Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-15-30
CHAPTER 2	Signing
SECTION 15	Comprehensive Policies
SUBJECT 30	Hydrant Signing

A. Purpose

Coordination with fire departments has indicated problems with limited identification of fire hydrant locations from the freeway or expressway. This is especially important in areas where the view of fire hydrants from the highway is obstructed. It has been learned that response to freeway or expressway fires can be a two-squad operation. There is response time to the freeway or expressway fire scene, and there is response time to fire hydrants off of the highway right-of-way. The freeway or expressway response crew must coordinate location and hook-up to the hydrant. When location of the hydrant is uncertain, time is lost. The purpose of this guideline is to establish criteria on the usage of fire hydrant location signs and sign identification blades along noise walls.

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.

C. Policy

The placement of hydrant signs is most critical where the vision of the fire hydrant or local street from the highway (freeway or expressway) is restricted. Sounds walls are an excellent example of where vision is completely restricted. Topography of landscape *may* also hinder vision. It is the intent of the Department to install hydrant signs that satisfy the following conditions:

1. At all sound wall installations where the wall creates a visual and physical barrier between the roadway and the hydrant.

2. At locations where topography or landscape create a visual or physical barrier

between the highway and the hydrant, the hydrant signs *should* be mounted either on posts or the right-of-way fence on the highway side.

3. At locations where crash experience is above average, and expeditious response is advantageous.

4. At locations where fire hose standpipes have been installed. Signs *should* be mounted on posts near the standpipe access joint.

5. The local fire department or fire district **shall** pay for all costs of the sign, sign blade and all mounting hardware. This includes the costs for initial installation and long-term maintenance. The Department *may* pay for the initial installation provided they are part of a project.

D. Sign Installation

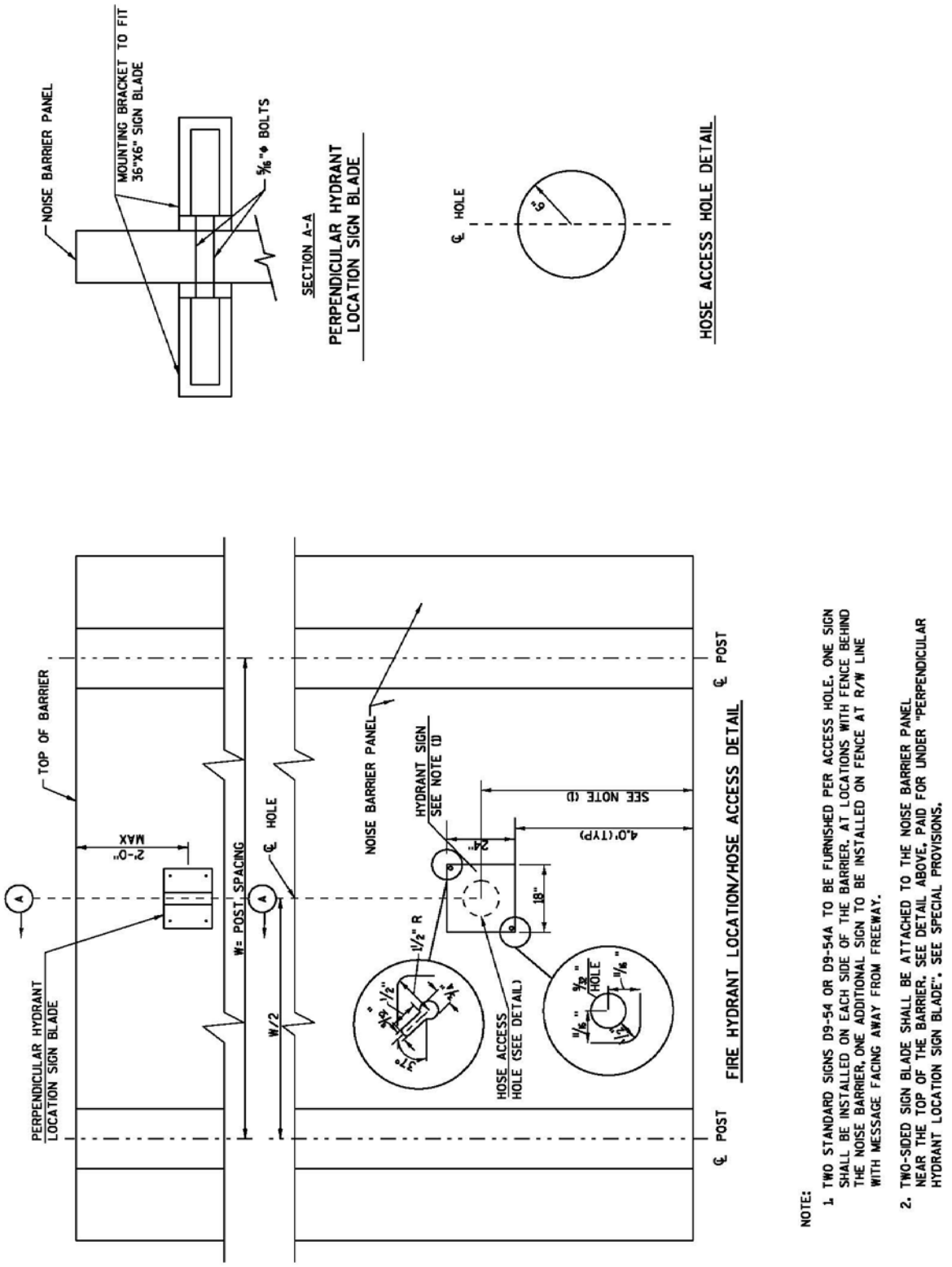
1. The hydrant sign (D9-54 or D9-54A sign) **shall** be placed, with movable capability, over the fire hose access hole (See Figure 1).

