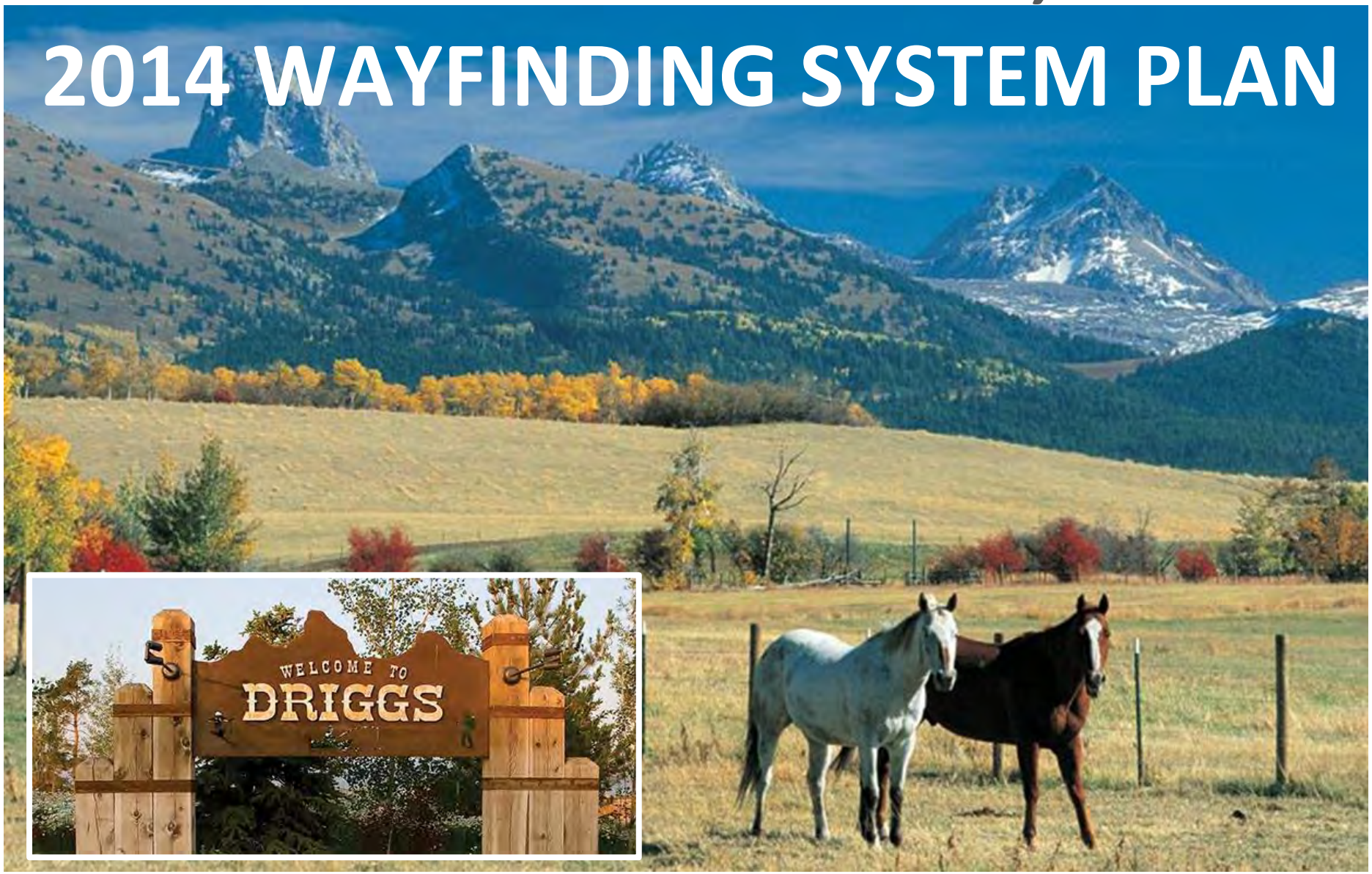
DRIGGS, IDAHO

2014 WAYFINDING SYSTEM PLAN



DRIGGS CITY HALL | 60 S MAIN STREET | DRIGGS, ID 83422

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ACKNOWLEDGEMENTS

Thanks to all those who shared valuable input and recommendations, participated in the workshops, and helped steer the development of this Wayfinding System Plan. We applaud the community's commitment towards making the City of Driggs and greater Teton Valley such a special place.

A special thanks to the Cities of Tetonia and Victor, Teton County, the Chamber of Commerce, Grand Targhee Resort, Huntsman Springs Resort, Driggs Urban Renewal Agency, Downtown Driggs Community Association, the US Forest Service, local businesses, and to the citizens of Driggs for their active participation and support.

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INTRODUCTION

"A goal without a plan is just a wish."

Antione de Saint-Exupéry

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INTRODUCTION

Driggs, Idaho is nestled in the heart of the Teton Valley, between the beautiful Tetons and Big Hole Mountains. The City of Driggs embodies the great outdoors and is just minutes from Grand Targhee Resort in Alta, Wyoming. It is surrounded by world-class golf courses, lodging and year-round recreation. Driggs has established itself as a popular Eastern Idaho destination for visitors, recreationalists, and citizens alike. With its small town charm, rich amenities, and proximity to national parks, Driggs is the prime candidate for a Wayfinding System Plan.

DRIGGS, IDAHO

In 2013, the City of Driggs applied for a Mobility Planning and Project Planning Technical Assistance Program grant through the Idaho Transportation Department (ITD). The successful pursuit of that effort allowed the City to fund the initial phase of developing a city-wide Wayfinding System Plan.

The focus of Wayfinding is to assist visitors and residents in navigating their way around town and throughout the Teton Valley. The priority is to build a network of signage that will guide visitors and new residents to local attractions, facilities and amenities.

Phase I of the Wayfinding System involves the development of the overall system framework and proposed sign locations. Phase II will involve the actual design of wayfinding signage for vehicular directional signage, a kiosk, and concepts for bicycle and pedestrian wayfinding sign systems. Funding for Phase II includes grant funds from the Department of Housing and Urban Development, and is expected to be complete in early 2015.

WHAT IS A WAYFINDING SYSTEM?

A Wayfinding System is an organized collection of informational, directional and identification signage and maps to assist vehicular travel. Its chief characteristic is a hierarchical arrangement of signage and symbols that are easily identifiable to the traveler. A successful Wayfinding System Plan can help create an identity and sense of place, making the city more appealing to residents and memorable for visitors. The signage should be designed to celebrate the unique character of Driggs while complementing its surroundings. The wayfinding system plan begins with the creation of an area identity.

This is done by evaluating existing conditions, key destinations, and defining boundaries and significant project objectives. The overall goal of the plan is to promote the use of public facilities, visitor-oriented businesses, recreational amenities, and to create an intuitive system of direction for all users.

OBJECTIVES OF PHASE I

1. Identify existing conditions, attractions, and destination locations, scenic byway routes and attractions, existing signage, community assets and needs, bike routes, sidewalks, trails and bike lanes.
2. Develop a distinctive and unifying theme, which gives identity to the system signage and related wayfinding features.
3. Identify key entry points into the community.
4. Define gateway routes for vehicular traffic to and from the City.
5. Reduce visual clutter or overuse of signs to minimize confusion.
6. Create a system of signage components that are easily fabricated, installed, and maintained.

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EXISTING CONDITIONS

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EXISTING CONDITIONS

The documentation of existing conditions includes a review of gateway routes, bicycle and pedestrian routes, regional destinations/attractions, local destinations/ attractions and existing wayfinding signs.

Figure 1 shows gateway routes, bicycle and pedestrian routes, and regional and local destinations/attractions.

GATEWAY ROUTES

STATE HIGHWAY 33 (MAIN NORTH-SOUTH ROUTE)

State Highway 33 (SH 33) travels through the center of downtown Driggs and is the main gateway to and from the City. It also serves as the foremost connecting roadway to the cities of Victor and Tetonia.

ITD owns and operates the highway and maintains its own existing wayfinding, directional and informational signage. SH 33 provides high visibility and exposure for signs directed at visitors traveling to Driggs and will remain an ideal location for new wayfinding signage. The City of Driggs will collaborate with ITD to integrate any new wayfinding signs as well as coordinate their installation to maximize effectiveness and reduce confusion.

DOWNTOWN DRIGGS, HIGHWAY 33

EAST LITTLE AVENUE/SKI HILL ROAD (MAIN EAST-WEST ROUTE)

The intersection of SH 33 and East Little Avenue is the only intersection with a traffic light in the City of Driggs.

As the main east gateway into the City, East Little Avenue transitions into Ski Hill Road and serves as the main connection to Grand Targhee Resort, Teton Canyon, the county transfer station, animal shelter, multi-use trails, and Targhee Village golf course. Currently, there is no "Welcome to Driggs" monument along East Little Avenue/Ski Hill Road. Therefore, stakeholders have identified the need for a future welcome monument type sign that would be visible to westbound traffic traveling to Driggs from the Grand Targhee Resort area.

TETON SCENIC BYWAY ROUTE

The Teton Scenic Byway starts at Swan Valley and travels east on SH 31 through Pine Creek pass to the town of Victor, and then north on SH 33, along the western side of the Teton Range. The byway passes through the cities of the Teton Valley including Victor, Driggs, and Tetonia, where travelers can experience small town hospitality, world-class resorts, and festivals year-round. Continuing west of Tetonia, the byway heads north on SH 32, offering striking views of the Tetons and Falls River until it reaches Ashton, where the Mesa Falls Scenic Byway begins.

Key Byway sites include the Teton Valley Museum, Pierre's Hole Rendezvous Site, Teton Geotourism Center, Teton Canyon, and Grand Targhee Resort.

The scenic byway offers a unique opportunity to capitalize on vehicular traffic heading north and south through the City. An improved identity on Main Street/Highway 33 could help entice byway travelers to stop and enjoy the area's amenities.

EXISTING CONDITIONS

BICYCLE AND PEDESTRIAN FACILITIES

In order to understand the overall transportation network, it is important to include bicycle and pedestrian routes as a part of the wayfinding system. The system is currently focused on vehicular-oriented signage along gateway routes. However, in the near future, the City will expand its Wayfinding System Plan to incorporate both bicycle and pedestrian-oriented wayfinding signage.

BICYCLE ROUTES—BIKE LANES AND MULTI-USE PATHWAYS

Starting at Creekside Meadows Avenue at the south entrance of Driggs, there are bike lanes along SH 33, which extend to East Little Avenue/Ski Hill Road. Eastbound on East Little Avenue/Ski Hill Road, bike lanes continue towards Alta, Wyoming and Grand Targhee Resort. There are plans to add bike lanes along West Bates Road to the west.

Separated from roadways are multi-use pathways, which connect parts of town to sidewalks and on-street bike lanes within the Driggs area. A notable separated multi-use path with regional significance begins near the south end of Driggs and runs parallel along the west side of SH 33 all the way to Victor, Idaho.

Additional multi-use pathway segments are planned for the future, which will eventually connect to the Tetonia-Ashton Rail Trail on the north, and further southeastward to Jackson, Wyoming. Driggs continues to extend and connect its pathway network North-South through the city on both sides of SH 33.

DRIGGS-VICTOR MULTI-USE PATHWAY

PEDESTRIAN ROUTES—SIDEWALKS

The City's sidewalk network is predominately in the historic downtown area. Starting at Short Street to the south and extending north to Ross Avenue, sidewalks line both sides of Main Street/SH 33. Ross Avenue to the north has intermittent sidewalks running along the right side of the road, terminating at Palisade Trail.

East Little Avenue has sidewalks on both sides of the street from SH 33, stretching to 5th Street to the east.

DESTINATIONS OVERVIEW

The City of Driggs is surrounded by natural beauty and neighboring communities that share common amenities and attractions. These attractions are abundant, and derive from the rich history and innate character of the Teton Valley.

The stakeholder committee who worked on this plan collaborated throughout the process via workshops and a driving tour. They identified key destinations, attractions, and potential locations for signage to direct visitors.

REGIONAL DESTINATIONS/ ATTRACTIONS

There are so many regional attractions throughout the Teton Valley that not all of them can be listed in this planning document. A few selected regional attraction destinations are summarized below.

GRAND TARGHEE RESORT

A major draw and key destination in the Driggs area is Grand Targhee Resort, which offers year-round recreation and entertainment including skiing, mountain biking, hiking, and musical performances. It is conveniently located in Alta, Wyoming, just a short 12-mile trek from downtown Driggs.

EXISTING CONDITIONS

TETON CANYON TRAILHEAD

Teton Canyon is known for its hiking, biking, camping, and picturesque scenic views. Only an estimated 5.9 miles from Driggs along Ski Hill Road and West Alta Ski Hill Road, adventurers love the opportunity to step outside and explore the area. Teton Canyon road provides access to wilderness trails, Table Mountain and Alaska Basin.

TOWN OF JACKSON, WYOMING

Another example of a regional attractor is the Town of Jackson, Wyoming, located approximately 33 miles southeast of Driggs. Jackson recently embarked upon and implemented its own wayfinding plan, which characterizes the culture and climate of the surrounding area. It has also provided some vision and inspiration throughout this wayfinding process in Driggs.

WEST YELLOWSTONE, MT

West Yellowstone is located in the southwestern portion of Montana, roughly four miles from the Wyoming border and just eight miles from Idaho.

Tourism plays a key role in West Yellowstone's economy as it provides entrance from the west into Yellowstone National Park.

The commute from Driggs is around 94 miles, approximately one hour and 40 minutes, and is filled with scenery and sites along the way.

HORSESHOE CANYON RECREATION AREA

Located approximately ten minutes west of downtown Driggs, Horseshoe Canyon Recreation Area is a popular quick-trip destination that has well-preserved trails that are routinely used by mountain bikers and hikers alike. The trails are situated in the Big Hole Mountain Range and offer beginner routes as well as more advanced courses.

GOLF COURSES

Driggs is conveniently surrounded by three popular golf courses that offer exceptional play, views, and amenities. Huntsman Springs is a local private, members-only club that provides a great course layout surrounded by beautiful wetlands and rolling plains with views in every direction. Four miles west of downtown Driggs, the Links Golf Course is a public 18-hole course. It has doubled in size since opening in 2000, and has developed into a popular destination for Driggs residents and guests.

To the east, along Ski Hill Road towards Grand Targhee, the Targhee Village Golf Course is nestled in the Targhee National Forest foothills and has been a staple in the Teton Valley since 1986.

The course hugs the border of Idaho and Wyoming and offers a driving range, exclusive practice area, clubhouse, and nine holes of golf.

LOCAL DESTINATIONS/ ATTRACTIONS

A well-designed wayfinding plan will clearly identify key destinations and attractions within the City as well as in the region. It will guide first time users in a logical and intuitive manner, and inspire confidence and trust in the system.

The Wayfinding System's purpose is to assist all users in finding their destinations, but especially to help visitors better navigate the town and its amenities. The City of Driggs has something for everyone, including shopping on Main Street and the Little Avenue shops.

SPUD DRIVE-IN

The Spud Drive-In is a one-of-a-kind experience with movies, concerts, and special events. It has been a staple in the Teton Valley since 1953.

TETON COUNTY FAIRGROUNDS

The Teton County Fairgrounds hosts the county fair in August, rodeos throughout the summer and many other community events year-round.

EXISTING CONDITIONS

With so much to do and see, wayfinding makes it possible to highlight the City's best assets and bring them to everyone's attention. These destinations are just a few stops that cannot be missed, but with so much more to offer, it is important to implement a system that will further develop a sense of pride in the community and serve as a means of communication to the public.

