



Traffic Engineering, Operations & Safety Manual

Chapter 2 Signing

Section 6 Guide Signs—Freeway

2-6-19 Exit Numbers

July 2024

The following is a listing of freeway exit numbers in Wisconsin. Changes or additions *should* be reported to the Signs and Markings Implementation Section to keep this listing current.

County	Direction of Travel	Interchange with	Exit No.
USH 10			
Wood	E B and WB	STH 13 North and CTH A - Marshfield	187
Portage	EB and WB	STH 13 South and STH 34 South – Junction City and Wis Rapids	204
Portage	EB	STH 34 North, CTH P and CTH HH – Knowlton and Stevens Point	208
Portage	WB	STH 34 North, CTH P and CTH HH – Knowlton and Junction City	208
Portage	WB	IH 39 and USH 51 North - Wausau	213
Portage	EB and WB	CTH J	230
Portage	EB	Amherst Jct. and Lake Road	237
Portage	EB and WB	CTH B West – Plover and Amherst	238
Portage	EB and WB	CTH A and CTH B East - Amherst	240
Waupaca	EB	STH 49 North and STH 54 West - Waupaca	250
Waupaca	WB	STH 49 North and STH 54 West - Waupaca and Wis. Rapids	250
Waupaca	EB and WB	STH 22 South and CTH K - Waupaca and Wild Rose	252
Waupaca	EB and WB	Churchill St	253
Waupaca	EB and WB	STH 22 North, STH 54 East, CTH A, and CTH K North - Waupaca	254
Waupaca	EB and WB	STH 110 North and CTH A - Weyauwega	260A
Waupaca	WB	CTH F - Weyauwega	260B
Waupaca	EB and WB	STH 49 and STH 110 – Berlin and Fremont	264
Waupaca	EB and WB	STH 96, STH 110, CTH II - Fremont	267
Winnebago	EB and WB	USH 45 North – New London	273
Winnebago	EB and WB	USH 45 South – Oshkosh	276
Winnebago	EB and WB	STH 76 and USH 41 North – Oshkosh and Shiocton	284
Winnebago	WB	STH 76 – Oshkosh and Shiocton	284
Winnebago	EB and WB	CTH CB	286
Winnebago	EB and WB	USH 41 South - Oshkosh	287A
Winnebago	WB	USH 41 North - Green Bay	287B
Winnebago	EB and WB	CTH P - Racine St	289A
Winnebago	EB and WB	CTH AP - Midway Rd	289B
Winnebago	EB and WB	STH 47 - Appleton Rd	290
Winnebago	EB	Oneida St	291
USH 12			
Sauk	EB and WB	CTH BD – Fern Dell Rd	212
Sauk	EB and WB	N Reedsburg Rd	214
Sauk	EB and WB	STH 33 WB – Pit Rd	215
Dane	EB and WB	Parmenter St	249
Dane	EB and WB	CTH M – Airport Rd and Century Ave	250
Dane	WB	Parmenter St	251B
Dane	EB and WB	USH 14 West	251A
Dane	EB and WB	Greenway Blvd.	252
Dane	EB and WB	Old Sauk Rd	253
Dane	EB and WB	CTH M and S - Mineral Point Rd	254
Dane	EB and WB	Gammon Rd	255
Dane	EB and WB	Whitney Way	257
Dane	EB and WB	USH 18 West and USH 151 South - Verona Rd and Midvale Blvd.	258
Dane	WB	Seminole Hwy.	258A
Dane	EB and WB	Todd Dr.	259
Dane	EB	CTH D South - Fish Hatchery Rd	260A
Dane	EB	CTH D North - Fish Hatchery Rd	260B
Dane	WB	CTH D - Fish Hatchery Rd	260B-A
Dane	EB	USH 14 East	261A
Dane	EB	USH 151 North - Park St.	261B
Dane	WB	USH 151 North - Park St and USH 14 East	261B-A
Dane	EB and WB	Rimrock Rd	262

Dane	EB and WB	John Nolen Dr.	263
Dane	EB and WB	South Towne Dr.	264
Dane	EB and WB	Monona Dr.	265
Dane	EB and WB	USH 51 - Stoughton Rd	266
Dane	EB	IH 90 East and IH 39 South	267A
Dane	EB	IH 90 West and IH 39 North	267B
Dane	EB and WB	CTH AB	269
Dane	EB and WB	CTH N	272
Walworth	EB and WB	IH 43 and CTH NN	321
Walworth	EB and WB	STH 120 North	328
Walworth	EB	STH 50 East	330A
Walworth	EB	STH 50 West and STH 120 South	330B
Walworth	WB	STH 50 and STH 120 South	330A-B
Walworth	EB and WB	Pell Lake Dr.	335

USH 14

Dane	EB	Mc Coy Rd	133
Dane	EB and WB	Lacy Rd	134
Dane	EB and WB	CTH MM	139
Dane	EB	STH 138	140

STH 16

Waukesha	EB and WB	CTH P North - Brown St. and Grifford Rd	176
Waukesha	EB and WB	CTH P South - Sawyer Rd	178
Waukesha	EB and WB	CTH C	179
Waukesha	EB and WB	STH 83	181
Waukesha	EB	CTH E and KC - North Ave. and Merton Ave.	182
Waukesha	WB	CTH KC and E - North Ave. and Merton Ave.	183
Waukesha	EB and WB	CTH JK and KE - Jungbluth Rd. and North Shore Dr.	184
Waukesha	EB and WB	CTH KF - Ryan St.	186
Waukesha	EB and WB	STH 190 - Capitol Dr.	187
Waukesha	EB and WB	CTH JJ - Main St.	188

STH 26

Rock	NB and SB	Harmony Town Hall Road	6
Rock	NB and SB	STH 59 and CTH M	8
Rock	NB and SB	CTH N	11
Jefferson	NB and SB	Business 26	17
Jefferson	NB and SB	STH 106	19
Jefferson	NB and SB	USH 12	21
Jefferson	NB and SB	Business 26	23
Jefferson	NB and SB	Business 26	25
Jefferson	NB and SB	USH 18	27
Jefferson	NB and SB	Business 26	30
Jefferson	NB and SB	Business 26 and CTH Y	39
Jefferson	NB	STH 19	43
Dodge	SB	STH 19	43
Dodge	NB and SB	STH 16 EB	45
Dodge	NB and SB	STH 16 and STH 60	52

STH 29

Dunn	WB	WB IH 94	60A
Dunn	WB	EB IH 94	60B
Dunn	EB and WB	USH 12 and STH 40	61
Chippewa	EB and WB	CTH T	68
Chippewa	EB and WB	90 th St and Business 29	72
Chippewa	EB and WB	US 53 South	75A
Chippewa	EB and WB	US 53 North	75B
Chippewa		Seymour Cray and Business 29	79
Chippewa	EB and WB	CTH X	80
Chippewa	EB and WB	CTH J	81
Chippewa	EB and WB	CTH X	87
Chippewa	EB and WB	STH 27	91
Chippewa	EB and WB	CTH D	97
Chippewa	EB and WB	CTH H	101
Clark	EB and WB	STH 73 and CTH M	108
Clark	EB and WB	STH 73 and CTH T	118

Clark	EB and WB	CTH X – Cardinal Ave	122
Clark	EB and WB	CTH E	127
Clark	EB	Sprue St/ Highline Ave	131
Marathon	EB and WB	STH 13	132
Marathon	WB	Maple Rd/Spruce St	134
Marathon	EB and WB	STH 97	145
Marathon	EB and WB	CTH H	150
Marathon	EB and WB	STH 107	156
Marathon	EB and WB	72 nd Ave	162
Marathon	EB and WB	STH 52	164A
Marathon	EB and WB	USH 51 North	164B
Marathon	EB	USH 51 South	none
Marathon	WB	USH 51 North	none
Marathon	EB and WB	Business 51	171
Marathon	EB and WB	CTH X	173
Marathon	EB and WB	CTH J	177
Marathon	EB and WB	CTH Q	181
Marathon	EB and WB	CTH Y	185
Shawano	EB and WB	USH 45 North and CTH M and Business 29	195
Shawano	WB	CTH Q and Business 29	196
Shawano	EB and WB	USH 45 South	198
Shawano	EB and WB	STH 22	225
Shawano	EB	STH 47 North and STH 55 North and CTH K	227
Shawano	WB	STH 47 North and STH 55 North and CTH K and Business 29	227
Shawano	EB and WB	STH 47 South and STH 117	234
Shawano	EB and WB	STH 55 South and STH 160	242
Brown	EB and WB	STH 32 and CTH Y	249
Brown	EB and WB	CTH VV - Marley St and Triangle Dr	253
Brown	EB and WB	CTH FF	255

INTERSTATE 39
(SEE USH 51- INTERSTATE HIGHWAY 39)
(ALSO SEE INTERSTATE 90 FOR I39/I90/I94)

STH 175

Milwaukee	NB and SB	IH 94-Eastbound	38A
Milwaukee	NB and SB	IH 94-Westbound	38B
Milwaukee	SB	USH 18 (Wisconsin Ave.) and Wells St.	38C
Milwaukee	NB	USH 18 - Wisconsin Ave. and Bluemound Rd.	38C
Milwaukee	SB	Vliet St. and State St.	39A
Milwaukee	NB	State St. and Vliet St.	39A
Milwaukee	NB	Washington Blvd.	39B
Milwaukee	NB	Lloyd St.	40A
Milwaukee	NB	USH 41 - Lisbon Ave.	40B

INTERSTATE HIGHWAY 41

Milwaukee	NB	STH 175 - Appleton Ave.	none
Milwaukee	SB	USH 41 - Appleton	47A
Milwaukee	NB and SB	CTH PP - Good Hope Rd	47B
Milwaukee	NB	STH 145 North and 124 th St	48
Waukesha	SB	STH 145 - Fond du Lac Ave.	48
Waukesha	NB	STH 100 East - Main St.	50A
Waukesha	NB	CTH F West - Main St.	50B
Waukesha	SB	CTH F and STH 100 East - Main St.	50A-B
Waukesha	NB	Pilgrim Rd - Northbound	51A
Waukesha	NB	Pilgrim Rd - Southbound	51B
Waukesha	SB	Pilgrim Rd	51A-B
Waukesha	NB	CTH Q - County Line Rd	52
Washington	SB	CTH Q - County Line Rd	52
Washington	NB and SB	STH 167 East - Mequon Rd and CTH Y Lannon Rd	54
Washington	NB and SB	STH 167 West - Holy Hill Rd	57
Washington	NB	USH 45 North	59
Washington	NB and SB	STH 145	60
Washington	NB	STH 60 East	64A
Washington	NB	STH 60 West	64B
Washington	SB	STH 60	64A-B
Washington	NB and SB	STH 144	66

