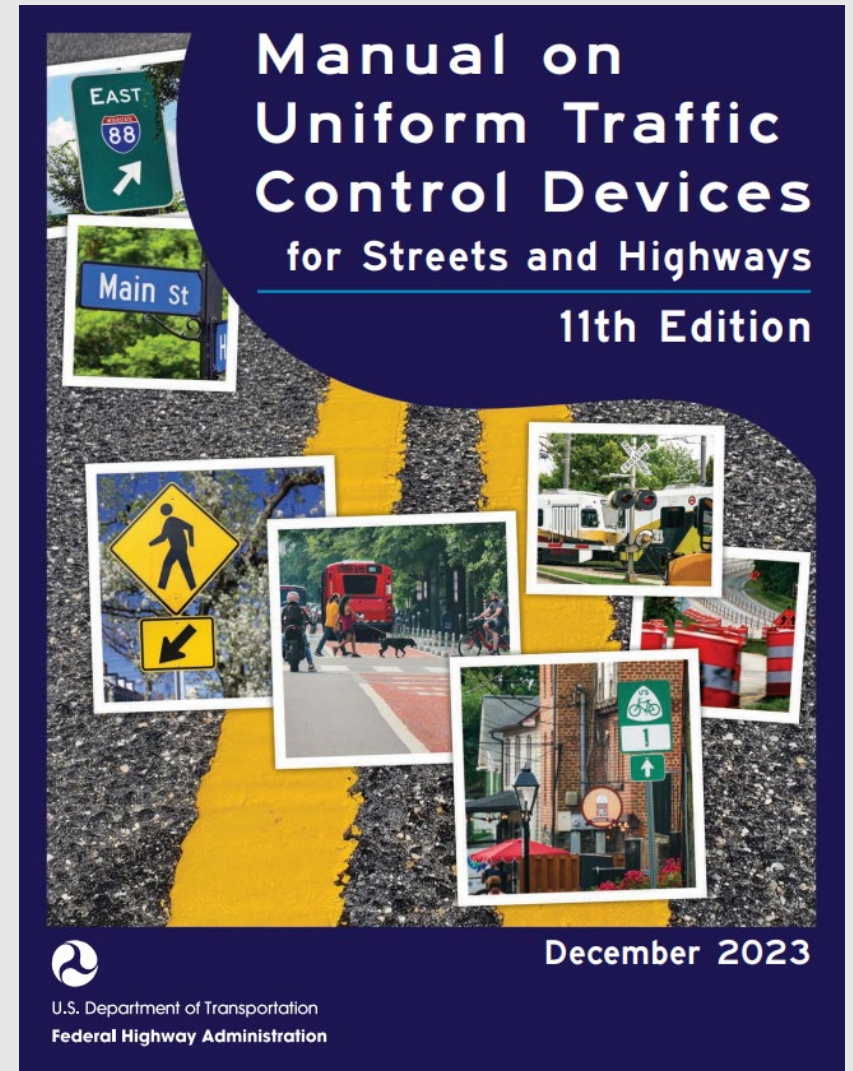
**Ryan Mayer**

**May 5, 2026**

# Manual on Uniform Traffic Control Devices

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

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

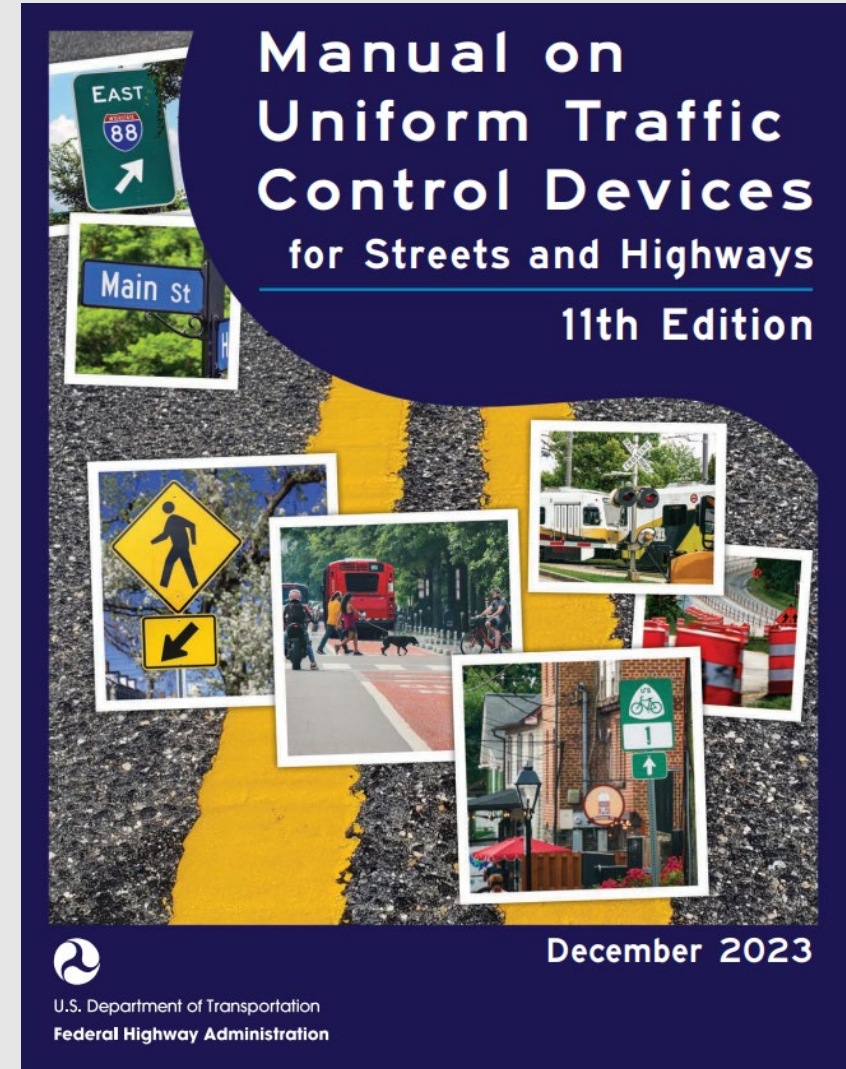


# 11<sup>th</sup> Edition of the MUTCD

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



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



# Development of the WMUTCD

## Why Wisconsin Develops a State MUTCD

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



# Manual on Uniform Traffic Control Devices

## Definitions of Headings

- **Standard:** required, mandatory, or specifically prohibited practice; “shall”; **bold text**
- **Guidance:** recommended practice, deviations allowed; “should”; *italicized*
- **Option:** statement of practice with no requirement or recommendation; “may”
- **Support:** informational statement, no degree of mandate

WMUTCD-specific text is in blue (previously was red)

### Guidance:

05 If a highway-LRT grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, a pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon, the intersection should be provided with rail preemption in accordance with Sections 4F.19 and 8D.09 unless otherwise determined by the OCR (Wisconsin State Statute 191.19 and 195.28(1)).