TETON GEOTOURISM CENTER

TETON GEOTOURISM CENTER

The Teton Geotourism Center is a one-of-a-kind visitor center that pushes interactive tourism to new heights. This project aims to increase tourism and boost economic growth in Driggs and all along the Teton Scenic Byway.

The center includes 24-hour visitor services, a staffed information desk and interactive exhibits showcasing the many offerings along the Teton Scenic Byway.

The stakeholder committee designated the Teton Geotourism Center as the main information hub for visitors to get oriented and acquainted with the wayfinding system. An informational wayfinding kiosk is proposed at this location.

HUNTSMAN SPRINGS RESORT

Huntsman Springs resort, a golf course and master-planned community, brings resort-style mountain living to Driggs. The golf course and community are surrounded by beautiful mountain views and protected, scenic wetlands. The Huntsman Springs Resort offers high-end quality finishes, amenities and indoor/outdoor living.

Recent proposed improvements to the Huntsman Springs Resort include an additional nine acres at the north end of Huntsman Springs, connecting the golf facilities and clubhouse with a new resort-hotel. The hotel will offer high-end luxury and convenience, and anticipates adding future complimentary commercial uses to complement its scenic views.

The hotel is expected to provide a boost to the local Driggs economy in the form of job creation and added tourism.

Figure 1 shows gateway routes, bicycle and pedestrian routes, and regional and local destinations/attractions.

HUNTSMAN SPRINGS

FIGURE 1

Regional Area Map
Destinations and Transportation Routes

N

0 4,000 8,000
FEET

IDAHO

WYOMING

Tetonia

Driggs

Victor

Targhee National Forest

BLM

LEGEND

Teton Valley Trails and Pathways

- Bikelane, Existing
- Bikelane, Pending
- Bikelane, Proposed
- Multi-Use Pathway, Existing
- Multi-Use Pathway, Pending
- Multi-Use Pathway, Proposed
- Rail to Trail, Existing
- Rail to Trail, Proposed
- Shared Use Roadway, Existing
- Sidewalk, Existing
- Sidewalk, Proposed
- Trail, Existing
- Trail, Pending
- Trail, Proposed

- State Highway
- Local Road
- Seasonal Road
- City Boundaries
- Impact Area

Destinations

1. Driggs Community Center
2. Driggs Business Incubator and Technical College
3. Driggs Nordic Ski Track
4. Driggs-Reed Memorial Airport
5. Historic Downtown Driggs
6. Hunstman Springs Club House
7. Little Ave Shops
8. Park & Ride Lot (Targhee Shuttle and START Bus)
9. Teton Arts Council
10. Teton County Courthouse
11. Teton County Law Enforcement Center
12. Teton County Transfer Station
13. Teton Valley Animal Shelter
14. Teton Valley Chamber of Commerce & Business Development Center
15. Teton Geotourism Center
16. Teton Valley Hospital
17. US Forest Service Office
18. Valley Center Neighborhood
19. Teton County Fairgrounds
20. Nickerson Bridge Teton River Access
21. Packsaddle Bridge Teton Creek Access
22. Teton Canyon Trailheads
23. Rainey Fish and Game Teton Creek Access
24. Teton Teepee Lodge
25. Targhee Village Golf Course
26. Teton Creek Resort
27. Spud Drive-In
28. The Links Golf Course
29. Horseshoe Canyon
30. Bates Bridge Teton Creek Access

Scenic Byway Sites

1. Teton Regional Land Trust Wildlife Viewing Site
2. Teton Village Historical Museum
3. Pathway Parking and Pierre's Hole Rendezvous Site
4. Grand Targhee Resort
5. Teton Scenic Overlook

Parks

1. Lions Park
2. City Park
3. 5th Street Park

Schools

1. Rendezvous Upper Elementary
2. Teton High School
3. Teton Middle School
4. Alta Elementary

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CITY OF DRIGGS - WAYFINDING SYSTEM PLAN

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EXISTING CONDITIONS

EXISTING WAYFINDING SIGNS

EXISTING SIGNS DATA

A key element in developing this Wayfinding System Plan was to identify and evaluate existing wayfinding signage. Mapping existing sign data enabled the stakeholder committee to evaluate existing signage and identify underrepresented destinations. Additionally, it helped determine which signs should be replaced and/or removed. **Figure 2** shows an inventory of existing wayfinding signage as well as signage proposed for removal and/or modification. The City of Driggs will continue to collaborate with ITD (and in some cases private property owners) for the removal of any existing wayfinding signs—as shown on the map or beyond—that either conflict with the new proposed wayfinding system or are not clearly defined.

EXISTING SIGNAGE CONDITIONS—FOCUS AND NEED

In the downtown core, the speed limit is 25 miles per hour (mph). Just outside of downtown, the speed limit increases to 35 mph, then up to 55 mph. Motorized traffic is the primary mode of transportation for visitors. Within downtown Driggs, SH 33 carries approximately 6,829 annual average vehicle trips per day (ITD, 2013).

There is also a lot of bicycle and pedestrian traffic within the downtown. Visitors often drive to and around the City and frequently get out of their cars to walk or ride a bike. However, when visitors first enter Driggs in a vehicle, there is no clear indication of where destinations such as public parking and visitor information are or how to get to them.

The existing sign system in Driggs requires improvement, particularly for vehicular traffic, for the following reasons:

- Existing signs lack consistency and cohesiveness
  - » Signage lacks unique character or design
  - » Signage is not consistent in form, color, materials, or theme
  - » The City's identity is not clearly defined
- Existing wayfinding signs are sparse and fail to highlight key destinations
  - » Most of the directional signs are located along SH 33/Main Street, while other roadways are sparsely signed
  - » New destinations, including the Teton Geotourism Center, City Hall and Community Center are not clearly identified
  - » Pedestrian and bicycle signage is minimal in the downtown area.

"If you don't know where you're going, you'll end up someplace else."

Yogi Berra

EXISTING CONDITIONS

The photos to the right illustrate existing wayfinding signs in and around the City of Driggs that are inconsistent, do not stand out, and are hard to see when driving.

EAST LITTLE AVENUE

DOWNTOWN DRIGS, HIGHWAY 33

DOWNTOWN DRIGGS,
HIGHWAY 33 & EAST LITTLE AVENUE

HIGHWAY 33

FIGURE 2

Existing Wayfinding Signs

Tetonia

33

IDAHO

Teton Valley Museum
Fairgrounds 1/4 Mile

Teton Valley Museum
Teton County Fairgrounds

← Airport

Driggs 1100 pop

Trailer Dump

Welcome to Driggs

Left at Signal
←Teton Valley Cabins
←Targhee Village Golf Course

Grand Targhee Ski & Summer Resort

Teton Scenic Byway

← Targhee Recreation Area
↔ Ski Symbol
↔ Golf Symbol

Alta Wyoming

← Ski Hill Rd Bates Rd→

• Bates Bridge-Teton Creek Access
• Horseshoe Canyon Recreation Area
• The Links Golf Course

Bike Route

Teton Scenic Byway

Victor 8
Swan Valley 29
Jackson 32

Sportsman Access

Bike Route

Teton Creek

Nickerson Bridge
Teton River Access

Teton Creek

Teton Valley Museum
Teton County Fairgrounds

Rotary Club Teton Vall.

Airport →

Teton Valley Museum
Fairgrounds 1/4 Mile

Trailer Dump

Huntsman Springs 1/3 Mile Ahead

Tetonia 7
Rexburg 38
Ashton 46

Hospital "H" →

• Alta, WY
• Grand Targhee Resort

←Bates Rd Ski Hill Rd→

↑ Grand Targhee Resort and Teton Canyon

Animal Shelter

Public Parking

↑Hospital Symbol

↔ Golf Symbol

↑Hospital Symbol

USFS Visitor's Information Kiosk

Right at Signal
Teton Valley Cabins →
Grand Targhee Ski and Summer Resort →
Targhee Village Golf Course →

Sportsman Access

Teton Creek

Driggs 1100 pop

Welcome to Driggs

Victor

N

0 1,000 2,000
FEET

LEGEND

ITD Existing Signs

Existing Signs

Proposed Changes to Existing Signs

Work with ITD to Eliminate

Work with ITD to Change Sign Text to "Nickerson Bridge"

Work with Property Owner to Eliminate

State Highway

Local Road

Seasonal Road

City Boundaries

Impact Area

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CITY OF DRIGGS - WAYFINDING SYSTEM PLAN

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OVERALL WAYFINDING SYSTEM CONCEPT

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OVERALL WAYFINDING SYSTEM CONCEPT

STAKEHOLDER INPUT

A stakeholder committee was formed and provided excellent participation throughout this process to formulate the framework for a wayfinding system. The committee included a cross-section of citizens and agencies. Through two workshops and a driving tour, stakeholders identified the overall wayfinding system concept, goals, and proposed sign locations. This plan is a reflection of their valuable insight and input.

The Stakeholder Committee envisioned a wayfinding system that helps both tourists and local citizens navigate the City and the greater Teton area. They also expressed a desire for the wayfinding system to be expandable, welcoming, and easy to understand. The group further envisioned unique signage that is aesthetically pleasing and complimentary. The signage should be adaptable to accommodate seasonal activities, and incorporate symbols and colors schemes that are easy to interpret. Additional stakeholder input can be found in **Appendix A**.

STAKEHOLDER INPUT OVERVIEW

- Key Gateway Signage Destinations:
  - » Grand Targhee Resort
  - » Huntsman Springs Resort
  - » Downtown Driggs
  - » Teton Geotourism Center as a destination and information (i) center
  - » US Forest Service as a destination and information (i) center
- Key Local Destinations:
  - » Parking
  - » City Hall / Community Center
  - » Courthouse
  - » Hospital
  - » Accommodations, Gas, Food, Lodging (include on kiosks at visitor centers)
  - » Schools, Parks
- Place wayfinding signs approximately ¼ mile beyond entryway/gateway signs
- Directions to Victor/Jackson and Tetonia/W Yellowstone
- Airport (consider both entrances and other destinations on site—museum, charter, dining)
- Transit Center
- Government offices (Courthouse, City Hall, Post Office, Sheriff's Office, Forest Service)
- Museum
- Fairgrounds
- Golf Courses
- Make signage adaptable for different uses/seasons
- Teton Valley Animal Shelter
- Solid Waste and Recycling Center
- Welcome signs and kiosks—a system of welcoming signage at each end of the City and kiosk locations which would include a map of the larger area and local destinations.

OVERALL WAYFINDING SYSTEM CONCEPT

SIGNAGE FRAMEWORK

The Driggs Wayfinding System includes welcome signs, visitor's information kiosks, and vehicular directional signage. The theme developed by the Stakeholder Committee is to first welcome visitors, then introduce them to top priority destinations and the visitor's information kiosks, and finally direct them to local and regional destinations with vehicular directional signage.

Since SH 33 and Little Avenue is the main intersection in town, directional signage is proposed on each leg to point visitors to regional places including Victor, Tetonia, Teton Canyon, Grand Targhee Resort, Jackson, and West Yellowstone.

WELCOME SIGNS

There are two existing welcome signs, or entry monuments, along SH 33—one on the north end of town and one on the south end of town.

EXISTING "WELCOME TO DRIGGS" SIGN

The Stakeholder Committee identified the need for a new welcome sign on east end of town on East Little Avenue to welcome visitors coming from the Grand Targhee Resort area.

TOP PRIORITY DESTINATIONS FOR GATEWAY SIGNS

The stakeholder committee identified top tier priority destinations that would welcome visitors as they first enter the city:

Tier 1 (First Visible Gateway Signs)

- Grand Targhee Resort
- Huntsman Springs Resort
- Downtown Driggs

Tier 2 (Second Visible Gateway Signs)

- Teton Geotourism Center (i)
- US Forest Service Office (i)

KIOSKS

A visitor kiosk advises and directs visitors with maps and other information, which pinpoints key civic destinations, as well as commercial and recreational attractions within Driggs and the surrounding area.

Kiosks can be used to showcase local events, transit schedules and other important community information. They are best located in areas of high pedestrian activity and visibility.

Technology such as Quick Response (QR) codes and/or software applications (apps) may be integrated into the kiosks to increase their impact by linking visitors to digital maps, websites, event information, etc.

The Stakeholder Committee identified two kiosk locations to be incorporated into the initial wayfinding system:

- **Teton Geotourism Center**—This is proposed as a new kiosk that will be the main focal point of the wayfinding system. Located in the center of Downtown Driggs, this kiosk will greet visitors with helpful information and make their visit as enjoyable as possible. Directional wayfinding signage is proposed at City entrance locations at the north, south and east ends of town pointing travelers to this location.
- **US Forest Service Office**—This is an existing visitor's information kiosk that will be integrated into the wayfinding system. Located at the south end of town off SH 33, the US Forest Service visitor information kiosk includes information about area attractions, public lands, and events. Information displayed inside the kiosk should be coordinated with the proposed Teton Geotourism Center kiosk.

See **Figure 3** for proposed wayfinding signage and kiosk locations.

OVERALL WAYFINDING SYSTEM CONCEPT

EXISTING US FOREST SERVICE INFORMATION KIOSK

OTHER POTENTIAL KIOSK LOCATIONS

The Stakeholder Committee offered the following ideas on potential locations within the community for additional kiosks:

- Teton County building—an existing 10-foot by 10-foot pad could be used for a kiosk (Center/North)
- Beginning/End of the Bike Path
- Depot Street (Center/North)
- Subway sandwich restaurant area (North)
- Courthouse (West)
- Schools (East/Center/North)

These kiosks may be implemented in the future as funding becomes available and the system is expanded to include pedestrian and bicycle-oriented wayfinding signage.

DIRECTIONAL WAYFINDING SIGNAGE

Vehicular signage should be scaled in a manner that can be easily read from within a vehicle and traveling at the intended speed limit. These signs will likely be located within the right-of-way (ROW) and, in that case, must be coordinated with the responsible agencies involved (ITD and Teton County).

Vehicular wayfinding signage serves to direct visitors along roadways within the Downtown area. Signs should be located at decision points in advance of turn movements that will allow drivers adequate time to read, comprehend, and act. Roadways designed for both vehicular and bicycle travel should consider a combination of directional information including distance, estimated travel time, and symbols.

The proposed wayfinding system includes a total of 34 directional wayfinding signs throughout town. **Figure 3** shows the proposed wayfinding sign locations. **Appendix B** includes a table of the proposed wayfinding signs.

It is important to note that the map (Figure 3) and table (Appendix B) will likely need to be updated during Phase II (Wayfinding Signage Design) to incorporate additional input from the stakeholder committee.

FUTURE BICYCLE AND PEDESTRIAN WAYFINDING SYSTEM

A comprehensive wayfinding system typically includes vehicular, pedestrian and bicycle directional signage to lead visitors from roadways to parking and then to specific destinations. This phase (Phase I) identifies vehicular signage locations. Future bicycle and pedestrian wayfinding systems may be developed using this framework. As part of Phase II, Wayfinding Signage Design, sign designs will be developed for vehicular traffic and a template for bicycle and pedestrian signage will be designed. Phase III involves installation of vehicular signage, a kiosk and a welcome sign. This may be done over a period of time based on funding availability. A Bicycle and Pedestrian Wayfinding System Plan/Map in a future phase (recommended Phase IV) should be developed prior to installing bicycle and pedestrian signage to foster ongoing stakeholder input and to produce a well-planned system.