2. A two-sided sign blade with blue Type H Reflective sheeting **shall** be placed on all new sound wall installations. Existing sound wall installations without the two-sided blade *should* be retrofitted with the blade as opportunities allow. The sign blade *should* be placed near the top of the sound wall on the highway side, above the fire hose access hole (See Figure 1).

Standard sign plates D9-54 (See Figure 2) and D9-54A (see Figure 3) have been developed for hydrant signs. The signs are white on green and contain a fire hydrant symbol. Sign D9-54 also contains the approximate numerical address of the fire hydrant.

It is strongly encouraged that contact is made with the fire department jurisdictions responding to the freeway or expressway to verify the numerical address of the hydrant.

FIGURE 1



NOTE:

1. TWO STANDARD SIGNS D9-54 OR D9-54A TO BE FURNISHED PER ACCESS HOLE. ONE SIGN SHALL BE INSTALLED ON EACH SIDE OF THE BARRIER. AT LOCATIONS WITH FENCE BEHIND THE NOISE BARRIER, ONE ADDITIONAL SIGN TO BE INSTALLED ON FENCE AT R/W LINE WITH MESSAGE FACING AWAY FROM FREEWAY.
2. TWO-SIDED SIGN BLADE SHALL BE ATTACHED TO THE NOISE BARRIER PANEL NEAR THE TOP OF THE BARRIER. SEE DETAIL ABOVE, PAID FOR UNDER "PERPENDICULAR HYDRANT LOCATION SIGN BLADE". SEE SPECIAL PROVISIONS.