### Option:

06 Where LRT vehicles are operating in a mixed-use alignment, traffic signal priority or preemption may be used as determined by the OCR (Wisconsin State Statute 191.19 and 195.28(1)). A Diagnostic Team may recommend the use of traffic signal priority or preemption to the OCR.

### Standard:

07 Where LRT and railroads use the same tracks or adjacent tracks, the traffic control devices, systems, and practices for highway-rail grade crossings shall be used.

### Section 8A.03 Traffic Control Systems and Practices at Grade Crossings

#### Support:

01 Because of the large number of significant variables to be considered, no single standard system of traffic control devices is universally applicable for all grade crossings.

#### Standard:

02 Before any new grade crossing traffic control system is installed or before modifications are made to an existing system, approval shall be obtained from the highway agency with jurisdiction, the regulatory agency with statutory authority (OCR), and the railroad company and/or transit agency.

03 The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team’s site visits, meetings, conference calls, [correspondences \(email, docket uploads, or phone calls\)](#) or a combination of some or all of these methods.

#### Guidance:

*Diagnostic Team attendees should attend at the expense of their respective organization, unless reimbursement is authorized ahead of time by the highway agency with jurisdiction or WisDOT. Diagnostic Team/Field visits should be limited because correspondences can be accomplished through emails and calls without the expense of field visits.*

#### Standard:

04 Except as provided in Paragraph 7 of this Section, operational changes made to a grade crossing traffic control system shall be evaluated by a Diagnostic Team.

05 Among the types of changes at a grade crossing for which a Diagnostic Team shall conduct an engineering study are: additions, removals, or modifications of the lanes approaching or traversing the grade crossing; addition or removal of tracks; significant changes in the number or speed of trains; significant changes in the number or speed of vehicles; addition of vehicle access near the grade crossing; additions or modifications to sidewalks; additions or modifications to bicycle lanes, especially if a counter-flow bicycle lane is added on a one-way street; changes to roadway use, including conversion to or from one-way operation or reversible lanes; and the installation of or significant operational changes to traffic control signals that might affect the grade crossing.



Location of  
WMUTCD:



The screenshot shows the Wisconsin Department of Transportation website. At the top, there is a navigation bar with "Wisconsin.Gov" and the state logo. Below that, the text "State of Wisconsin Department of Transportation" is displayed. A secondary navigation bar contains links for "DMV Services", "State Patrol", "Doing Business", "Travel", "Safety", "Projects and Studies", and "About WisDOT". The main content area is titled "Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)". On the left, there is a sidebar with links for "Traffic Operations manuals", "Transmittals", "Subscribe to emails", and "Search TEOpS manual". The main text explains that the manual provides guidance for the state's roadway network and is based on the Federal Highway Administration's MUTCD. It also mentions a 2023 lunch and learn webinar series. A table of contents is provided, listing "Part 1 - General" and "Part 2 - Signs", with sub-chapters for "Chapter 2A - General" and "Chapter 2B - Regulatory Signs, Barricades, and Gates".

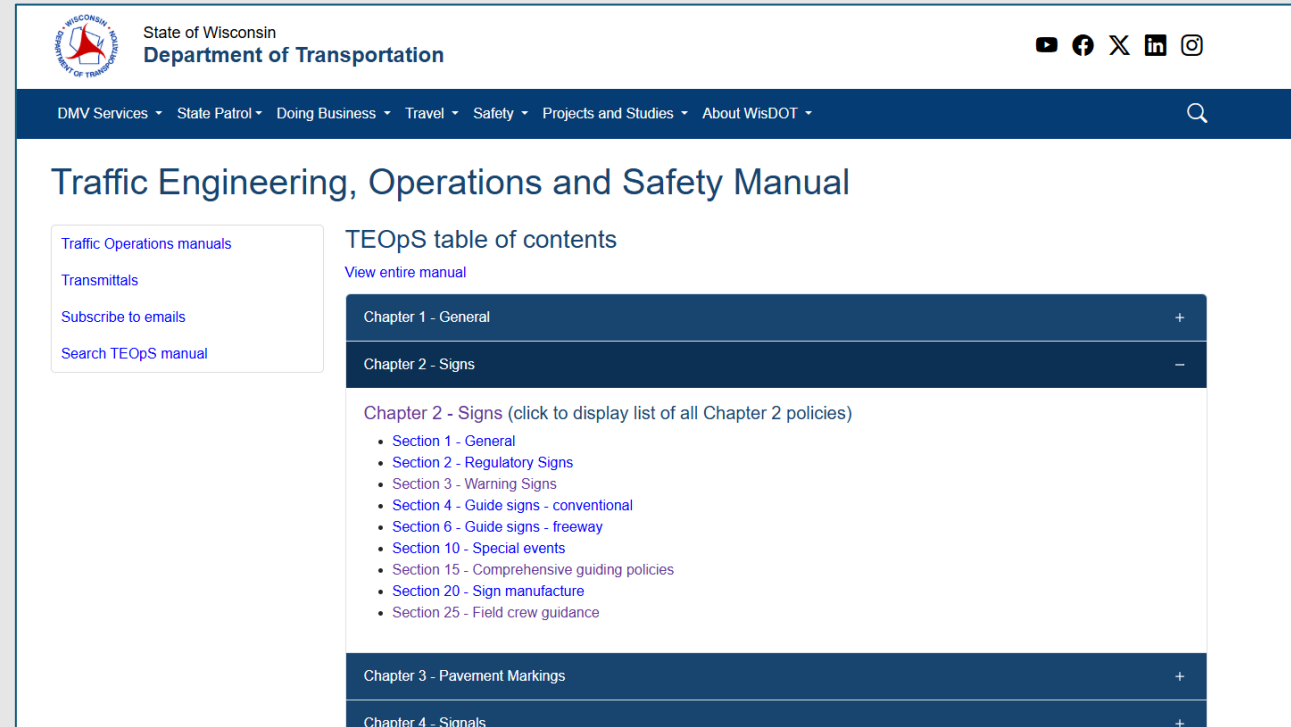
\*Previous (2009) version available at the bottom of the webpage.



# TEOpS

## Traffic Engineering, Operations and Safety Manual

- Contains additional guidance for WisDOT roadways
  - Policy contained within must conform to the WMUTCD
  - Locals are under no obligation to follow, but are encouraged to consider following to promote consistency in WI



The screenshot shows the Wisconsin Department of Transportation website. The header includes the state logo and navigation links for DMV Services, State Patrol, Doing Business, Travel, Safety, Projects and Studies, and About WisDOT. The main content area is titled "Traffic Engineering, Operations and Safety Manual" and features a "TEOpS table of contents" section. This section includes a "View entire manual" link and a list of chapters: Chapter 1 - General, Chapter 2 - Signs, Chapter 3 - Pavement Markings, and Chapter 4 - Signals. Chapter 2 is expanded to show a list of sections: Section 1 - General, Section 2 - Regulatory Signs, Section 3 - Warning Signs, Section 4 - Guide signs - conventional, Section 6 - Guide signs - freeway, Section 10 - Special events, Section 15 - Comprehensive guiding policies, Section 20 - Sign manufacture, and Section 25 - Field crew guidance.