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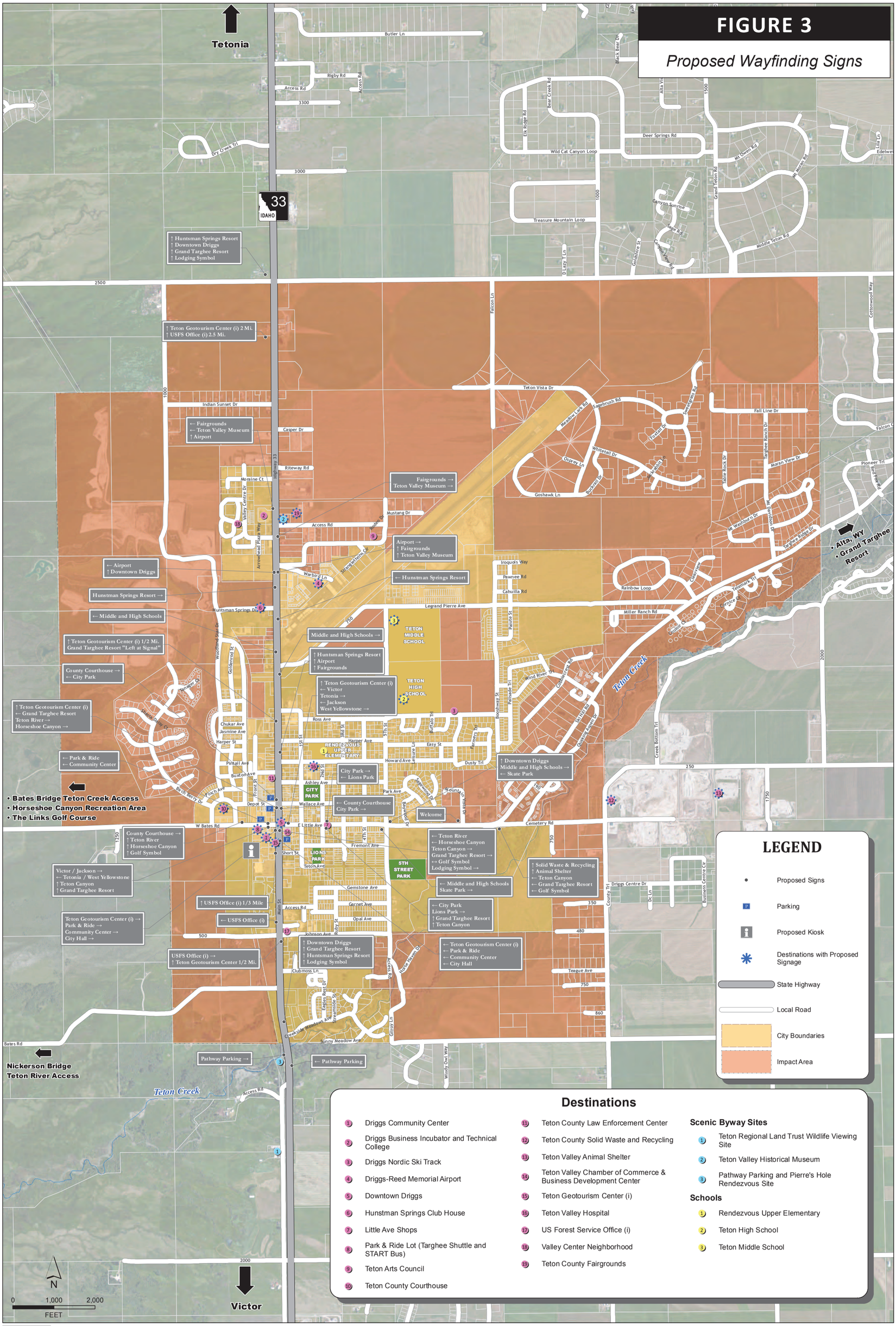
FIGURE 3

Proposed Wayfinding Signs



CITY OF DRIGGS - WAYFINDING SYSTEM PLAN

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BEST PRACTICES, SIGN GUIDELINES, INSTALLATION STANDARDS, PERMITTING, AND MAINTENANCE

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BEST PRACTICES, SIGN GUIDELINES, INSTALLATION STANDARDS, PERMITTING, AND MAINTENANCE

INTRODUCTION

For a wayfinding system to be complete, best practices, sign guidelines, installation standards, permitting requirements and maintenance responsibilities must be established and understood.

BEST PRACTICES

Following best practices will allow the City of Driggs to reap the advantages of a successful wayfinding signage system. These advantages include:

- Visitors are more comfortable exploring unknown areas
- Visitors are more likely to stay longer, or stop rather than pass through
- A sense of place and arrival is established

To achieve these goals, a successful wayfinding system must be intuitive, self-navigable and easily read in short timeframes (particularly for vehicular wayfinding).

The following best practices should be considered when finalizing the design of the wayfinding signs:

- **Use of symbols will help with language barriers**—many tourists come from other countries to visit Driggs, and English may not be their first language, or they may not speak or understand English. Incorporating symbols is particularly beneficial to communicate opportunities for lodging, gas, recreation, etc.
- **Design Layout**—Quantity of information, color, and contrast need to be considered during the sign design process. Too much information makes signs hard to read and understand. Contrast issues should be avoided (i.e. white text in front of a lighter background color).
- **Visibility**—Avoid visual competition to accomplish concise and clear messaging. Location and proximity to other signage will affect the audience's ability to absorb the information effectively. Too many signs give the appearance of unorganized clutter, resulting in loss of message comprehension.
- **Maintenance**—Regardless of design, the Driggs wayfinding signage must be maintained appropriately to ensure success. Maintenance issues to consider include future obstructions (i.e. vegetation overgrowth), vandalism, or damage caused by routine maintenance (i.e. snow plowing).
- **Lifespan**—Signs should be durable enough to withstand local weather conditions that can cause background colors to fade and text to lighten or disappear.
- **Destination Order**—Destinations should be listed on signs in the order of distance. The closest destination should be listed first, and so on.
- **Directional Arrows**—Right turn arrows should be on the right side of the sign to provide further clarity. Left turn and straight-ahead arrows should be on the left side of the sign.

BEST PRACTICES, SIGN GUIDELINES, INSTALLATION STANDARDS, PERMITTING, AND MAINTENANCE

SIGN GUIDELINES

Most wayfinding signs will be installed within ITD's ROW along SH 33. In consultation with ITD, Manual on Uniform Traffic Control Devices (MUTCD) standards will apply for design, sizing, and installation. It is recommended that the City involve ITD in the sign design process to facilitate design standards (and potential flexibility) with community branding.

MUTCD STANDARDS

Chapter 2—Community Wayfinding Signs, and Chapter 9—Application and Placement of Signs identify the following key MUTCD standards.

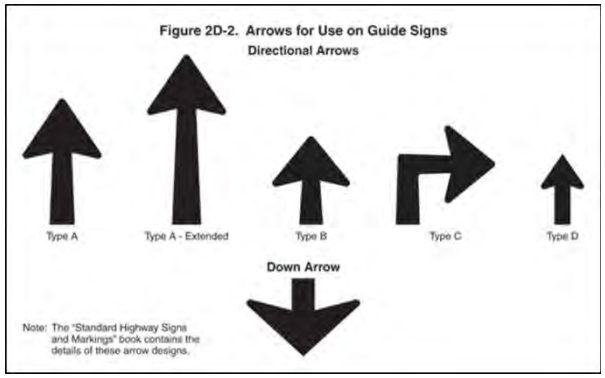
Basic Sizing Specifications

- Destination signs can specify distance to destinations if desired (MUTCD Designations: D1-3, 3a, 3b, 3c: See Table 9B-1).
- Sign widths vary depending on the length of the text on the sign, and the height is dependent on the number of destinations:
  - » One destination: [Width] x 18" H
  - » Two destinations: [Width] x 30" H
  - » Three destinations: [Width] x 42" H
- If multiple signs are placed in a group, all signs in the same assembly must be the same width.
- The bottom of post-mounted sign faces must be at least 4' above the roadway surface, and the edge of the sign closest to the roadway should be at least 2' from the edge of the roadway.
- Bike Route Signs (MUTCD Designation D11-1)—24" x 18"
  - » Destination signs that are used for bike routes and vehicular routes simultaneously shall be sized for vehicular traffic.

BEST PRACTICES, SIGN GUIDELINES, INSTALLATION STANDARDS, PERMITTING, AND MAINTENANCE

Design and Application

- Color-coded signs—multiple colors may be used for different areas/districts. Colors that cannot be used include red, orange, yellow, purple, or anything fluorescent.
- Typical arrows for signs are found in Figure 2D-2 in MUTCD; Arrow details in 2D.08 of the MUTCD:
  - » Arrows pointing left or up should be placed on the extreme left of a sign; arrows pointing right should be placed on the extreme right side of the sign.
  - » Different arrow types: Type A, A-Extended, B, C, and D are used in different applications
    - ▪ "Type A"—used in most wayfinding guide sign applications where multiple destinations are indicated in different directions or when a vertical arrow is used to indicate that multiple destinations are found in a single direction
    - ▪ "Type B"—used in wayfinding guide sign applications where a single destination is indicated, when a horizontal arrow is used to indicate that multiple destinations are found in a single direction, or when placed in an angled direction next to a single destination
    - ▪ "Type C"—also called an advance turn directional arrow, is used in advance of an intersection where a turn must be made to reach the destination
    - ▪ "Type D"—Usually only used in non-guide related applications
  - » Arrows should be either horizontal or vertical in most situations. Slanted arrows should only be used when they convey the direction of travel more effectively than vertical/horizontal arrows would.
- Text guidelines (allowable fonts can be found in the "Standard Alphabets for Highway Signs" book)
  - » Use as little text as possible, within reason; ensure abbreviations are logical
  - » For most roadways, upper-case sign text shall be a minimum of 6" tall, and lower-case letters (which may be used in conjunction with upper-case letters) shall be 4.5" tall.
  - » For low-volume rural roadways and urban streets with speed limits less than 25 mph, text height shall be a minimum of 4" and 3" for upper-case and lower-case letters, respectively.



An excerpt of MUTCD wayfinding signage standards is attached in **Appendix C.**

BEST PRACTICES, SIGN GUIDELINES, INSTALLATION STANDARDS, PERMITTING, AND MAINTENANCE

INSTALLATION STANDARDS

ITD has minimum standards for wood (Type D) signposts and installation. Key minimum standards for sign installation include:

- In urban areas, the bottom of the lowest sign face shall be 7' above the roadway, and the side of the sign closest to the roadway shall be at least 6' from the outer edge of the road shoulder.
- All signs on the same assembly shall be separated with a 1" gap.
- Signposts shall be breakaway posts, unless the sign is protected by a guardrail or outside the clear zone.

For more details on minimum installation standards, see ITD's standard drawing no. I-8-E attached in **Appendix C**.

PERMITTING

ITD was consulted to identify the permitting process for installation of signs within the ROW along SH 33. The permitting process is listed below.

1. APPLY FOR A RIGHT-OF-WAY ENCROACHMENT APPLICATION AND PERMIT, FORM 2111

Once construction documents are prepared and sign design is complete in Phase II, the following items need to be submitted to ITD:

- Application form (only fill out the top shaded portion). One application will suffice for all of the proposed wayfinding signage along SH 33 (**Appendix C**)
- Construction documents (to be developed in Phase II)
- Existing Signs Map (**Figure 2**) request for sign removal and/or changes
- Proposed Wayfinding Signs map (**Figure 3**)
- Proposed Sign Locations and Message Schedule (**Appendix B**)
- Traffic control plan—i.e. shoulder closure with flagging, typically 2-3 pages (to be developed in Phase II)
- Property corner survey certification (to be developed in Phase II)

2. ITD STAFF WILL SCHEDULE A FIELD VISIT

Once ITD receives the application and supporting documents, ITD staff will schedule a field visit. During the field visit, ITD staff will identify centerline milepost locations to the thousandth (i.e. MP 141.123) for each proposed sign. The Proposed Sign Locations and Message Schedule (**Appendix B**) table should be utilized and updated as part of this process because milepost locations are currently identified only to the tenth decimal (i.e. MP 141.1).

3. ITD INTERNAL REVIEW AND APPROVAL

After all the documents are received by ITD and the field visit is complete, ITD section leaders will meet internally to review all the documents and to give their recommendations for approval or denial. If the section leaders all recommend approval, then the District Engineer reviews the application and supporting documents and will approve the application. The approved permit is sent to the area foreman and a letter is sent to the applicant to inform them that the permit is approved and the applicant needs to schedule a pre-construction meeting and to obtain the completed permit.

4. INVITE ITD STAFF TO PRE-CONSTRUCTION MEETING

ITD will need to be invited to the pre-construction meeting to discuss the plans, schedule, traffic control plan, etc. The ITD foreman will post a 511 notice to ITD's Traveler webpage to inform motorists of traffic control in the area.

5. SCHEDULE A FINAL INSPECTION

Once construction is complete, a final inspection needs to be scheduled with ITD.

6. SUBMIT A LETTER TO ITD

After the final inspection, a letter stating that signs have been installed per the construction plans needs to be submitted to ITD. If any changes occurred, those should be noted in the letter.

Note: In consultation with Teton County staff, the County's sign ordinance exempts traffic and wayfinding signs from permitting requirements. Therefore, no permit will be required for signs proposed on roads other than SH 33 (East Little Avenue/Ski Hill Road, West Bates Road) outside of city limits.

SIGN MAINTENANCE

A Cooperative Agreement for Maintenance of State Highway 33 (ITD form 2392) is already in place between the City of Driggs and ITD. The agreement, dated April 5, 2011, outlines shared maintenance responsibilities, parameters for signs within the ROW, etc. The City of Driggs will be responsible for upkeep, maintenance and when applicable, replacement of the wayfinding signs.

The City of Driggs and ITD should continue to work together on maintenance needs and issues as they arise. See the existing maintenance agreement in **Appendix C**.

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IMPLEMENTATION

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IMPLEMENTATION

The City of Driggs has been very proactive and successful in applying for grants and obtaining funding to develop and implement this Wayfinding System Plan. Because of this, Phase I and Phase II were both made possible. City staff is currently in the process of identifying potential funding sources for Phase III.

PROJECT PHASING

Successful implementation of a wayfinding plan may consist of distributing the overall cost of the signage program over a period of years contingent upon the availability of outside funding and local resources.

PHASE I

The first phase, Driggs Wayfinding System Plan, focused on vehicular wayfinding signage that pinpoints the various destinations shown in **Figure 1**. Phase I also involved creating an inventory of existing signage (**Figure 2**) as well as identifying proposed signage locations (**Figure 3**). The goal of Phase I was to lay the foundation for a seamless transition into future development phases including design, fabrication, and installation.

PHASE II

The second phase, Wayfinding Signage Design, will involve wayfinding signage design for vehicular directional signs, a kiosk, and concepts for future bicycle and pedestrian wayfinding sign systems. It should be noted that bicycle and pedestrian signage should complement this vehicular wayfinding system plan in both design and functionality. Also, stakeholder input (**Appendix A**) from Phase I may be used in conjunction with additional input to create a design that reflects the identity and charm of the Driggs area. Also, it may be helpful to seek input from local and/or regional sign fabrication companies during this phase to help the designer and Stakeholder Committee understand constructability and availability of materials.

PHASE III

Once the initial design work has been completed and approved by the community in Phase II, the fabrication and installation strategy can begin. This third phase of the project, Wayfinding Installation, involves fabrication and installation of wayfinding signage. It will be a collaborative effort with outside agencies and vendors to accomplish this important phase. It is anticipated that Phase III may develop over time as funding becomes available.