Washington	NB and SB	CTH K	68
Washington	NB and SB	STH 33	72
Washington	NB and SB	CTH D	76
Dodge	NB and SB	STH 28	81
Dodge	NB and SB	STH 67	85
Dodge	NB and SB	STH 49 and CTH KK	87
Fond du Lac	NB and SB	CTH B	92
Fond du Lac	NB and SB	USH 151	95
Fond du Lac	NB and SB	CTH VV - Hickory St.	97
Fond du Lac	NB and SB	CTH D and Military Road	98
Fond du Lac	NB and SB	STH 23 - Johnson St.	99
Fond du Lac	NB and SB	CTH OO - Winnebago St.	101
Fond du Lac	NB and SB	CTH N	106
Winnebago	NB and SB	STH 26	113
Winnebago	NB and SB	STH 44 and STH 91-Ripon Rd and South Park Ave.	116
Winnebago	NB and SB	9th Ave.	117
Winnebago	NB and SB	STH 21 - Omro Rd and Oshkosh Ave.	119
Winnebago	NB and SB	USH 45 and TO USH 10 West - Algoma Blvd.	120
Winnebago	NB and SB	STH 76 - Jackson St.	124
Winnebago	NB and SB	Breezewood Lane/Bell St.	129
Winnebago	NB and SB	STH 114 and CTH JJ - Winneconne Ave.	131
Winnebago	NB and SB	Main St. and Oakridge Rd	132
Winnebago	NB and SB	CTH II - Winchester Rd	133
Winnebago	NB and SB	USH 10 East and STH 441 North	134
Winnebago	NB and SB	CTH BB - Prospect Ave.	136
Outagamie	NB and SB	STH 125 - College Ave.	137
Outagamie	NB and SB	STH 96 - Wisconsin Ave.	138
Outagamie	NB and SB	STH 15 and CTH 00 - Northland Ave.	139
Outagamie	NB and SB	STH 47 - Richmond St.	142
Outagamie	NB and SB	CTH E - Ballard Rd	144
Outagamie	NB and SB	STH 441 South	145
Outagamie	NB and SB	CTH N	146
Outagamie	NB and SB	STH 55	148
Outagamie	NB and SB	CTH J	150
Outagamie	NB and SB	CTH U	154
Brown	NB and SB	CTH S	157
Brown	NB and SB	CTH F - Scheuring Road	161
Brown	NB and SB	CTH G - Main Ave.	163A
Brown	NB	Ashland Ave.	163B
Brown	NB and SB	CTH AAA - Oneida Street and Waube Lane	164A
Brown	NB and SB	STH 172	164B
Brown	NB and SB	CTH VK - Lombardi Ave.	167
Brown	NB and SB	STH 54 and STH 32 South - Mason St.	168A
Brown	NB and SB	STH 29 West and STH 32 North	168B
Brown	NB and SB	STH 29 East Shawano Ave.	168C
Brown	NB and SB	USH 141 South - Velp Ave.	170A
Brown	NB and SB	IH 43	170B

USH 41

Brown	NB and SB	CTH M - Lineville Road	173
Brown	NB and SB	CTH B - Sunset Beach Road	176
Oconto	NB and SB	Brown Road	179
Oconto	NB and SB	CTH S	182
Oconto	NB and SB	CTH D - Sampson Road	185
Oconto	NB and SB	USH 141	187
Oconto	NB	Business 41	197
Oconto	NB and SB	STH 22	198
Oconto	SB	Business 41	200
Marinette	NB and SB	CTH Y	212
Marinette	NB and SB	Schacht Road	216

INTERSTATE HIGHWAY 43

Rock	SB	IH 90 East and IH 39 South	1A
Rock	SB	IH 90 West and IH 39 North	1B
Rock	NB and SB	CTH X and Hart Road	2
Rock	NB and SB	STH 140	6
Walworth	NB and SB	USH 14	15

Walworth	NB and SB	CTH X	17
Walworth	NB and SB	STH 50	21
Walworth	NB and SB	STH 67	25
Walworth	NB and SB	USH 12 East	27A
Walworth	NB and SB	USH 12 West	27B
Walworth	NB and SB	STH 11	29
Walworth	NB and SB	Bowers Road	33
Walworth	NB and SB	STH 120	36
Walworth	NB and SB	STH 20	38
Waukesha	NB and SB	STH 83	43
Waukesha	NB and SB	STH 164	50
Waukesha	NB and SB	CTH Y - Racine Ave.	54
Waukesha	NB and SB	Moorland Road	57
Waukesha	NB	Layton Avenue	59
Milwaukee	SB	USH 45 and STH 100 - South	60
Milwaukee	NB	IH 894 West	61
Milwaukee	NB	Michigan St and 10 th St	72A
Milwaukee	SB	IH 794 East - Lakefront	72B
Milwaukee	NB	IH 794 East - Lakefront	310C
Milwaukee	NB	Kilbourn Avenue	72C
Milwaukee	SB	IH94 West Madison	72D
Milwaukee	SB	Highland Avenue and 11 th St	72E
Milwaukee	NB and SB	Fond du Lac Ave and McKinley Ave	73A
Milwaukee	NB and SB	North Avenue	73B
Milwaukee	NB and SB	Locust Avenue	74
Milwaukee	NB and SB	Keefe Avenue and Atkinson Avenue	75
Milwaukee	NB	STH 190 East - Capitol Dr	76A
Milwaukee	NB	STH 57 - Green Bay Ave and STH 190 West - Capitol Dr.	76B
Milwaukee	SB	STH 57 - Green Bay Ave and STH 190 - Capitol Dr.	76A-B
Milwaukee	NB	Hampton Avenue - Eastbound	77A
Milwaukee	NB	Hampton Avenue - Westbound	77B
Milwaukee	NB and SB	Silver Spring Drive	78
Milwaukee	NB and SB	Good Hope Road	80
Milwaukee	NB	Brown Deer Road - Eastbound	82A
Milwaukee	SB	STH 32 East - Brown Deer Road	82A
Milwaukee	NB and SB	STH 100 West - Brown Deer Road	82B
Milwaukee	NB	CTH W - Port Washington Road	83

Interchanges where IH 43 and IH 894 are concurrent are numbered as interchanges on IH 894

Ozaukee	NB and SB	STH 167 - Mequon Road	85
Ozaukee	NB and SB	CTH C	89
Ozaukee	NB and SB	STH 60 and CTH Q	92
Ozaukee	NB and SB	STH 32 North and CTH V South	93
Ozaukee	NB and SB	STH 33	96
Ozaukee	NB	STH 57	97
Ozaukee	NB and SB	CTH H West and STH 32 South	100
Ozaukee	NB and SB	CTH D	107
Sheboygan	NB and SB	STH 32 North and CTH LL	113
Sheboygan	NB and SB	CTH AA - Foster Rd	116
Sheboygan	NB and SB	CTH V and CTH OK	120
Sheboygan	NB and SB	STH 28	123
Sheboygan	NB and SB	STH 23 East	126A
Sheboygan	NB and SB	STH 23 West	126B
Sheboygan	NB and SB	STH 42	128
Manitowoc	NB and SB	CTH XX	137
Manitowoc	NB and SB	CTH C	144
Manitowoc	NB and SB	USH 151 and STH 42 South	149
Manitowoc	NB and SB	USH 10 East and STH 42 North and CTH JJ	152
Manitowoc	NB and SB	USH 10 West and STH 310	154
Manitowoc	NB and SB	CTH V	157
Manitowoc	NB and SB	CTH K	160
Manitowoc	NB and SB	STH 147 and CTH Z	164
Brown	NB and SB	STH 96 - CTH KB	171
Brown	NB and SB	USH 141 and CTH MM	178
Brown	NB and SB	STH 172	180
Brown	NB and SB	CTH JJ - Eaton Rd	181

Brown	NB and SB	CTH V - Mason St.	183
Brown	NB and SB	STH 54 and STH 57 - University Ave.	185
Brown	NB and SB	Webster Avenue and East Shore Drive	187
Brown	NB and SB	Atkinson Dr.	189
Brown	NB	USH 41 and USH 141	192A-B

USH 45 (IH 41)

Milwaukee	SB	IH 94 - Eastbound	38A
Milwaukee	SB	IH 94 - Westbound	38B
Milwaukee	SB	Bluemound Rd	39
Milwaukee	NB	Bluemound Rd	39
Milwaukee	NB and SB	Watertown Plank Rd	40A-B
Milwaukee	NB and SB	Mayfair Rd and North Ave. - Eastbound	42A
Milwaukee	NB and SB	North Ave. - Westbound	42B
Milwaukee	NB and SB	Burleigh St.	43
Milwaukee	NB and SB	Capitol Dr.	44
Milwaukee	NB and SB	Hampton Ave.	45
Milwaukee	NB and SB	Silver Spring Dr.	46
Milwaukee	NB	STH 175 West - Appleton Ave.	47A
Milwaukee	SB	STH 175 East - Appleton Ave.	47A

Interchanges where USH 45 / IH 41 and USH 41 are concurrent are numbered as interchanges on USH 41/ IH 41

Washington	NB and SB	STH 145 - Fond du Lac Ave.	60
Washington	NB and SB	STH 60	63
Washington	NB and SB	CTH PV - Pleasant Valley Rd	65
Washington	NB and SB	Paradise Dr.	68
Washington	NB and SB	STH 33 and STH 144 - Washington St.	71
Washington	NB and SB	CTH D	73

