2-4-19.1 Business Route Marking — April 1997

The Business Route Marker is an auxiliary marker used to identify Business Routes which have been established pursuant to either Section 84.02(4) or 84.02(6) of the Statutes. The latter section terms them Alternate Routes, but they **shall** be signed as Business Routes.

Business route establishment begins with a locally initiated request to the Regional office. The Region **shall** require that the request come from a municipal official or body of the local community, not an association or chamber of commerce, etc. The Region **shall** request information on the appropriateness of the route, the unity of community regarding the location and service provided, the structural and geometric adequacy of the route, the adequacy of the traffic control, and such other factors as *may* be pertinent.

If the Region office finds the establishment to be in the interests of the motoring public it **shall** make a favorable recommendation to the State Traffic Engineer, who **shall** have the authority for approval.

When the approved route falls completely upon the existing state trunk highway and connecting highway system the Department will initially install and subsequently maintain all route marking.

When all or any portion of the approved route is on local streets or highways, including county trunk highways, the Department will agree to install the initial markers, but subsequent maintenance of the markers will be the responsibility of the community. The Department will however maintain those markers at the beginnings of the route which face traffic on the regular state trunk highway route.

Failure of the city or village to properly maintain the signs or to comply with other conditions of the approval will be cause for the Department to withdraw approval and remove the signs. Regional offices will be responsible for periodically inspecting the condition of all signs to ensure that they are kept in good condition.

If a business route is proposed related to a U.S. Highway designation the route has to have the approval of AASHTO. Please contact the central office Bureau of Traffic Operations for instructions regarding this approval.

2-4-33 Trailblazer Assemblies — April 1997

It *may* be desirable to provide trailblazing at key locations to enable unfamiliar motorists to find their way to certain major state trunk highways, particularly freeways. The Regions *should* analyze these needs and install or authorize the necessary signing. It is recommended that the trailblazing needs be discussed with the local officials and agreement reached as to the need for signing, the amount of signing and the details of locating and installing the signs. The Department *may* erect and maintain necessary signs on the STH system and on connecting highways, and *may* sell the signs to the local authority for installation on local streets. Locations on local streets *should* have Department approval. The Region is expected to inspect the signing periodically, regardless of who maintains it, and work out arrangements for correcting any deficiencies.

2-4-40 Historical Marker Guide Signs — January 2018

GENERAL

All historical markers which have been approved by the State Historical Marker Committee and marked by the State Historical Society **shall** be signed in accordance with these guidelines.

1. Marker Adjacent to Any Highway. HISTORICAL MARKER ½ MILE (D5-63) signs, as appropriate, *should* be erected approximately one-half mile in advance of the marker. Distances other than ½ mile *may* be substituted where site conditions prevent using the distance of ½ mile. HISTORICAL MARKER (LEFT, OR RIGHT ARROW) (D5-64) signs **shall** be erected at the entrance to the marker.

   A wayside with a historical marker *should* have a HISTORICAL MARKER (DB569E) sign installed below the WAYSIDE signs.

2. Marker Remote from the State Trunk Highway System. The historical marker must be located not more than 2 miles from the state trunk highway. The point where traffic must leave the state trunk highway to get to the marker **shall** be a route giving access to the marker by the most direct route. A HISTORICAL MARKER (LEFT OR RIGHT ARROW) sign would be installed in advance of the appropriate intersecting

roadway (See TEOpS 2-4-41). Signing for both directions of traffic *may* be provided at one location or signing *may* be provided for one direction of traffic at one location and for the other direction at another location. In either case, only a maximum of 4 signs per each marker *may* be erected on the state trunk highway. No signing *may* be used to direct traffic from one state trunk highway to a historical marker on another state trunk highway Route. The sign HISTORICAL MARKER (LEFT OR RIGHT ARROW), **shall not** be placed until the required signing (Paragraph 1) on the local road has been installed by the maintaining authority.

All signs on the state trunk highway are furnished, erected and maintained by the Wisconsin Department of Transportation and all signs located on connecting streets or local streets are the responsibility of the maintaining authority.

2-4-41 Advance Supplemental Guide Signs November 2016

PURPOSE

The Department places signs to various traffic generating facilities on the state highway system. In the past, several of these facilities have been signed with advance guide signs (…½ Mile or Road To…½ Mile) located ¼ to 1 mile in advance of the required turn, and directional guide signs (Name of Facility with arrow) located 0-1000' from the turn. This practice has been inconsistent across the state. This policy will clarify when to install advance guide signs, and where both advance and directional guide signs *should* be located. This policy will not define which facilities *may* be signed for. Refer to TEOpS 2-15-3 for further information.

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.

Traffic Generators are defined as any facility, activity, or special point of interest which attracts large numbers of people, the majority of whom are unfamiliar with the local area and/or access route.

POLICY

Facilities Adjacent to Any Highway

These facilities have a driveway directly off of a State or US Highway. These facilities *may* be located on conventional highways or expressways. Facilities adjacent to a highway that qualify for traffic signage are typically publicly owned and operated locations serving the motoring public. Examples of these facilities include Waysides and Historical Markers.

Advance guide signs for qualifying facilities *should* be installed approximately one-half mile in advance of the driveway. Other distances *may* be substituted where site conditions prevent using the distance of ½ mile.

Directional guide signs **shall** be installed at the entrance to the facility.

Facilities Remote from the State Trunk Highway System

These facilities do not have driveways on a State or US Highway; therefore, the motorist would be required to turn off of the highway onto a county or local road to access the facility. Many types of facilities *may* qualify for this type of signing.

Advance guide signs (Road To…1/2 Mile) *should not* be installed for these facilities.

Directional guide signs for qualifying facilities *should* be installed approximately 500' in advance of the appropriate intersecting roadway. This distance *may* be adjusted based on field conditions, but *should not* be less than 200' in rural areas or 100' in urban areas. A word message (Next Right, Second Left, etc.) *may* be used in place of an arrow where necessary.

IMPLEMENTATION

There is no formal phase-in period for installation of this signing. Existing 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 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.

2-4-44 Conventional Roads on Approaches to Interchanges July 2012

BACKGROUND AND PURPOSE

The MUTCD Section 2D-45 states that guide signing **shall** be utilized for multi-lane conventional roads approaching an interchange. The guide signs **shall** incorporate the destination, route shield and cardinal direction arrow.

"Enhanced" guide signs that incorporate the destination, route shield and cardinal direction arrow are referred to as Entrance Direction signs in the MUTCD. However, it *should* be noted that the MUTCD does not require the usage of Entrance Direction signs at all multi-lane conventional roads approaching an interchange. Entrance Direction signs can get quite large and costly to install and maintain. This *may* be especially true if there are right-of-way restrictions that require the usage of overhead guide signs.

However, there are applications on certain interchange crossroads where the enhanced type of Entrance Direction signs are valuable, specifically for arterial interchange crossroads with higher traffic volumes. Guide signing for collector/distributor types of interchange crossroads can, in most cases, be accomplished by traditional means with independent route assemblies (J-series) and destination/direction (D1-series) signs.

This policy will differentiate between the different types of guide signing for interchange crossroads (both single and multi-lane) and provide guidance as to the types of guide signing that *should* be used.

DEFINITIONS

Arterial interchange crossroads are defined as roadways used primarily by through traffic, usually on a continuous route or a highway designated as part of an arterial system.

Collector/distributor interchange crossroads are defined as roadways that in rural areas connect small towns and local highways to arterials highways and in urban area provides land access and traffic circulation within residential, commercial, and business areas and connects local highways to the arterial highways.

POLICY

Single-lane Crossroad Approaches to Interchange (See Figure 1)

1. Traditional route assemblies (J-series) *should* be used.
2. Destination/Direction signs (D1-series) *should* be used.

Multi-lane **Arterial** Crossroad Approach to Interchange (See Figure 2)

1. The junction assembly (J1-series) *should* be the first sign used in the series.
2. The advanced Entrance Direction (D1-72 sign) *should* follow the junction assembly.
3. The Entrance Direction sign (D1-71) *should* be used to designate the direction of travel (left, right or ahead).
4. An advance left turn assembly (J2-series) *should* be used to provide guidance for the second ramp. The primary location of the advance left turn assembly *should* be in the median. The advance left turn assembly *may* be placed on the right side as an optional location.
5. An Entrance Direction sign (D1-70) *should* be used to provide guidance for the second ramp.

Multi-lane **Collector/Distributor** Crossroad Approach to Interchange (See Figure 3)

1. The junction assembly (J1-series) *should* be the first sign used in the series.
2. Advanced route assemblies (J2-series) *should* follow the junction assembly. The left movement *may* utilize an up arrow or the word USE LEFT LANE. The left lane portion of the advanced route assembly *may* be mounted in the median.
3. The traditional destination/direction sign (D1-series) *should* be used to designate the destination and direction of travel.
4. A route turn assembly (J3-series) *should* be installed for the first ramp.
5. An advance left turn assembly (J2-series) *should* be used to provide guidance for the second ramp.

The primary location of the advance left turn assembly *should* be in the median. The advance left turn assembly *may* be placed on the right side as an optional location.

6. A route turn assembly (J3-series) *should* be installed for the second ramp.

Overhead Signing Options for Multi-lane Arteria Crossroad Approach to Interchange (See Figures 4-5)

Overhead guide signs *may* be used in lieu of the ground mounted Entrance Direction signs for some multi-lane arterial crossroad approaches to interchanges. Qualifying factors for overhead guide signs would be limited right-of-way that would prohibit the installation of ground mounted guide signs, high traffic volumes, dual/triple left turn lanes and look-ahead mandatory left-turn lanes.