CURRENTLY UNDER REVISION



# Location of WisDOT Sign Plates:

State of Wisconsin  
Department of Transportation

DMV Services ▾ State Patrol ▾ Doing Business ▾ Travel ▾ Safety ▾ Projects and Studies ▾ About WisDOT ▾

## Sign Plate Library

[Traffic Operations manuals](#)  
[Transmittals](#)  
[Subscribe to emails](#)  
[Search TEoPS manual](#)

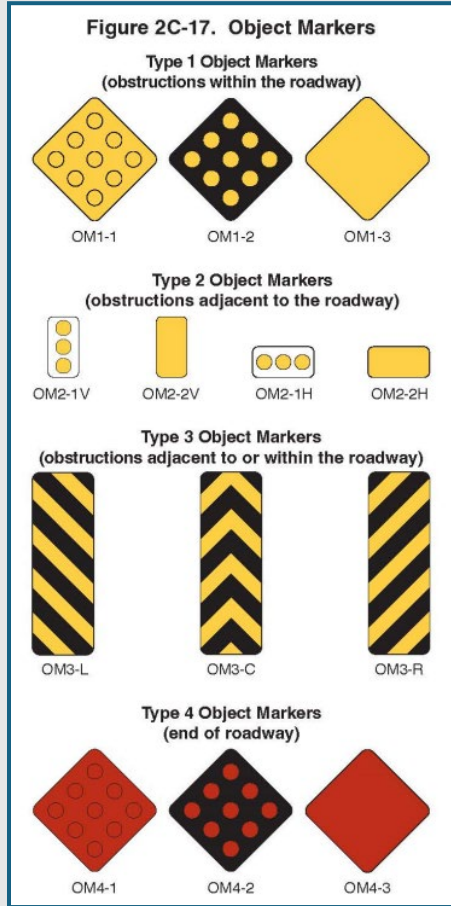
**Sign plate library**  
Library currently under revision to incorporate WMUTCD 11th Edition changes.

<a href="#">A Series</a>	Installation and design
<a href="#">D Series</a>	Destination, distance and general guide signs
<a href="#">E Series</a>	Expressway and freeway guide signs
<a href="#">G Series</a>	Construction information signs
<a href="#">I Series</a>	Informational signs
<a href="#">J Series</a>	Folding route assembly sign
<a href="#">M Series</a>	Marker signs
<a href="#">R Series</a>	Regulatory signs
<a href="#">S Series</a>	School signs
<a href="#">W Series</a>	Warning signs

**CURRENTLY UNDER REVISION**



# WisDOT Sign Code Changes



TEOpS 2-1-5 Draft... • Saved to this PC

File Home Insert Page Layout Formulas Data Review View Automate Help BLUEBEAM Acrobat

Clipboard Font Alignment Number Styles

Conditional Formatting Format as Table Cell Styles

Cells Editing Analyze Data Sensitivity Add-ins

Create PDF Change Settings Batch PDF Bluebeam

Create PDF and Share link Create PDF and Share via Outlook Adobe Acrobat

E170

1	Series	Description	Location for Guidance on Use		Note on Change With 11th Edition of WMUTCD
			WMUTCD	TEOpS	
235	<a href="#">G20-68</a>	Work Zone No Handheld Phones While Driving			
236	<a href="#">I2-1</a>	Wisconsin			Secondary legend "State Line" added. Combined to A-Plate:
237	<a href="#">I2-1B</a>	Welcome to Wisconsin (Name) County			Combined to A-Plate:
238	<a href="#">I2-2</a>	(Name) County			Changed code to I2-1C to match MUTCD. Secondary legend "COUNTY" added. Combined to A-Plate:
239	<a href="#">I2-2R</a>	(Name) Nation Reservation			Changed code to I2-1R to match MUTCD. Combined to A-Plate:
240	<a href="#">I2-3</a>	Municipality Population Sign			Changed code to I2-1P to match MUTCD. Combined to A-Plate:
241	<a href="#">I2-3A</a>	City/Village of (name)			Changed code to I2-1F to match MUTCD. Combined to A-Plate:
242	<a href="#">I3-1</a>	Lake/River (name)			Changed code to I2-2 to match MUTCD. Combined to A-Plate:
243	<a href="#">I3-5P</a>				New WI state plate
244	<a href="#">I5-1</a>	Airport trailblazer			Changed code to I3-5 to match MUTCD
245	<a href="#">I52-52</a>	State Patrol Headquarters		2-15-3	
246	<a href="#">I55-56</a>	Adopt-A-Highway Sponsor (name)			Changed code to I20-3 to match MUTCD
247	<a href="#">I55-56B</a>	Rollup sign bracket			Changed code to I20-3B to match MUTCD
248	<a href="#">I55-57</a>	Wisconsin Roadside Sponsor (name/logo)			Changed code to I20-4 to match MUTCD
249	<a href="#">I56-50</a>	Prairie Stewardship Area			
250	<a href="#">I57-10</a>	DOT Land for Sale			Combined to A-Plate:
251	<a href="#">I57-10W</a>	For Sale ___ Acres			Combined to A-Plate:
252	<a href="#">I59-1</a>	ID Plaques for Sign Bridges, Ramp Gates and Light Poles			
253	<a href="#">I59-1E</a>	Folding route assembly sign			

Ready Accessibility: Investigate Display Settings 100%



# Chapter 1B – Legal Requirements for Traffic Control Devices

- **1B.03 Compliance of Devices**

- Phase-in periods listed below start from January 18, 2024.
- WisDOT is not responsible for confirming local compliance to the MUTCD.

**Table 1B-1. Target Compliance Dates Established by the FHWA**

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD



# Part 2 - Signs

**Chapter 2A** – General

**Chapter 2B** - Regulatory Signs, Barricades, and Gates

**Chapter 2C** - Warning Signs and Object Markers

**Chapter 2D** - Guide Signs - Conventional Roads

**Chapter 2E** - Guide Signs - Freeways and Expressways

**Chapter 2F** - Toll Road Signs

**Chapter 2G** - Preferential and Managed Lane Signs

**Chapters 2H-2N** - General Information Signs, General Service Signs, Specific Service Signs,

Tourist-Oriented Directional Signs, Changeable Message Signs, Recreational and Cultural

Interest Area Signs, and Emergency Management Signs



# Chapter 2A – General

- Information affecting all of Part 2 (Signs)
  - Sign function and purpose
  - General sign design
  - Shape, color, border, messages
  - Lateral offset, height
  - Minimum retroreflectivity



# Chapter 2A – General

## • 2A.04 Design of Signs

- If a standard sign exists, must use that sign
- Sign symbols must be identical to those in SHS
  - no more agency-specific symbols