USH 51

Dane	NB and SB	STH 19	61
Dane	NB and SB	Windsor Rd	63
Dane	NB and SB	CTH V	65

Interchanges where USH 51 and IH 39 are concurrent are found below

USH 51 and INTERSTATE HIGHWAY 39

Columbia	SB	IH 90/94 and STH 78 South	84
Columbia	NB and SB	Cascade Mountain Rd	85
Columbia	NB and SB	STH 33	87
Columbia	NB	STH 16 East	89A
Columbia	NB	STH 16 West 127 and To STH 127	89B
Columbia	SB	STH 16 and To STH 127	89B-A
Columbia	NB and SB	USH 51 South	92
Marquette	NB and SB	STH 23 West - CTH P	100
Marquette	NB	CTH D	104
Marquette	NB and SB	STH 23 East - STH 82	106
Marquette	NB and SB	CTH J and E	113
Waushara	NB and SB	STH 21	124
Waushara	NB and SB	CTH V	131
Waushara	NB and SB	STH 73	136
Portage	NB and SB	CTH D	139
Portage	NB and SB	CTH W	143
Portage	NB and SB	STH 54 - Bus. 51	151
Portage	NB and SB	CTH B	153
Portage	NB and SB	CTH HH	156
Portage	NB	USH 10 East	158A
Portage	NB	STH 66 West	158B
Portage	SB	USH 10 East and STH 66 West	158
Portage	NB and SB	STH 66 East	159
Portage	NB and SB	Business 51	161
Portage	NB and SB	Casimir Road	163
Portage	NB and SB	USH 10 West	165
Portage	NB and SB	CTH DB	171
Marathon	NB and SB	STH 34	175
Marathon	NB and SB	STH 153	179

Marathon	NB and SB	Kronenwetter and Mosinee (Maple Ridge Rd)	181
Marathon	NB and SB	Bus. 51	185
Marathon	NB and SB	STH 29 East	187
Marathon	NB and SB	CTH N	188
Marathon	NB and SB	CTH NN	190
Marathon	NB and SB	STH 29 West	191A
Marathon	NB	Sherman St.	191B
Marathon	NB and SB	STH 52 and Stewart Avenue	192
Marathon	NB and SB	Bridge St.	193
Marathon	NB and SB	CTH U	194A
Marathon	NB and SB	Bus. 51 CTH K	194B
Marathon	NB and SB	CTH WW	197
Lincoln	NB and SB	CTH Q	205
Lincoln	NB and SB	STH 17 and STH 64	208
Lincoln	NB and SB	CTH K	211
Lincoln	NB and SB	CTH S	225
Lincoln	NB and SB	STH 86 West and CTH D East	229
Lincoln	NB and SB	CTH A	231
Lincoln	NB and SB	USH 8	234

USH 53

La Crosse	NB and SB	STH 157 and Main St	6
La Crosse	NB and SB	CTH S and Sand Lake Rd	7
La Crosse	NB and SB	CTH OT	9
La Crosse	NB	STH 35 South, CTH HD, Business 35 and Holmen Dr	11
La Crosse	SB	STH 35 South, CTH HD and Holmen Dr	11
La Crosse	NB and SB	CTH MH and McHugh Rd	13
La Crosse	NB	STH 35 North and CTH HD	15
La Crosse	SB	STH 35 North, CTH HD, and Business 35	15
Eau Claire	SB	IH 94 East	84A
Eau Claire	SB	IH 94 West	84B
Eau Claire	NB and SB	Golf Rd	85
Eau Claire	NB and SB	STH 93 – Hastings Way	86
Eau Claire	NB and SB	USH 12 – Clairemont	87
Eau Claire	NB and SB	River Prairie Dr	89
Eau Claire	SB and NB	North Crossing and STH 312	90
Chippewa	SB and NB	Melby Street	92
Chippewa	SB and NB	CTH OO	94
Chippewa	SB and NB	STH 29 East	95A
Chippewa	SB and NB	STSH 29 West	95B
Chippewa	SB and NB	Business 29 – CTH X	96
Chippewa	SB and NB	CTH S	99
Chippewa	SB and NB	CTH B	102
Chippewa	SB and NB	STH 40	110
Chippewa	SB and NB	STH 64	112
Chippewa	NB and SB	CTH M	118
Barron	NB and SB	CTH I	126
Barron	NB and SB	USH 8	135
Barron	NB and SB	CTH 0	140
Barron	NB and SB	STH 48	143
Barron	NB and SB	CTH V	150
Washburn	NB and SB	STH 70	165
Washburn	NB and SB	USH 63 South	168
Douglas	NB and SB	USH 2 East	222

USH 61

Grant	NB and SB	STH 11 East and STH 35 South	1
Grant	NB	Badger Road and Eagle Point Rd	2
Grant	SB	Badger Rd and Eagle Point Rd	3
Grant	NB	CTH HHH and To CTH H	5
Grant	SB	CTH H and To CTH HHH	5
Grant	NB	USH 61 North Off Ramp at USH 151	8

STH 64

St. Croix	EB and WB	STH 35/CTH E	1
St. Croix	EB and WB	CTH V / Andersen Scout Camp Road	4
St. Croix	EB and WB	CTH VV / Bus 64	6

St. Croix	EB and WB	STH 35 / CTH C / Bus 64	9
St. Croix	EB and WB	CTH A / Bus 64	12
<u>INTERSTATE HIGHWAY 90</u>			
La Crosse	EB and WB	CTH B	2
La Crosse	WB	STH 35 and USH 53 South	3
La Crosse	EB	STH 35 and USH 53 South	3A
La Crosse	EB	STH 35 North	3B
La Crosse	EB and WB	USH 53 North and STH 157	4
La Crosse	EB and WB	STH 16	5
La Crosse	EB and WB	CTH C	12
La Crosse	EB and WB	STH 162	15
Monroe	EB and WB	STH 27	25
Monroe	EB and WB	STH 16	28
Monroe	EB and WB	STH 131	41
Monroe	EB and WB	USH 12 and STH 16	43
Monroe	EB and WB	IH 94	45
Monroe	EB and WB	CTH PP	48
Juneau	EB and WB	CTH C	55
Juneau	EB and WB	STH 80	61
Juneau	EB and WB	STH 82	69
Juneau	EB and WB	CTH HH and CTH N	79
Juneau	EB and WB	USH 12 and STH 16	85
Sauk	EB and WB	STH 13	87
Sauk	EB and WB	STH 23	89
Sauk	EB and WB	USH 12	92
Columbia	EB and WB	STH 33	106
Columbia	EB and WB	STH 78 South	108A
Columbia	EB and WB	IH 39 North	108B
Columbia	EB and WB	CTH CS	115
Columbia	EB and WB	STH 60	119
Dane	EB and WB	CTH V	126
Dane	EB and WB	STH 19	131
Dane	EB and WB	USH 51	132
Dane	EB and WB	USH 151 South	135A
Dane	EB and WB	USH 151 North	135B
Dane	WB	High Crossing Blvd	135C
Dane	EB and WB	IH 94 East	138A
Dane	EB and WB	STH 30	138B
Dane	EB and WB	USH 12 - 18 West	142A
Dane	EB and WB	USH 12 - 18 East	142B
Dane	EB and WB	CTH N	147
Dane	EB and WB	USH 51 North	156
Dane	EB and WB	USH 51 South - STH 73 and STH 106	160
Rock	EB and WB	STH 59	163
Rock	EB	STH 26	171A
Rock	WB	STH 26 North	171A
Rock	EB	USH 14 West	171B
Rock	WB	USH 14 West and STH 26 South	171B
Rock	EB and WB	STH 14 East	175C
Rock	EB and WB	Racine Street	175A
Rock	EB and WB	STH 11 East	175B
Rock	EB and WB	STH 11 West and Avalon Rd	177
Rock	EB and WB	CTH S	183
Rock	EB and WB	IH 43 North	185B
Rock	EB and WB	STH 81 West	185A
<u>INTERSTATE HIGHWAY 94</u>			
St. Croix	EB and WB	STH 35 North	1
St. Croix	EB and WB	CTH F - Carmichael Rd	2
St. Croix	EB and WB	STH 35 South	3
St. Croix	EB and WB	USH 12 - CTH U	4
St. Croix	EB and WB	STH 65	10
St. Croix	EB and WB	CTH T	16
St. Croix	EB and WB	USH 63	19
St. Croix	EB and WB	CTH B	24
St. Croix	EB and WB	STH 128	28

Dunn	EB and WB	CTH Q	32
Dunn	EB and WB	STH 25	41
Dunn	EB and WB	CTH B	45
Dunn	EB and WB	USH 12 - STH 29 and 40	52
Eau Claire	EB and WB	STH 312 and CTH EE	59
Eau Claire	EB and WB	STH 37	65
Eau Claire	EB and WB	STH 93	69
Eau Claire	EB and WB	USH 53	70
Eau Claire	EB and WB	CTH HH	81
Trempealeau	EB and WB	USH 10	88
Jackson	EB and WB	STH 121	98
Jackson	EB and WB	STH 95	105
Jackson	EB and WB	USH 12 and STH 27	115
Jackson	EB and WB	STH 54	116
Jackson	EB and WB	CTH O	128
Monroe	EB and WB	CTH EW	135
Monroe	EB	USH 12	143
Monroe	WB	STH 21	143
Monroe	EB and WB	Industrial Ave	145
Monroe	EB and WB	IH 90	147

Interchanges where IH 90 and IH 94 are concurrent are numbered as interchanges on IH 90

Dane	WB	STH 30 West	240
Dane	WB	IH 90 East and IH 39 South	4A**
Dane	EB and WB	CTH N	244
Dane	EB and WB	STH 73	250
Jefferson	EB and WB	STH 89	259
Jefferson	EB and WB	STH 26	267
Jefferson	EB and WB	CTH F	275
Jefferson	EB and WB	Willow Glen Rd	277
Waukesha	EB and WB	STH 67	282
Waukesha	EB and WB	CTH P	283

**Existing Exit Number is 4A, Future Exit Number should be 240A

Waukesha	EB and WB	CTH C	285
Waukesha	EB and WB	STH 83	287
Waukesha	EB and WB	CTH SS	290
Waukesha	EB and WB	CTH G	291
Waukesha	EB and WB	CTH T	293
Waukesha	WB	STH 16	293C
Waukesha	EB and WB	CTH J South and STH 164 North	294
Waukesha	EB and WB	CTH F	295
Waukesha	EB and WB	USH18/STH164 South/CTH JJ/Barker Rd	297
Waukesha	EB	Moorland Rd	301A-B
Waukesha	WB	Moorland Rd	301A
Waukesha	WB	Moorland Rd	301B
Milwaukee	EB	STH 100	304
Milwaukee	WB	STH 100	304
Milwaukee	WB	IH 41 (USH 45) North	304
Milwaukee	EB and WB	USH 45 North	305B
Milwaukee	EB and WB	IH 894 East and USH 45 South	305A
Milwaukee	EB and WB	STH 181 - 84th St.	306
Milwaukee	EB and WB	68th St. - 70th St.	307A
Milwaukee	EB and WB	Hawley Rd	307B
Milwaukee	EB and WB	V. A. Center - Mitchell Blvd.	308A
Milwaukee	EB and WB	Miller Park Way (STH 175) - South	308B
Milwaukee	EB and WB	STH 175 - North	308C
Milwaukee	EB and WB	35th St.	309A
Milwaukee	EB	26th St. and St. Paul Ave.	309B
Milwaukee	WB	25 th St. and Clybourn St.	309B
Milwaukee	EB	13th St.	310A
Milwaukee	EB and WB	IH 43 - Northbound	310B
Milwaukee	EB and WB	IH 794 - Eastbound	310C
Milwaukee	EB	STH 59 - National Ave. and 6th St.	311
Milwaukee	WB	STH 59 - National Ave.	311