The completeness of this phase is likely to be on-going due to the nature of wayfinding and the continuous opportunity to add to and/or improve upon.

PHASE IV

A future phase, Phase IV, Bicycle and Pedestrian Wayfinding System, is recommended to complete the overall wayfinding system program. This phase may be implemented either together or individually (a. bicycle, b. pedestrian) to allow for a thorough look at each type of system and determining how it can be best integrated into the overall vehicular wayfinding system. This phase may begin at any time, either upon completion of Phase II, Wayfinding Signage Design, or after Phase III, Wayfinding Installation.

IMPLEMENTATION

DRIGGS WAYFINDING SYSTEM PLAN

TABLE 1. AT-A-GLANCE WAYFINDING SYSTEM PHASING SCHEDULE (DATES ARE APPROXIMATE)

	FUTURE PHASES	
2014	**2014-2015**	**2015-2018**
PHASE 1 **DEVELOP WAYFINDING SYSTEM PLAN** • Engage Stakeholders • Develop Existing Conditions Map • Develop Goals • Establish Planning Area • Develop Wayfinding System Framework • Identify Key Local Destinations • Identify Key Regional Destinations • Identify Sign Routes/Locations • Develop Wayfinding System Map • Identify Kiosk Location(s) • Designate Welcome Sign Location(s) • Develop Wayfinding System Guidelines • Identify permitting requirements	**PHASE II** **WAYFINDING SIGNAGE DESIGN** • Develop Branding/Marketing Strategy • Develop Sign Design Alternatives (vehicular, bicycle and pedestrian template, kiosk) • Select Sign Designs • Create Sign & Installation Specifications • Develop Cost Estimates • Prepare Construction Documents	**PHASE III** **SIGN FABRICATION & INSTALLATION** • Secure Funding • Procure a Contractor to fabricate and Install Signs **PHASE IV** **BYCYCLE AND PEDESTRIAN WAYFINDING SYSTEM** • Building off of this Wayfinding System Plan, develop a Bicycle and Pedestrian Wayfinding System Plan • Create Sign & Installation Specifications • Develop Cost Estimates • Prepare Construction Documents • Secure Funding • Install Signs

IMPLEMENTATION

FUNDING OPPORTUNITIES

In addition to City General Funds or Urban Renewal Funds, grants may be leveraged to implement this wayfinding system.

Table 2 lists possible funding opportunities to leverage with local funds.

TABLE 2. FUNDING OPPORTUNITIES

FUNDING PROGRAM	FUNDING INFORMATION	MAXIMUM GRANT	MINIMUM MATCH	APPLICATION DATE	ELIGIBILITY CRITERIA	LINK
ITD Community Choices for Idaho	Infrastructure and non-infrastructure: planning, design, construction for pedestrian, bicyclist, rails to trails, historic preservation facilities, trails, sidewalks	$500,000	7.34%	Watch for announcement in 2015	Local governments having jurisdictions over roadways, tribal governments, transit agencies, natural resource or public land agencies, school districts, schools, local education agencies	http://itd.idaho.gov/transportation-performance/cci/
Blue Cross High Five! Children's Health Collaborative Grant	Build or renovate playgrounds or parks, create or improve walking and biking paths, community gardens, farmer's market, safe routes to school expansion	$50,000-$300,000	N/A	Watch for announcement in 2015	Cities, counties	http://highfiveidaho.org/
Idaho Department of Commerce (IDC) Idaho Gem Grant	Water and sewer infrastructure for new a business, remediation of slum and blight conditions blocking business development, and matching funds for the creation of assets with a high certainty of aiding future economic development efforts	$50,000	20%	Quarterly	Rural communities with a population of 10,000 persons or less, city, county or tribal governments	http://commerce.idaho.gov/communities/community-grants/idaho-gem-grant

IMPLEMENTATION

NEXT STEPS

1. START PHASE II

The City of Driggs has already initiated the next step by issuing a Request for Qualification (RFQ) for design services for Phase II, Wayfinding Signage Design. The preferred schedule for this phase is to have sign design and construction documents ready for bid in early 2015.

2. APPLY FOR FUNDING

Obtaining funding for implementation of Phase III should be a priority. By showing grant agencies that planning and design has been completed, and the community is supportive of this plan, applying for grant funds should be a relatively smooth process. It is recommended that the City contact various funding agencies (Idaho Department of Commerce, ITD, Blue Cross Foundation, etc.) to seek input on application guidelines, scoring criteria, and process.

3. IMPLEMENT FUTURE PHASES

In order to keep momentum going, it is recommended that this plan be revisited on an ongoing basis to ensure full implementation. One strategy to help make this happen would be to have the wayfinding Stakeholder Committee meet on an ongoing basis—annually, bi-annually, or as often as seems appropriate. The Stakeholder Committee should discuss how the system is working, ideas for improvement, how the system could be further expanded, and the status of funding resources. This strategy would foster continued support and ongoing implementation.

APPENDIX A—STAKEHOLDER INPUT

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APPENDIX A—STAKEHOLDER INPUT

DRIGGS WAYFINDING SYSTEM WORKSHOP NO. 1 SUMMARY
JULY 1, 2014

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Driggs Wayfinding System Workshop No. 1 Summary

July 1, 2014

Summary of Stakeholder Recommendations (2 pages)

General Themes

The stakeholder group provided excellent guidance to help formulate the framework for a wayfinding system. The group envisions a system that meets the needs and guides both tourists and local citizens within the City of Driggs as well as throughout the greater Teton area. This wayfinding system should be expandable, welcoming, and clear to help visitors and local citizens navigate while driving, bicycling and/or walking.

Specific Themes/Ideas for Sign Types

- Different signage for tourists and residents
- Aesthetically pleasing
- Use of symbols (to improve interpretation for non-English speaking visitors)
- Use of color schemes for different types of signage
- Adaptable signage, particularly at gateway entrances (to accommodate seasonal activities and provide space for new or changing attractions)
- Multiple levels of detail (but clear and simple):
    - Informative kiosk signage at key locations
    - Introducing wayfinding destinations at gateways (visitors and locals)
    - Signs for Government places and schools (locals)
    - Signs for Tourist attractions (visitors)
    - Signs for Recreation, Parks & Trails (visitors)
    - Signs for Scenic Byway sites (visitors)
    - Accommodations (i.e. hotels, gas, food, parking) (visitors and locals) – information for commercial services would be on kiosks at the visitor center.

Potential Kiosk Locations

The committee envisions a system of welcoming signage at each end of the City and kiosk locations which would include a map of the larger area and local destinations (maybe two maps). The committee offered ideas on potential locations for kiosks:

- County building – there's an existing 10x10 pad (Center/North)
- Visitor's center (South)
- At the end of the bike path (?)
- Depot Street (Center/North)
- Subway (North)
- Courthouse (West)
- Schools (East/Center/North)

Key Destinations – Sign Identification and Placement

- Top Priority Destinations to be included on Gateway signs:
    - Grand Targhee resort
    - Downtown Driggs/City Center
    - Visitor's Center (Geotourism Center)
    - Huntsman Springs Resort
- Place wayfinding signs ¼ mile past entryway/gateway signs
- Directions to Victor and Tetonia
- Hospital
- Schools
- City hall
- Chamber
- Airport (keep in mind there's two entrances and other things on site - museum, charter, dining)
- Transit Center
- Government offices (courthouse, city hall, post office, Sherif's Office, Forest Service)
- Museum
- Fairgrounds
- Golf Course, Huntsman Springs (make signage switchable for different uses/seasons)
- Teton Valley Animal Shelter
- Landfill
- Key internal (local) places
    - Parking
    - Transit
    - Courthouse
    - Hospital
    - Accommodations, gas, food, lodge <u>(include on kiosks at visitor center)</u>

Funding and Maintenance

- Ad purchasing (could help fund the project and provide funding for maintenance)
- The City may have funding for Phase II (specific sign graphics and design)
- Need to work with ITD on guidelines for signs in the ROW

Things to Keep in Mind

- Installation funding and maintenance
- Durability
- Parameters need to be set on sign information and a clear process established for identification on signs
- Refer to Scenic Byway Plan for implementation
- Sign system in Greater Yellowstone area

Minutes – Workshop No. 1 Stakeholder Meeting (5 pages)

Introductions / Meeting Attendees

Community Members Present	Project Team
Doug Self: City of Driggs Community Development Director	**Lisa Bachman:** J-U-B Engineers
Dan Powers: Driggs Urban Renewal Agency/Geotourism Center	**Andrea Gumm:** The Langdon Group
Lou Christensen: Driggs Airport/Teton Aviation	
Kate Hull: Teton Valley Chamber of Commerce	
Ken Rider: Grand Targhee Resort	
Jay Mazalewski: Teton County	
Gloria Hoopes: Mayor of Tetonia	
Peter Boogard: Downtown Driggs Community Association	
Bill Shaw: Idaho Transportation Department	
Jay Pence: US Forest Service	
Tim Adams: Teton Valley Trails and Pathways	
Kay Fullmer: Teton Valley Museum	
Kristin Rader: Teton County	

Wayfinding Basics

Lisa explained that project funding to put this system and plan together is through ITD.

Doug indicated that participants outside Driggs were invited to participate so that this wayfinding system plan could eventually expand to go throughout the entire valley.

Lisa explained that creating a wayfinding system plan the City would be more likely to get funding and grants. An organized system improves a visitor's experience and helps give people a sense of place and community identity. It also works for cross promotion for outside communities such as Victor and Tetonia.

Lisa went over wayfinding basics:

- Reduces the need to think
- Gets people oriented
- Provides clear concise messaging
- Gives people relevant information only
- Avoids excessive information
- Provides clear visuals

Lisa explained the steps it takes to develop and implement a wayfinding system plan.

Phase	Timing	Task	
Phase 1: Planning (Current Phase)	**Today: Workshop No. 1 Basics**	**Engage Stakeholders**	**Stakeholder Engagement & Involvement**
		Develop Existing Conditions Map	
		Develop Goals	
		Establish Planning Area	
		Develop Approach	
		Identify Key Destinations	
		Identify Approximate Sign Locations	
	Aug/Sept: Workshop No. 2 Framework	**Establish General Design Standards**	
		Develop Priorities	
		Finalize Wayfinding System Map	
		Implementation Plan	
Phase 2: Planning/ Engineering (Future Phase)	**Near Future**	Develop Branding/Marketing Strategy	
		Develop Sign Design Alternatives	
		Select Sign Design	
		Create Sign & Installation Specifications	
		Develop Cost Estimates	
		Prepare Bidding Documents	
Phase 3: Installation (Future Phase)	**Near Future**	Install Signs	

Lisa indicated that J-U-B has developed an existing conditions map for review. Today we want to develop goals, an approach and a planning area, and identify key destinations. At the next meeting, we will look at general design standards, develop priorities, and finalize the Wayfinding System map. We will then identify an implementation plan.

Goals

Stakeholders were asked to develop goals for the wayfinding system.

Dan – We want the system to **point out attractions to visitors**

Jay M. – It needs to be expandable, so that it may **work for all four communities** (three cities and the county). It needs to be consistent across the valley.

Gloria – It also needs to be expandable in the sense that we start out with the **major attractions**, then identify key locations for **day-to-day destinations** for local people in town, including **business information**.

Tim – The system should be **useful for all users** (bike, pedestrian, vehicular).

Kay – We might need something **different for tourists and residents**.

Jay P. – It will need **consistent symbols** for people who don't speak English.

Pete – The new system should be **adaptable**, as attractions change in the valley. It should be easy to **swap out signs**.

Tim – **Simple and direct** but consider having **multiple levels of detail**.

Kay – Will the signs be in city limits? What types of codes and city limits? We should research that.

Dan – There should be **uniformity from the bottom of Teton pass up to Felt**. It needs to look and feel the same. One of the biggest challenges with wayfinding is that if you put up too much information, people stop reading.

Kristen – We should identify **welcoming locations for potential kiosks**.

Jay M. – We also need to identify **installation funding** and **maintenance**.

Kristen – **Ad purchasing** could help fund the project and provide funding for maintenance.

Jay – I am concerned about installation and the lasting of signs (**durability**).

Tim – I would hope there is some way to **set parameters** on sign information. If there are no parameters everyone can wish to have their sign. There **should be a process** in which to obtain identification on a sign.

Kay – We have a lot of people that come to the **museum** asking for directions on where things are.

Kate – We might want to consider **incorporating the new chamber website** into this system.

Jay P. – The system should be **aesthetically pleasing**.

Dan – We may want to look at **tying into the greater Yellowstone system**.

Bill– ITD would look to the scenic byway management committee. This committee may want to coordinate or take on their effort. We can't have new plans and priorities that want to operate independently of that committee's plans and priorities.

Doug – We are operating from the **scenic byway plan**. We do not have an operating scenic byway committee.

Planning Area

The planning area encompasses Driggs but will be planned to fit in with the greater Teton area so that Tetonia, Victor, and the County can develop plans that continue the same theme and standards.

Key Destinations – Sign Identification and Placement (incorporate color schemes for different types of signage)

- **Destinations to be included on Gateway signs:**
    - Grand Targhee resort
    - Downtown Driggs/City Center
    - Visitor's Center (Geotourism Center)
- There should be wayfinding signs ¼ mile past entryway/gateway signs
- Locate Victor and Tetonia
- Hospital
- Schools (large events take place here, could reach a large number of people)
- City hall
- Chamber
- Airport (there's two entrances and other things on site - museum, charter, dining)
- Transit Center
- Government offices (courthouse, city hall, post office, Sherif's Office, Forest Service)
- Museum
- Fairgrounds
- Golf Course, Huntsman Springs (make signage switchable for different uses/seasons)
- Accommodations and amenities (hotels, food, gas, retail shopping) – consider directing people to the visitor's center for this information
- Banks/ATMs/Laundromat
- Teton Valley Animal Shelter
- Landfill

Tim – where does pedestrian and bicycle signage fit into the plan?
Doug – At certain intersections and along bike lanes we need to have certain information about what path you are on. We might also consider adding a map so bicyclists can orient themselves.

Doug – what do we mean by accommodations?
Tim – Is there a hotel here? Gas stations? Food?
Dan – Maybe we consider a secondary sign past a gateway sign that lists accommodations?
Ken – Do we need that sign? It's not like you are coming off an exit.
Jay M. – Maybe consider the **icons on the gateway sign**.
Doug – We want to keep it simple, not too cluttered.

Overall Discussion – Key internal places:

- Parking
- Transit
- Courthouse
- Accommodations
- Hospital
- Gas, food, lodge (add these things to entrance signs with symbols)

Potential Kiosk Locations (integrate technology into kiosks)

Lisa – Where do you envision seeing kiosks?
Jay M.- The county building has a great 10x10 pad for kiosk location. (Center/North)
Peter – Coming down from Targhee near the city entrance. Maybe at Teton Creek pathway. (East)
Jay M. – At the visitor's center, and maybe north of town. (South)
Peter – At the end of the bike path.
Dan – Depot Street (Center/North)
Gloria – By Subway, in that area (North)
Jay M. – Coming from the west, the courthouse (West)
Kristen – maybe we need a couple different levels of kiosks – downtown information and then larger regional information.
Dan – At the corner of 5th and Little Ave/Ski Hill Rd. That is a key jumping off location for different destinations and amenities. (East)
Overall Group – Schools (East/Center/North)

Next Steps for Workshop No. 2

Lisa explained that a summary will be prepared reflecting input from the meeting. At the next meeting, the stakeholder group will prioritize the locations and key routes. J-U-B and staff will prepare a draft map with sign locations and types (sign vs. kiosk vs. map) and destinations for review at the next meeting. The next meeting will be in August/September 2014.