IMPLEMENTATION

FHWA has mandated a compliance date of December 31, 2019 for completion of these signing revisions. Signing field revisions *should* be accomplished through improvement projects as much as possible. The TMA process *may* also be used to revise signing, if the sign revisions are feasible (do not require the installation of Type I or overhead guide signs).

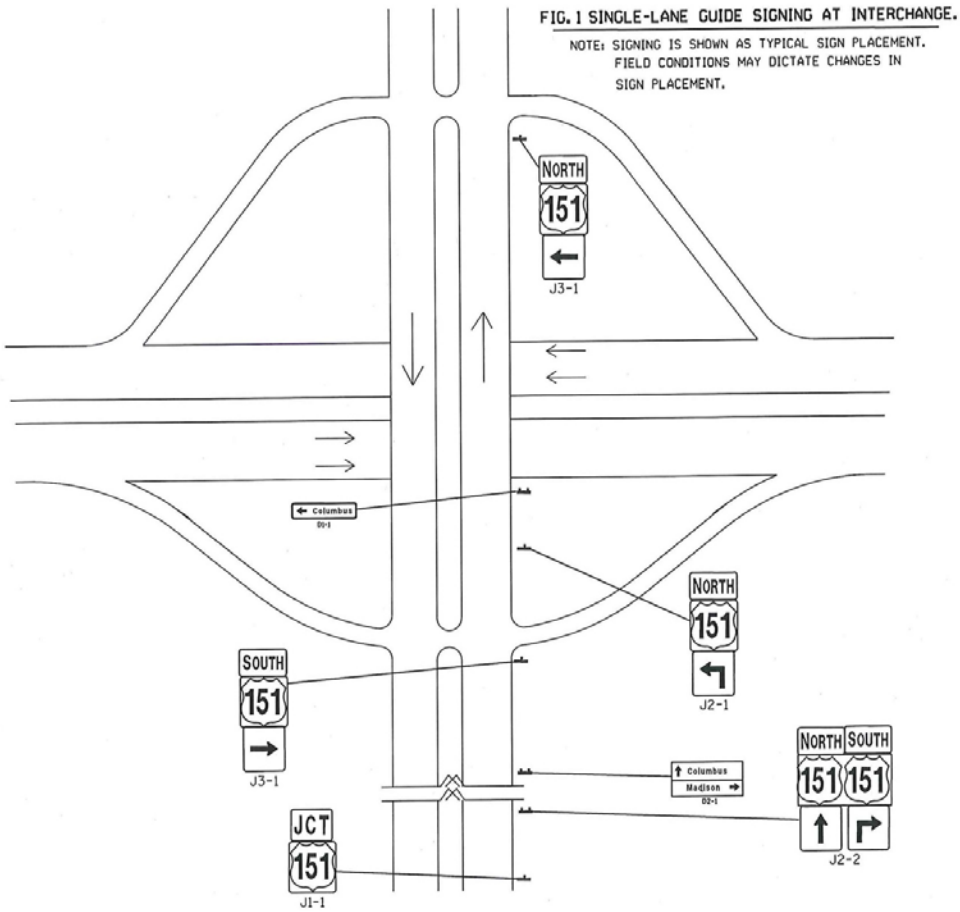


FIG. 2 MULTI-LANE CROSS-ROAD GUIDE SIGNING AT INTERCHANGE.
(ARTERIAL CROSSROAD)

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGN PLACEMENT.

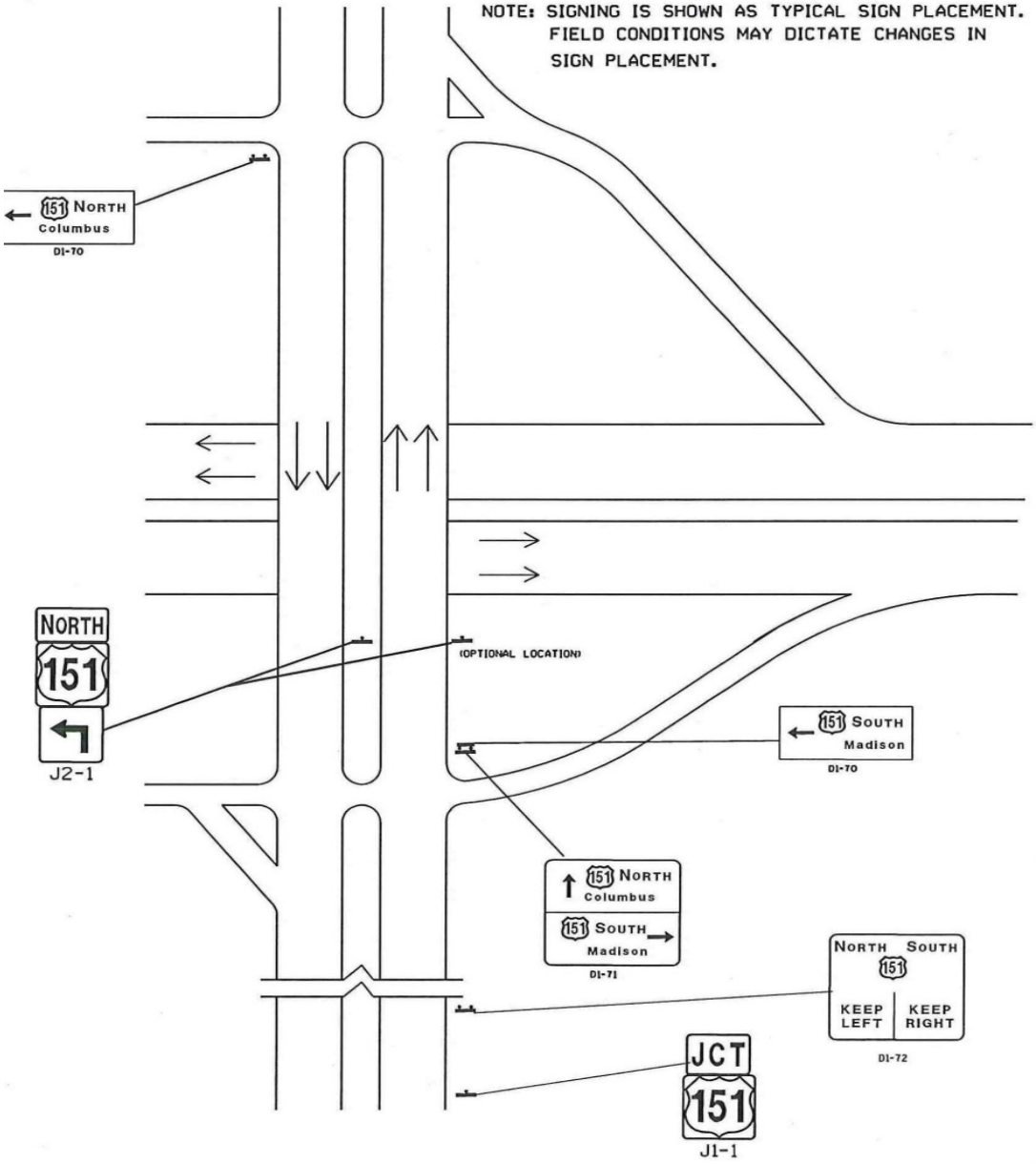


FIG. 3 MULTI-LANE GUIDE SIGNING AT INTERCHANGE.
(COLLECTOR/DISTRIBUTOR CROSSROAD)

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGN PLACEMENT.