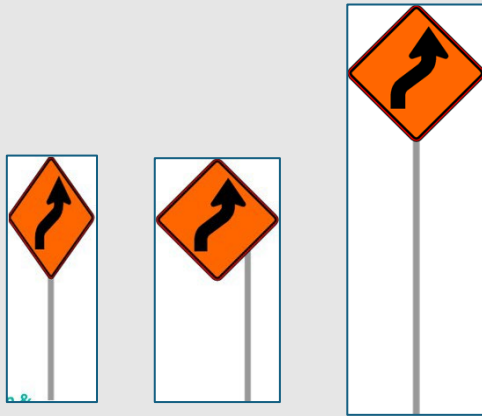
- Word legend signs can't substitute for standard symbol signs
  - unless specifically allowed elsewhere in the MUTCD

# Chapter 2A – General

## •2A.05 Shapes

### •OK:

- Rotate
- Offset
- Raise to clear



### •Not OK:

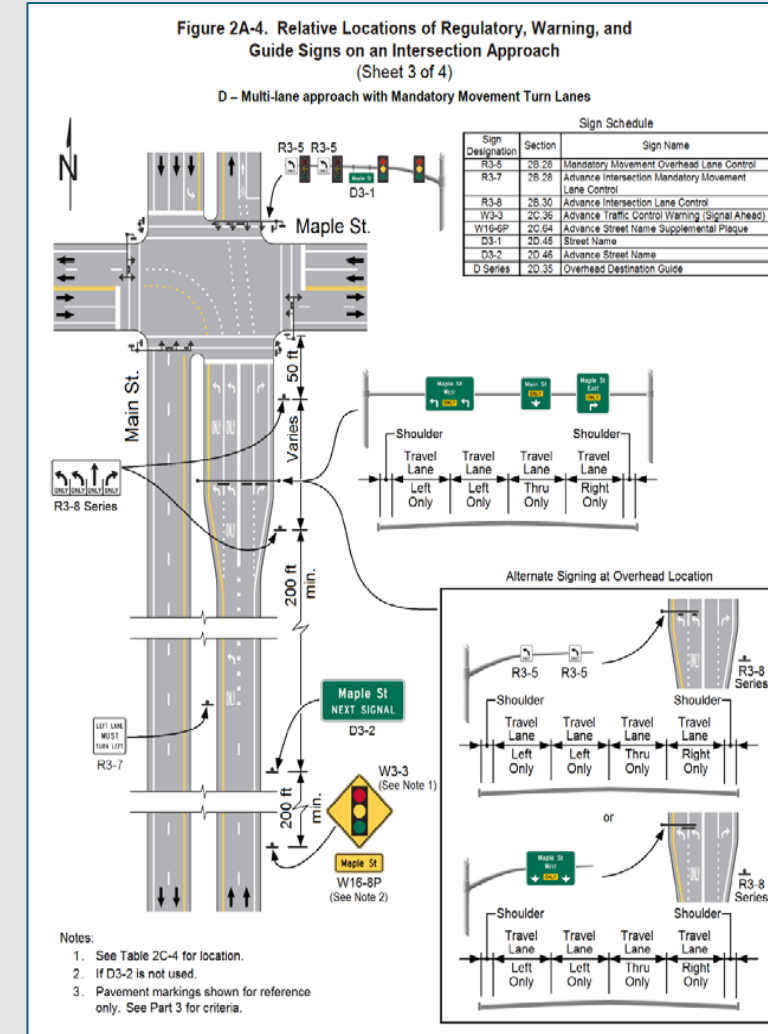
- Cutting corners or changing shape



# Chapter 2A – General

## • 2A.13 Standardization of Location

- Added figures on sign use at junctions and intersections



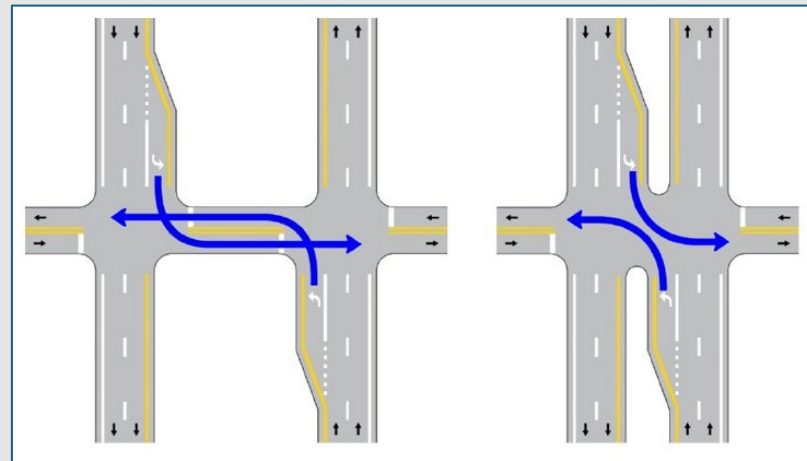
# Chapter 2A – General

## • 2A.23 Median Opening Treatments for Divided Highways

- Clarifies where it is considered one vs two intersections

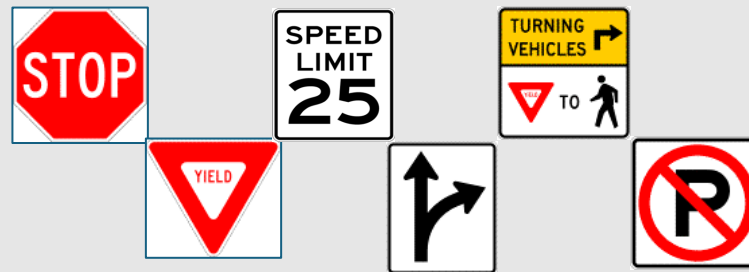
Separate  
Left turns overlap

Single  
Left turns miss



# Chapter 2B – Regulatory Signs

- Inform road users of regulations, traffic laws, and applicability
- Generally rectangular with black legend on a white background, with specific exceptions



# Chapter 2B – Regulatory Signs

## • 2B.06-2B.20 Signing for Right-of-Way at Intersections

- Discusses and addresses control in order of restriction:
  - No control
  - Yield control
  - Stop control
  - All-way stop control
    - Added warrants for all-way stop control
  - Use the least restrictive control that provides appropriate levels of safety and efficiency



# Chapter 2B – Regulatory Signs

## •2B.21 Speed Limit Sign

- Reduced emphasis on 85<sup>th</sup> percentile, but 85<sup>th</sup> still used for technical guidance
  - Urban / suburban / “main street”: other factors should be considered
  - Rural: posted speed should be within 5 mph of 85<sup>th</sup> percentile
- Adds a list of factors to be considered in setting speeds
- Refers to expert systems and Safe System Approach
- Context (rural, urban, major, minor) must be considered
- If observed speeds greatly exceed posted speeds, consider other measures