Jay M. – it might be a good idea to invite a local sign maker company to either come to the next meeting or participate in the next planning phase to help with discussions on sign styles.

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APPENDIX A—STAKEHOLDER INPUT

DRIGGS WAYFINDING SYSTEM WORKSHOP NO. 2 SUMMARY
AUGUST 28, 2014

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Driggs Wayfinding System Workshop No. 2 Summary

August 28, 2014

INTRODUCTION/MEETING ATTENDEES

Community Members Present	Project Team
Doug Self: City of Driggs	**Lisa Bachman:** J-U-B Engineers
Dan Powers: Driggs Urban Renewal Agency/Geotourism Center	**Andrea Gumm:** The Langdon Group
Lou Christensen: Driggs Airport/Teton Aviation	
Kate Hull: Teton Valley Chamber of Commerce	
Jay Pence: US Forest Service	
Kristin Rader: Teton County	
Todd Woolstenhulme: Huntsman Springs Resort	
Brittany Skelton: City of Victor	

MEETING PURPOSE

- Review Draft Map – Before Tour
- Tour
- Revise Draft Map (confirm/change sign identification and placement) – After Tour
- Next Steps

Lisa provided an overview of stakeholder input and work that has been completed.

At the first workshop, we started developing existing conditions maps and signage documents. We also determined destinations for the wayfinding system and goals to help guide our discussions and effort. Since that last meeting, Doug took the input from the stakeholders and worked on a draft wayfinding system map. Since the last meeting we received information from ITD regarding existing signs along the corridor. In the second phase of the project, a consultant will be hired to design the signs and develop specifications, cost estimate and prepare construction documents.

The city will need to apply for a right of way encroachment permit through ITD since signs will be on a state highway. They will review the plans. We are trying to get them on board early.

Today, we will take a look at the draft map and come to consensus on sign placement and sign destinations.

REVIEW DRAFT MAP – BEFORE TOUR

The stakeholder group was given a draft wayfinding system map to review and comment on. The idea was for the group to suggest initial changes to the draft map and then revisit the map after the tour. Below is a summary of the discussion that took place before the tour.

GENERAL COMMENTS

- We want to strategically find a good place to direct people to the forest service office.
- The official name is "Teton Geotourism Center." All signage should read "Teton Geotourism Center" instead of Visitor's Center
- Keep "Welcome to Driggs" signs
- City Hall needs better on-site "City Hall" signage
- Parking signs for lots - consider just a standard P, and not have it be a part of the wayfinding aesthetics.
- Targhee sign (downtown) – keep or update? That is a question for Ashley.
- Somewhere around Geotourism Center we need a ranger station sign.
- Consider keeping international symbols
- Remove blue star from elementary school on draft map because it does not have a proposed sign on the proposed wayfinding system map.

NORTHBOUND

- Consider removing Huntsman Springs, Airport, Fairgrounds from the main intersection
- Request eliminating 1st ITD sign
- Forest service sign from the north is needed
- Courthouse sign – add city park (NB and SB)
- Between Howard and Harper – new sign – Airport/Huntsman Springs/Fairgrounds

WESTBOUND

- Little Avenue/Fifth – Point people toward downtown Driggs, schools, skate park
- WB on Little Avenue within first bock (sign for Tetonia/Ashton, Victor/Jackson, Geotourism,)
- Little/second – point to Lions Park and City Park

EASTBOUND

- EB Ski Hill Road –sign Targhee, schools, skate park
- Little/second – point to Lions Park and City Park

SOUTHBOUND

- Gateway sign – drop Visitor center
- After gateway – Add sign – information (geotourism and forest service = add mileage)

- Drop *Downtown Driggs* and add *Airport* to second sign
- Add *Downtown Driggs* to Airport turn sign
- Change “Courthouse” sign to “County Courthouse”
- Courthouse sign – add city park
- Add forest service sign before Broulim’s Supermarket

REVISE DRAFT MAP - AFTER TOUR

When the stakeholder group returned from the tour, additional changes were discussed:

GENERAL COMMENTS

- Consider restroom icons for the Geotourism Center
- Consider adding golf and lodging icons. Not the name of the course and cabins (keep it generic).
- West Yellowstone/Tetonia (instead of Ashton/Tetonia)

NORTHBOUND

- First sign – entrance to Creekside (just north of entrance to Creekside).
- Teton Creek sign (ITD) – needs to be changed to Nickerson Bridge.
- Pathway parking and historical spot – take “historical” off of sign. Maybe note that bike path connects all the way to Victor – Victor/Driggs pathway.
- Didn’t like the existing blue ITD directional sign.
- Ranger Station/Forest Service sign – placement before Johnson Avenue.
- “Visitor’s center left turn” sign - placement north of the Provisions restaurant driveway.
- Intersection sign for Targhee and Horseshoe Canyon – placement just north of the driveway to chamber.
- County Courthouse sign – placement at south enough of intersection to get into turn lane.
- Huntsman Springs Sign (existing sign just south of airport) needs to come down. Sign doesn’t meet city code.
- Might consider lodging signage or symbols on the gateway signs (northbound and southbound).

SOUTHBOUND

- Didn’t like the existing blue ITD directional sign.
- Replace existing airport and fairgrounds ITD signs.
- Main gateway sign - placement north of 2500 and trees.
- Huntsman Springs Resort right turn – not a lot of room with the pathway.
- Keep signs far enough away from the Best Western sign (visitor center/park and ride).
- Courthouse/city park sign – place north of the depot street intersection.
- Courthouse sign – placement south enough of intersection to get into turn lane (both directions).

- Huntsman Springs Sign (existing sign just south of airport) needs to come down. Doesn't meet city code.
- Teton Creek sign (ITD) – needs to be changed to Nickerson Bridge.
- Targhee turn left sign = just north of the creamery.

EASTBOUND

- EB on West Little back into town from river, the only sign would be a town directional (West Yellowstone/Tetonia and Victor/Jackson, Targhee ahead).
- Little and second – Grand Targhee/Teton Canyon straight (give them confirmation) – and then parks L/R.
- Fifth street – skate park and schools only.
- Consider sign on Cottonwood corner to show people Targhee and transfer station (change arrow to Y or curve) – add golf course symbol.

WESTBOUND

- Little – Add a new "Welcome to Driggs" sign after the berm and weeds. Just west of Mountain Vista Drive.
- Fifth Street – Downtown, schools, parks sign.
- East Little – Tetonia/West Yellowstone, Victor/Jackson, Teton Geotourism Center. First block of Little in front of Silverstar building would be a good location.
- West Little – drop Visitor's Center from WB sign. Drop Horseshoe Canyon (so first sign west of highway would say Park-n-Ride and Community Center).
- Just west of Huntsman Springs pathway, before courthouse drive, put "County Courthouse (R), River Access and Horseshoe Canyon (go straight). Might consider noting pathway sign.
- Need a Golf Course icon going west out of town somewhere.

NEXT STEPS

The proposed wayfinding sign map will be updated to reflect the changes discussed at this workshop. A draft plan will be developed and made available for stakeholders to review. A final plan will be provided to the city for use by Phase II consultant. The sign design phase will begin soon after the wayfinding system plan is finalized.

APPENDIX B—PROPOSED SIGN LOCATIONS AND MESSAGE SCHEDULE

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APPENDIX B—PROPOSED SIGN LOCATIONS AND MESSAGE SCHEDULE

SOUTH TO NORTH (NORTHBOUND)

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Driggs Wayfinding Sign System Plan [Proposed Sign Locations and Message Schedule]

South to North - (Northbound)

Count	Direction	Type	←	Message	→	Location Description	Milepost	Segment Code	Route No.	Jurisdiction
1	NB	Wayfinding	←	Pathway Parking		Northbound SH 33, .10 mile south of Creekside Meadows Ave	142.4	2460	SMA-6830	County
2	NB	Wayfinding	↑	Downtown Driggs		Northbound SH 33, .10 mile north of Creekside Meadows Ave	142.2	2460	SMA-6830	City
			↑	Grand Targhee Resort						
			↑	Huntsman Springs Resort						
			↑	Lodging Symbol						
3	NB	Wayfinding		USFS Office (i)	→	Northbound SH 33, .02 mile south of Johnson Ave	141.8	2460	SMA-6830	City
			↑	Teton Geotoursim Center ½ Mile						
4	NB	Wayfinding	←	Teton Geotourism Center (i)		Northbound Main St/SH 33, .05 mile north of Short St	141.4	2460	SMA-6830	City
			←	Park & Ride						
			←	Community Center						
			←	City Hall						
5	NB	Wayfinding	←	Teton River		Northbound Main St/SH 33, near the intersection at Little Ave	141.3	2460	SMA-6830	City
			←	Horseshoe Canyon						
				Teton Canyon	→					
				Grand Targhee Resort	→					
			↔	Golf Symbol						
				Lodging Symbol	→					
6	NB	Wayfinding	←	County Courthouse		Northbound Main St, south of Wallace Ave	141.2	2460	SMA-6830	City
				City Park	→					
7	NB	Wayfinding	↑	Huntsman Springs Resort		Northbound Main St, between Harper Ave and Howard Ave	141	2460	SMA-6830	City
			↑	Airport						
			↑	Fairgrounds						
8	NB	Wayfinding		Middle and High Schools	→	Northbound Main St, south of 750/Legrand Pierre Ave	140.6	2460	SMA-6830	City
9	NB	Wayfinding	←	Huntsman Springs Resort		Northbound Main St, south of Hunstman Springs Dr	140.3	2460	SMA-6830	City
10	NB	Wayfinding		Airport	→	Northbound SH 33, south Rodeo Dr/Warbird Ln	140.1	2460	SMA-6830	City
			↑	Fairgrounds						
			↑	Teton Valley Museum						
11	NB	Wayfinding		Fairgrounds	→	Northbound SH 33, .05 mile south of Access Rd	140	2460	SMA-6830	County
				Teton Valley Museum	→					

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APPENDIX B—PROPOSED SIGN LOCATIONS AND MESSAGE SCHEDULE

NORTH TO SOUTH (SOUTHBOUND)

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Driggs Wayfinding Sign System Plan [Proposed Sign Locations and Message Schedule]

North to South - (Southbound)

Count	Direction	Type	←	Message	→	Location Description	Milepost	Segment Code	Route No.	Jurisdiction
12	SB	Wayfinding	↑	Huntsman Springs Resort		Southbound SH 33 at W 2500 N	138.7	2460	SMA-6830	County
			↑	Downtown Driggs						
			↑	Grand Targhee Resort						
			↑	Lodging Symbol						
13	SB	Wayfinding	↑	Teton Geotrourism Center (i) 2 Mi.		Southbound SH 33, .30 mile north of Indian Sunset Dr	139	2460	SMA-6830	County
			↑	USFS Office (i) 2.5 Mi.						
14	SB	Wayfinding	←	Fairgrounds		Southbound SH 33, .13 mile south of Moraine Ct	139.8	2460	SMA-6830	City
			←	Teton Valley Museum						
			↑	Airport						
15	SB	Wayfinding	←	Airport		Southbound SH 33, .15 mile north of Huntsman Springs Dr	140.1	2460	SMA-6830	City
			↑	Downtown Driggs						
16	SB	Wayfinding		Huntsman Springs Resort	→	Southbound SH 33, .08 mile north of Huntsman Springs Dr	140.2	2460	SMA-6830	County
17	SB	Wayfinding	←	Middle and High Schools		Southbound SH 33, .20 mile south of Huntsman Springs Dr	140.5	2460	SMA-6830	City
18	SB	Wayfinding	↑	Teton Geotourism Center (i) ½ Mi.		Southbound Main St/SH 33, midway between Huntsman Springs Dr and Little Ave	140.8	2460	SMA-6830	City
				Grand Targhee Resort "Left at Signal"						
19	SB	Wayfinding		County Courthouse	→	NW corner of Main St and Depot St	141.2	2460	SMA-6830	City
			←	City Park						
20	SB	Wayfinding	↑	Teton Geotourism Center (i)		SW Corner of Main St and Depot St.	141.2	2460	SMA-6830	City
			←	Grand Targhee Resort						
				Teton River	→					
				Horseshoe Canyon	→					
21	SB	Wayfinding		Teton Geotourism Center (i)	→	SW Corner of Main St and Little St	141.3	2460	SMA-6830	City
				Park & Ride	→					
				Community Center	→					
				City Hall	→					
22	SB	Wayfinding	↑	USFS Office (i) 1/3 Mi.		Southbound Main St opposite of Short St	141.4	2460	SMA-6830	City
23	SB	Wayfinding	←	USFS Office (i)		Southbound Main St, across from and .05 mile south of Access Rd	141.7	2460	SMA-6830	City
24	SB	Wayfinding		Pathway Parking	→	Southbound SH 33, .09 mile SW of Creekside Meadows Ave	142.3	2460	SMA-6830	County

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APPENDIX B—PROPOSED SIGN LOCATIONS AND MESSAGE SCHEDULE

WEST TO EAST (EASTBOUND)

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Driggs Wayfinding Sign System Plan [Proposed Sign Locations and Message Schedule]

West to East - (Eastbound)

Count	Direction	Type	←	Message	→	Location Description	Milepost	Segment Code	Route No.	Jurisdiction
25	EB	Wayfinding		Victor / Jackson	→	Near SW corner of Main St and W Bates Rd	—	007530	STC-6820	City
			←	Tetonia / West Yellowstone						
			↑	Teton Canyon						
			↑	Grand Targhee Resort						
26	EB	Wayfinding	←	City Park		SE Corner of Little Ave and 2nd St	—	007530	STC-6820	City
				Lions Park	→					
			↑	Grand Targhee Resort						
			↑	Teton Canyon						
27	EB	Wayfinding	←	Middle and High Schools		SW Corner of Little Ave and 5th St	—	007530	STC-6820	City
				Skate Park	→					
28	EB	Wayfinding	↑	Solid Waste & Recycling		South of fork at Ski Hill Rd and Cemetery Rd	—	002518	STC-6820	City
			↑	Animal Shelter						
			←	Teton Canyon						
			←	Grand Targhee Resort						
			←	Golf Symbol						

— Milepost locations are unknown; need to be verified

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APPENDIX B—PROPOSED SIGN LOCATIONS AND MESSAGE SCHEDULE

EAST TO WEST (WESTBOUND)

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Driggs Wayfinding Sign System Plan [Proposed Sign Locations and Message Schedule]

East to West - (Westbound)

Count	Direction	Type	←	Message	→	Location Description	Milepost	Segment Code	Route No.	Jurisdiction
29	WB	Welcome		Welcome		NE Corner of Ski Hill Rd and Mountain Vista Dr	—	002518	STC-6820	County
30	WB	Wayfinding	↑	Downtown Driggs		NE Corner of Skil Hill Rd and 5th St	—	002518	STC-6820	City
				Middle and High Schools	→					
			←	Skate Park						
31	WB	Wayfinding		City Park	→	NE Corner of Little Ave and 2nd St	—	007530	STC-6820	City
			←	Lions Park						
32	WB	Wayfinding	↑	Teton Geotourism Center (i)		NE Corner of Main St and Little Ave	—	007530	STC-6820	City
			←	Victor						
				Tetonia	→					
			←	Jackson						
				West Yellowstone	→					
33	WB	Wayfinding	←	Park & Ride		NW Corner of Main St and Bates Rd (.05 mile west of Main St)	—	007530	STC-6820	City
			←	Community Center						
34	WB	Wayfinding		County Courthouse	→	NE Corner of Bates Rd and Courthouse Dr	—	007530	STC-6820	City
			↑	Teton River						
			↑	Horseshoe Canyon						
			↑	Golf Symbol						

New Kiosk

35	NB/SB, TBD	Kiosk		(i) Kiosk		Location of sign to be on site of Kiosk. SW Corner of Main and Bates Rd.	141.3	2460	SMA-6830	City

— Milepost locations are unknown; need to be verified by City

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APPENDIX C—STANDARDS, PERMITTING, AND MAINTENANCE INFORMATION

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APPENDIX C—STANDARDS, PERMITTING, AND MAINENANCE INFORMATION

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CHAPTER 2D. GUIDE SIGNS—CONVENTIONAL ROADS

Section 2D.01 Scope of Conventional Road Guide Sign Standards

Standard:

01 **The provisions of this Chapter shall apply to any road or street other than low-volume roads (as defined in Section 5A.01), expressways, and freeways.**

Section 2D.02 Application

Support:

01 Guide signs are essential to direct road users along streets and highways, to inform them of intersecting routes, to direct them to cities, towns, villages, or other important destinations, to identify nearby rivers and streams, parks, forests, and historical sites, and generally to give such information as will help them along their way in the most simple, direct manner possible.