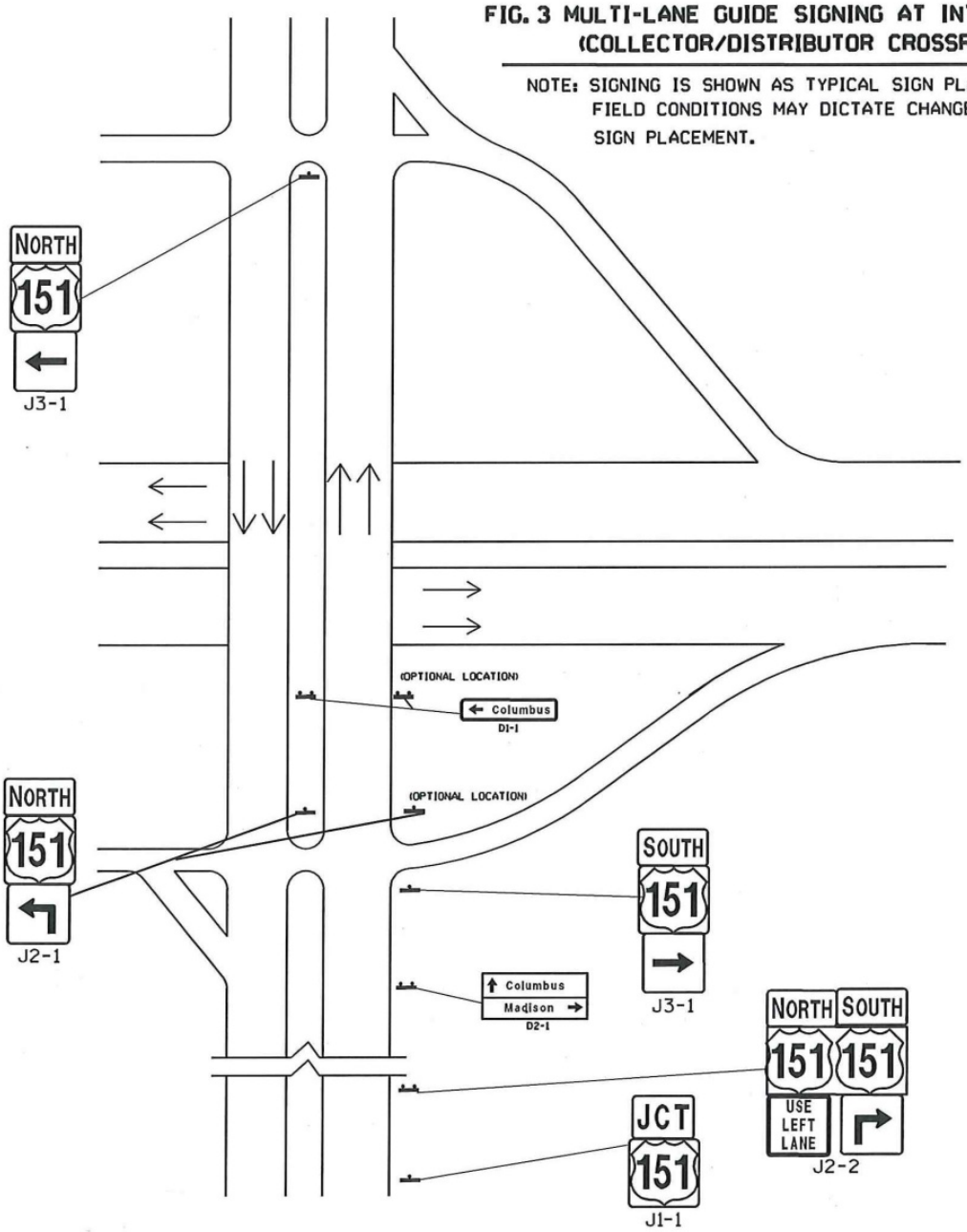


FIG. 4 OVERHEAD GUIDE SIGNING MULTI-LANE CROSSROAD AT INTERCHANGE.
(ARTERIAL CROSSROAD)

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT.
FIELD CONDITIONS MAY DICTATE CHANGES IN
SIGN PLACEMENT.

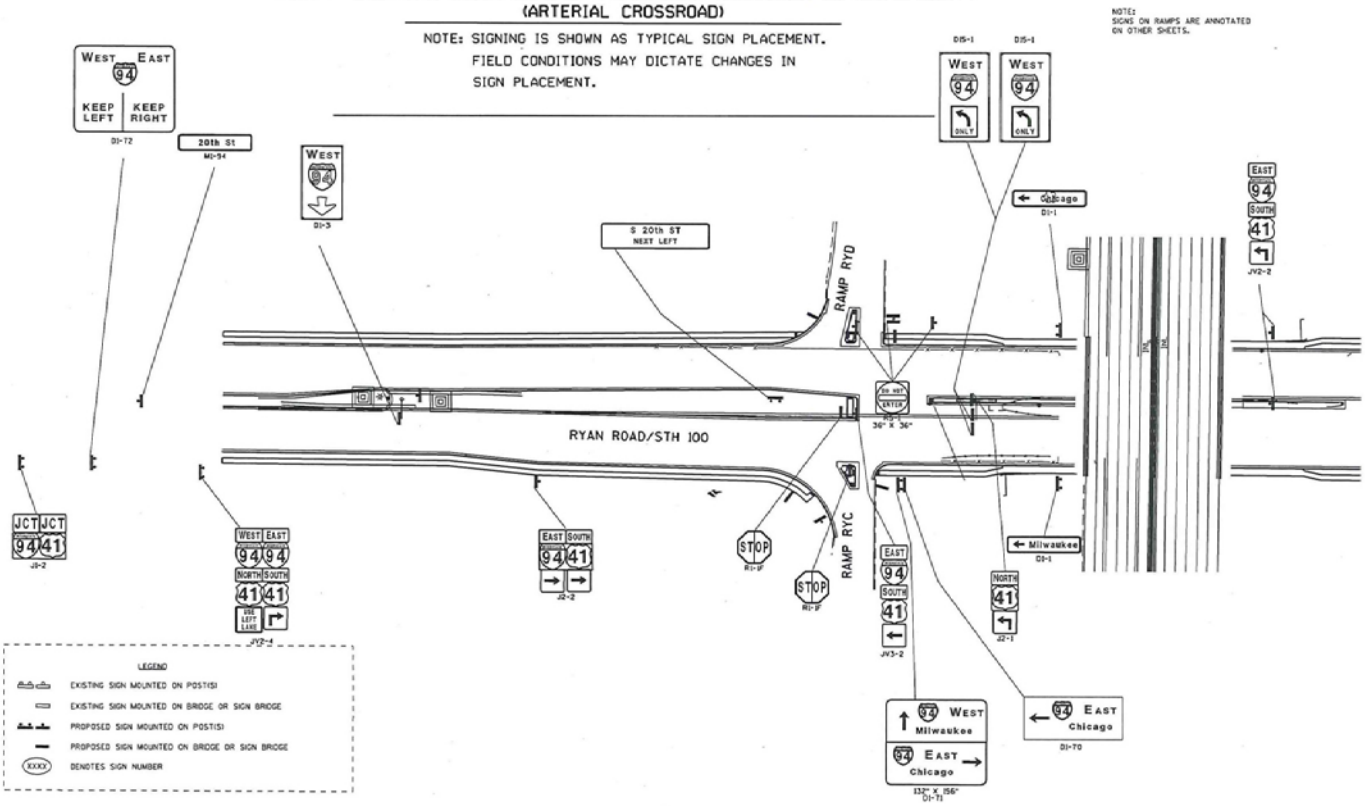
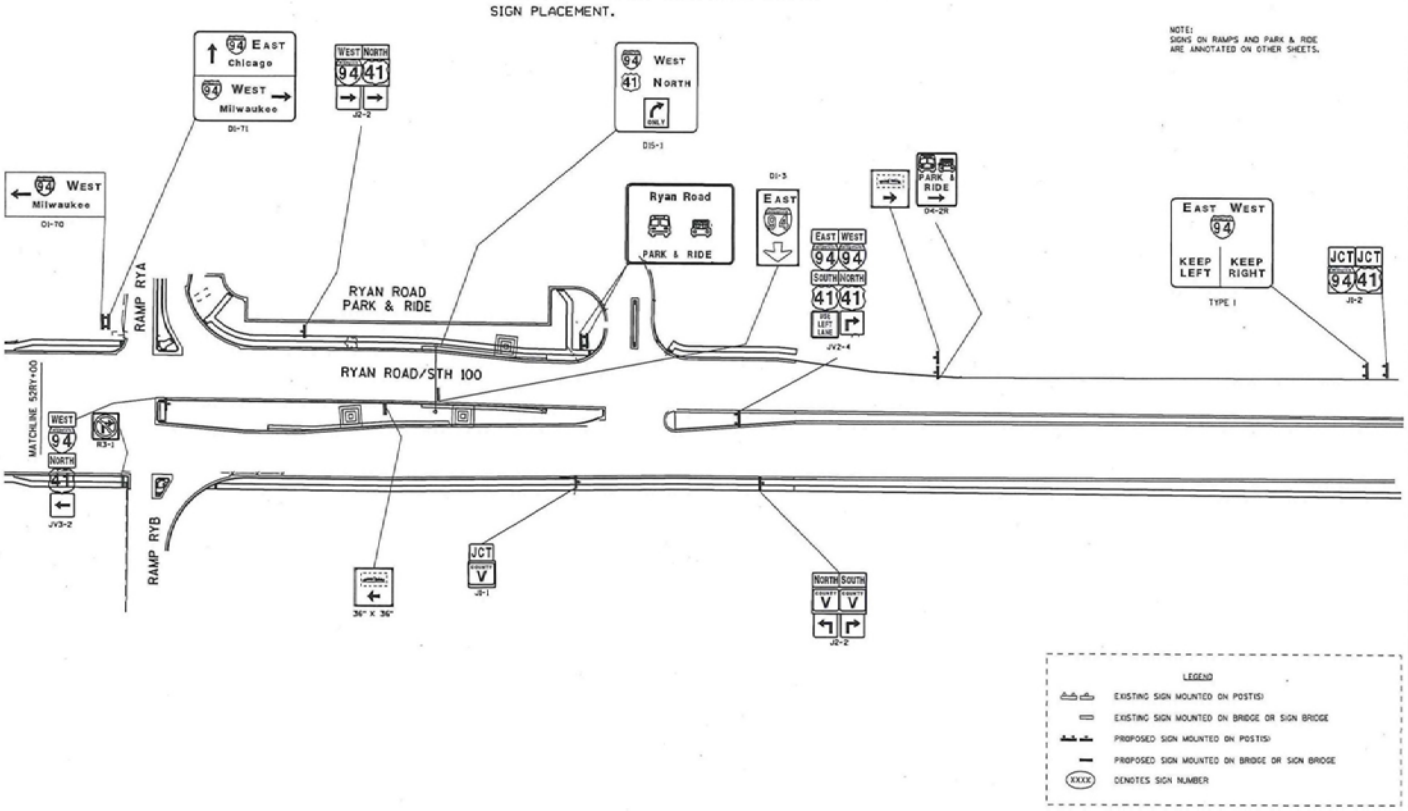


FIG. 5 OVERHEAD GUIDE SIGNING MULTI-LANE CROSSROAD AT INTERCHANGE.
(ARTERIAL CROSSROAD)

NOTE: SIGNING IS SHOWN AS TYPICAL SIGN PLACEMENT.
FIELD CONDITIONS MAY DICTATE CHANGES IN
SIGN PLACEMENT.



2-4-45.1 Emergency Hospital Signing January 2018

PURPOSE

The purpose of the official Hospital sign is to designate hospitals with emergency care facilities. It is not intended for designating hospitals that cannot accept emergencies.