# Chapter 2B – Regulatory Signs

## •2B.21 Speed Limit Sign

- Speed signs are traffic control devices but setting speed zones is an engineering practice
- In the Final Rule, FHWA stated they may evaluate removing speed zone setting content from the MUTCD in a future rulemaking
- MUTCD would still define design and placement of speed signs



# Chapter 2B – Regulatory Signs

## •2B.26 Movement Prohibition Signs

- Added R3 signs with specific applicability for turn restrictions



# Chapter 2B – Regulatory Signs

## •2B.27 Intersection Lane Control Signs

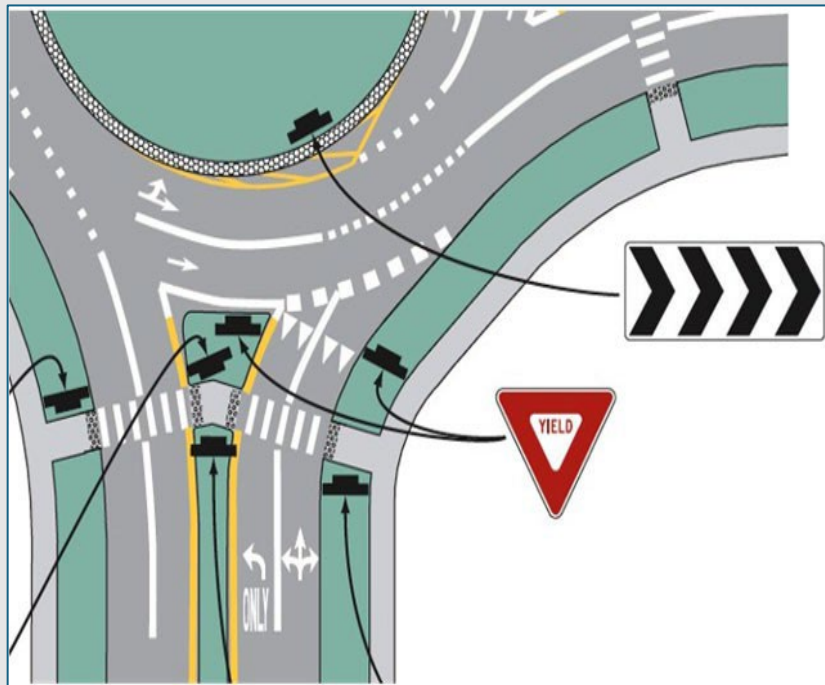
- R3-5 will no longer have large black border option
- R3-5 can no longer be post mounted (Use R3-7 instead)



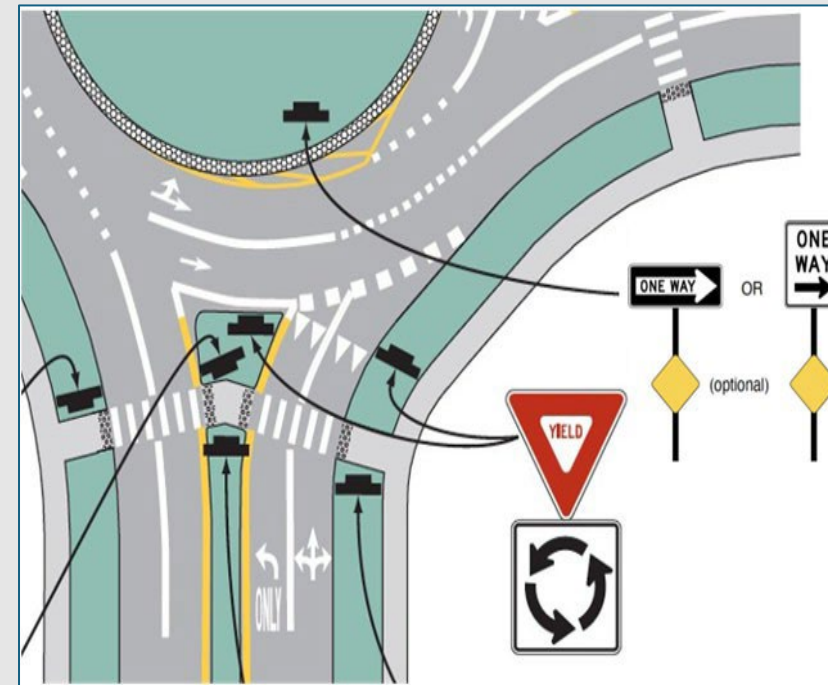
# Chapter 2B – Regulatory Signs

## •2B.49 One Way Signs

- Roundabout Signing - Replace black & white chevrons in central island with ONE WAY signs



2009



11<sup>th</sup> Edition

# Chapter 2B – Regulatory Signs

## •2B.49 Parking, Standing, and Stopping Signs

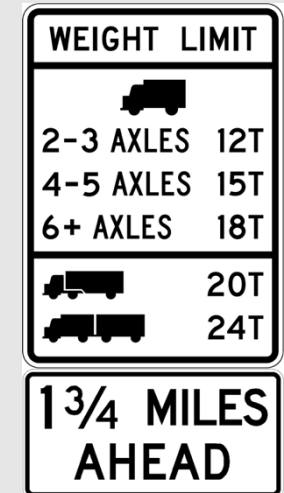
### •New Electric Vehicle Parking & Charging Signs



# Chapter 2B – Regulatory Signs

## •2B.64 Weight Limit Signs

- New weight limit signs
- New emergency vehicle weight limit signs
- New requirement for advance notice of weight restrictions
- 5 year compliance date (January 2029)**



# Chapter 2C - Warning Signs

- Inform road users of conditions and hazards on or adjacent to facilities
- Generally diamond-shape with black legend on a yellow background for permanent installations, with specific exceptions



# Chapter 2C – Warning Signs

## •2C.04 Placement of Warning Signs

- No longer modifying Table 2C-3
- WisDOT specific (historically used) values can be found in TEOpS 2-3-5

Table 2C-3. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance <sup>a</sup>									
	Condition A: Speed reduction and lane changing in heavy traffic <sup>c</sup>	Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0 <sup>b</sup>	10 <sup>b</sup>	20 <sup>b</sup>	30 <sup>b</sup>	40 <sup>b</sup>	50 <sup>b</sup>	60 <sup>b</sup>	70 <sup>b</sup>	80 <sup>b</sup>
20 mph	225 ft	115 ft	N/A <sup>c</sup>	—	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A <sup>c</sup>	N/A <sup>c</sup>	—	—	—	—	—	—
30 mph	460 ft	200 ft	N/A <sup>c</sup>	N/A <sup>c</sup>	—	—	—	—	—	—
35 mph	565 ft	250 ft	N/A <sup>c</sup>	N/A <sup>c</sup>	N/A <sup>c</sup>	—	—	—	—	—
40 mph	670 ft	305 ft	100 ft <sub>e</sub>	100 ft <sub>e</sub>	N/A <sup>c</sup>	—	—	—	—	—
45 mph	775 ft	360 ft	125 ft	100 ft <sub>e</sub>	100 ft	N/A <sup>c</sup>	—	—	—	—
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft <sub>e</sub>	—	—	—	—
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A <sup>c</sup>	—	—	—
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft	—	—	—
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft <sub>e</sub>	—	—
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—	—
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft <sub>e</sub>	—
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	—
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

