



# Traffic Engineering, Operations & Safety Manual

## Chapter 2 Signing

### Section 6 Guide Signs—Freeway

#### 2-6-19 Exit Numbers

December 2022

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. |
|---------------|---------------------|--|----------|
| <b>USH 10</b> |                     |  |          |
| 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      |
| <b>USH 12</b> |                     |  |          |
| 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 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    |
| <b><u>USH 14</u></b> |           |   |        |
| 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    |
| <b><u>STH 16</u></b> |           |   |        |
| 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    |
| <b><u>STH 26</u></b> |           |   |        |
| 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     |
| <b><u>STH 29</u></b> |           |   |        |
| 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 <sup>th</sup> 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 <sup>nd</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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   |
| <b><u>INTERSTATE HIGHWAY 90</u></b> |           |                                   |      |
| 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 |
| <b><u>INTERSTATE HIGHWAY 94</u></b> |           |                                   |      |
| 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 <sup>th</sup> 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 |
| Dane      | 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  |
| 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 |
| <b><u>STH 441</u></b>  |           |   |     |
| 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 |
| <b><u>INTERSTATE HIGHWAY 794</u></b>   |           |   |     |
| 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   |
| <b><u>INTERSTATE HIGHWAY 894</u></b>   |           |   |     |
| 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 <sup>th</sup> 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

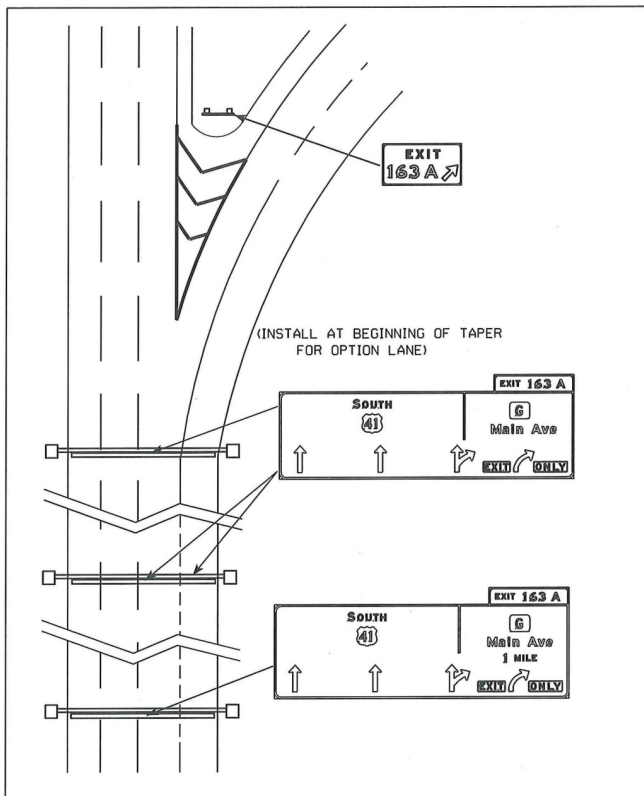
1. At a minimum, overhead arrows *should* be utilized for just the option lane and exit only lane. Overhead arrows *may* be omitted for the ahead lanes.

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**

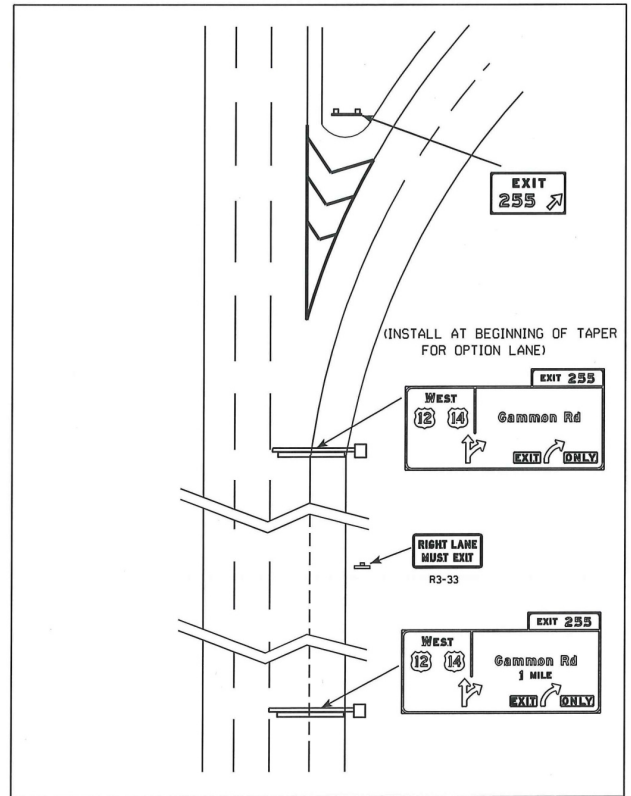
The FHWA does not have a mandated compliance date for this signing. Signing field revisions *should* be accomplished primarily through improvement projects.