02 Chapter 2A addresses placement, location, and other general criteria for signs.

Section 2D.03 Color, Retroreflection, and Illumination

Support:

01 Requirements for illumination, retroreflection, and color are stated under the specific headings for individual guide signs or groups of signs. General provisions are given in Sections 2A.07, 2A.08, and 2A.10.

Standard:

02 **Except where otherwise provided in this Manual for individual signs or groups of signs, guide signs on streets and highways shall have a white message and border on a green background. All messages, borders, and legends shall be retroreflective and all backgrounds shall be retroreflective or illuminated.**

Support:

03 Color coding is sometimes used to help road users distinguish between multiple potentially confusing destinations. Examples of valuable uses of color coding include guide signs for roadways approaching or inside an airport property with multiple terminals serving multiple airlines, and community wayfinding guide signs for various traffic generator destinations within a community or area.

Standard:

04 **Except where otherwise provided in this Manual, different color sign backgrounds shall not be used to provide color coding of destinations. The color coding shall be accomplished by the use of different colored square or rectangular sign panels on the face of the guide signs.**

Option:

05 The different colored sign panels may include a black or white (whichever provides the better contrast with the panel color) letter, numeral, or other appropriate designation to identify an airport terminal or other destination.

Support:

06 Two examples of color-coded sign assemblies are shown in Figure 2D-1. Section 2D.50 contains specific provisions regarding Community Wayfinding guide signs.

Section 2D.04 Size of Signs

Standard:

01 **Except as provided in Section 2A.11, the sizes of conventional road guide signs that have standardized designs shall be as shown in Table 2D-1.**

Support:

02 Section 2A.11 contains information regarding the applicability of the various columns in Table 2D-1.

Option:

03 Signs larger than those shown in Table 2D-1 may be used (see Section 2A.11).

Support:

04 For other guide signs, the legends are so variable that a standardized design or size is not appropriate. The sign size is determined primarily by the length of the message, and the size of lettering and spacing necessary for proper legibility.

Option:

05 Reduced letter height, reduced interline spacing, and reduced edge spacing may be used on guide signs if sign size must be limited by factors such as lane width or vertical or lateral clearance.

Figure 2D-1. Examples of Color-Coded Destination Guide Signs

A - Freeway or Expressway – Airport Terminals

B - Conventional Road or Street – Urban Areas

Guidance:

06 *Reduced spacing between the letters or words on a line of legend should not be used as a means of reducing the overall size of a guide sign, except where determined necessary by engineering judgment to meet unusual lateral space constraints. In such cases, the legibility distance of the sign legend should be the primary consideration in determining whether to reduce the spacing between the letters or the words or between the words and the sign border, or to reduce the letter height.*

07 *When a reduction in the prescribed size is necessary, the design used should be as similar as possible to the design for the standard size.*

Section 2D.05 Lettering Style

Standard:

01 **The design of upper-case letters, lower-case letters, numerals, route shields, and spacing shall be as provided in the "Standard Highway Signs and Markings" book (see Section 1A.11).**

02 **The lettering for names of places, streets, and highways on conventional road guide signs shall be a combination of lower-case letters with initial upper-case letters (see Section 2A.13). The nominal loop height of the lower-case letters shall be 3/4 the height of the initial upper-case letter. When a mixed-case legend letter height is specified referring only to the initial upper-case letter, the height of the lower-case letters that follow shall be determined by this proportion. When the height of a lower-case letter is referenced, the reference is made to the nominal loop height and the height of the initial upper-case letter shall also be determined by this proportion.**

03 **All other word legends on conventional road guide signs shall be in upper-case letters.**

04 **The unique letter forms for each of the Standard Alphabet series shall not be stretched, compressed, warped, or otherwise manipulated. Modifications to the length of a word for a given letter height and series shall be accomplished only by the methods described in Section 2D.04.**

Section 2D.06 Size of Lettering

Support:

01 Sign legibility is a direct function of letter size and spacing. Legibility distance has to be sufficient to give road users enough time to read and comprehend the sign. Under optimum conditions, a guide sign message can be read and understood in a brief glance. The legibility distance takes into account factors such as inattention, blocking of view by other vehicles, unfavorable weather, inferior eyesight, or other causes for delayed or slow reading. Where conditions permit, repetition of guide information on successive signs gives the road user more than one opportunity to obtain the information needed.

Table 2D-1. Conventional Road Guide Sign Sizes

Sign	Sign Designation	Section	Conventional Road	Minimum	Oversized
Interstate Route Sign (1 or 2 digits)	M1-1	2D.11	24 x 24	24 x 24	36 x 36
Interstate Route Sign (3 digits)	M1-1	2D.11	30 x 24	30 x 24	45 x 36
Off-Interstate Route Sign (1 or 2 digits)	M1-2,3	2D.11	24 x 24	24 x 24	36 x 36
Off-Interstate Route Sign (3 digits)	M1-2,3	2D.11	30 x 24	30 x 24	45 x 36
U.S. Route Sign (1 or 2 digits)	M1-4	2D.11	24 x 24	24 x 24	36 x 36
U.S. Route Sign (3 digits)	M1-4	2D.11	30 x 24	30 x 24	45 x 36
State Route Sign (1 or 2 digits)	M1-5	2D.11	24 x 24	24 x 24	36 x 36
State Route Sign (3 digits)	M1-5	2D.11	30 x 24	30 x 24	45 x 36
County Route Sign (1, 2, or 3 digits)	M1-6	2D.11	24 x 24	24 x 24	36 x 36
Forest Route (1, 2, or 3 digits)	M1-7	2D.11	24 x 24	18 x 18	36 x 36
Junction	M2-1	2D.13	21 x 15	21 x 15	30 x 21
Combination Junction (2 route signs)	M2-2	2D.14	60 x 48*	—	—
Cardinal Direction	M3-1,2,3,4	2D.15	24 x 12	24 x 12	36 x 18
Alternate	M4-1,1a	2D.17	24 x 12	24 x 12	36 x 18
By-Pass	M4-2	2D.18	24 x 12	24 x 12	36 x 18
Business	M4-3	2D.19	24 x 12	24 x 12	36 x 18
Truck	M4-4	2D.20	24 x 12	24 x 12	36 x 18
To	M4-5	2D.21	24 x 12	24 x 12	36 x 18
End	M4-6	2D.22	24 x 12	24 x 12	36 x 18
Temporary	M4-7,7a	2D.24	24 x 12	24 x 12	36 x 18
Begin	M4-14	2D.23	24 x 12	24 x 12	36 x 18
Advance Turn Arrow	M5-1,2,3	2D.26	21 x 15	21 x 15	—
Lane Designation	M5-4,5,6	2D.27	24 x 18	24 x 18	36 x 24
Directional Arrow	M6-1,2,2a,3,4, 5,6,7	2D.28	21 x 15	21 x 15	30 x 21
Destination (1 line)	D1-1	2D.37	Varies x 18	Varies x 18	—
Destination and Distance (1 line)	D1-1a	2D.37	Varies x 18	Varies x 18	—
Circluar Intersection Destination (1 line)	D1-1d	2D.38	Varies x 18	Varies x 18	—
Circluar Intersection Departure Guide	D1-1e	2D.38	Varies x 42*	—	—
Destination (2 lines)	D1-2	2D.37	Varies x 30	Varies x 30	—
Destination and Distance (2 lines)	D1-2a	2D.37	Varies x 30	Varies x 30	—
Circluar Intersection Destination (2 lines)	D1-2d	2D.38	Varies x 30	Varies x 30	—
Destination (3 lines)	D1-3	2D.37	Varies x 42	Varies x 42	—
Destination and Distance (3 lines)	D1-3a	2D.37	Varies x 42	Varies x 42	—
Circluar Intersection Destination (3 lines)	D1-3d	2D.38	Varies x 42	Varies x 42	—
Distance (1 line)	D2-1	2D.41	Varies x 18	Varies x 18	—
Distance (2 lines)	D2-2	2D.41	Varies x 30	Varies x 30	—
Distance (3 lines)	D2-3	2D.41	Varies x 42	Varies x 42	—
Street Name (1 line)	D3-1,1a	2D.43	Varies x 12	Varies x 8	Varies x 18
Advance Street Name (2 lines)	D3-2	2D.44	Varies x 30*	—	—
Advance Street Name (3 lines)	D3-2	2D.44	Varies x 42*	—	—
Advance Street Name (4 lines)	D3-2	2D.44	Varies x 60*	—	—
Parking Area	D4-1	2D.47	30 x 24	18 x 15	—
Park - Ride	D4-2	2D.48	30 x 36	24 x 30	36 x 48
National Scenic Byways	D6-4	2D.55	24 x 24	24 x 24	—
National Scenic Byways	D6-4a	2D.55	24 x 12	24 x 12	—
Weigh Station XX Miles	D8-1	2D.49	78 x 60	60 x 48	96 x 72
Weigh Station Next Right	D8-2	2D.49	84 x 72	66 x 54	108 x 90
Weigh Station (with arrow)	D8-3	2D.49	66 x 60	48 x 42	84 x 78
Crossover	D13-1,2	2D.54	60 x 30	60 x 30	78 x 42
Freeway Entrance	D13-3	2D.46	48 x 30	48 x 30	—
Freeway Entrance (with arrow)	D13-3a	2D.46	48 x 42	48 x 42	—
Combination Lane Use / Destination	D15-1	2D.33	Varies x 96	Varies x 96	—
Next Truck Lane XX Miles	D17-1	2D.51	42 x 48	42 x 48	60 x 66
Truck Lane XX Miles	D17-2	2D.51	42 x 42	42 x 42	60 x 54
Slow Vehicle Turn-Out XX Miles	D17-7	2D.52	72 x 42	72 x 42	96 x 54

*The size shown is for a typical sign. The size should be appropriately based on the amount of legend required for the sign.

Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

Standard:

02 **Design layouts for conventional road guide signs showing interline spacing, edge spacing, and other specification details shall be as shown in the "Standard Highway Signs and Markings" book (see Section 1A.11).**

03 **The principal legend on guide signs shall be in letters and numerals at least 6 inches in height for all upper-case letters, or a combination of 6 inches in height for upper-case letters and 4.5 inches in height for lower-case letters. On low-volume roads (as defined in Section 5A.01) with speeds of 25 mph or less, and on urban streets with speeds of 25 mph or less, the principal legend shall be in letters at least 4 inches in height for all upper-case letters, or a combination of 4 inches in height for upper-case letters and 3 inches in height for lower-case letters.**

Guidance:

04 *Lettering sizes should be consistent on any particular class of highway.*

05 *The minimum lettering sizes provided in this Manual should be exceeded where conditions indicate a need for greater legibility.*

Section 2D.07 Amount of Legend

Support:

01 The longer the legend on a guide sign, the longer it will take road users to comprehend it, regardless of letter size.

Guidance:

02 *Except where otherwise provided in this Manual, guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions. Where two or more signs are included in the same overhead display, the amount of legend should be further minimized. Where appropriate, a distance message or action information, such as an exit number, NEXT RIGHT, or directional arrows, should be provided on guide signs in addition to the destinations.*

Section 2D.08 Arrows

Support:

01 Arrows are used for lane assignment and to indicate the direction toward designated routes or destinations. Figure 2D-2 shows the various standard arrow designs that have been approved for use on guide signs. Detailed drawings and standardized sizes based on ranges of letter heights are shown for these arrows in the "Standard Highway Signs and Markings" book (see Section 1A.11).

Standard:

02 **On overhead signs where it is desirable to indicate a lane to be followed, a down arrow shall be positioned approximately over the center of the lane and shall point vertically downward toward the approximate center of that lane. Down arrows shall be used only on overhead guide signs that restrict the use of specific lanes to traffic bound for the destination(s) and/or route(s) indicated by these arrows. Down arrows shall not be used unless an arrow can be located over and pointed to the approximate center of each lane that can be used to reach the destination displayed on the sign.**

03 **If down arrows are used, having more than one down arrow pointing to the same lane on a single overhead sign (or on multiple signs on the same overhead sign structure) shall not be permitted.**

04 **Where a roadway is leaving the through lanes, a directional arrow shall point upward at an angle that approximates the alignment of the exit roadway.**

Option:

05 Curved-stem arrows (see Figure 2D-8) that represent the intended driver paths to destinations involving left-turn movements may be used on guide signs on approaches to circular intersections.