# Chapter 2C – Warning Signs

## •2C.04 Placement of Warning Signs

- **Determination of sight distance for warning signs**
- Modified values no longer included in Chapter 2C
- WisDOT specific (historically used) values can be found in TEOpS 2-3-6

<u>Posted or 85<sup>th</sup> Percentile Speed</u>	<u>Minimum Visibility Distance (ft.)</u>
25 MPH	280
30 MPH	335
35 MPH	390
40 MPH	445
45 MPH	500
50 MPH	555
55 MPH	610
60 MPH	665
65 MPH	720
70 MPH	775

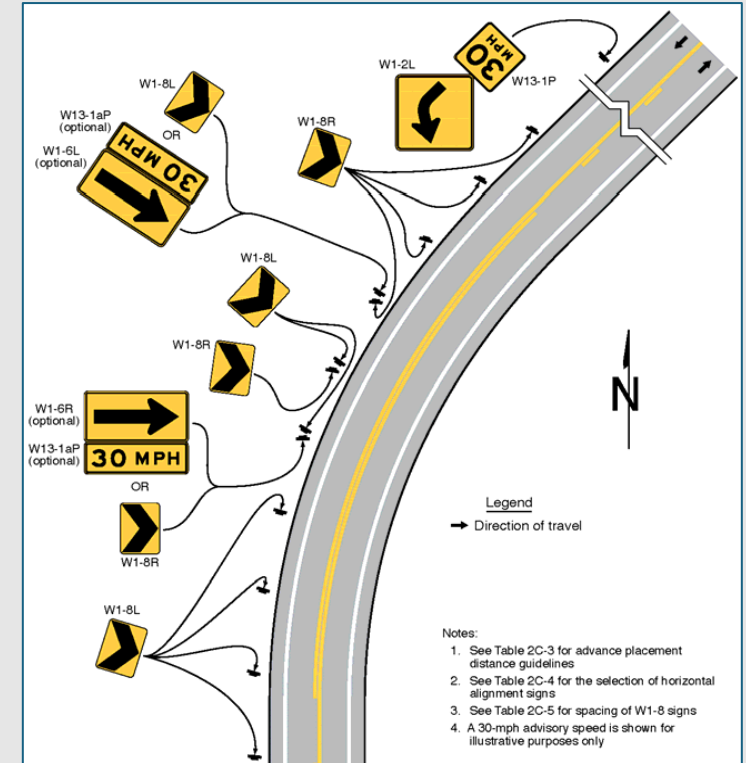
# Chapter 2C – Warning Signs

## • 2C.05 - 2C.12 Horizontal Alignment Warning Signs and Plaques

- Now lists a wider range of devices that can be used at curves

- Curve and turn signs
- Chevrons
- Large Arrow(s)
- Delineators
- Pavement markers and markings
- Wider edge lines
- Rumble strips
- Other devices

- Table 2C-4 provides new direction on use





# Chapter 2C – Warning Signs

## • 2C.13 Vehicle Speed Feedback Sign and Plaque

- Now black and yellow
- Plaque design must be used with regulatory speed limits
- WisDOT Approved Products List created with compliant devices



W13-20aP  
VARIABLE SPEED FEEDBACK (PLAQUE)

- \* Reduce Spacing 20%.
- \*\* Reduce Spacing 30%.
- \*\*\* Changeable message element, approximate dimensions shown.  
Minor modifications might be necessary to accommodate manufacturer specifications (see MUTCD Section 2C.13, Paragraph 5).

A	B	C	D	E	F	G	H
24	18	0.375	0.5	2.125	3 C*	1.5	10***
30	24	0.375	0.5	3	4 C**	2	13***
36	30	0.5	0.75	3.75	4.75 C*	2.5	15.5***
48	36	0.625	0.875	4.25	6 C*	3	20***

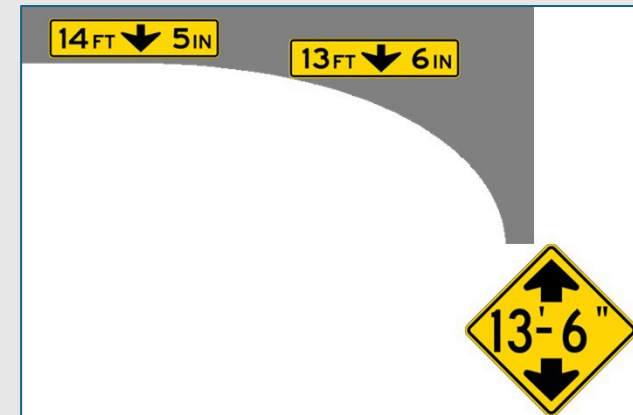
J	K	L	M	N	P	Q	R
1.375	8.349	1.729	0.271	9.808	VAR***	8 E***	1.5
2	10.916	2	-	12.793	VAR***	10 E***	1.5
3.5	13.219	2.375	-	15.529	VAR***	12 E***	1.875
2.75	16.698	3.459	0.541	19.616	VAR***	14 E***	2.25

COLORS: LEGEND, BORDER – BLACK  
BACKGROUND – YELLOW (RETROREFLECTIVE)

# Chapter 2C – Warning Signs

## •2C.25 Low Clearance Signs

- Low clearance advance sign now mandatory
- New W12-2b sign for lane- specific low clearance
  - Recommended where clearance varies greatly
- **5 year compliance date for both (January 2029)**



# Chapter 2D & 2E – Guide Signs

- No compliance dates related to Chapter 2D – 2N
- Reorganization
- Guide sign related content from the previous Part 5, Low Volume Roads, is adopted into Chapter 2D.