Milwaukee	EB	Lapham Blvd. - Mitchell St.	312A
Milwaukee	EB	Becher St. - Lincoln Ave.	312B
Milwaukee	WB	Becher St. - Mitchell St., Lapham Blvd - Greenfield Ave.	312A-B
Milwaukee	EB	Holt Ave.	314A
Milwaukee	EB	Howard Ave.	314B
Milwaukee	WB	Howard Ave	314B
Milwaukee	WB	Holt Ave	314A
Milwaukee	EB	IH 43 and IH 894	none
Milwaukee	WB	IH 894 West - IH 43 South IH 41 North and 894 Bypass	317
Milwaukee	EB and WB	Layton Ave.	316
Milwaukee	EB and WB	Airport - Mitchell Field	318
Milwaukee	EB and WB	College Ave.	319
Milwaukee	EB and WB	Rawson Ave.	320
Milwaukee	EB and WB	STH 100 - Ryan Rd	322
Racine	WB	STH 241 - North 27th St.	325
Racine	EB and WB	Seven Mile Rd	326
Racine	EB and WB	CTH G	327
Racine	EB and WB	CTH K	329
Racine	EB and WB	STH 20	333
Racine	EB and WB	STH 11	335
Kenosha	EB and WB	CTH KR	337
Kenosha	EB and WB	CTH E	339
Kenosha	EB and WB	STH 142	340
Kenosha	EB and WB	STH 158	342
Kenosha	EB and WB	STH 50	344
Kenosha	EB and WB	CTH C	345
Kenosha	EB and WB	STH 165 and CTH Q and Tourist Info	347
Kenosha	WB	Truck Weigh Station	None

STH 145

Milwaukee	NB	Fond du Lac Avenue	None
Milwaukee	SB	Grantosa Drive and Villard Ave.	7A
Milwaukee	NB	STH 181 North - 76th Street	7B
Milwaukee	SB	STH 181 - 76th Street	7B
Milwaukee	NB	Silver Spring Drive - Westbound	8
Milwaukee	SB	Silver Spring Drive - Eastbound	8
Milwaukee	NB and SB	91st Street	9
Milwaukee	NB	Green Tree Road and 102nd Street	10A
Milwaukee	NB	107th Street and Good Hope Road	10B
Milwaukee	SB	107th Street and Fond du Lac Avenue	10B
Milwaukee	NB	Park Place	10C

USH 151

Interchanges where USH 151 and USH 61 are concurrent are numbered as interchanges on USH 61

Grant	SB	STH 35 North/USH 61 North/CTH HH	8
Grant	NB	CTH D and Business 151	18
Grant	SB	CTH D	18
Grant	NB and SB	STH 80/81	19
Grant	NB	CTH XX	21
Grant	SB	CTH XX and Business 151	21
Lafayette	NB and SB	STH 126 South and CTH G	26
Iowa	NB	CTH O and Business 151	37
Iowa	SB	CTH O	37
Iowa	NB	STH 23 South and To STH 39	40
Iowa	SB	STH 23 South and To STH 39 and Bus 151	40
Iowa	NB and SB	STH 23 North	44
Iowa	NB and SB	USH 18 West	47
Iowa	NB and SB	CTH BB and CTH HHH	52
Iowa	NB and SB	CTH ID	58
Dane	NB	STH 78 and Business 18/151	65
Dane	SB	STH 78	65
Dane	NB	CTH ID	69
Dane	SB	CTH ID and Business 18/151	69
Dane	NB and SB	CTH PD and To CTH P	70
Dane	NB and SB	CTH G/Dairy Ridge Rd.	75
Dane	NB	CTH MV and Business 18/151	76

Dane	SB	CTH MV	76
Dane	NB and SB	STH 69	77
Dane	NB and SB	CTH PB and To CTH M	79
Dane	SB	CTH MV and Business 18/151	81
Dane	NB and SB	CTH PD/McKee Rd	83A
Dane	NB and SB	Williamsburg Way	83B

Interchanges where USH 151 and USH 12 are concurrent are numbered as interchanges on USH 12.

Dane	NB and SB	IH 90/94 East and IH 39 South	97A
Dane	NB and SB	IH 90/94 West and IH 39 North	97B
Dane	NB and SB	Nelson Road	98A
Dane	NB and SB	American Parkway	98B
Dane	NB and SB	CTH C and Reiner Road	100
Dane	NB	Main Street and Business 151	101
Dane	SB	Main Street	101
Dane	NB and SB	STH 19 - Windsor Street	102
Dane	NB	CTH N - Bristol Street	103
Dane	SB	CTH N - Bristol Street and Business 151	103
Dane	NB and SB	CTH VV	108
Dane	NB and SB	CTH V	111
Columbia	NB and SB	STH 73 and Business 151	115
Columbia	NB and SB	STH 16/60	118
Dodge	NB	STH 73	120
Dodge	SB	STH 73 and Business 151	120
Dodge	NB	CTH D and Business 151	129
Dodge	SB	CTH D	129
Dodge	NB and SB	CTH G	130
Dodge	NB and SB	STH 33	132
Dodge	NB	Industrial Dr.	134
Dodge	NB and SB	CTH B and Business 151	135
Dodge	NB and SB	CTH A	136
Dodge	NB	CTH M and Business 151	142
Dodge	NB and SB	STH 26	144
Dodge	NB and SB	STH 49	146
Fond du Lac	SB	STH 26 South	147
Fond du Lac	NB and SB	STH 26 North	148
Fond du Lac	NB and SB	CTH D	160
Fond du Lac	NB and SB	Hickory St	161
Fond du Lac	NB and SB	STH 175	162
Fond du Lac	NB and SB	USH 45 South and CTH V	164
Fond du Lac	NB and SB	STH 23	168

STH 441

Calumet	NB	CTH KK – Calumet St	7
Outagamie	SB	CTH KK – Calumet St	7
Outagamie	NB and SB	CTH CE – College Ave	8
Outagamie	NB and SB	CTH OO – Northland Ave	10
Outagamie	NB	IH 41 South	11A
Outagamie	NB	IH 41 North	11B

INTERSTATE HIGHWAY 794

Milwaukee	WB	IH 94 West, USH 41 North	1A
Milwaukee	WB	IH 94 East, USH 41 South – IH 43 South	1B
Milwaukee	WB	IH 43 North	1C
Milwaukee	EB	Plankinton Ave.	1D
Milwaukee	EB	Jackson St. - Van Buren St.	1E
Milwaukee	WB	Milwaukee St.	1E
Milwaukee	EB	Lincoln Memorial Dr. – Lakefront	1F
Milwaukee	WB	Michigan St.	1F
Milwaukee	EB	J Lovell St. – St. Paul Ave	1H
Milwaukee	EB	Carferry Dr.	3

INTERSTATE HIGHWAY 894

Milwaukee	WB	IH 94 East	1A
Milwaukee	WB	IH 94 West	1B
Milwaukee	EB and WB	STH 59 and Greenfield Ave.	1D

Milwaukee	EB	Lincoln Ave.	1E
Milwaukee	WB	National Ave.	2A
Milwaukee	EB	National Ave. - Westbound	2A
Milwaukee	EB	Oklahoma Ave.	2B
Milwaukee	EB and WB	Beloit Rd	3
Milwaukee	EB and WB	IH 43 and USH 45 South	4
Milwaukee	WB	STH 24 West - Forest Home Ave.	5A
Milwaukee	WB	South 76th St.	5B
Milwaukee	EB	South 76th St. - South 84th St.	5A-B
Milwaukee	EB and WB	South 60th St.	7
Milwaukee	EB	STH 36 - Loomis Rd	8A-B
Milwaukee	WB	STH 36 - Loomis Rd South	8A
Milwaukee	WB	STH 36 - Loomis Rd North	8B
Milwaukee	EB and WB	STH 241 - South 27 th St.	9
Milwaukee	EB	IH 94 West	10A
Milwaukee	EB	IH 94 East (41 South)	10B

2-6-21 Overhead Arrow-Per-Lane Guide Signs

January 2013

BACKGROUND AND PURPOSE

WisDOT has many interchanges in place that have optional exit/ahead lanes. These types of exits enhance the capacity of the exit ramps while at the same time improve the efficiency of traffic on the mainline. Traditionally, overhead signing has been installed at just the theoretical gore showing a two-lane exit only. This approach has worked with success in many locations. However, this signing approach does not fully emphasize to motorists that the lane adjacent to the exit only lane is an option lane and in some cases this has led to traffic queuing up unnecessarily in the exit lane instead of taking advantage of the optional lane.

The MUTCD Section [2E-20](#) requires that Overhead Arrow-Per-Lane or Diagrammatic guide sign designs be used for all multi-lane exits at major interchanges that have an optional exit lane. For all new or reconstructed freeways and expressways that meet the above conditions, the MUTCD Section [2E-21](#) requires that Overhead Arrow-Per-Lane guide signs be used in lieu of Diagrammatic guide sign designs. Diagrammatic guide sign designs are not allowed on new or reconstructed facilities.

It *should* be pointed out that the Overhead Arrow-Per-Lane guide signs *may not* be practical at all interchanges with optional lanes. For example, Overhead Arrow-Per-Lane guide signs *may* be too confusing for an interchange with split exits (A-B). Therefore, in these cases, the MUTCD Figures [2E-8](#) and [2E-9](#) still allow the usage of down arrows on guide signs.