Signs (STANDARD SIGN D9-2 "H" symbol with appropriate arrow) will be furnished and maintained by the Department, on the state trunk highway system (if the state trunk highway does not lead directly past the hospital) for public and private hospitals meeting the American Medical Association (AMA) criteria. Thus signs would be warranted on a freeway or a state trunk highway that bypasses a community having a qualifying hospital. When a highway bypasses a municipality having a hospital, the Department will erect signs at appropriate locations on the bypass where motorists can best be directed into the municipality to the hospital.

Hospital signs and trailblazers on connecting streets and on local streets will not be furnished, erected, or maintained by the Department. At that point any further trailblazing is the responsibility of the local unit of government having maintenance jurisdiction over the highway carrying the route to the hospital.

No signing will be done on the state trunk highway system until signs have been erected on the local portion of the route to the hospital.

H signs *may* be erected only after being authorized by the Central Office, when the criteria in the following guidelines are met.

The following are guidelines for hospital signing:

1. A sign may be warranted for a public or private hospital which has continuous emergency care capability as defined by the American Medical Association and which is in their categorized report. Attached to the policy is a listing of hospitals that have been approved by the American Medical Association for Emergency Care Facilities. Hospitals included on this list may be signed provided they meet the rest of the criteria outlined in this policy.
2. A sign may be warranted on a freeway when the hospital is within a community contiguous to or near the freeway, or not more than 15 miles from the freeway.
3. A sign may also be warranted on a major highway which is not a freeway but which bypasses a community having a qualifying hospital.
4. On a freeway or other highway that bypasses a community having a hospital, a sign will be erected:
    a. Only at the point or points giving access to the most direct route to the hospital.
    b. Only once for traffic in each direction on a given highway.
5. Hospital signs will not be erected on State Trunk Highways leading directly into communities having hospitals except as those highways are HOSPITAL routes as described in item 6.
6. Hospital signs and trailblazers will be erected and maintained on the State Trunk Highway System by the Department but not until it receives assurance from the hospital administration that any Hospital Route Signs required on local roads and streets have been erected.
7. The name of the hospital will be utilized only in those cases where there is more than one hospital on the route, each of which appears on the list of hospitals, which have approved emergency facilities, and each of which is approximately the same distance from the point at which the routes to the hospitals diverge. The hospital name sign will be utilized only at that divergence point, and not with other trailblazers between the beginning of the signed hospital route and the point of divergence, nor between the point of divergence and the hospital itself.

The Department will remove signs from the state trunk highways when notified that a facility does not meet the criteria for an Emergency Care Facility, and are not included on the attached lists.

City	Region	Hospital
Antigo	NC	Langlade Hospital - An Aspirus Partner
Berlin	NC	Berlin Memorial Hospital
Eagle River	NC	Ministry Eagle River Memorial Hospital
Friendship	NC	Moundview Memorial Hospital & Clinics, Inc.
Marshfield	NC	Ministry Saint Joseph's Hospital
Merrill	NC	Ministry Good Samaritan Health Center
Park Falls	NC	Flambeau Hospital
Rhinelander	NC	Ministry Saint Mary's Hospital

Shawano	NC	Shawano Medical Center
Stevens Point	NC	Ministry Saint Michael's Hospital
Tomahawk	NC	Ministry Sacred Heart Hospital
Waupaca	NC	Riverside Medical Center
Wausau	NC	Aspirus Wausau Hospital
Weston	NC	Ministry Saint Clare's Hospital
Wild Rose	NC	Wild Rose Community Memorial Hospital
Wisconsin Rapids	NC	Riverview Hospital Association
Woodruff	NC	Howard Young Medical Center
Appleton	NE	Appleton Medical Center
Appleton	NE	St. Elizabeth Hospital
Chilton	NE	Calumet Medical Center
Fond du Lac	NE	Agnesian HealthCare / St. Agnes Hospital
Green Bay	NE	Aurora BayCare Medical Center in Green Bay
Green Bay	NE	Bellin Hospital
Green Bay	NE	St. Mary's Hospital Medical Center
Green Bay	NE	Green Bay - St. Vincent Hospital
Manitowoc	NE	Holy Family Memorial Inc.
Marinette	NE	Bay Area Medical Center
Neenah	NE	Children's Hospital of Wisconsin - Fox Valley
Neenah	NE	Theda Clark Medical Center
New London	NE	New London Family Medical Center
Oconto	NE	Bellin Health Oconto Hospital
Oconto Falls	NE	Community Memorial Hospital
Oshkosh	NE	Aurora Medical Center in Oshkosh
Oshkosh	NE	Mercy Medical Center
Ripon	NE	Ripon Medical Center Inc.
Sheboygan	NE	Aurora Sheboygan Memorial Medical Center
Sheboygan	NE	St. Nicholas Hospital
Sturgeon Bay	NE	Ministry Door County Medical Center
Two Rivers	NE	Aurora Medical Center of Manitowoc County
Amery	NW	Amery Regional Medical Center
Ashland	NW	Memorial Medical Center
Baldwin	NW	Western Wisconsin Health
Barron	NW	Mayo Clinic Health System - Northland in Barron
Black River Falls	NW	Black River Memorial Hospital
Bloomer	NW	Mayo Clinic Health System - Chippewa Valley in Bloomer
Chippewa Falls	NW	St. Joseph's Hospital
Cumberland	NW	Cumberland Healthcare
Durand	NW	Chippewa Valley Hospital
Eau Claire	NW	Mayo Clinic Health System in Eau Claire
Eau Claire	NW	Oakleaf Surgical Hospital
Eau Claire	NW	Sacred Heart Hospital
Grantsburg	NW	Burnett Medical Center
Hayward	NW	Hayward Area Memorial Hospital
Hudson	NW	Hudson Hospital & Clinics
Ladysmith	NW	Rusk County Memorial Hospital
Medford	NW	Aspirus Medford Hospital & Clinics, Inc.
Menomonie	NW	Mayo Clinic Health System - Red Cedar, Inc.
Neillsville	NW	Memorial Medical Center
New Richmond	NW	Westfields Hospital
Osceola	NW	Osceola Medical Center
Osseo	NW	Mayo Clinic Health System - Oakridge in Osseo
Rice Lake	NW	Lakeview Medical Center
River Falls	NW	River Falls Area Hospital
Shell Lake	NW	Indianhead Medical Center / Shell Lake
Spooner	NW	Spooner Health System
St. Croix Falls	NW	St. Croix Regional Medical Center
Stanley	NW	Ministry Our Lady of Victory Hospital
Superior	NW	St. Mary's Hospital of Superior
Whitehall	NW	Gundersen Tri-County Hospital & Clinics
Brookfield	SE	Wheaton Franciscan - Elmbrook Memorial Campus
Burlington	SE	Aurora Memorial Hospital of Burlington

Elkhorn	SE	Aurora Lakeland Medical Center in Elkhorn
Franklin	SE	Midwest Orthopedic Specialty Hospital
Franklin	SE	Wheaton Franciscan Healthcare - Franklin
Glendale	SE	Orthopaedic Hospital of Wisconsin
Grafton	SE	Aurora Medical Center in Grafton
Hartford	SE	Aurora Medical Center in Hartford
Kenosha	SE	Aurora Medical Center in Kenosha
Kenosha	SE	Kenosha - UHS, Inc.
Lake Geneva	SE	Mercy Walworth Hospital and Medical Center
Menomonee Falls	SE	Community Memorial Hospital of Menomonee Falls, Inc.
Mequon	SE	Columbia Center
Mequon	SE	Columbia St Mary's Inc. - Ozaukee Campus
Milwaukee	SE	Aurora Sinai Medical Center
Milwaukee	SE	Aurora St. Luke's Medical Center / South Shore
Milwaukee	SE	Children's Hospital of Wisconsin
Milwaukee	SE	Columbia St. Mary's Hospital Milwaukee
Milwaukee	SE	Froedtert Memorial Lutheran Hospital Inc.
Milwaukee	SE	Wheaton Franciscan Healthcare - St. Francis
Milwaukee	SE	Wheaton Franciscan - St. Joseph Campus
Oconomowoc	SE	Oconomowoc Memorial Hospital
Racine	SE	Wheaton Franciscan Healthcare - All Saints, Inc.
Summit	SE	Aurora Medical Center in Summit
Waukesha	SE	Waukesha Memorial Hospital
Wauwatosa	SE	Midwest Spine and Orthopedic Hospital and Wisconsin Heart Hospital
West Allis	SE	Aurora West Allis Medical Center
West Bend	SE	St. Joseph's Community Hospital of West Bend Inc.
Baraboo	SW	St. Clare Hospital & Health Services
Beaver Dam	SW	Beaver Dam Community Hospitals Inc.
Beloit	SW	Beloit Health System
Boscobel	SW	Gundersen Boscobel Area Hospital and Clinics
Columbus	SW	Columbus Community Hospital
Darlington	SW	Memorial Hospital of Lafayette Co.
Dodgeville	SW	Upland Hills Health Inc.
Edgerton	SW	Edgerton Hospital & Health Services
Fort Atkinson	SW	Fort HealthCare
Hillsboro	SW	Gundersen St. Joseph's Hospital & Clinics
Janesville	SW	Mercy Hospital and Trauma Center
Janesville	SW	St. Mary's Janesville Hospital
La Crosse	SW	Gundersen Lutheran Medical Center
La Crosse	SW	Mayo Clinic Health System - Franciscan Healthcare in La Crosse
Lancaster	SW	Grant Regional Health Center
Madison	SW	Meriter-Unity Point Health
Madison	SW	St. Mary's Hospital
Madison	SW	UW Hospital & Clinics
Mauston	SW	Mile Bluff Medical Center
Monroe	SW	Monroe Clinic
Platteville	SW	Southwest Health Center
Portage	SW	Divine Savior Healthcare
Prairie du Chien	SW	Prairie du Chien Memorial Hospital
Prairie du Sac	SW	Sauk Prairie Healthcare
Reedsburg	SW	Reedsburg Area Medical Center
Richland Center	SW	The Richland Hospital Inc.
Sparta	SW	Mayo Clinic Health System - Franciscan Healthcare in Sparta
Stoughton	SW	Stoughton Hospital Association
Tomah	SW	Tomah Memorial Hospital
Viroqua	SW	Vernon Memorial Healthcare
Watertown	SW	UW Health Partners Watertown Regional Medical Center
Waupun	SW	Waupun Memorial Hospital