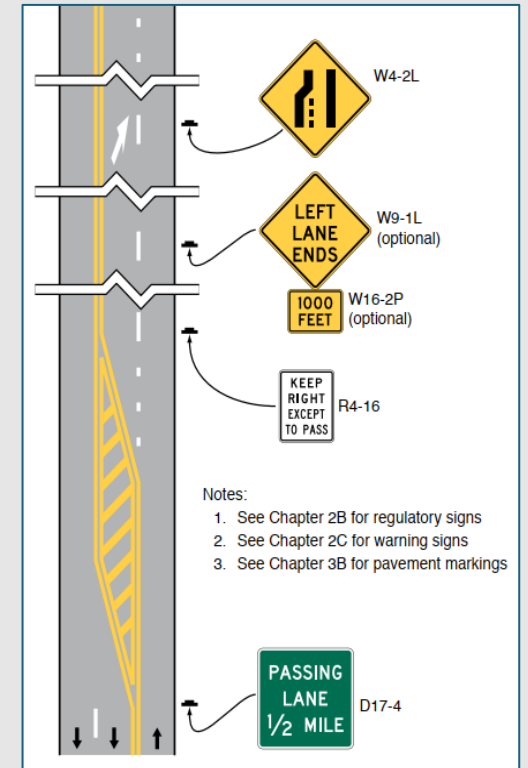
# Chapter 2D – Conventional Roads

- 2D.45 **Street Name Signs**
- Now overhead street name signs must have a white border



# Chapter 2D – Conventional Roads

- 2D.53 Truck and Passing Lane Signs has new Guidance and Figures
- 2D.53 Figure 2D-26 for Truck Lane
- 2D.53 Figure 2D-27 for Intermittent Passing Lane



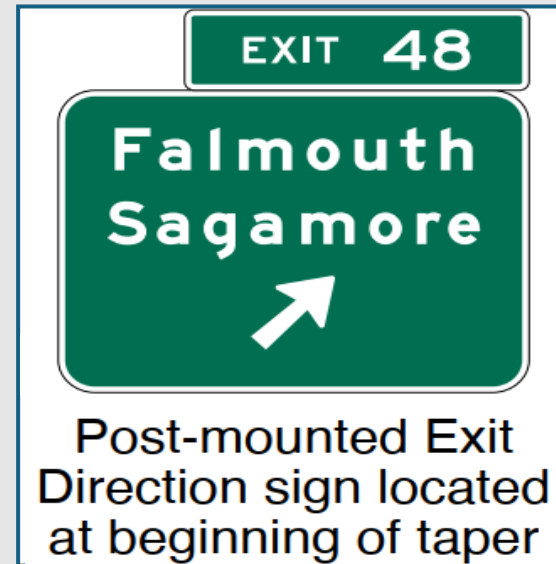
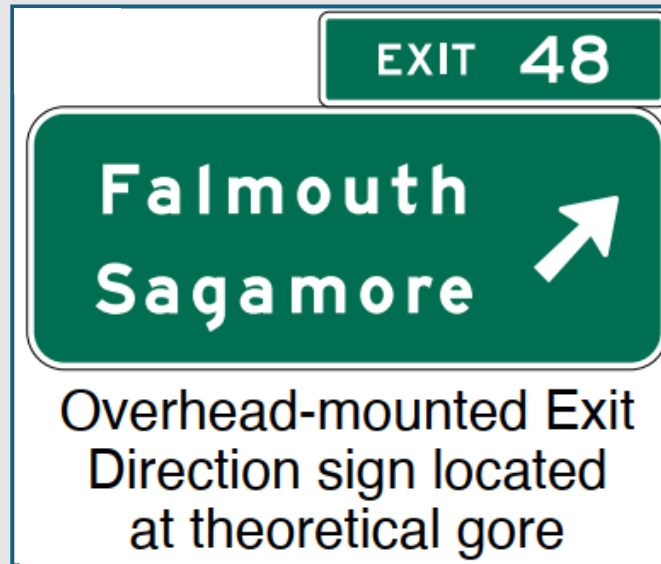
# Chapter 2D – Conventional Roads

## •2D.59 Emergency Routing Signs and Plaques



# Chapter 2E – Freeways & Expressways

- 2E.18 Arrows for Interchange Guide Signs
- Overhead - located on the side of the sign
- Post-mounted - located at the bottom portion of the sign and centered under the legend.



# Chapter 2E – Freeways & Expressways

- **2E.40 Design of Overhead Arrow-per-Lane Guide Signs for Option Lanes**
- **Minimum arrow heights based on principal legend are shown in Table 2E-6 and reduced from the 2009 MUTCD.**

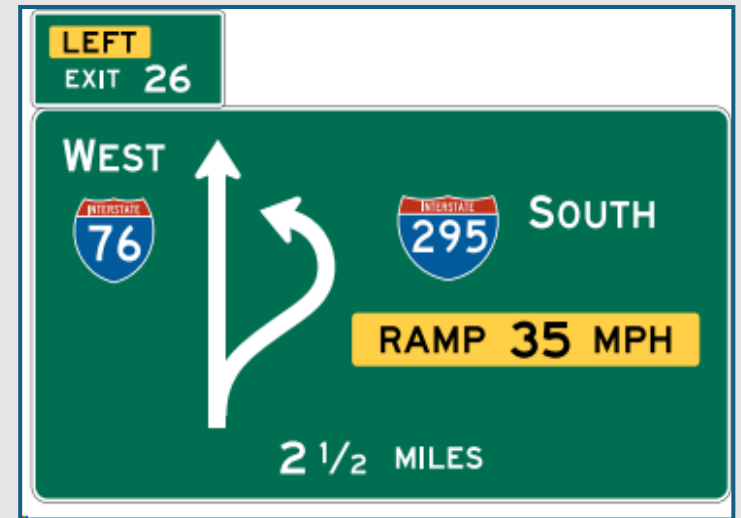
**Table 2E-6. Overhead Arrow-per-Lane Arrow Height Based on Principal Legend Letter Height**

Principle Legend Letter Height	Through Arrow	Turn Arrow	Through with Turn Arrow	Split Arrow
20	48	36	48	44
16 or less	40	30	40	33.33



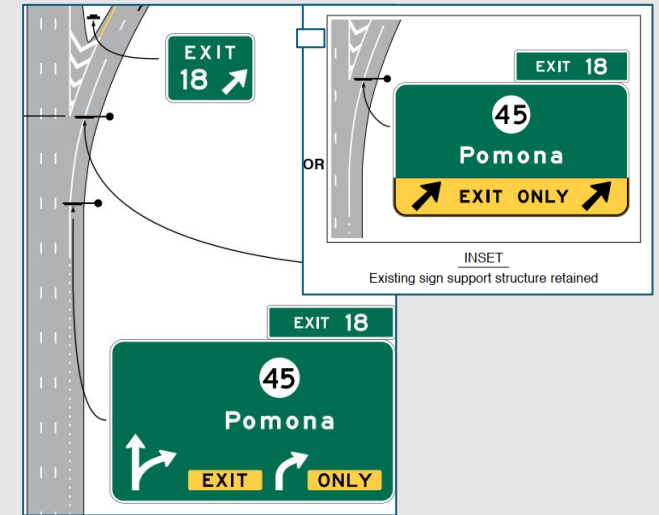
# Chapter 2E – Freeways & Expressways

- 2E.41 Diagrammatic Advance Guide Signs
- **Simplified schematic graphic, no more lane lines**



# Chapter 2E – Freeways & Expressways

- 2E.42 **Intermediate and Minor Interchange**  
**Multi-Lane Exits with Option Lane**
- *Partial Width Overhead Arrow-per-Lane signs allowed*
- **If used, the through route is not displayed**
- Figure 2E-44 for example use (includes design for existing sign support structure retained)