Technically the Overhead Arrow-Per-Lane guide signs have an arrow over each travel lane. This practice *should* be utilized for system interchanges (freeway-freeway) because at these interchanges, WisDOT has traditionally shown the pull through or ahead movement. However, due to the large size of the signs and the fact that pull through movements have typically not been utilized at service type interchanges, the option for a “truncated” style overhead arrow-per-lane guide sign *should* be available. The “truncated” style overhead arrow-per-lane guide sign only shows one arrow above the optional lane and one arrow above the exiting lane. Even though the usage of the “truncated” style overhead arrow-per-lane guide signs are not adopted as part of the MUTCD, the General Counsel of the National Committee on Uniform Traffic Control Devices, endorsed usage of them at the June 2012 meeting.

DEFINITIONS

System interchanges are defined as freeway interchanges with other freeways.

Service interchanges are defined as freeway interchanges with local streets, County Trunk, State Trunk, U.S. or Interstate Highways.

POLICY

Overhead Arrow per Lane Guide Signs for System Interchanges

1. Overhead arrows *should* be used over each travel lane.
2. Due to the large size of the signs, a vertical splice *should* be placed at about the midpoint of the sign, so future replacement of the sign will be easier for field crews and less disruptive to traffic.
3. The overhead guide sign closest to the gore **shall** be placed at the beginning of taper for the option lane.

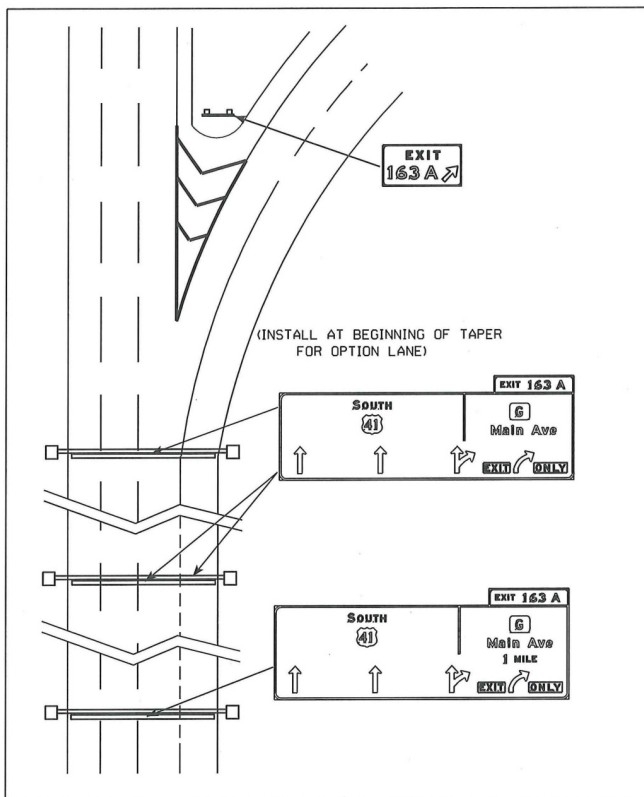
Overhead Arrow per Lane Guide Signs for Service Interchanges

1. At a minimum, overhead arrows *should* be utilized for just the option lane and exit only lane. Overhead arrows *may* be omitted for the ahead lanes.
2. The overhead guide sign closest to the gore **shall** be placed at the beginning of taper for the option lane.
3. A size 5 ground mounted regulatory (R3-33) RIGHT LANE MUST EXIT sign *should* be placed downstream of the advanced guide sign(s).

IMPLEMENTATION

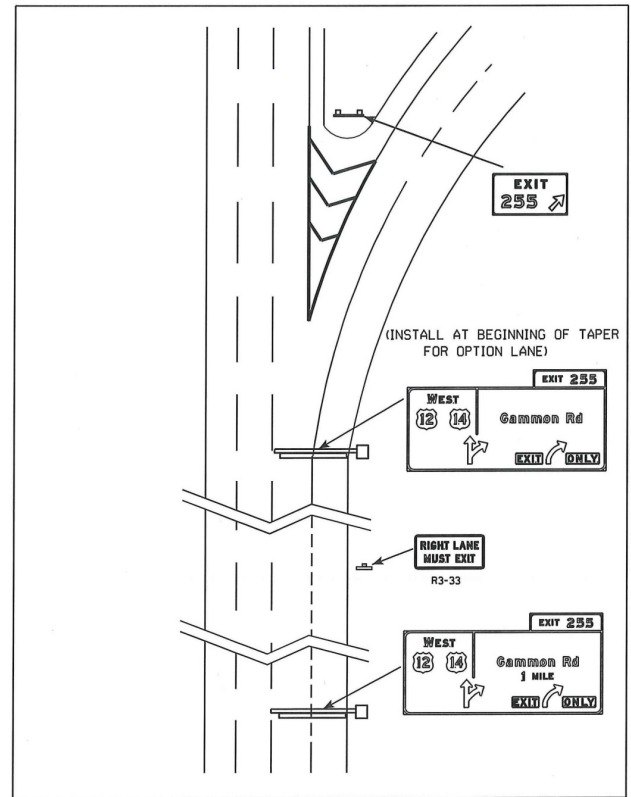
The FHWA does not have a mandated compliance date for this signing. Signing field revisions *should* be accomplished primarily through improvement projects.

Figure 1



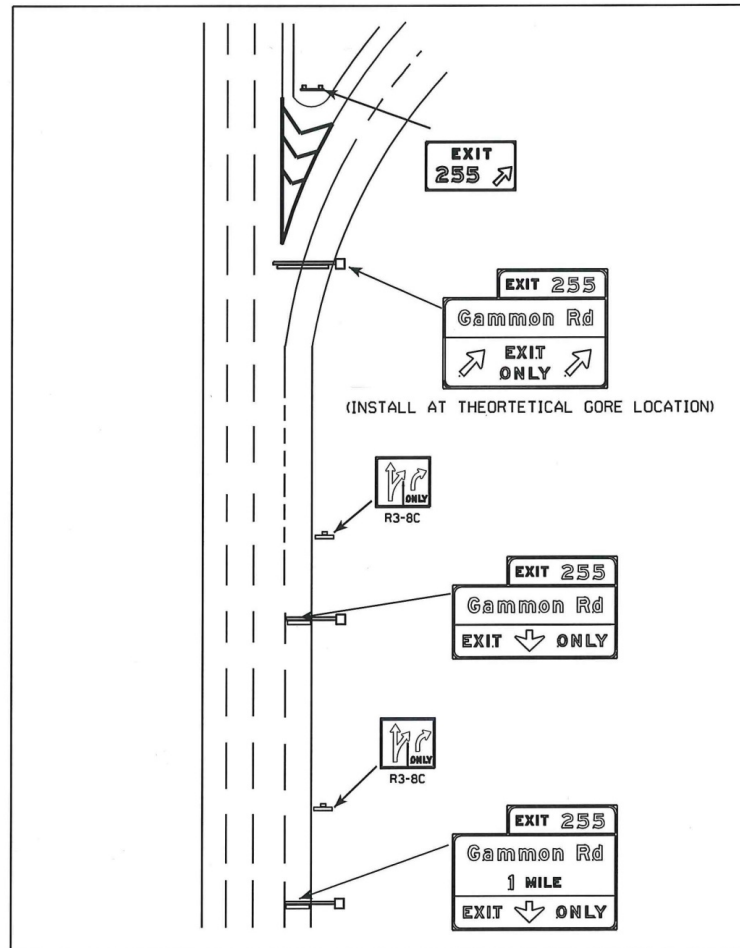
OVERHEAD ARROW PER LANE GUIDE SIGNS FOR SYSTEM INTERCHANGE

Figure 2



OVERHEAD ARROW PER LANE GUIDE SIGNS FOR SERVICE INTERCHANGE

Figure 3



OPTIONAL LANE SIGNING FOR EXISTING INTERCHANGES
(REPLACING SIGNS ON EXISTING SIGN BRIDGE STRUCTURES)

2-6-30 Grade Separated Crossroad Name Signs

December 2001

PURPOSE

Signs identifying grade separated roadway crossings (M1-94) have traditionally been installed on WisDOT freeways and expressways to help assist motorists. These signs can be very useful because they help an unfamiliar motorist find their location when using a map to orient themselves and *may* help motorists identify their location in case of emergency. 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 separations at interchanges only.

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

INSTALLATION GUIDELINES

Grade separated crossroad name signs can be used provided the following criteria are met:

1. For freeways and expressways: Signs **shall** be installed for all USH, STH, and CTH non-interchange crossroads. Signs *may* be installed for all other non-interchange crossroads.
2. For freeways and expressways in urbanized areas: Signs *may* be installed for all crossroads, interchanged or non-interchanged, but only where law enforcement and emergency medical personnel use them for incident identification.

3. Any grade separated crossroad name 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.

2-6-35 Tourist Information Signs

April 2010

GENERAL

The usage of general services signs is covered in Section [2D.45](#) of the MUTCD. One such general service sign that is permitted by the MUTCD is for tourist information. Oftentimes the department receives requests to install tourist information signs on state maintained highways. The intent of this signing is to **not** advertise for a particular tourist facility, but to provide a service in guiding motorists who are not familiar with an area to local and/or regional tourist activities and events.

DEFINITIONS

Freeways are defined as divided arterial highway facilities with full controlled access by means of grade separations at interchanges only.

Expressways are defined as divided highways with partial 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

Tourist information signs *may* be approved for installation on state-maintained roadways under the following conditions.

Freeway or expressway:

1. The information booth is no more than three miles driving distance from the exit
2. The booth must be open and staffed a minimum of eight hours a day, seven days a week by staff whose sole duty is to operate the booth
3. The booth **shall** be the sole information service to that highway for that particular county segment, operated by the county government or by a countywide tourist business association
4. Signing from one freeway/expressway to another freeway/expressway **shall not** be allowed.

Conventional State Trunk Highway

1. The booth is within one mile driving distance from the state trunk highway
2. The booth is open and staffed a minimum of four hours per day, five days per week
3. The booth **shall** be the sole information service in the municipality on that particular highway endorsed by the municipality or the local tourist business association.
4. Signing from one conventional state highway to another conventional state highway **shall not** be allowed.

General Conditions

In addition to the above, other requirements and conditions apply to signs on both types of highways:

1. When trailblazing off the state trunk highway system is required, each maintaining agency **shall** install signing before the signing on the state trunk highway is erected
2. Signing on the state trunk highway will be removed by crews under the direction of the department during the period when a seasonal booth is not operated. An alternate to removal is the application of a CLOSED panel.
3. The cost for fabrication, installation and maintenance of this signing **shall** be the responsibility of the requestor or managing organization or agency. WisDOT **shall** coordinate the fabrication, installation, and maintenance of all signs on state-maintained roadways, including ramps, and **shall** be reimbursed for all costs.