Standard:

06 **Curved-stem arrows shall not be used on any sign that is not associated with a circular intersection.**

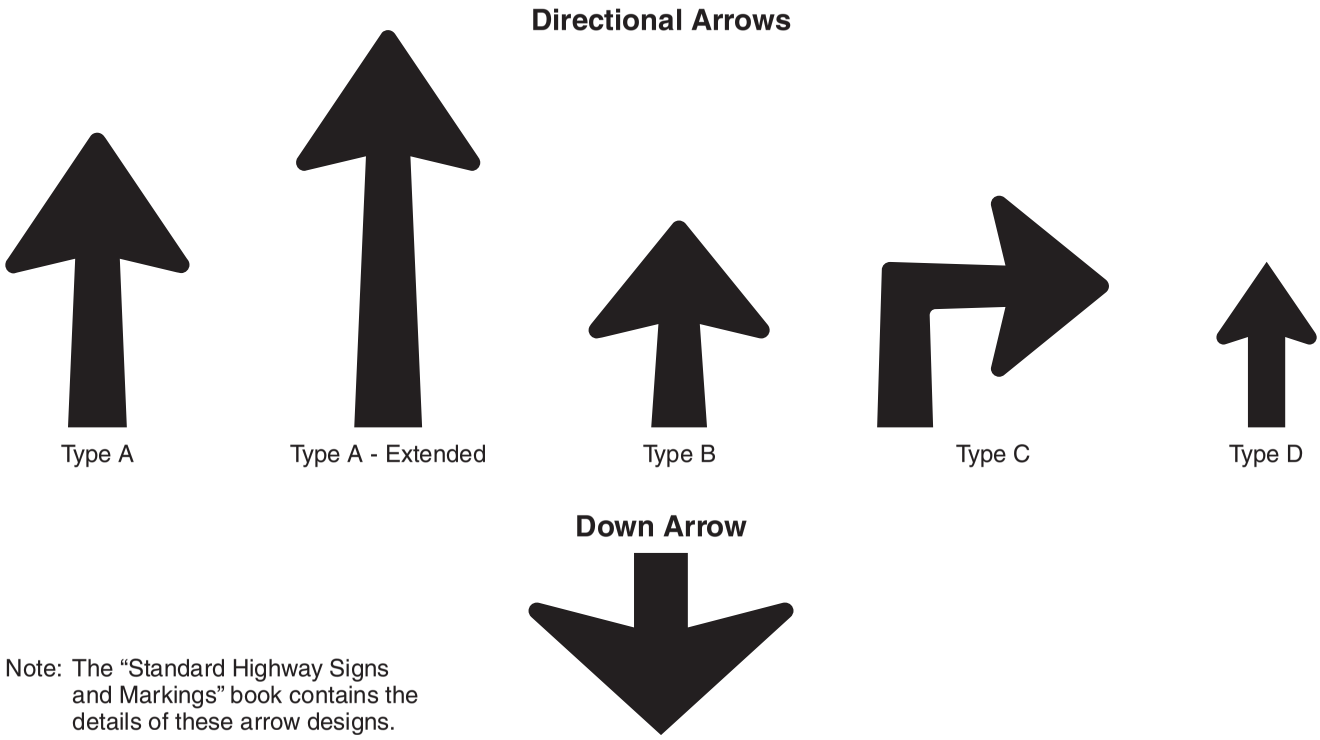
Guidance:

07 *If curved-stem arrows are used, the principles set forth in Sections 2D.26 through 2D.29 should be followed.*

08 *The Type A directional arrow should be used on guide signs on freeways, expressways, and conventional roads to indicate the direction to a specific destination or group of destinations, except as otherwise provided in this Section and in Section 2E.19.*

09 *When a directional arrow in a vertical, upward-pointing orientation is placed to the side of a group of destinations to indicate a through movement, the Type A directional arrow should be used. When a directional arrow in a vertical, upward-pointing orientation is placed to the side of a single destination or under a destination or group of destinations, the Type B directional arrow should be used.*

Figure 2D-2. Arrows for Use on Guide Signs



Note: The "Standard Highway Signs and Markings" book contains the details of these arrow designs.

10 *The Type B directional arrow should be used on guide signs on conventional roads when placed at any angle to the side of a single destination or when placed in a horizontal orientation to the side of a group of destinations.*

11 *The Type C advance turn directional arrow should be used on conventional road guide signs placed in advance of an intersection where a turn must be made to reach a posted destination or group of destinations.*

12 *The Type D directional arrow should be used primarily for sign applications other than guide signs, except as provided in Paragraph 16.*

Option:

13 The Type A-Extended directional arrow may be used on guide signs where additional emphasis regarding the direction is needed relative to the amount of legend on the sign.

14 The Type C directional arrow may be used to the side of the legend of an overhead guide sign to accentuate a sharp turn exit maneuver from a mainline roadway (see Section 2E.36 for additional information regarding Exit Direction signs for low advisory ramp speeds).

15 On conventional roads on the approach to an intersection where the Combination Lane-Use/Destination overhead guide sign (see Section 2D.33) is not used, the Type C advance turn directional arrow may be used beneath the legend of an overhead guide sign to indicate the fact that a turn must be made from a mandatory movement lane over which the sign is placed to reach the destination or destinations displayed on the sign.

16 The Type D directional arrow may be used on post-mounted guide signs on conventional roads with lower operating speeds if the height of the text on the sign is 8 inches or less.

17 The directional and down arrows shown in Figure 2D-2 may be used on signs other than guide signs for the purposes of providing directional guidance and lane assignment.

Guidance:

18 *Arrows used on guide signs to indicate the directions toward designated routes or destinations should be pointed at the appropriate angle to clearly convey the direction to be taken. A horizontally oriented directional arrow design should be used at right-angle intersections.*

19 *On a post-mounted guide sign, a directional arrow for a straight-through movement should point upward. Except as provided in Section 2D.46, for a turn, the arrow on a guide sign should point horizontally or at an upward angle that approximates the sharpness of the turn.*

20 *At an exit, an arrow should be placed at the side of the sign that will reinforce the movement of exiting traffic. The directional arrow design should be used.*

Option:

21 Arrows may be placed below the principal sign legend or on the appropriate side of the legend.

22 On a post-mounted sign at an exit where placement of the arrow to the side of the legend farthest from the roadway would create an unusually wide sign that limits the road user's view of the arrow, the directional arrow may be placed at the bottom portion of the sign, centered under the legend.

Guidance:

23 *The width across the arrowhead for the Types A, B, and C directional arrows should be between 1.5 and 1.75 times the height of the upper-case letters of the principal legend on the sign. The width across the arrowhead for the Type D directional arrow should be at least equal to the height of the upper-case letters of the principal legend on the sign. For down arrows used on overhead signs, the width across the arrowhead should be approximately two times the height of the upper-case letters of the principal legend on the sign.*

24 *Arrows used in Overhead Arrow-per-Lane and Diagrammatic guide signing, if used on conventional roads, except for signs on approaches to roundabouts, should follow the principles set forth in Section 2E.19. Arrows used in Diagrammatic guide signing on approaches to roundabouts should follow the principles set forth in Section 2D.38.*

Support:

25 The "Standard Highway Signs and Markings" book (see Section 1A.11) contains design details and standardized sizes of the various arrows based on ranges of letter heights of principal legends.

Section 2D.09 Numbered Highway Systems

Support:

01 The purpose of numbering and signing highway systems is to identify routes and facilitate travel.

02 The Interstate and United States (U.S.) highway systems are numbered by the American Association of State Highway and Transportation Officials (AASHTO) upon recommendations of the State highway organizations because the respective States own these systems. State and county road systems are numbered by the appropriate authorities.

03 The basic policy for numbering the Interstate and U.S. highway systems is contained in the following Purpose and Policy statements published by AASHTO (see Page i for AASHTO's address):

A. "Establishment and Development of United States Numbered Highways," and
B. "Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways."

Guidance:

04 *The principles of these policies should be followed in establishing the highway systems described in Paragraph 2 and any other systems, with effective coordination between adjacent jurisdictions. Care should be taken to avoid the use of numbers or other designations that have been assigned to Interstate, U.S., or State routes in the same geographic area. Overlapping numbered routes should be kept to a minimum.*

Standard:

05 **Route systems shall be given preference in this order: Interstate, United States, State, and county. The preference shall be given by installing the highest-priority legend on the top or the left of the sign.**

Support:

06 Section 2D.53 contains information regarding the signing of unnumbered highways to enhance route guidance and facilitate travel.

Section 2D.10 Route Signs and Auxiliary Signs

Standard:

01 **All numbered highway routes shall be identified by route signs and auxiliary signs.**

02 **The signs for each system of numbered highways, which are distinctive in shape and color, shall be used only on that system and the approaches thereto.**

Option:

03 Route signs and auxiliary signs may be proportionally enlarged where greater legibility is needed.

Support:

04 Route signs are typically mounted in assemblies with auxiliary signs.

05 Section 2D.55 contains information regarding the signing for National Scenic Byways.

06 Section 2H.07 contains information regarding the signing for Auto Tour Routes.

Section 2D.11 Design of Route Signs

Standard:

01 **The "Standard Highway Signs and Markings" book (see Section 1A.11) shall be used for designing route signs. Other route sign designs shall be established by the authority having jurisdiction.**

02 **Interstate Route signs (see Figure 2D-3) shall consist of a cutout shield, with the route number in white letters on a blue background, the word INTERSTATE in white upper-case letters on a red background, and a white border. This sign shall be used on all Interstate routes and in connection with route sign assemblies on intersecting highways.**

03 **A 24 x 24-inch minimum sign size shall be used for Interstate route numbers with one or two digits, and a 30 x 24-inch minimum sign size shall be used for Interstate route numbers having three digits.**

Option:

04 Interstate Route signs may contain the State name in white upper-case letters on a blue background.

Standard:

05 **Off-Interstate Business Route signs (see Figure 2D-3) shall consist of a cutout shield carrying the number of the connecting Interstate route and the words BUSINESS and either LOOP or SPUR in upper-case letters. The legend and border shall be white on a green background, and the shield shall be the same shape and dimensions as the Interstate Route sign. In no instance shall the word INTERSTATE appear on the Off-Interstate Business Route sign.**

Figure 2D-3. Route Signs

Option:

06 The Off-Interstate Business Route sign may be used on a major highway that is not a part of the Interstate system, but one that serves the business area of a city from an interchange on the system.

07 When used on a green guide sign, a white square or rectangle may be placed behind the shield to improve contrast.

Standard:

08 **U.S. Route signs (see Figure 2D-3) shall consist of black numerals on a white shield surrounded by a rectangular black background without a border. This sign shall be used on all U.S. routes and in connection with route sign assemblies on intersecting highways.**

09 **A 24 x 24-inch minimum sign size shall be used for U.S. route numbers with one or two digits, and a 30 x 24-inch minimum sign size shall be used for U.S. route numbers having three digits.**

10 **State Route signs shall be designed by the individual State highway agencies.**

Guidance:

11 *State Route signs (see Figure 2D-3) should be rectangular and should be approximately the same size as the U.S. Route sign. State Route signs should also be similar to the U.S. Route sign by containing approximately the same size black numerals on a white area surrounded by a rectangular black background without a border. The shape of the white area should be circular in the absence of any determination to the contrary by the individual State concerned.*

12 *Where U.S. or State Route signs are used as components of guide signs, only the distinctive shape of the shield itself and the route numerals within should be used. The rectangular background upon which the distinctive shape of the shield is mounted, such as the black area around the outside of the shields on the M1-4 and standard M1-5 signs, should not be included on the guide sign. Where U.S. or State Route signs are used as components of other signs of non-contrasting background colors, the rectangular background should be used to so that recognition of the distinctive shape of the shield can be maintained.*

Standard:

13 **If county road authorities elect to establish and identify a special system of important county roads, a statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. The County Route (M1-6) sign (see Figure 2D-3) shall consist of a pentagon shape with a yellow county name and route number and border on a blue background. County Route signs displaying two digits or the equivalent (letter and numeral, or two letters) shall be a minimum size of 18 x 18 inches; those carrying three digits or the equivalent shall be a minimum size of 24 x 24 inches.**

14 **If a jurisdiction uses letters instead of numbers to identify routes, all references to numbered routes in this Chapter shall be interpreted to also include lettered routes.**

Guidance:

15 *If used with other route signs in common assemblies, the County Route sign should be of a size compatible with that of the other route signs.*

Option:

16 When used on a green guide sign, a yellow square or rectangle may be placed behind the County Route sign to improve contrast.

Standard:

17 **Route signs (see Figure 2D-3) for park and forest roads shall be designed with adequate distinctiveness and legibility and of a size compatible with other route signs used in common assemblies.**

Section 2D.12 Design of Route Sign Auxiliaries

Standard:

01 **Route sign auxiliaries carrying word legends, except the JCT sign, shall have a standard size of 24 x 12 inches. Those carrying arrow symbols, or the JCT sign, shall have a standard size of 21 x 15 inches. All route sign auxiliaries shall match the color combination of the route sign that they supplement.**

Guidance:

02 *With route signs of larger heights, auxiliary signs should be suitably enlarged, but not such that they exceed the width of the route sign.*

03 *The background, legend, and border of a route sign auxiliary should have the same colors as those of the route sign with which the auxiliary is mounted in a route sign assembly (see Section 2D.29). For a route sign design that uses multiple background colors, such as the Interstate route sign, the background color of the corresponding auxiliary should be that of the background area on which the route number is placed on the route sign.*

Option:

04 A route sign and any auxiliary signs used with it may be combined on a single sign as a guide sign.

Guidance:

05 *If a route sign and its auxiliary signs are combined to form a single guide sign, the background color of the sign should be green and the design should comply with the basic principles for the design of guide signs.*

Standard:

06 **If a route sign and its auxiliary signs are combined on a single sign with a green background, the auxiliary messages shall be white legends placed directly on the green background. Auxiliary signs shall not be mounted directly to a guide sign or other type of sign.**

Support:

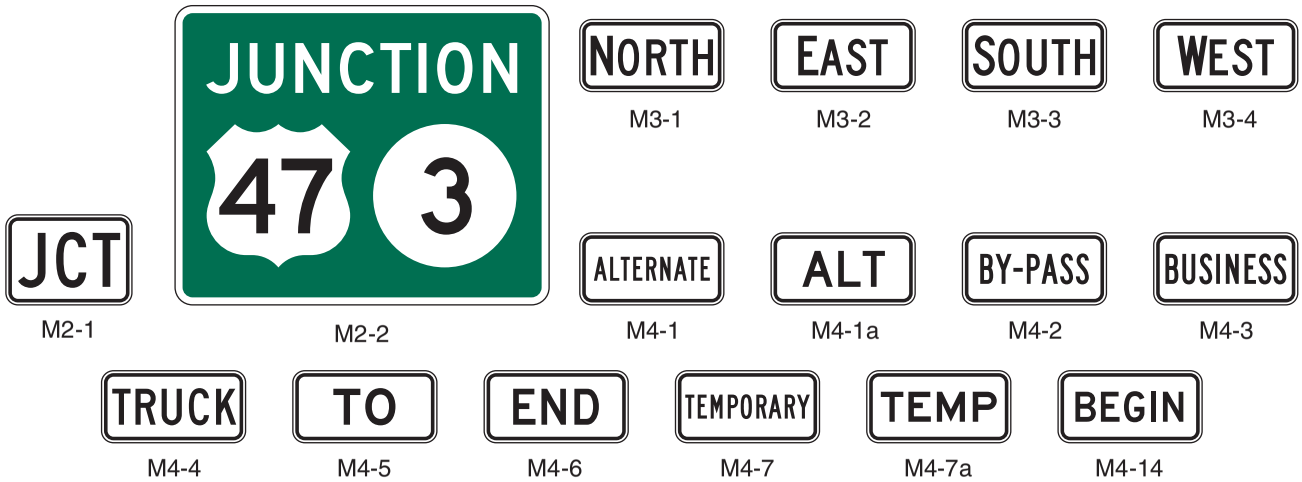
07 Chapter 2F contains information regarding auxiliary signs for toll highways.

Section 2D.13 Junction Auxiliary Sign (M2-1)

Standard:

01 **The Junction (M2-1) auxiliary sign (see Figure 2D-4) shall carry the abbreviated legend JCT and shall be mounted at the top of an assembly (see Section 2D.30) directly above the route sign, the sign for an alternative route (see Section 2D.17) that is part of the route designation, or the Cardinal Direction auxiliary sign where access is available only to one direction of the intersected route. The minimum size of the Junction auxiliary sign shall be 21 x 15 inches for compatibility with auxiliary signs carrying arrow symbols.**

Figure 2D-4. Route Sign Auxiliaries



Section 2D.14 Combination Junction Sign (M2-2)

Option:

01 As an alternative to the standard Junction assembly where more than one route is to be intersected or joined, a rectangular guide sign may be used carrying the word JUNCTION above the route numbers.