# Chapter 2E – Freeways & Expressways

## •2E.51 Supplemental Guide Signs

- The Option statement allowing pictographs in supplemental guide signs has been removed.
- Pictographs allowed
  - Transit
  - Electronic tolling
  - Jurisdictional Boundary Signs
  - Travel Info Call 511
  - Bike Routes

# Chapter 2H – General Information Signs

- 2H.12 Enhanced Reference Location Signs
- The background shall be green



# Chapter 2H – General Information Signs

- 2H.13 Acknowledgment Signs and Plaques
- The background shall be blue



# Part 7 – Traffic Control for School Areas

**Chapter 7A – General**

**Chapter 7B - Signs**

**Chapter 7C - Markings**

**Chapter 7D – Crossing Supervision**



# Chapter 7B – Signs

## • 7B.05 School Speed Limit Signs and Plaques



Previous Configuration

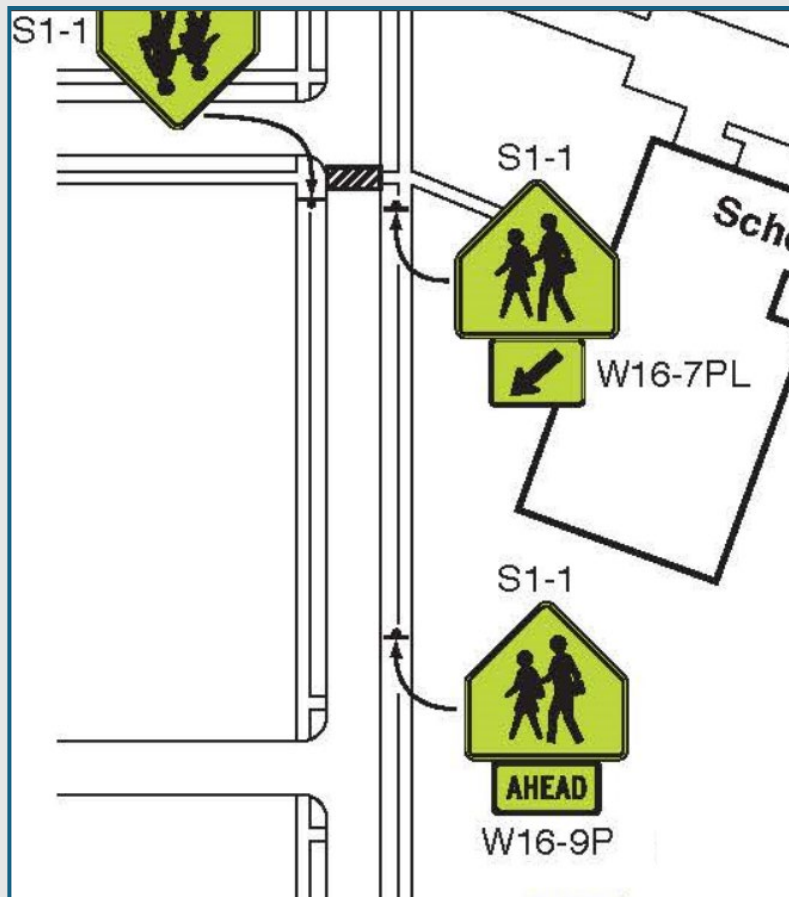
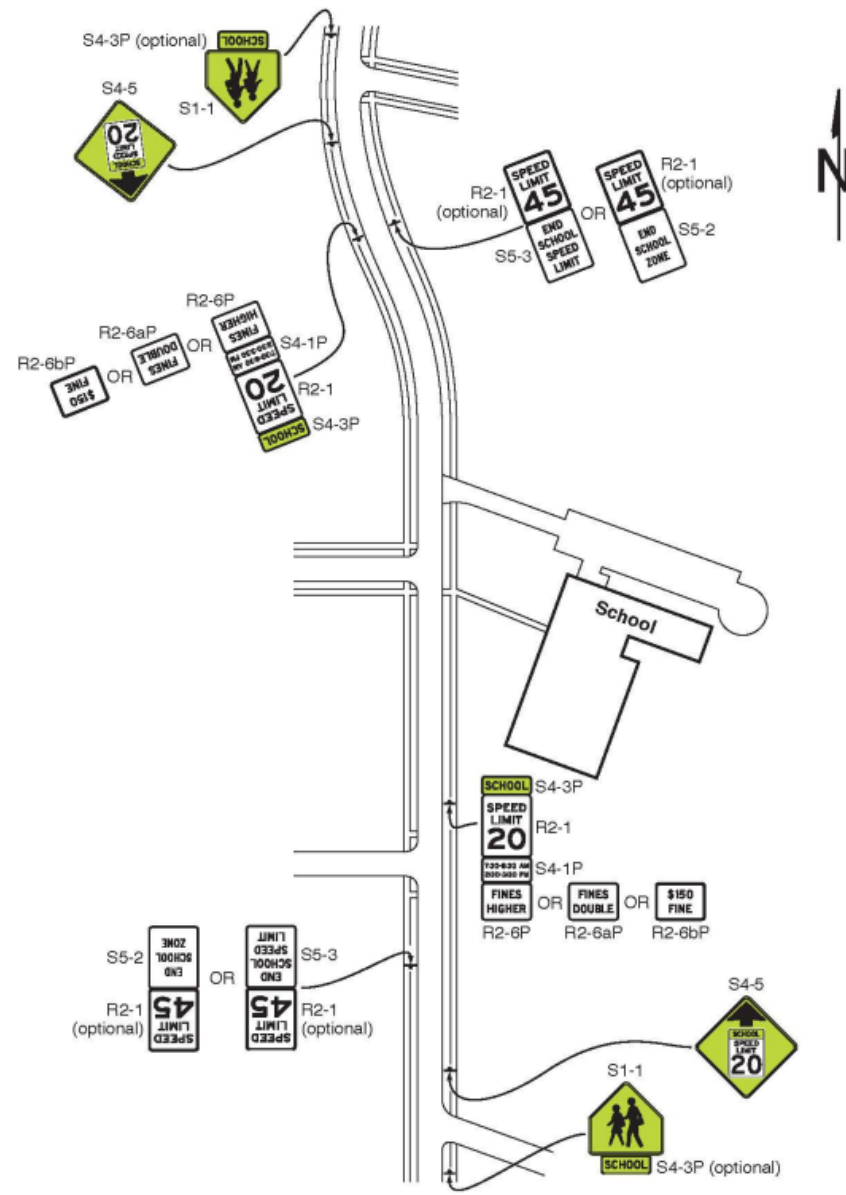


Figure 7B-4. Example of Signing for a School Zone with a School Speed Limit and Higher Fines Only for Speeding



# Chapter 7B – Signs

## • 7B.05 School Speed Limit Signs and Plaques

- A School Speed Limit assembly shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute.



# Ask the expert!



**Rauch, Matt - DOT**

DOT

