



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-4-53
CHAPTER 2	Signing
SECTION 4	Guide Signs – Conventional
SUBJECT 53	Auto Tour Signing Policy

A. Purpose

[Section 2H.07](#) of the 2009 MUTCD provides information on the appropriate use of Auto Tour Signs. These signs are used on certain urban and rural roadways to identify special routes that have certain cultural, historical or educational significance. These types of routes have been approved by the Wisconsin legislature and are included in the Wisconsin State Statutes. Examples of these routes are: The Rock River Trail, the Wild Rivers Trail, Lake Michigan Circle Tour, Lake Superior Circle Tour, Great River Road, and Green Bay Ethnic Trail.

This policy expands upon the language in the 2009 MUTCD by providing additional guidelines and standards on the usage of Auto Tour signs on WisDOT maintained roadways.

B. 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.

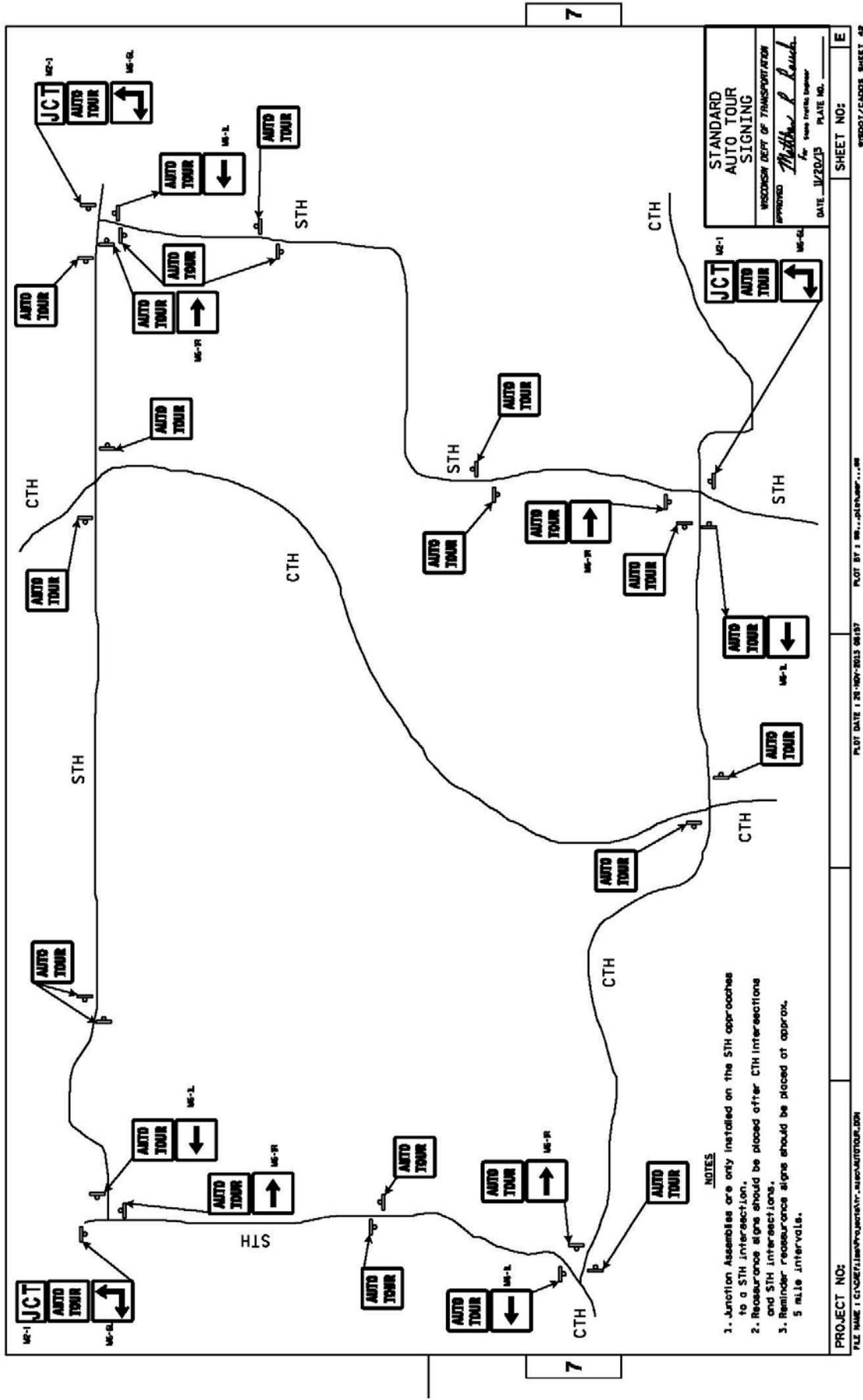
Conventional Highways are defined as either divided or undivided roadway facilities that have no control of access with grade separations at intersections. These highways can be two lane or multilane facilities.

C. Policy

1. Auto Tour route signing is not intended to sign to a specific destination. Particular destinations tying into an Auto Tour route are typically listed on a website, brochure or other means.
2. Auto Tour route signs **shall not** be installed on freeways or expressways except as to provide continuity between discontinuous segments of conventional roadways that

are designated as auto tour routes, for which the freeway or expressway provides the only connection between segments.

3. Auto Tour signing **shall** have the approval of the local unit(s) of government prior to signing on the state system.
4. A minimum amount of signing *should* be used in order to avoid additional sign clutter at intersections, which can lead to safety issues. Signs *should* also be close enough that the route can be easily followed without additional direction.
5. Design and Layout of Auto Tour Signing **shall** be approved by the Bureau of Traffic Operations.
6. For Auto Tour signs having the M1-92 or M1-98 sign code, the requesting groups **shall** pay all costs associated with installation and maintenance of Auto Tour signs. As signs on the local system wear out and need to be replaced, the local unit of government *may* request replacement signs from the Department at the local unit's expense.
7. For Auto Tour signs having the M1-7, M1-91, M1-93, M1-96, or M1-97 sign code, WisDOT **shall** pay for all cost associated with the installation and maintenance of the signs



- NOTES
1. Junction Assemblies are only installed on the STH approaches to a STH intersection.
 2. Reassurance signs should be placed after CTH intersections and STH intersections.
 3. Reminder reassurance signs should be placed at approx. 5 mile intervals.