FIGURE 2

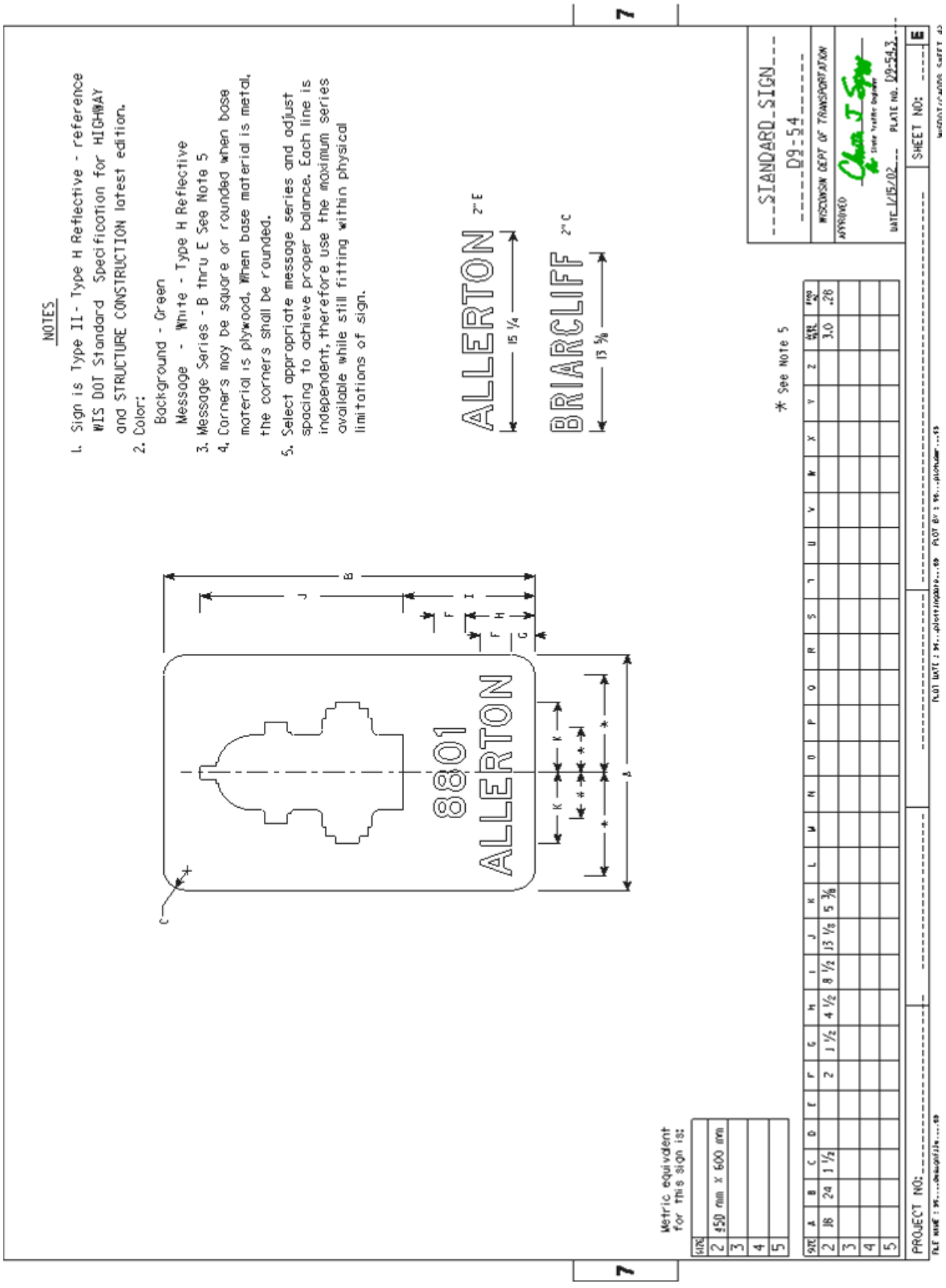
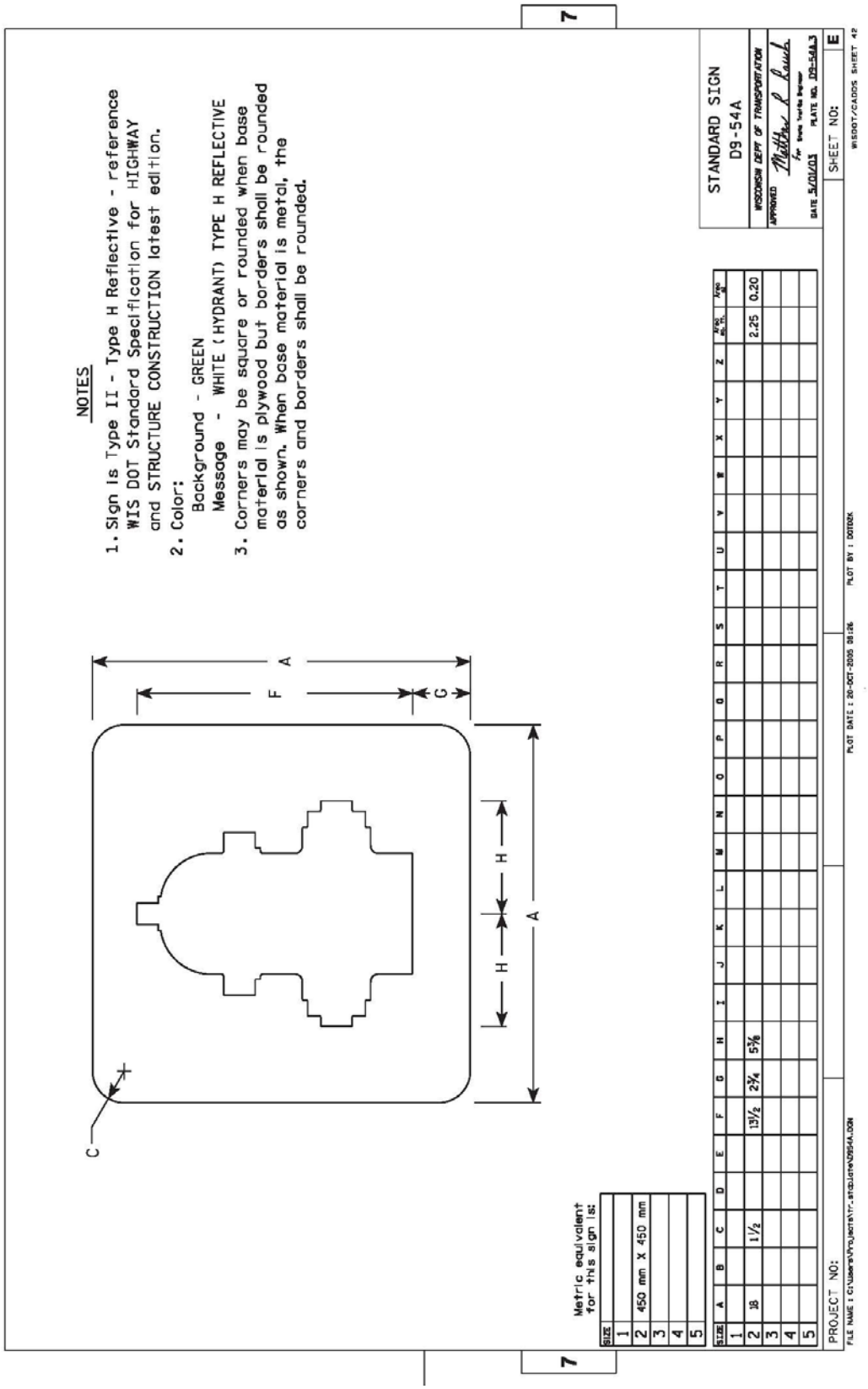

NOTES
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Green
Message - White - Type H Reflective
3. Message Series - B thru E See Note 5
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. Select appropriate message series and adjust spacing to achieve proper balance. Each line is independent, therefore use the maximum series available while still fitting within physical limitations of sign.
ALLERTON 2"E
15 1/4
BRIARCLIFF 2"C
13 3/8
8801
ALLERTON
* See Note 5
STANDARD SIGN
D9-54
WISCONSIN DEPT OF TRANSPORTATION
APPROVED
DATE 1/15/02
PLATE NO. D9-54.2
SHEET NO:
PROJECT NO:
Metric equivalent for this sign is:
SIZE 2 450 mm x 600 mm
3
4
5

FIGURE 3


NOTES
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - GREEN
Message - WHITE (HYDRANT) TYPE H REFLECTIVE
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
STANDARD SIGN
D9-54A
WISCONSIN DEPT OF TRANSPORTATION
APPROVED
DATE 5/01/03
PLATE NO. D9-54A3
SHEET NO:
PROJECT NO:
Metric equivalent for this sign is:
SIZE
1
2 450 mm X 450 mm
3
4
5
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
T
U
V
W
X
Y
Z
18
1½
13½
2¾
5⅝
0.20
2.25
H
A
C
F
G