2-4-45.2 Emergency Medical Care Signing Policy March 2016

PURPOSE

The purpose of emergency medical services signing is to provide direction for the motorist to the closest emergency medical care facility or hospital. The MUTCD, Section 2I.02 allows the usage of emergency medical care signing to facilities other than hospitals provided they meet certain criteria. The MUTCD also encourages states to develop guidelines for the usage of the Emergency Medical Services Sign. The Emergency Medical Care sign (D9-13C sign or E10-63 or E10-64 sign) provides direction to designated facilities other than hospitals that provide 24-hour emergency care.

Signs (Standard sign D9-13C with appropriate arrow or E10-63 or E10-64 sign) will be furnished and maintained by the Department on the state trunk highway system (if the state trunk highway does not lead directly past the emergency care facility) for emergency medical care facilities that meet the criteria specified in Section B of this policy. When a highway bypasses a municipality that has a qualifying emergency medical care facility, the Department will erect signs at appropriate locations on the bypass where motorists can best be directed into the municipality to the emergency medical care facility.

Signs and trailblazers on connecting streets and on local streets will not be furnished, erected, or maintained by the Department. At that point any further trailblazing is the responsibility of the local unit of government having maintenance jurisdiction over the highway carrying the route to the emergency medical care facility.

Signs *may* be erected only after being authorized by the Bureau of Traffic Operations, when the criteria in the following guidelines are met.

POLICY

The following are guidelines for emergency medical care facility signing:

1. A sign *may* be warranted for a public or private emergency medical care facility which has continuous emergency care capability as defined by the American Medical Association (AMA) and which is AMA Board Certified. Attached to the policy is a listing of emergency medical care facilities that are Board Certified by the AMA. Emergency Medical Care facilities included on this list *may* be signed provided they meet the rest of the criteria outlined in this policy.
2. The following criteria **shall** be used to determine if an Emergency Medical Care facility qualifies for signing:
    a. Continuous 24-hour, 7 days per week emergency care capability.
    b. Emergency department facilities with a physician trained in emergency medical procedures on duty (or emergency care nurse on duty within the emergency department with a physician on call).
    c. Board certified by the American Medical Association and a licensed medical care facility by the State of Wisconsin.
    d. Equipped for radio voice communications with ambulances and other hospitals.
3. A sign *may* be warranted on a freeway when the emergency medical care facility is within a community contiguous to or near the freeway, or not more than 15 miles from the freeway.
4. A sign *may* also be warranted on a major highway which is not a freeway but which bypasses a community having a qualifying emergency medical care facility.
5. On a freeway or other highway that bypasses a community having an emergency medical care facility, a sign will be erected:
    a. Only at the point or points giving access to the most direct route to the facility.
    b. Only once for traffic in each direction on a given highway.
6. Emergency Medical Care signs *should not* be erected on the same State Trunk Highway within the same community having a qualifying hospital that is already signed. An exception can be made if the emergency medical care facility is closer to the state trunk highway as described in Item 8.
7. Signs and trailblazers *may* be erected and maintained on the State Trunk Highway System by the Department but not until after trailblazer signs on local roads and streets have been erected.
8. If a new hospital is signed on the same highway in a community that has emergency medical care

facility signing, the existing emergency medical care facility signs **shall** be removed. An exception can be made if the emergency medical care facility is closer than the hospital at the same intersection or interchange. In this case, both facilities could be signed.

9. The name of the emergency care facility will not be utilized on the signing unless there is more than one facility on the route, each of which appears on the list of approved emergency medical care facilities, and each of which is approximately the same distance from the point at which the routes to the facilities diverge. The emergency medical care facility name sign will be utilized only at that divergence point, and not with other trailblazers between the beginning of the signed route and the point of divergence, nor between the point of divergence and the emergency medical care facility itself.

The Department will remove signs from the state trunk highways when notified that a facility does not meet the criteria for an Emergency Care Facility, and are not included on the attached list.

Summary of AMA Board Certified Emergency Medical Care Facilities

Updated October 2015

Hospital	Address	City	Region	Remarks
St. Mary's Care Center	Reiner Rd.	Sun Prairie	SW	
Mercy Hospital and Trauma Center	3400 Deerfield Dr.	Janesville	SW	
Pro Health Care	240 Maple Ave.	Mukwonago	SE	

2-4-48 Signing for Unincorporated Communities May 2015

PURPOSE

The purpose of this policy is to establish standards for the use of signs identifying or directing to unincorporated communities.

DEFINITIONS

Unincorporated communities are defined as historically named and recognized communities without official boundaries or government, generally located within a township, which often will have a different name.

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

Identifying Unincorporated Communities

Signs *may* be installed on conventional state trunk highways as near as possible to the generally recognized entrance to an unincorporated community, subject to WisDOT general signing criteria and the following guidelines.

1. The unincorporated community must be located and identified by name on the official State Highway Map.
2. If an unincorporated community is not shown on the official State Highway Map, the community *may* contact the WisDOT Surveying and Mapping Section to officially request map placement. Some specific criteria for inclusion on the official State Highway map include:
    a. There must be adequate space on the map to display the community name and symbol.
    b. The community *should* have a reasonable permanent population (a minimum of 50 people) within a reasonable geographic proximity (1/4 miles in each direction of a common intersection or ½ mile in diameter).
    c. The community *should* have either a dependable motorist service (such as a service or repair garage) or a major attraction (such as a consolidated school or major industry) or a recognized point of interest to which tourists might be directed to
3. Signs *may* be installed for an unincorporated community, in advance of a map printing, provided the community has been approved by the Surveying and Mapping Section to be on the official State

Highway Map.

4. The request for signs request must come from residents and/or business owners within the unincorporated community and be approved in writing by the governing body of the township or municipality surrounding the unincorporated community.
5. Signs identifying unincorporated communities **shall not** be permitted on freeways or expressways.
6. These signs **shall** be made according to the unincorporated version of the DOT standard sign code I2-3.

Directing to Unincorporated Communities

Signs *may* be installed on expressways or conventional state trunk highways directing to an unincorporated community, subject to WisDOT general signing criteria and the following guidelines:

1. The unincorporated community must be located and identified on the official State Highway Map.
2. The unincorporated community must be located within five miles of the State Highway intersection.
3. When the unincorporated community is located on a roadway other than a State Trunk Highway, signs identifying the community on that roadway must be in place prior to allowing any sign on a state highway directing to the community.
4. The sign(s) request must come from residents and/or business owners within the unincorporated community and be approved in writing by the governing body of the township or municipality surrounding the unincorporated community.
5. Signs directing to unincorporated communities **shall not** be permitted on freeways. Such signs *may* be permitted on expressway approaches to an at-grade intersection. They **shall not** be permitted on the expressway approaches to an interchange exit.
6. These signs **shall** be made according to the DOT standard sign code D1-1.

Existing unincorporated community signs that do not meet the WisDOT general signing criteria and above guidelines *may* remain until the end of their useful life. Useful life is defined as undamaged and legible to drivers. Once such non-conforming signs have reached the end of their useful life, they **shall** be removed and **shall not** be replaced.

2-4-48.1 Neighborhood Watch Signing — August 2009

PURPOSE

Wisconsin State Statute 66.0429 allows cities or villages to place Neighborhood Watch signs upon the highway right-of-way within its corporate limits. Per Statute, the program is required to be authorized by the law enforcement agency of the city or village and must be approved by the city council or village board. Furthermore, State Statute 66.0429 (2) states that the sign must be of a uniform design approved by the Department of Transportation. Often times the Department is requested to provide a detail of the official sign.

Communities that have adopted such a program often request signing on the state highway system. The Department controls traffic signs on highways maintained by the state. Local governments do not have the authority to erect signs on those highways except when written permission is provided by the Department.

DEFINITIONS

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

POLICY

The Department *may* permit local governments to place signs on highways under WisDOT jurisdiction subject to the requirements included here:

1. The city or village must have a neighborhood watch program in place that is authorized by the law

enforcement agency of the city or village and approved by the city council or village board.