4. Signs will read "Tourist Information" in conformance with state standards.
5. Adequate parking facilities must be provided in the immediate vicinity of the booth.

2-6-36 Parallel Off-Ramp Exit Direction Signing

July 2012

BACKGROUND AND PURPOSE

The MUTCD Section [2E-36](#) states that post mounted Exit Direction signs *should* be mounted at the beginning of the deceleration lane. If there is less than 300 feet from the upstream end of the deceleration lane to the theoretical gore, the Exit Direction sign *should* be installed overhead over the exiting lane in the vicinity of the theoretical gore.

Occasionally long parallel (deceleration) exit ramps are constructed to provide for additional capacity for exiting traffic, thus helping to eliminate traffic slowing and queuing in the mainline travel lanes. Some of these parallel exit ramps can be up ½ mile in length. The challenge with interchange guide signing of long parallel exit ramps is that the motorist *should* know as soon as possible that the far right lane is for the Exit Only. This will allow an exiting motorist to shift from the mainline lane (s) to the exit ramp as soon as possible. This will maximize efficiency and safety of the freeway exit by helping to avoid last minute lane changes and traffic backups.

This policy will differentiate between the different lengths of parallel exit ramps and provide guidance as to the types of guide signing that *should* be used. Sight distance will play a factor as to what types of guide signing that *should* be used as well. Overhead exit direction signs *may* be required if sight distance is compromised by geometrics or if the theoretical gore location is beyond a bridge.

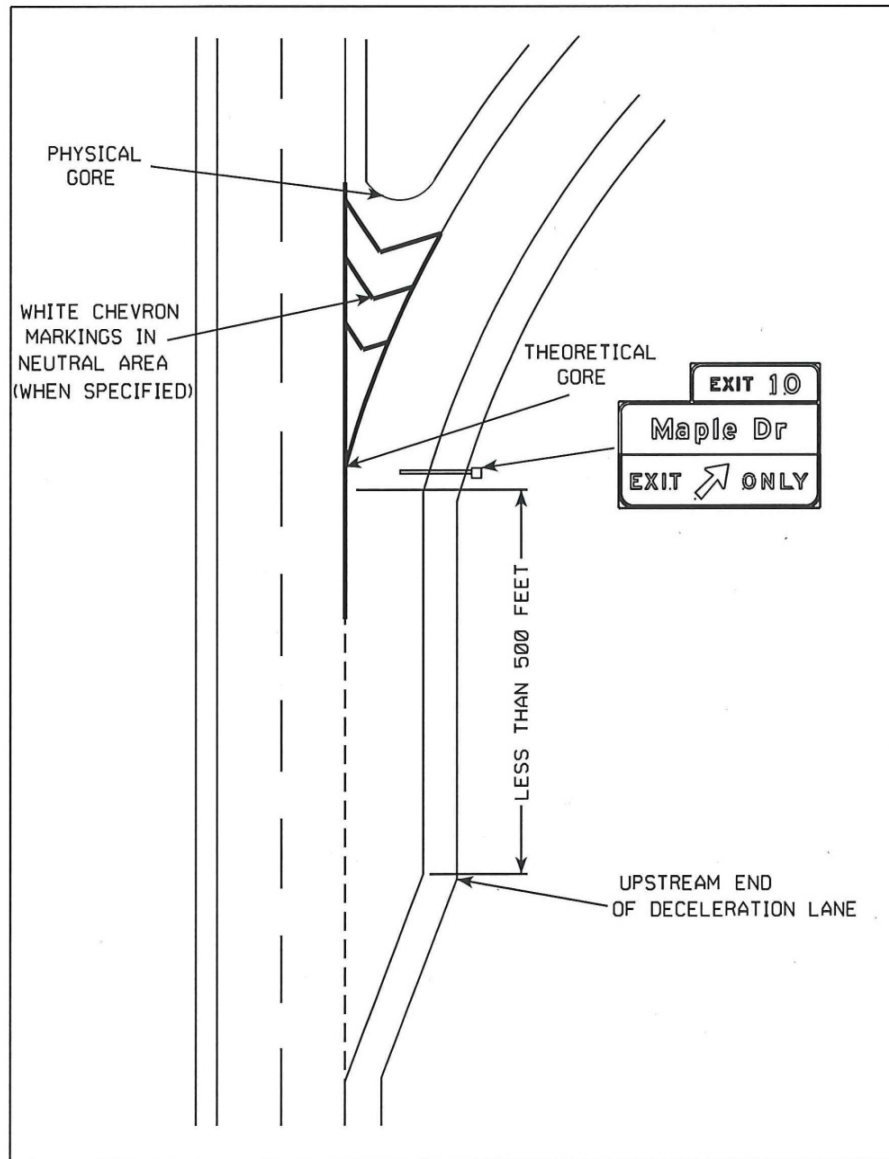
POLICY

If parallel off-ramp is less than 500 feet from upstream end of deceleration lane to theoretical gore

1. An overhead Exit Direction guide sign at the upstream end of the deceleration lane *should* be used.
2. Typically no Exit Direction guide sign would be needed at the theoretical gore location.
3. If the parallel exit ramp is greater than ¼ mile in length, then the ramp *should* be considered an auxiliary exit lane and have both an Exit Direction guide sign at the upstream end of the deceleration lane and Exit Direction guide sign installed at the theoretical gore location.

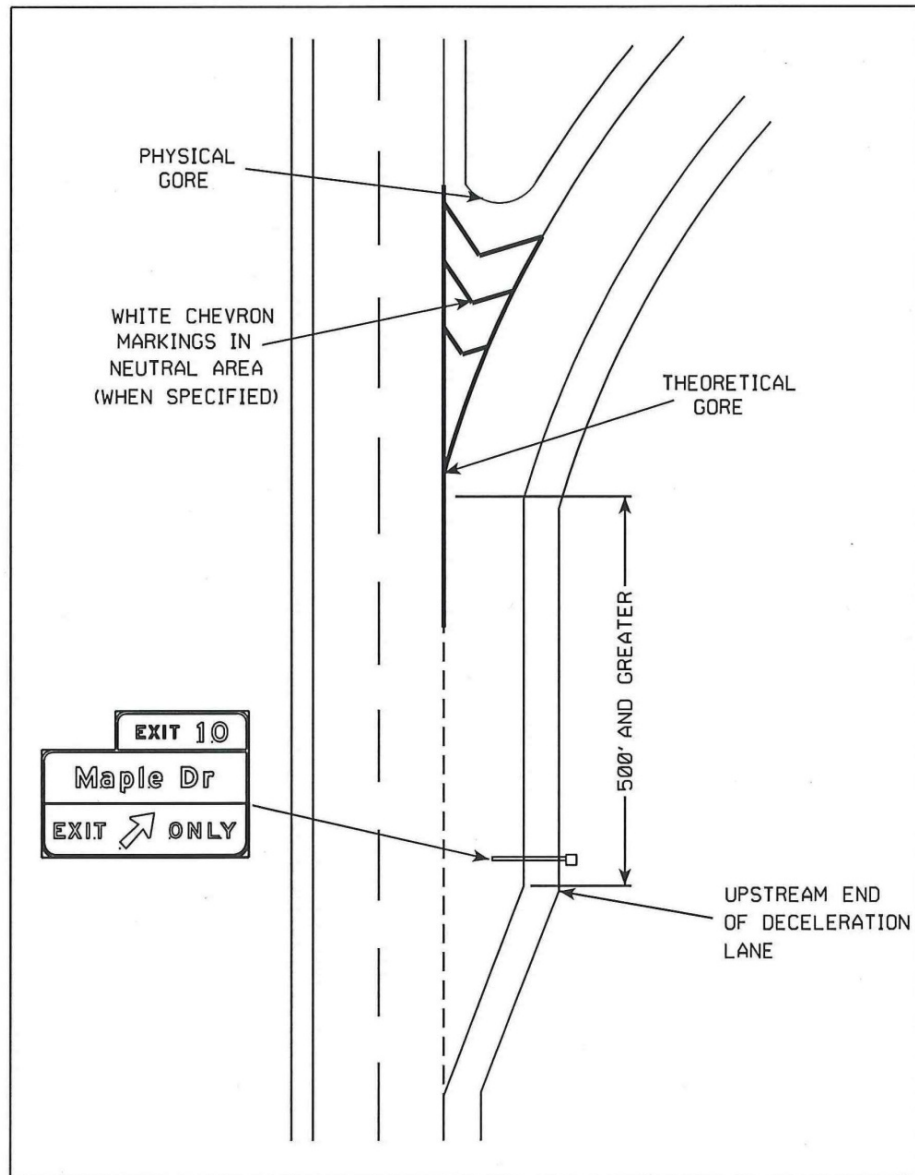
500' or greater parallel exit ramp (retrofit situation), where parallel exit ramp has been extended and existing overhead Exit Direction sign at theoretical gore is allowed to remain

1. A ground mounted Exit Direction guide sign at the beginning of the taper for parallel exit ramp *should* be used.
2. The overhead Exit Direction guide sign at the theoretical gore location would not have to be moved to the upstream end of the deceleration lane.
3. If the parallel exit ramp is greater than ¼ mile in length, then the ramp *should* be considered an auxiliary exit lane and have both an Exit Direction guide sign at the upstream end of the deceleration lane and Exit Direction guide sign installed at the theoretical gore location.