**Figure 1**



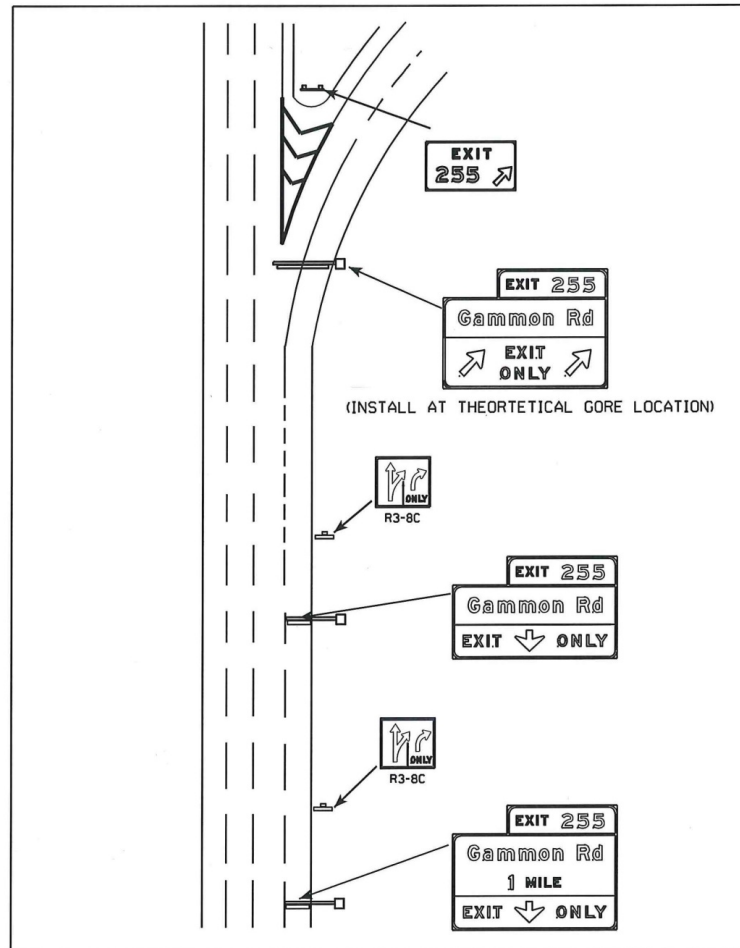
OVERHEAD ARROW PER LANE GUIDE SIGNS FOR SYSTEM INTERCHANGE

**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

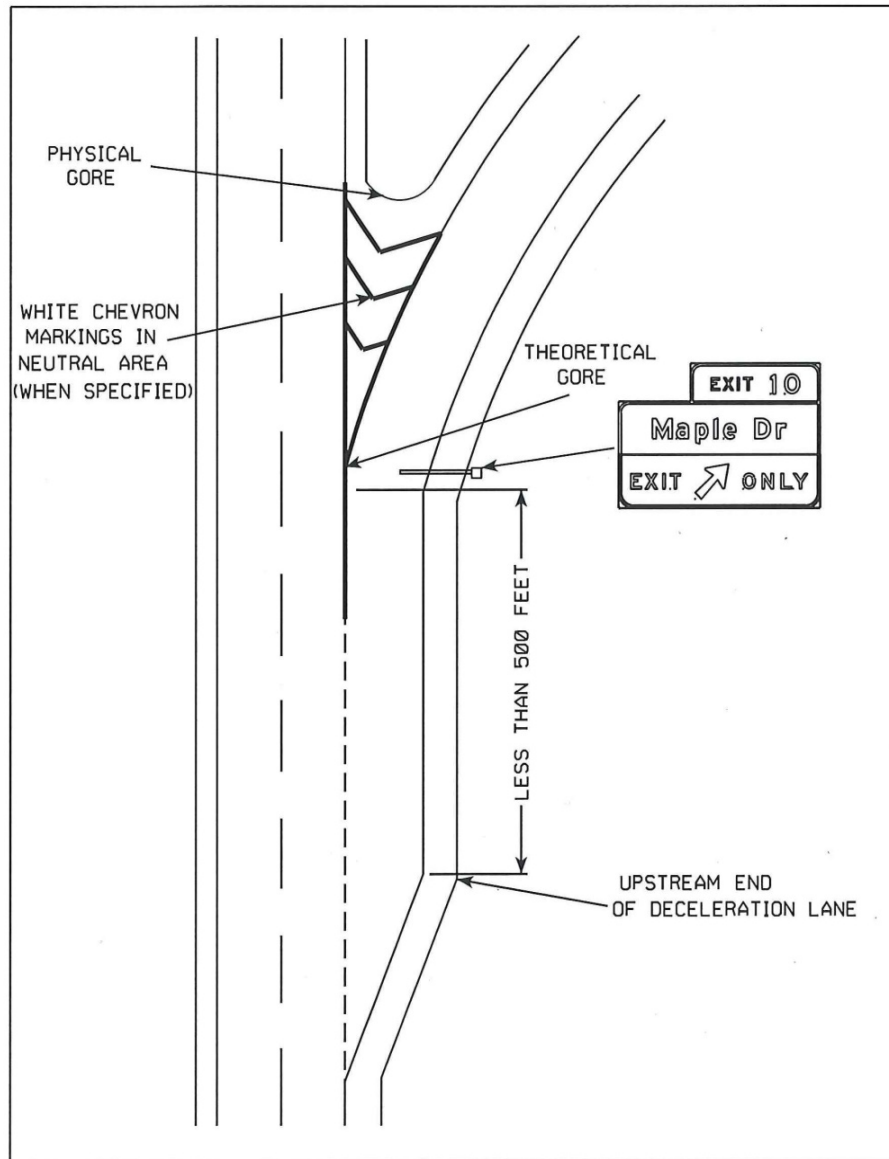
#### If parallel off-ramp is less than 500 feet from upstream end of deceleration lane to theoretical gore