2. Requests for a permit to allow these signs must be in writing to the WisDOT Regional Office and *should* contain the following information:
    a. Locations where signs are to be installed, including State highway route number and distance to the nearest public roadway intersection
    b. Sign offset (distance from edge of travel lane) and type of post to be used
    c. Assurance that sign will be free standing (not attached to other signs)
    d. Documentation of city or village program.
3. The local government **shall** be responsible for supplying, installing, and maintaining the signs in conformance with the permit. The local government **shall** furnish their identification sticker on the sign.
4. The *recommended* sign for cities and villages is the NEIGHBORHOOD WATCH COMMUNITY sign (D12-50) (See Figure 1). There is a space for a 12” x 12” logo.
5. Acceptable logo designs are (See Figure 2):
    a. “Eye” style logo.
    b. Criminal logo.
6. There is no sunset date for signs already installed that do not conform to this policy. Rather, communities are encouraged to follow this consistent sign design.
7. The city or village must obtain the approval of the appropriate Regional office for location(s) of the signs(s).
8. Signs are only allowed at the corporate limits upon entering a community.
9. Per intent of State Statute 60.23 (17m) neighborhood watch signs **shall not** be allowed for townships on the state highway system. They *may* be placed on township maintained roadways and county roadways, if approved by the County Board.
10. For signs off the State Highway System, per State Statute 66.0429, WisDOT is required to approve the sign design.
11. Neighborhood Watch signs **shall not** be allowed on freeways, including ramps and 65 mph expressways.
12. Signs will be removed if official Neighborhood Watch program for the community no longer exists.

Figure 1

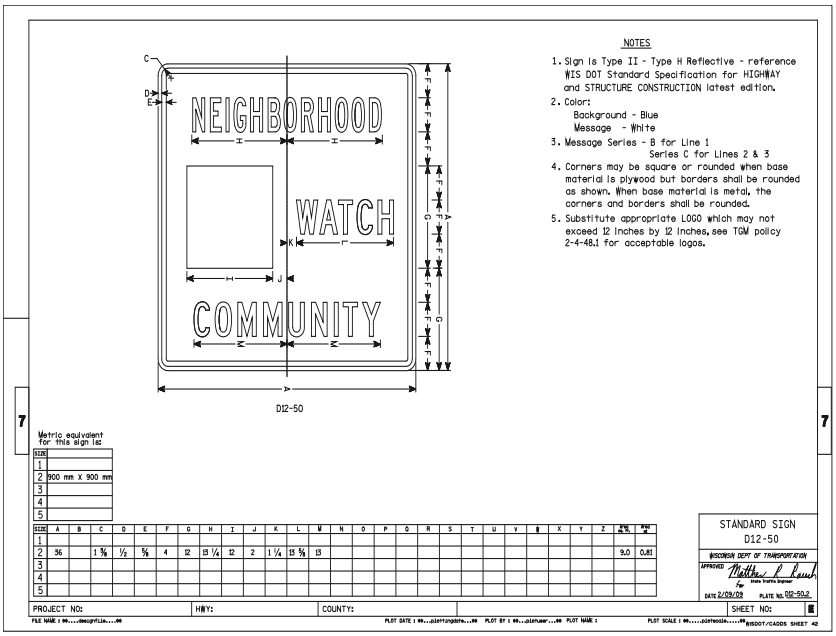


Figure 2 (Acceptable Logo Designs)

2-4-49 Street Name Signs January 2015

PURPOSE

The MUTCD, Section 2D.43 states that street name signs *should* be installed at intersections. Standards and guidance are contained in Section 2D.43 of the MUTCD regarding letter sizes, colors and retroreflectivity of the street name signs.

Traditionally, local units of government have installed ground mounted street name signs at intersections of WisDOT maintained roadways. These ground mounted street name signs are installed and maintained by the local unit of government, in accordance with the MUTCD.

The MUTCD, Section 2D.43 also provides guidance and standards on the design of overhead street name signs at intersections. These types of overhead street name signs are commonly mounted on overhead traffic signal structures at the intersection. The overhead street name signs provide a lot of value in that they are larger and easier for the motorist to see (especially in urban environments where there are a lot of other competing signs, two or more travel lanes in each direction and closely spaced intersections). Now that the usage of traffic signal monotube arms have replaced the more traditional trombone arm traffic signal structure in Wisconsin, the attachment of overhead street name signs to the traffic signal structure has become much more practical.

The following policy criteria applies to both ground mounted and overhead street name signs that are installed on WisDOT roadways.

POLICY

Ground Mounted Street Name Signs

1. Local units of government are allowed to install ground mounted street name signs on WisDOT roadways. No permit is required for ground mounted street name signs.
2. Ground mounted street name signs **shall not** be installed on WisDOT maintained sign posts. Ground mounted street name signs **shall** be placed on their own supports and *should* be placed in the opposite quadrant as the STOP sign, typically on the left side so they do not obstruct the motorist's view of the STOP sign or any other signs.
3. The local unit of government **shall** pay for all costs associated with the manufacture, installation and maintenance of ground mounted street name signs.

Overhead Street Name Signs

1. WisDOT will install and maintain overhead street name signs on WisDOT maintained traffic signal monotube structures only.
2. In accordance with TEOpS 2-4-50, WisDOT **shall** also install advance crossroad name signs on divided roadways with posted speeds of 45 mph or greater and 2-lane conventional highways with posted speeds of 55 mph that are on the national Highway System. The Region has the option to additionally install advance crossroad name signing on divided roadways with posted speeds of less than 45 mph.
3. For overhead street name signs mounted on traffic signal monotube arms, in addition to the overall sign size restrictions, the sign **shall** not exceed a lateral mounting distance of 15 feet from the upright (distance from upright to center of sign). See SDD 9E-8 (sheets a-d) for the placement of overhead street name signs on traffic signal monotubes.
4. For WisDOT maintained overhead street name signs, only the standard M1-94H or M1-94S sign with white letters on green background will be allowed.
5. For existing overhead street name signs that have already been permitted on WisDOT maintained traffic

signal monotube structures, WisDOT *may* assume the maintenance of the signs (permission needed from local unit of government), provided the signs meet WisDOT design standards. Otherwise, the signs would be grandfathered until they wear out and then replaced by signs that meet WisDOT design standards and maintained by WisDOT at that point.

6. For existing WisDOT maintained urban traffic signal monotube structures that do not currently have street name signs attached to them, the overhead street name signs *may* be installed as part of an improvement project. If the local unit of government wishes to have overhead street name signs installed prior to an improvement projects, they will need to incur the installation costs. Maintenance of the signs will be by WisDOT.

Sign Design and Manufacture

1. Due to wind loading restrictions on overhead traffic signal monotubes, overhead sign sizes *should not* exceed 18" in height or 108" in length. If larger street name signs are needed (i.e. longer street names or different street names in each direction), then the monotube wind loading calculations **shall** be calculated to ensure adequate wind loading (see Traffic Signal Design Manual 6-1-11).
2. For overhead street name signs, 12" initial upper case/9" lower case *should* be used for the street name. If overall sign size is a concern, 8" initial upper case/6" lower case letter heights *may* be used.
3. For all ground mounted street name signs, only blue, brown, white or green backgrounds **shall** be used. The legend for ground mounted street name signs **shall** be white for blue, brown or green background signs. The legend **shall** be black for white background signs. Overhead street name signs on WisDOT maintained traffic signal monotube structures **shall** be white letters on green background.
4. Pictographs in the form of a community symbol or highway route shield *may* be used on either non-WisDOT maintained overhead street name signs or any ground mounted street name signs. The height and width of the pictograph **shall not** exceed the height of the upper case letter of the principle legend on the sign. Pictographs **shall not** contain commercial advertising.
5. For new overhead and ground mounted street name signs, the mixture of initial upper case / lower case lettering **shall** be used. Existing street name signs with all capital letters are allowed to remain until they wear out or are replaced in projects.
6. Ground mounted street name signs *should* have a minimum letter heights of 6" initial upper case / 4 ½" lower case for 2 lane conventional highways (all posted speeds) and multi-lane conventional highways (posted speeds 40 mph or less). Ground mounted street name signs on multi-lane conventional highways with posted speeds greater than 40 mph *should* have minimum letter heights of 8" initial upper case / 6" lower case. 4" initial upper case / 3" lower case letters *may* be used on local two-lane streets with posted speed limits of 25 mph or less.
7. Supplementary lettering to indicate the direction (North, South, East or West) or the type of street (St, Ave, or Rd) *may* be used. For ground mounted street name signs, minimum supplementary letter heights of 3" upper case / 2 ¼" lower case letters *should* be used. For overhead street name signs with 12" initial upper case/9" lower case letter heights for the street name, supplementary letter heights of 6" initial upper case / 4 ½" lower case letters **shall** be used. If using 8" initial upper case/6" lower case letter heights for the street name, 4" initial upper case/3" lower case supplementary letters **shall** be used. If used, route shields on overhead street name signs **shall** be the same height as the upper case letters of the street name.

2-4-50 Advance Crossroad Name Signs May 2011

PURPOSE

This guideline provides information on the appropriate use of advance crossroad name signs. These signs are used on certain urban and rural roadways to identify and provide advance notice on the approach to intersections to allow safe reaction times and to orient unfamiliar motorists to their destinations.

These signs are provided for as optional street name signs in the MUTCD Section 2D.44. When an intersection warning sign (W2-1 through W2-6) is installed for the intersection, a similar function *may* be achieved with a supplemental advance street name plaque. Use of the advance cross road sign is preferred over the advance street name plaque. WisDOT has authority under ss. 86.19 to place these signs to guide and warn traffic.

POLICY

Advance crossroad name signs *should* be used selectively for at grade intersections. Two primary criteria exist for determining whether crossroad name signs *should* be used: the character of the highway and the character of the intersecting roadway. The use of signs *should* reflect both considerations.