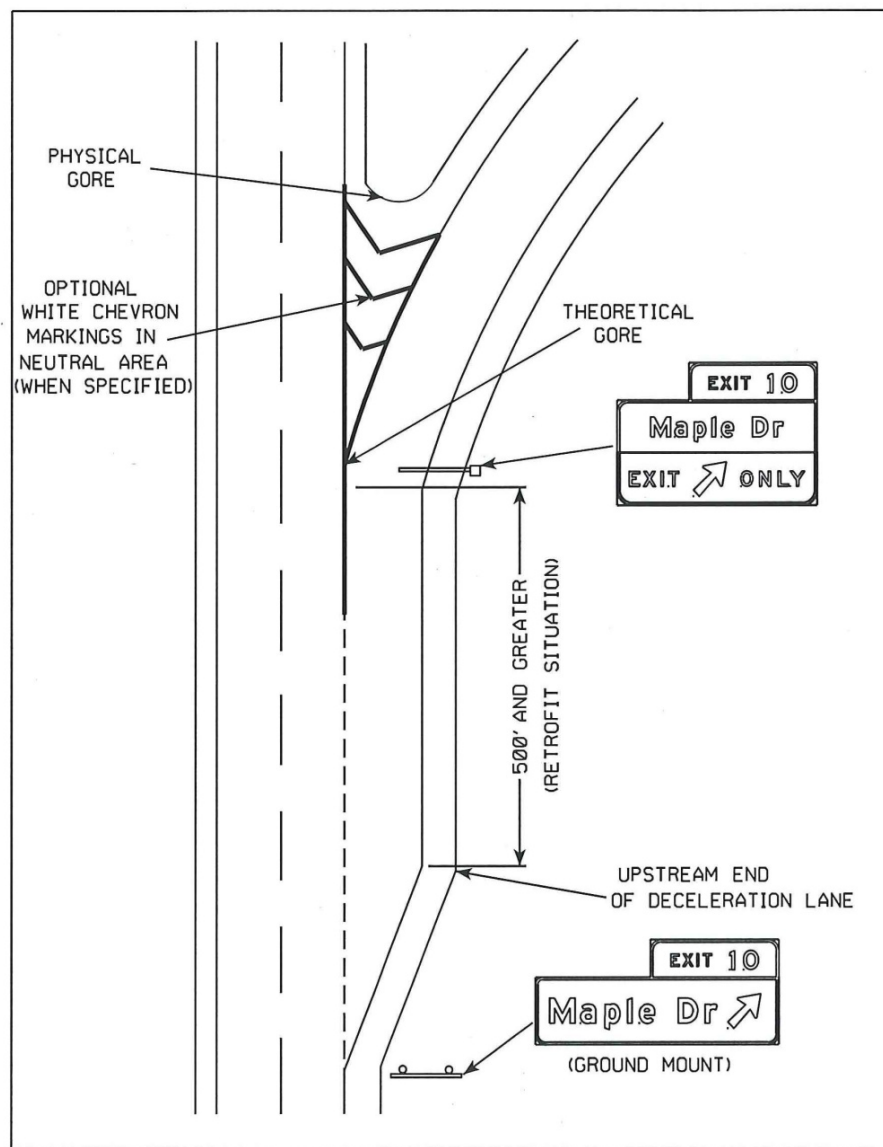
(LESS THAN 500 FEET FROM UPSTREAM END OF DECELERATION LANE TO THEORETICAL GORE)

FIGURE 1



(500' AND GREATER FROM UPSTREAM END OF DECELERATION LANE TO THEORETICAL GORE)

FIGURE 2



(500' AND GREATER FROM UPSTREAM END OF DECELERATION LANE TO THEORETICAL GORE)

(RETROFIT SITUATION)

FIGURE 3

2-6-40 No Re-Entry to Freeway Signs

July 2012

PURPOSE

In an effort to control construction costs, there are several interchanges that have been constructed as half diamond or partial cloverleaf interchanges. These are typically interchanges that do not allow access back on to the mainline (freeway/expressway). Motorists *may* have to drive a substantial distance to get back onto the mainline, which can cause potential confusion. This is especially true if adequate trailblazing is not in place to direct motorists back to the mainline. This policy provides guidance for the installation of signs on the freeway/expressway to warn motorists of the approaching half interchange.

DEFINITIONS

Freeways are defined as divided arterial highway facilities with full controlled access by means of graded separations at interchanges only.

Expressways are defined as divided arterial highway facilities with partial controlled access, generally with grade

separations at major intersections.

POLICY

1. The “NO RE-ENTRY TO FREEWAY” (W6-54) sign *may* be used by the Region where freeway/expressway interchanges are far apart or access to the next interchange is not apparent. This sign *should* only be used at freeway exit locations where there is no other on ramp in either cardinal direction to get back onto the freeway.
2. For freeway exit locations where there is a freeway on ramp in the opposite cardinal direction, the “NO *****BOUND RE-ENTRY TO FREEWAY (W6-54A-D) series signs *should* be used.
3. The signs *should* not be used if adequate trailblazing back to the mainline is already in place.
4. If used, the signs **shall** be mounted immediately below the advance guide sign for the interchange (typically the E1-1A ground mount advance sign or E6-51 overhead advance sign). The minimum height requirements for a secondary Type I sign *should* be followed (see A4-1 standard sign plate).

2-6-50 Community “Downtown” Signing

February 2017

GENERAL

Supplemental guide signs *may* be allowed to direct motorists on freeways and expressways to a community’s “downtown” area, subject to the conditions described in this guideline.

DEFINITIONS

Downtown is the area, usually within the central city that has governmental offices, business offices, retail shopping, and other amenities closely associated with each other in a contiguous re, and will normally be referred to by the community and its usual residents as downtown or the central business district. Unfamiliar motorists directed from the freeway or expressway to downtown *should* have this same expectation.

ELIGIBILITY

Communities are eligible for freeway or expressway signs directing motorists to downtown when the following criteria are met:

1. The community must be served by at least two interchanges from the freeway or expressway with the interchange highways leading toward the downtown area.
2. The freeway or expressway on which the downtown signs are located must:
 - a. Be within five miles of the nearest boundary of the community, or
 - b. Pass within the corporate limits of the community.
3. The community must agree to comply with this criteria and requirements of this guideline, and accept responsibility for all costs associated with signing for the community downtown under this guideline.

Communities *may* also be eligible for signs directing to downtown on conventional highways when the highway bypasses the downtown area and provided the signs designate the “city center” area.

SIGN REQUIREMENTS, LOCATION, AND INSTALLATION

Downtown signs on a freeway or expressway mainline are considered supplemental signing. The approval and installation is subject to all provisions of the Department’s policy on “Supplemental Guide Signing on Freeways and Expressways for Public and Private Facilities” in addition to the eligibility requirements and sign location and installation details of this guideline. Approval of signs for eligible communities is subject to the following criteria:

1. Only one downtown sign *may* be installed in each direction of travel on a freeway or expressway. The sign location in each direction of travel along the freeway or expressway *may* be at a different interchange.
2. The community must pass a resolution or similar official document which specifies the requested access location(s) for the downtown directional signs and **shall** submit the resolution to the Department’s Regional office as the official request. The location(s) selected **shall** remain fixed for ten years or the life of the signs before changes to the location(s) *may* be considered.
3. Specific location of the freeway or expressway signs will be determined by the Department.

4. The community must install and maintain confirmation signs suitable to the department on the selected access route(s), agree to comply with this guideline, and accept responsibility for all costs associated with signing for the community downtown under this guideline. These confirmation signs are required before signs *may* be installed on the freeway or expressway.
5. Freeway or expressway sign design and message will be determined by the department in accordance with applicable standards and in the interests of uniformity.
6. Freeway and expressway downtown signs will incorporate the name of the community within the sign message.
7. The community will be responsible for all costs incurred by the department, including installation and long-term maintenance of the signs. This includes signs on the freeway and expressway mainline and ramps along with all confirmation signs.
8. A combination of community downtown signs and “Historic Downtown” signs for the same community **shall not** be allowed.
9. Downtown signs with appropriate directional arrows *should* be placed at the junction of the ramp and crossroad at the access interchange.

2-6-54 Reference Location Signs

July 2012

PURPOSE

The installation of mileposts and enhanced reference markers, which are referenced in the MUTCD Section [2H.05](#) and [2H.06](#), are very useful to motorists for the following reasons:

1. Providing a means of identification of emergency incident locations.
2. Precise identification of crashes.
3. Aid in the location for highway maintenance and servicing.
4. Road inventory records.
5. Aid motorists in estimating their progress.

DEFINITIONS

Freeways are defined as divided arterial highway facilities with full controlled access by means of grade separated interchanges only.

Expressways are defined as divided arterial highway facilities with partial controlled access and generally with grade separations at major intersections.

REFERENCE LOCATION SIGNS (MILEPOST) POLICY

The MUTCD requires mileposts for all freeway facilities. Mileposts **shall** also be placed on expressway facilities that are located on a route where there is milepost continuity.

It is the intent of the department to install mileposts at additional locations which satisfy the following conditions:

1. Mileposts **shall** be installed for all urban and rural freeway facilities, regardless of the ADT or traveling speed.
2. Mileposts shall be installed for all urban and rural expressways in situations where freeway segments and expressway segments are combined. An example of this is STH 29.
3. Mileposts *should not* be installed on highways that are solely expressway facilities unless there are frequent grade separated interchanges and the speed limit is 65 mph.
4. Mileposts *should not* be installed on highways that are solely conventional highways.

Mileposts **shall** be installed in accordance with the provisions contained in the MUTCD. Signs **shall** be installed that conform to the D-10 series.

Overlapping Routes: Continuity **shall** be established for one of the routes. In one of the overlapping routes in an interstate route, that route **shall** be selected for continuity of distance numbering.

ENHANCED REFERENCE LOCATION SIGNS POLICY

The Southwest and Southeast Regions have completed studies first initiated by the Southeast Region Traffic Incident Management Enhancement (TIME) committee. 1/10 and 2/10 enhanced reference location signs have been installed along various freeway segments with positive evaluation results.

Enhanced reference location signs *should* be utilized where the following conditions occur:

1. Rapid identification of emergency incident locations by enforcement personnel, dispatchers and the motoring public.
2. Precise identification of crashes.
3. Identification of disabled vehicles on freeway systems to provide for rapid deployment of enforcement and other emergency personnel to remove the vehicle from the highway to reduce travel delays by the motoring public and to return the facility to a normal traffic flow.
4. Where a uniform system of identification on a system wide basis is necessary for 911 dispatchers and emergency and enforcement personnel.

The MUTCD Section [2H.06](#) provides for an option to utilize an enhanced reference location sign numbering system, and spacing the signs at 1/10, 2/10 or 5/10 miles.

The WisDOT practice is as follows:

1. **Urban areas:** All locations on freeway segments where there is a median barrier, 1/10 mile enhanced reference location signs *should* be installed as a system-wide installation. For example, to provide for a system-wide installation, all of Milwaukee County *should* have enhanced reference location signs. This provides for full use of the system rather than utilizing crossroads as identifiers by dispatchers for some locations and 1/10 enhanced reference location signs on some sections of the system.

For locations without median barrier in urban areas, the enhanced reference location signs *may* still be installed if it provides for continuity and completion of a system.