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

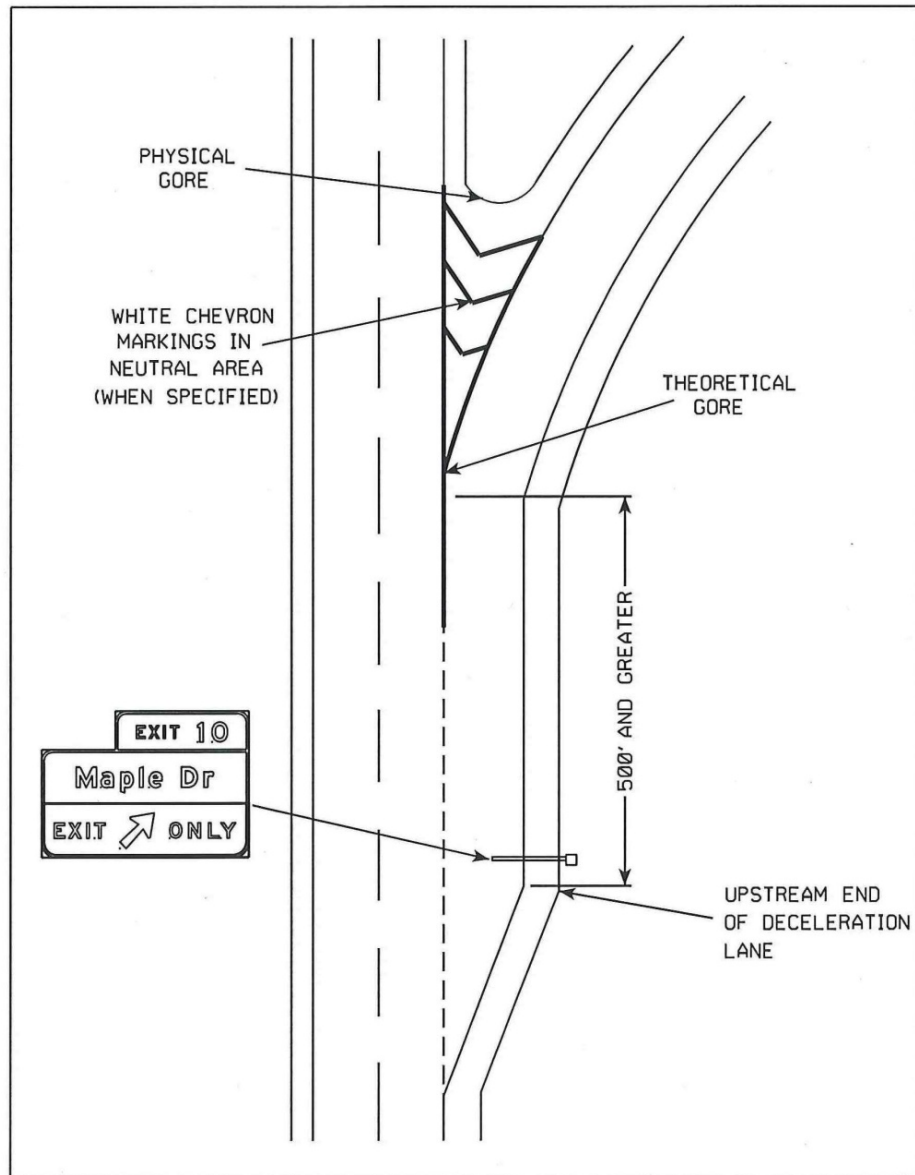
1. A ground mounted Exit Direction guide sign at the beginning of the taper for parallel exit ramp *should* be used.
2. The overhead Exit Direction guide sign at the theoretical gore location would not have to be moved to the upstream end of the deceleration lane.
3. If the parallel exit ramp is greater 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.