1. Criteria related to the State Highway:
    a. Advance Crossroad Name Signs **shall** be used for at grade intersections of all urban and rural 4 lane divided highways with posted speeds 45 mph and greater.
    b. Use of Advance Crossroad Name Signs is optional on 4 lane urban and rural divided highways with posted speeds less than 45 mph. Problem situations on these types of highways *may* warrant this signing.
    c. Advance Crossroad Name Signs **shall** be used on all 2 lane conventional highways that are on the National Highway System which have a posted speed limit of 55 mph.
    d. The use of Advance Crossroad Name Signs **shall** be optional on all other 2 lane conventional highways that do not meet the criteria listed above in item 1c. Problem situations on this type of highway *may* warrant this signing.
2. Criteria related to the intersecting roadway:
    a. Advance crossroad name signs *should* be used for Intersecting roads that serve retail shopping, commercial activity, or other activities with high concentrations of entering or leaving traffic, or heavy slow moving vehicle traffic.
    b. Advance crossroad name signs are normally not used for intersections with another state highway or a county trunk highway. Those intersections *should* have junction signing in place and are referenced with highway numbers or letters rather than road names.
    c. Advance crossroad name signs *should not* be used for intersections with roads that are dead ends or only serve an individual property owner.
3. Sign placement and details:
    a. Directional arrows **shall** be used on all signs. For intersecting crossroads with different road names to the left and right, a D1-1 or D1-2 sign would be used. A D1-61 sign with two arrows would be used for intersecting roadways having the same name in both directions. In some locations, such as freeway off ramps with intersecting roadways having the same name in both directions, it may be beneficial to list the cardinal directions on the sign (D1-60 sign).
    b. In urban or semi-urban areas, there *may* be cases where there are closely spaced intersections or median cut-outs where the usage of directional arrows could cause potential motorist confusing with turning at the wrong location. For these locations, in lieu of signs with directional arrows, an option would be to utilize sign with the word text of NEXT INTERSECTION (D1-63 sign), SECOND INTERSECTION (D1-64 sign) or NEXT SIGNAL (D1-65 sign).
    c. Advance Crossroad Name Signs *should* be placed on the right side of the roadway. On divided highways, where there is a left turn only situation, the sign *should* be placed in the median. When there are three or more travel lanes in each direction, signs *should* be installed on the right side of the roadway and the median side of the roadway.
    d. Placement of signs *should* follow the MUTCD Table 2C-4, condition B, deceleration to condition of 0 mph). The distance of these signs from the intersection *may* vary due to the presence of other signing in the area; however, it *should not* be less than 500 feet for speeds 45 mph and above.
    e. Additional Advance Crossroad Name Sign size criteria for bypasses are contained in TEOpS 2-15-53 Bypass Signing.
    f. Lettering sizes for Advance Crossroad Name Signs **shall** be as follows:
        i. High Speed Roadways (45 mph or above): 4 ½” lower case/6” upper case for conventional state trunk highways and 6” lower case/8” upper case for expressway crossroads; 4 ½” lower case/6” upper case or 6” lower case/ 8” upper case for 4 lane divided or undivided highways.
        ii. Low Speed Roadways (less than 45 mph): 4 ½” lower case/6” upper case.

2-4-51 Rustic Road Signs February 2018

GENERAL

The Wisconsin Administrative Code Trans-RR 1 contains all of the rules for the application procedures and sign installation/maintenance criteria for Rustic Road Signing. The Wisconsin Department of Transportation has organized a Rustic Roads Board that maintains all of the rules in Wisconsin Administrative Code Trans-RR1. In addition to these rules, there is a need to also provide clear guidance on the minimum signing that is required to conform to the rules of the Rustic Roads Board. The goal of this guidance is to provide for a statewide consistent method of signing and clearly define what the signing the Department is responsible for and what signing the Local maintaining authority is responsible for.

POLICY

Below are the guidelines for the installation and maintenance of Rustic Road Signing:

1. A minimum amount of signing *should* be used in order to avoid additional sign clutter at intersections, which can lead to safety issues. Figure 1 shows examples of the minimum amount of signing required to conform to the rules of the Rustic Roads Board.

    a. JR-1 assemblies (RR Marker, Rustic Road Number, Mileage) **shall** be used at all Rustic Road termini. The mileage listed **shall** be the entire length of that Rustic Road designation, regardless of any splits or loops, rounded to the nearest mile.

    b. JR-2 assemblies (RR Marker, Rustic Road Number) **shall** be used at interior intersections with State or US Highways

    c. DR1-53 (Rustic Road w/arrow(s)) signs **shall** be used at any turns or splits along the Rustic Road route.

    d. J4 assemblies (End, RR Marker) **shall** be used at all Rustic Road termini.

    e. J13 assemblies (RR Marker, arrow) *should* be used on State or US Highway approaches to Rustic Roads. For County Highways designated as Rustic Roads, this *may* be accomplished by combining Rustic Road signing with the Route Assemblies (J1/J12 and J13) for the County Highway.

    f. DR1-53 signs *should* be used on County Highway approaches to Rustic Roads.

    g. Gaps in Rustic Road routes *should* be signed with MR5-54 (To Rustic Road w/arrow & mileage) signs.

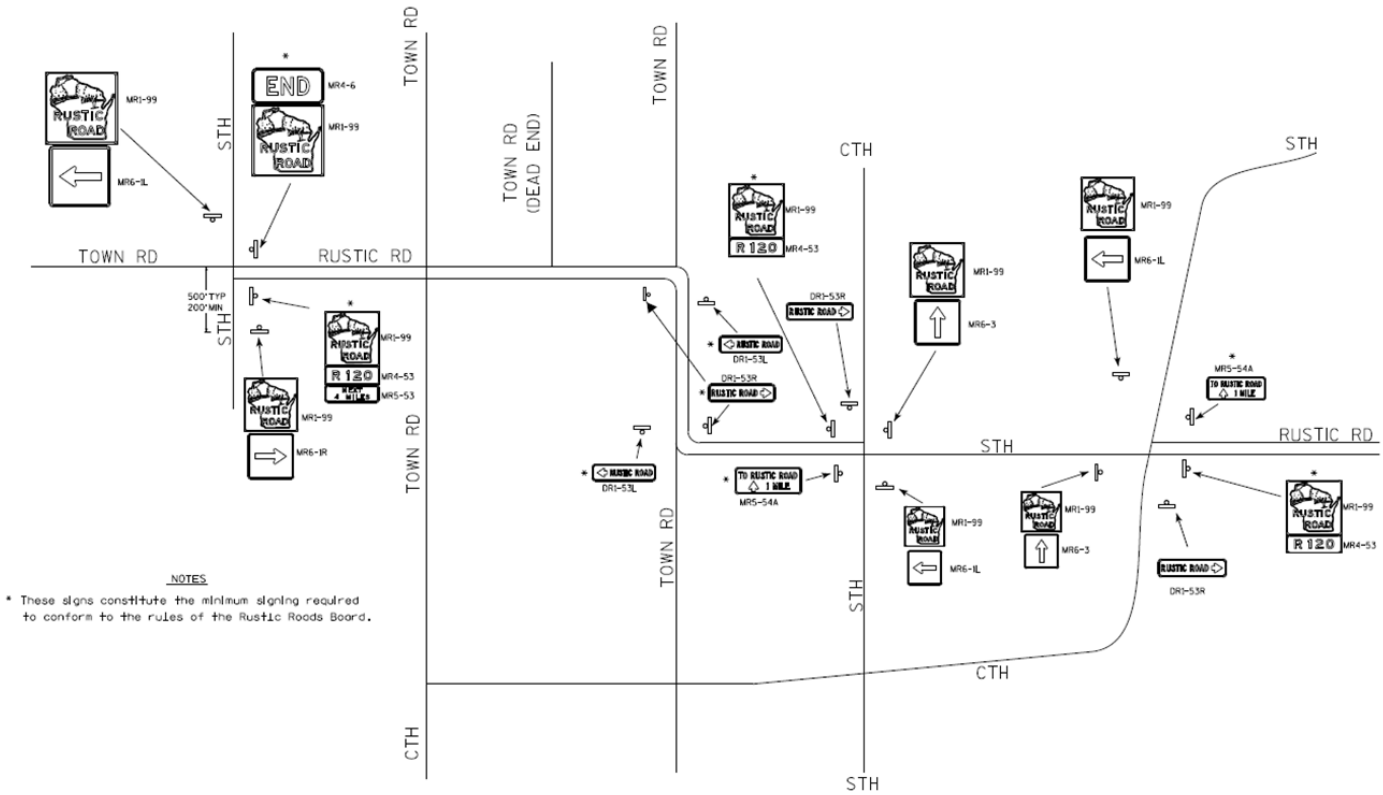
    h. No signing is typically necessary on local road approaches to Rustic Roads.

    There is no formal phase-in period for installation of this signing. Existing 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 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. The Department **shall** pay for the installation and maintenance of all Rustic Road signing. Major Rustic road signing efforts *should* be done in the fourth quarter of the calendar year. Minor sign replacement *may* occur throughout the year, as feasible.

3. As signs on the local system wear out and need to be replaced, the local unit of government *should* provide a list of signs needing replacement to the Department.

Figure 1



2-4-52 Heritage Directional Signs December 2013

PURPOSE

In 1994, WisDOT and Wisconsin Department of Tourism enacted the Heritage Directional Signing program through a Cooperative Agreement between the two agencies. The Department of Tourism had the responsibility to work with the application process for businesses requesting signs and maintained a brochure of the eligible businesses. Tourism furnished the signs to WisDOT and the Department of Tourism covered installation and long term maintenance of the signs.

In August of 2013, the Department of Tourism indicated that they were no longer maintaining the Heritage Signing program and instead have focused on other means to promote this tourism effort. As a result, no new Heritage Direction signs will be installed on state highways from this time forward. This guideline provides information on the signing phase-out plan that was approved by Dept. of Tourism and WisDOT.