Option: Signs *may* be installed at 2/10 mile spacing but must be consistent for a corridor and system-wide at regional discretion.

2. **Outlying areas—semi urban:** 1/10 or 2/10 enhanced reference location signs are optional at Region discretion based on maintaining a system-wide or corridor segment continuity. Outlying areas are defined as areas with significant traffic volumes approaching 2000 vehicles per hour per lane.
3. **Rural areas:** 5/10 or 2/10 mile enhanced reference location signs are optional based on need. Examples of need are:

- a. High traffic volumes that exceed 40,000 ADT
- b. Incidents that are significantly reducing traffic flow a significant percentage of time similar to urban areas
- c. Continuity of a system such as I-94 in Madison transition into I-90/94 (rural to urban)
- d. High number of crashes above the statewide average.

If used in rural areas, 2/10 mile enhanced reference location sign spacing *should* be used in rural areas in high crash or high incident locations, areas with three or more travel lanes in each direction or areas with median barrier. All other rural locations should utilize 5/10 mile spacing.

ENHANCED REFERENCE LOCATION SIGN INSTALLATION

Install signs in the median. It has been found that median mounted signs on barrier wall require less maintenance than devices mounted on the right (outside shoulder). Where there are median light poles, install signs on light poles as much as possible or provide separate metal post. Existing mileposts **shall** be removed. Enhanced reference location signs will replace the even mile system and the milepost system is incorporated into the enhanced reference sign system.

For locations with two single-faced barriers, median mounting location for 1/10 mile spacing is every other light pole or other available structure.

For locations with one double-faced barrier (with lighting, the median mounting location for 1/10 mile spacing is every other light pole or other available structure.

For locations with one double faced barrier (without lighting), mount on top of barrier wall utilizing square tube steel post with steel plate.

When median width is 30' or more, intermediate reference location signs in opposing directions **shall** be on separate posts.

SIGN LAYOUT

See sign plate D10-5 and D10-5A for configuration of sign, sign color and letter sizes.

2-6-55 Community “Historic Downtown” Signing

June 2014

GENERAL

Supplemental guide signs *may* be allowed to direct motorists to certain community historic districts, specifically a “Historic Downtown,” subject to the conditions described in this guideline.

DEFINITIONS

A district is a definable geographical area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations.

A district also possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district is considered a business district.

ELIGIBILITY

Communities are eligible for freeway or expressway signs directing motorists to a historic downtown district when that district is entered in the National Register of Historic Places by the Secretary of the Interior and listed in the State Register of Historic Places by the Wisconsin State Historic Preservation Officer. Official documents must be provided to the department affirming the national and state designations. To be eligible for signs, the area (“Historic Downtown”) within the community must be designated on the National Register under the category of “district.” Only downtown historic business districts may qualify for “Historic Downtown” signing. Historic residential districts or avenues do not qualify for “Historic Downtown” signing.

In addition, to be eligible for signs under this guideline, the community must agree to comply with the criteria and requirements of this guideline, and accept responsibility for all costs associated with signing for the historic downtown under this guideline.

SIGN REQUIREMENTS, LOCATION, AND INSTALLATION

The following criteria must be met:

1. No “Historic Downtown” signing *may* be erected within any city having a population over 500,000.
2. The freeway or expressway on which the “Historic Downtown” signs are located must:
 - a. Be within five miles of the nearest boundary of the community, or
 - b. Pass within the corporate limits of the community.
3. Only one “Historic Downtown” sign *may* be installed in each direction of travel on a freeway or expressway and only a total of two signs will be permitted for any one “Historic Downtown,” regardless of the number of highway routes that service the community. The access location for each direction of travel along the freeway or expressway *may* be at a different interchange or intersection. Ramp directional signs *may* be required if the motorist is expected to make a decision on the ramps.
4. The community must install confirmation signing on the selected access route(s), mutually suitable to both the department and community, before the freeway or expressway mainline and ramp signing is installed.
5. The location(s) selected will remain fixed for ten years or the life of the signing before changes to the location(s) *may* be considered.
6. The community will be responsible for all costs incurred by the department, including installation and long-term maintenance of the signs, plus any confirmation signing required.
7. Freeway or expressway sign design and message will be determined by the department in accordance

with applicable standards and in the interests of uniformity. Signs **shall** be white text with brown background. Sign message **shall** read “Historic Downtown [Name of Community]”. Pictographs **shall not** be allowed on historic downtown signing.

8. The physical location of the freeway or expressway signing on the approaches to the interchange(s) or intersection(s) identified by the community as the access points to the “Historic Downtown” district will be determined by the department.
9. “Historic Downtown” signs with appropriate directional arrows will also be placed at the junction of the ramp and crossroad at the access interchange or intersection.
10. A combination of community downtown signs and “Historic Downtown” signs for the same community **shall not** be allowed.

“Historic Downtown” signing on a freeway or expressway mainline is considered supplemental signing. The approval and installation is subject to all provisions of the department’s [TEOpS 2-15-3](#), Sign Categories and Policy for Directional Signing, in addition to the eligibility requirements as set forth herein.

2-6-60 Cellular 911 Signs

November 2016

PURPOSE

The intent of this guideline is to restrict the usage of signs that inform the public about contacting 911 for road emergencies to locations that are most helpful to motorists.

Signs with the message “WISCONSIN ROAD EMERGENCY – CELLULAR 911” (D12-4) have been installed on state highways in the past. These signs were installed in a partnership between Bureau of Traffic Operations and Bureau of Transportation Safety to educate motorists that they can dial 911 on their cell phones for road emergencies. Since these signs were installed, the usage of 911 has been adopted pretty much nationwide and motorists are now well aware that 911 is to be used for road emergencies. The official state highway map also encourages motorists to use 911 for road emergencies. Therefore, these signs are no longer considered necessary.

POLICY

Cellular 911 signs (D12-4 signs) are declared non-essential on state highways. As a result, the following actions are expected:

1. No new Cellular 911 signs **shall** be erected on state highways.
2. Cellular 911 signs that have been installed on state highways will be allowed to remain in place until the end of their useful life, when they are to be removed and not replaced. Useful life ends when the sign message no longer meets legibility or condition standards. Cellular 911 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 make removal practical.

2-6-61 511 Travel Information Signs

January 2009

PURPOSE

The intent of this guideline is to specify the usage of signs that inform the public about 511 travel information.

The 511 travel information program assists motorists by providing critical information. This information *may* pertain to impending severe weather or to traffic delays resulting from events such as roadwork or incidents.

Signs placed in appropriate locations along roadways can assist motorists by providing a reminder that this service is available. In general, signs *should* be placed at freeway and expressway locations at the state line and freeway-to-freeway split locations. The signs *may* also show benefit to motorists in higher AADT freeway locations because of a high frequency of travel information messages for motorists.

POLICY

1. 511 Travel Info signs **shall** be installed on freeways and expressway s at the state border points. These signs **shall not** be installed on conventional highways.
2. In rural areas, 511 Travel Info signs **shall** be installed at freeway locations consisting of a freeway-freeway split. Such installations *should* be located at a sufficient distance upstream of critical decision

points to enable drivers to safely access traveler information through the 511 Travel Info telephone-based system. This upstream distance could be two to five miles, and *should* be selected in consideration of relevant freeway exit guide signing. Some example locations would be Interstates 90 and 94 at Tomah and Interstates 39, 90 and 94 at Portage.

- In urban areas involving Class I, II, and III cities as defined by the Wisconsin Blue Book, 511 Travel Info signs *should* be installed on approach to primary points of freeway entry to the metropolitan area. Within the metropolitan area, additional 511 Travel Info signs *may* be installed subject to site-specific review and justification based upon demonstrated need of 511 Travel Info users. These site-specific installations *may* include locations upstream of major freeway-to-freeway splits, areas of egress from major trip generators, or approaches to major intermodal facilities such as airports or train stations.

Below is a listing of the Class I, II, and III cities as defined by the Wisconsin Blue Book:

<u>Class I</u>	
Milwaukee	
<u>Class II</u>	
Appleton	Oshkosh
Eau Claire	Racine
Fond du Lac	Sheboygan
Green Bay	Waukesha
Janesville	Wausau
Kenosha	Wauwatosa
La Crosse	West Allis
Madison	
<u>Class III</u>	
Baraboo	Menasha
Beaver Dam	Middleton
Beloit	Muskego
Brookfield	Neenah
Chippewa Falls	New Berlin
Cudahy	Oak Creek
De Pere	Oconomowoc
Fort Atkinson	Pewaukee
Franklin	River Falls
Glendale	Stevens Point
Greenfield	Sun Prairie
Hartford	Superior
Kaukauna	Two Rivers
Manitowoc	Watertown
Marinette	West Bend
Marshfield	Wisconsin Rapids

2-6-65 Rest Area Amenity Signs

March 2016

PURPOSE

The intent of this guideline is to establish standards for the use of signs that provide information about services available at freeway and expressway rest area facilities. This policy does not include guidance for wayside amenity signs. Guidance for wayside amenity signs can be found in [TEOpS 2-4-65](#).

This guideline is intended to reduce the number of certain informational signs and messages in order to retain or improve the impact of other guidance and warning signs. This guideline also reflects the need to focus signing efforts and resources on the signs of highest value for safety and mobility.

In the past, rest area amenities such as telephones, historical markers, vending machines, and weather information have been signed for on the advance guide signs for rest areas. Over time, motorists have become accustomed to expecting these certain amenities at rest areas. However, there are still certain amenities that motorists still do not typically expect at rest areas and may not be included at all rest areas. By policy, WisDOT does not allow signing of designated Veteran's Memorial Highways on the highway right-of-way itself. Signing for Veteran's memorial highways are encouraged in off right-of-way locations, such as inside a rest area. Therefore, it makes sense to allow the Veterans Memorial Highway Marker sign (E10-56 sign) to remain on the advanced rest area guide sign.

The NEXT REST AREA XX MILES supplemental sign (E5-62 sign) has also been mounted below the advance guide sign to rest areas, where conditions permit. This sign can be very useful in informing motorists of the distance to the next rest area.

POLICY

The NEXT REST AREA XX MILES supplemental sign (E5-62 sign) should continue to be installed below the advance guide sign, when applicable.

Any rest areas containing Veterans Memorial Highway Markers shall have the Veterans Memorial Highway Marker (E10-56 sign) installed below the advance guide sign.

All other rest area amenity signs previously installed will be allowed to remain in place until the end of their useful life, and then 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.