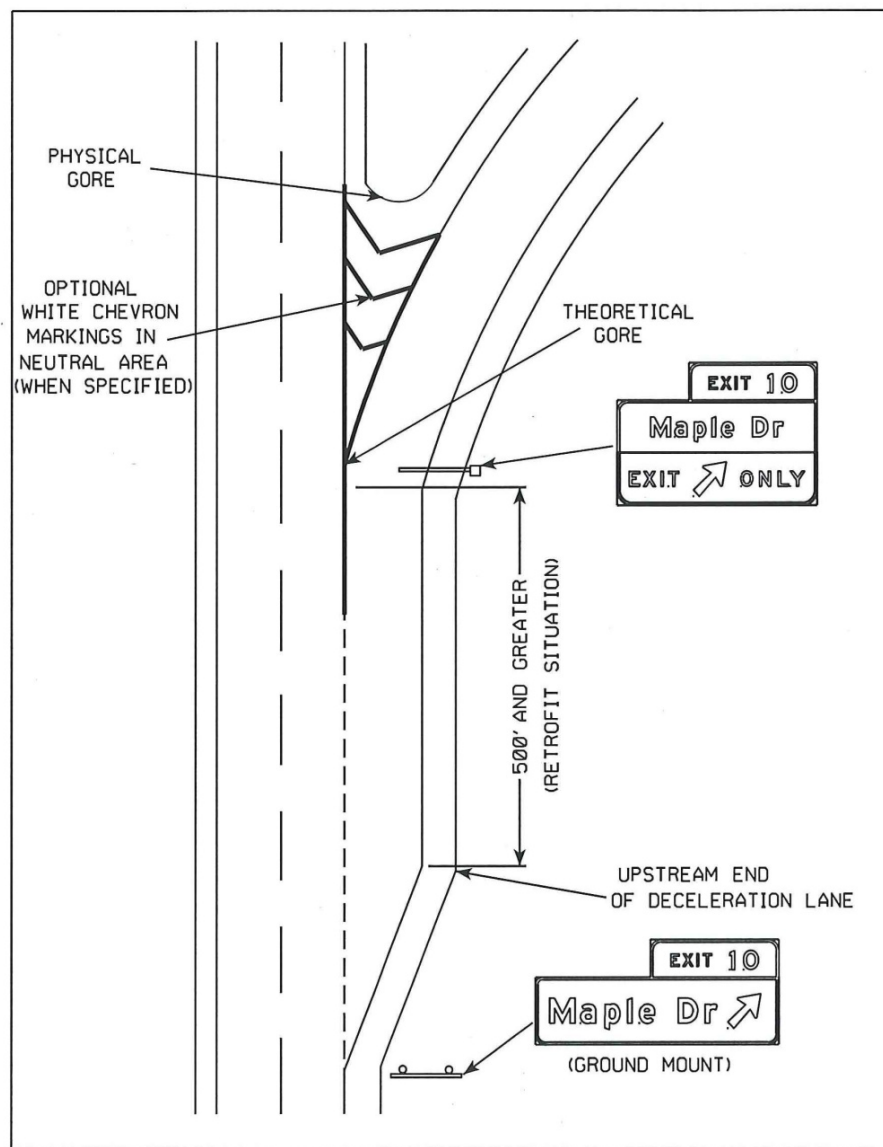
(LESS THAN 500 FEET FROM UPSTREAM END OF DECELERATION LANE TO THEORETICAL GORE)

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:

|                         |                  |
|-------------------------|------------------|
| <b><u>Class I</u></b>   |                  |
| Milwaukee               |                  |
| <b><u>Class II</u></b>  |                  |
| Appleton                | Oshkosh          |
| Eau Claire              | Racine           |
| Fond du Lac             | Sheboygan        |
| Green Bay               | Waukesha         |
| Janesville              | Wausau           |
| Kenosha                 | Wauwatosa        |
| La Crosse               | West Allis       |
| Madison                 |                  |
| <b><u>Class III</u></b> |                  |
| 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.