GUIDELINES

Listed below are guidelines for the installation and removal of Heritage Directional signing on WisDOT roadways, M1-85, M1-85C and M1-85d, which were agreed upon by the Department of Tourism and WisDOT:

1. New Heritage Direction signs **shall not** be installed on WisDOT roadways.
2. Existing Heritage Direction signs *may* be allowed to remain in place until the end of their useful life. Other opportunities such as knockdown damage, improvement projects or change in conditions *may* make it possible to have the signs removed earlier.
3. If WisDOT staff receives a call from a business requesting a replacement Heritage Directional sign, refer the name and contact information to the State Signing Engineer, who in turn will work with the requestor and Tourism to find a potential alternative signing program (SIS, TODS, White Arrow boards).
4. If WisDOT removes a Heritage Directional sign, the Region *should* let the State Signing Engineer know, who will subsequently let Tourism know.

2-4-53 Auto Tour Signing Policy December 2013

PURPOSE

Section 2H.07 of the 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 MUTCD by providing additional guidelines and standards on the usage of Auto Tour signs on WisDOT maintained roadways.

DEFINITIONS

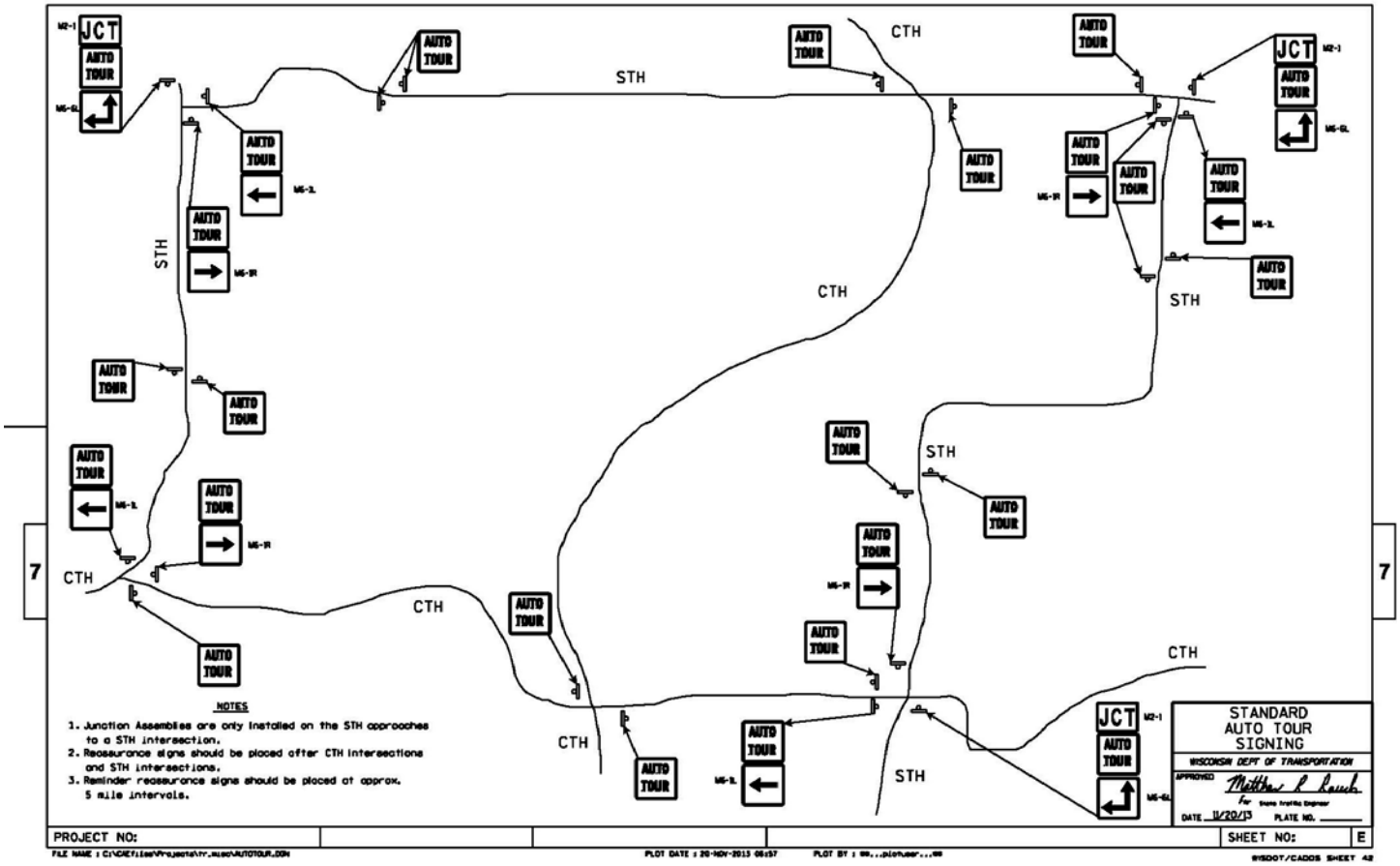
Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separation at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial controlled 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 multi-lane facilities.

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.



2-4-55 Stream/River/Lake Signs September 2001

PURPOSE

Guide signs noting stream, river, and lake crossings have traditionally been installed on WisDOT roadways to assist motorists. When used in a controlled manner, these signs have benefits because they can help an unfamiliar motorist find their location when using a map and can also be informative on pointing out the location of important bodies of water for tourists or sporting use. However, in the past, usage of these signs has been uncontrolled, resulting in sign installations for everything from dry ditches to bodies of water not on the state map or recognized by the Wisconsin Department of Natural Resources. The intent of this policy is to establish control and statewide consistency on the usage of these signs.

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 controlled access, and generally by means of grade separation at major intersections.

INSTALLATION GUIDELINES

Stream, river and lake crossing guide signs *may* be used provided the following criteria are met:

1. For freeways and expressways. The body of water to be signed has a name shown on the current official State of Wisconsin Highway Map that is published by the Wisconsin Department of Transportation. Any bodies of water not having a name shown on this map **shall not** be signed for.
2. For conventional highways. The body of water to be signed has a name shown on the current official State of Wisconsin Highway Map or the current official County Highway Maps that are published by the Wisconsin Department of Transportation. Any bodies of water not having a name shown on these maps **shall not** be signed for.

3. Any existing stream, river, or lake crossing signs that are in place and do not meet the criteria listed in items 1 or 2 above, will be allowed to remain in place until the end of their useful life. Once the signs have reached their useful life, they **shall** be removed and not be replaced. Useful life is defined as the sign being legible for its intended usage.

2-4-60 Township Boundary and Land Use Zoning Signs — August 2000

PURPOSE

In the past, there have been requests by both urban and rural townships to have township boundary signs and land use zoning signs erected on WisDOT system roadways in order to identify themselves to motorists. In 1997, Assembly Bill 114 created a procedure that allows certain towns to become "urban towns" in order to specify the towns that are eligible to invoke this procedure and to define the authority granted to towns that become urban towns. As of the date of this policy, Assembly Bill 114 **did not pass.**

The intent of this policy is to establish a statewide policy and to control the clutter of signs on WisDOT system roadways by not allowing the use of these signs.

POLICY

Township Boundary signs and/or Township Land Use Zoning signs *should not* be installed on WisDOT system roadways, or right of ways, either individually or as part of a sign assembly. Zoning requirements are easily obtainable from local governments, thus making this signing unnecessary because these signs do not serve to guide or orient the average motorist. Similarly, township boundary signs do not have sufficient orientation value to warrant installation on the state highway or right-of-way system, since townships are not even shown on the state map.

In some cases, Township Boundary signs *may* be allowed by the Department for urbanized townships only. Requests for signing for urbanized township signs will be reviewed by the Department on a case-by-case basis and a permit *may* be granted.

Any existing Township Boundary signs or Township Land Use Zoning signs located on WisDOT system roadways that have not been permitted **shall** be removed no later than July 1, 2001.

2-4-65 Amenity Signs — April 2001

PURPOSE

The intent of this guideline is to establish standards for the use of signs which provide information about services provided at roadside facilities, including waysides and historical markers. The guideline is intended reduce the number of certain informational signs and messages in order to retain or improve the impact of other guidance and warning signs. The guideline also reflects the need to focus signing efforts and resources on the signs of highest value for safety and mobility.

Amenity signs, often referred to as "fingerboard" signs, have been installed in the past to give information about services available in the site. These signs were typically mounted below the advance signs to the facility.

The amenity signs covered under this policy include the DB5-69, DG5-69, and DN5-69 series:

- Toilet Sign (DB-5-69A, DG5-69A, and DN5-69A)
- Boat Landing Sign (DB5-69B, DG5-69B, and DN5-69B)
- Drinking Water Sign (DB5-69C, DG5-69C, and DN5-69C)
- Picnic Tables Sign (DB5-69D, DG5-69D, and DN5-69D)
- Historical Marker Sign (DB5-69E)
- Memorial Marker Sign (DB5-69F)

Motorists are accustomed to expecting certain amenities at waysides which reduces the value of some amenity signs. Signs are appropriate for other amenities that motorists are not accustomed to, or are not part of the standard expectation for the roadside facility.

POLICY

1. Toilet, Drinking Water, and Picnic Table signs shall not be installed on state highways. Those Toilet, Drinking Water, and Picnic Tables signs previously installed on state highways will be allowed to remain in place until the end of their useful life, when they should be removed and not replaced. Useful life ends when the sign message no longer meets legibility or condition standards. These signs may be removed

prior to the end of the signs useful life when opportunities arise such as knockdown or damage, when other work is occurring nearby, or projects that make removal practical.

2. Boat Landing, Historical Marker, and Memorial Marker signs should continue to be installed on state highways. These signs should be mounted below the advance sign to the facility.