Standard:

02 **The Combination Junction (M2-2) sign (see Figure 2D-4) shall have a green background with white border and lettering for the word JUNCTION.**

Guidance:

03 *The Combination Junction sign should comply with the specific provisions of Section 2D.11 regarding the incorporation of the route signs as components of guide signs.*

04 *Although the size of the Combination Junction sign will depend on the number of routes involved, the numerals should be large enough for clear legibility and should be of a size comparable with those in the individual route signs.*

Section 2D.15 Cardinal Direction Auxiliary Signs (M3-1 through M3-4)

Guidance:

01 *Cardinal Direction auxiliary signs (see Figure 2D-4) carrying the legend NORTH, EAST, SOUTH, or WEST should be used to indicate the general direction of the entire route.*

Standard:

02 **To improve the readability and recognition of the cardinal directions, the first letter of the cardinal direction words shall be ten percent larger, rounded up to the nearest whole number size.**

03 **If used, the Cardinal Direction auxiliary sign shall be mounted directly above a route sign or, if used, an auxiliary sign for an alternative route.**

Section 2D.16 Auxiliary Signs for Alternative Routes (M4 Series)

Option:

01 Auxiliary signs, carrying legends such as ALTERNATE, BY-PASS, BUSINESS, or TRUCK, may be used to indicate an alternate route of the same number between two points on that route.

Standard:

02 **If used, the auxiliary signs for alternative routes shall be mounted directly above a route sign.**

Section 2D.17 ALTERNATE Auxiliary Signs (M4-1, M4-1a)

Option:

01 The ALTERNATE (M4-1) or the ALT (M4-1a) auxiliary sign (see Figure 2D-4) may be used to indicate an officially designated alternate routing of a numbered route between two points on that route.

Standard:

02 **If used, the ALTERNATE or ALT auxiliary sign shall be mounted directly above a route sign.**

Guidance:

03 *The shorter (time or distance) or better-constructed route should retain the regular route number, and the longer or worse-constructed route should be designated as the alternate route.*

Section 2D.18 BY-PASS Auxiliary Sign (M4-2)

Option:

01 The BY-PASS (M4-2) auxiliary sign (see Figure 2D-4) may be used to designate a route that branches from the numbered route through a city, bypasses a part of the city or congested area, and rejoins the numbered route beyond the city.

Standard:

02 **If used, the BY-PASS auxiliary sign shall be mounted directly above a route sign.**

Section 2D.19 BUSINESS Auxiliary Sign (M4-3)

Option:

01 The BUSINESS (M4-3) auxiliary sign (see Figure 2D-4) may be used to designate an alternate route that branches from a numbered route, passes through the business portion of a city, and rejoins the numbered route beyond that area.

Standard:

02 **If used, the BUSINESS auxiliary sign shall be mounted directly above a route sign.**

Section 2D.20 TRUCK Auxiliary Sign (M4-4)

Option:

01 The TRUCK (M4-4) auxiliary sign (see Figure 2D-4) may be used to designate an alternate route that branches from a numbered route, when it is desirable to encourage or require commercial vehicles to use the alternate route.

Standard:

02 **If used, the TRUCK auxiliary sign shall be mounted directly above a route sign.**

Section 2D.21 TO Auxiliary Sign (M4-5)

Option:

01 The TO (M4-5) auxiliary sign (see Figure 2D-4) may be used to provide directional guidance to a particular road facility from other highways in the vicinity (see Section 2D.35).

Standard:

02 **If used, the TO auxiliary sign shall be mounted directly above a route sign or an auxiliary sign for an alternative route. If a Cardinal Direction auxiliary sign is also included in the assembly, the TO auxiliary sign shall be mounted directly above the Cardinal Direction auxiliary sign.**

Section 2D.22 END Auxiliary Sign (M4-6)

Guidance:

01 *The END (M4-6) auxiliary sign (see Figure 2D-4) should be used where the route being traveled ends, usually at a junction with another route.*

Standard:

02 **If used, the END auxiliary sign shall be mounted either directly above a route sign or above a sign for an alternative route that is part of the designation of the route being terminated.**

Section 2D.23 BEGIN Auxiliary Sign (M4-14)

Option:

01 The BEGIN (M4-14) auxiliary sign (see Figure 2D-4) may be used where a route begins, usually at a junction with another route.

Standard:

02 **If used, the BEGIN auxiliary sign shall be mounted at the top of the first Confirming assembly (see Section 2D.34) for the route that is beginning.**

Guidance:

03 *If a BEGIN auxiliary sign is included in the first Confirming assembly, a Cardinal Direction auxiliary sign should also be included in the assembly.*

Standard:

04 **If a Cardinal Direction auxiliary sign is also included in the assembly, the BEGIN auxiliary sign shall be mounted directly above the Cardinal Direction auxiliary sign.**

Section 2D.24 TEMPORARY Auxiliary Signs (M4-7, M4-7a)

Option:

01 The TEMPORARY (M4-7) or the TEMP (M4-7a) auxiliary sign (see Figure 2D-4) may be used for an interim period to designate a section of highway that is not planned as a permanent part of a numbered route, but that connects completed portions of that route.

Standard:

02 **If used, the TEMPORARY or TEMP auxiliary sign shall be mounted directly above the route sign, above a Cardinal Direction sign, or above a sign for an alternate route that is a part of the route designation.**

03 **TEMPORARY or TEMP auxiliary signs shall be promptly removed when the temporary route is abandoned.**

Section 2D.25 Temporary Detour and Auxiliary Signs

Support:

01 Chapter 6F contains information regarding Temporary Detour and Auxiliary signs.

Section 2D.26 Advance Turn Arrow Auxiliary Signs (M5-1, M5-2, and M5-3)

Standard:

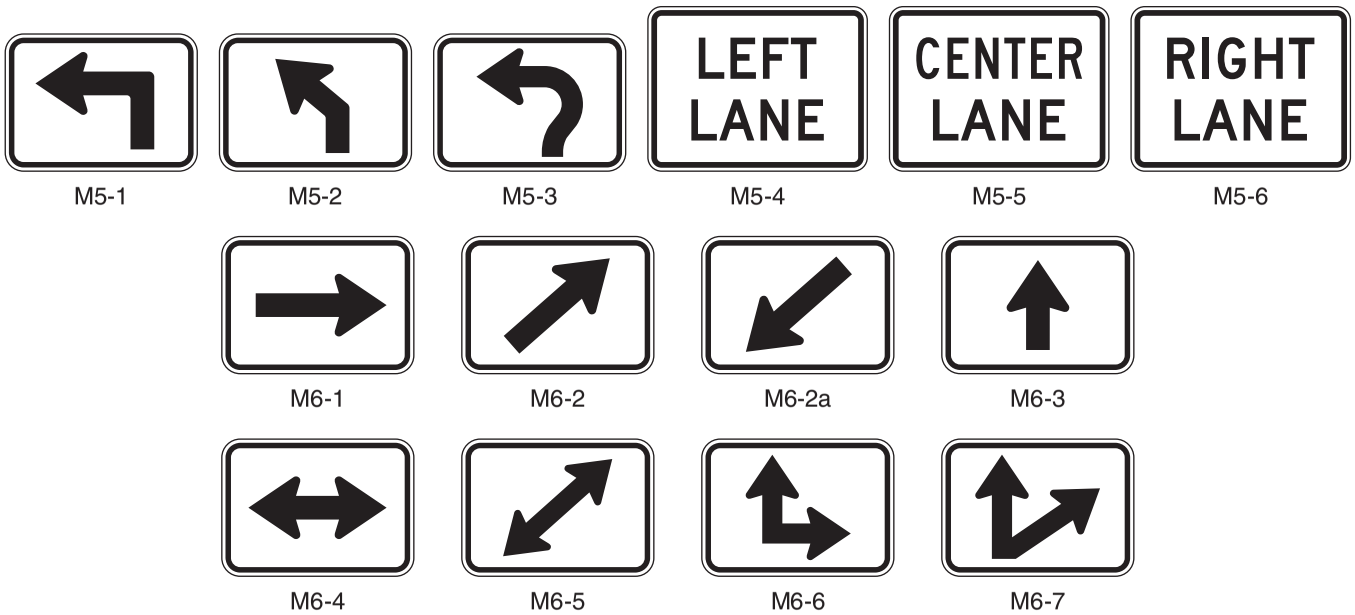
01 **If used, the Advance Turn Arrow auxiliary sign (see Figure 2D-5) shall be mounted directly below the route sign in Advance Route Turn assemblies, and displays a right or left arrow, the shaft of which is bent at a 90-degree angle (M5-1) or at a 45-degree angle (M5-2).**

02 **If used, the curved-stem Advance Turn Arrow auxiliary (M5-3) sign shall be used only on the approach to a circular intersection to depict a movement along the circulatory roadway around the central island and to the left, relative to the approach roadway and entry into the intersection.**

Guidance:

03 *If the M5-3 sign is used, then this arrow type should also be used consistently on any regulatory lane-use signs (see Chapter 2B), Destination signs (see Section 2D.37), and pavement markings (see Part 3) for a particular destination or movement.*

Figure 2D-5. Advance Turn and Directional Arrow Auxiliary Signs



Section 2D.27 Lane Designation Auxiliary Signs (M5-4, M5-5, and M5-6)

Option:

01 A Lane Designation (M5-4, M5-5, or M5-6) auxiliary sign (see Figure 2D-5) may be mounted directly below the route sign in an Advance Route Turn assembly on multi-lane roadways to allow road users to move into the appropriate lane prior to reaching the intersection or interchange.

Standard:

02 **If used, the Lane Designation auxiliary signs shall be used only where the designated lane is a mandatory movement lane and shall be located adjacent to the full-width portion of the mandatory movement lane. The Lane Designation auxiliary signs shall not be installed adjacent to a through lane in advance of a lane that is being added or along the taper for a lane that is being added.**

Section 2D.28 Directional Arrow Auxiliary Signs (M6 Series)

Standard:

01 **If used, the Directional Arrow auxiliary sign (see Figure 2D-5) shall be mounted below the route sign and any other auxiliary signs in Directional assemblies (see Section 2D.32), and displays a single- or double-headed arrow pointing in the general direction that the route follows.**

02 **A Directional Arrow auxiliary sign that displays a double-headed arrow shall not be mounted in any Directional assembly in advance of or at a circular intersection.**

Option:

03 The downward pointing diagonal arrow auxiliary (M6-2a) sign may be used in a Directional assembly at the far corner of an intersection to indicate the immediate entry point to a freeway or expressway entrance ramp (see Section 2D.46).

Standard:

04 **The M6-2a sign shall not be used on the approach to or on the near side of an intersection, such as to designate an approach lane.**

Section 2D.29 Route Sign Assemblies

Standard:

01 **A Route Sign assembly shall consist of a route sign and auxiliary signs that further identify the route and indicate the direction. Route Sign assemblies shall be installed on all approaches to numbered routes that intersect with other numbered routes.**

02 **Where two or more routes follow the same section of highway, the route signs for Interstate, U.S., State, and county routes shall be mounted in that order from the left in horizontal arrangements and from the top in vertical arrangements. Subject to this order of precedence, route signs for lower-numbered routes shall be placed at the left or top.**

03 **Within groups of assemblies, information for routes intersecting from the left shall be mounted at the left in horizontal arrangements and at the top or center of vertical arrangements. Similarly, information for routes intersecting from the right shall be at the right or bottom, and for straight-through routes at the center in horizontal arrangements or top in vertical arrangements.**

04 **Route Sign assemblies shall be mounted in accordance with the general specifications for signs (Chapter 2A), with the lowest sign in the assembly at the height prescribed for single signs.**

Guidance:

05 *Assemblies for two or more routes, or for different directions on the same route, should be mounted in groups on a common support.*

Option:

06 Route Sign assemblies may be installed on the approaches to numbered routes on unnumbered roads and streets that carry an appreciable amount of traffic destined for the numbered route.

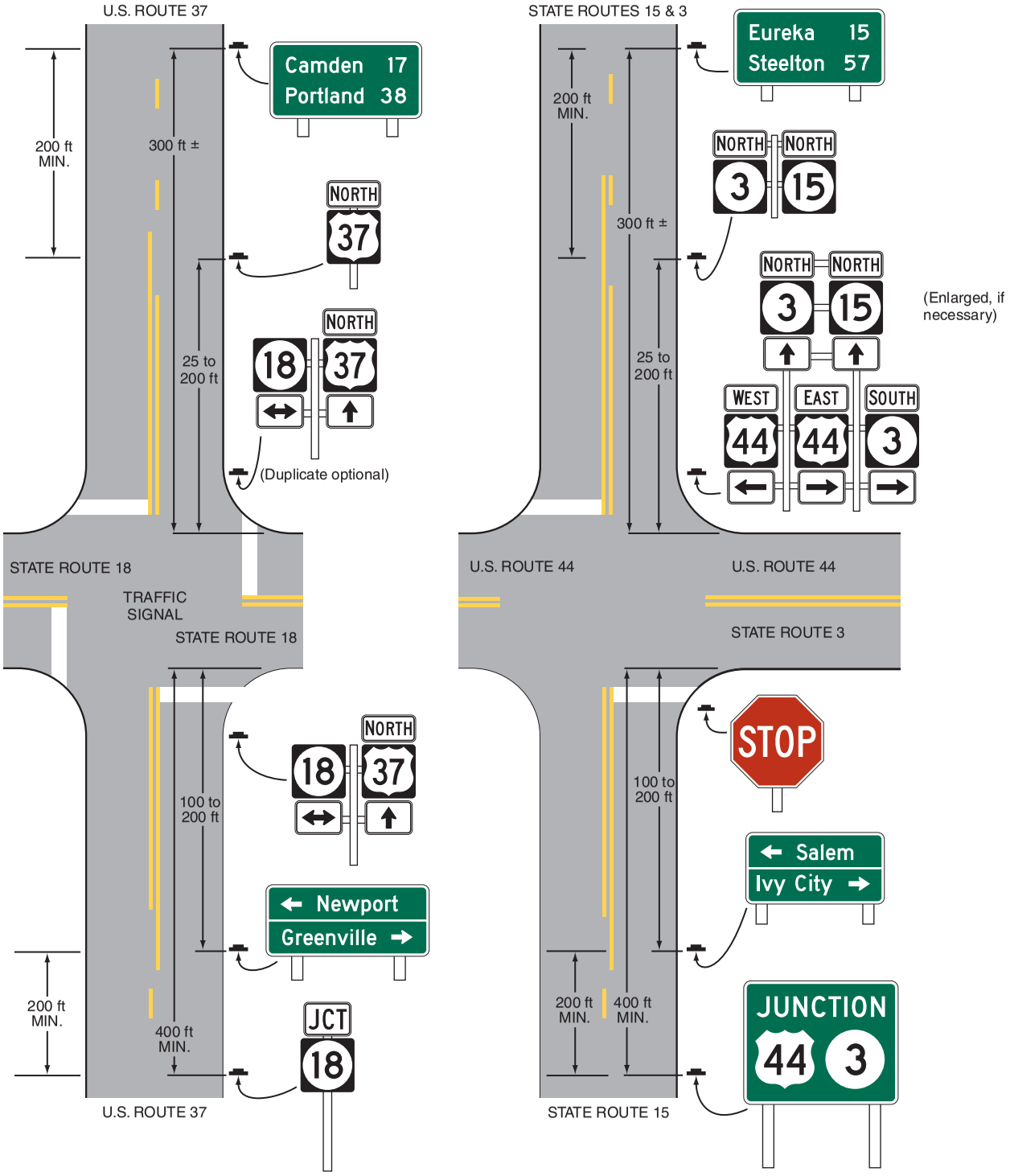
07 The diagrammatic route guide sign format, such as the D1-5 and D1-5a signs shown in Figure 2D-8, may be used on approaches to roundabouts.

08 If engineering judgment indicates that groups of assemblies that include overlapping routes or multiple turns might be confusing, route signs or auxiliary signs may be omitted or combined, provided that clear directions are given to road users.

Support:

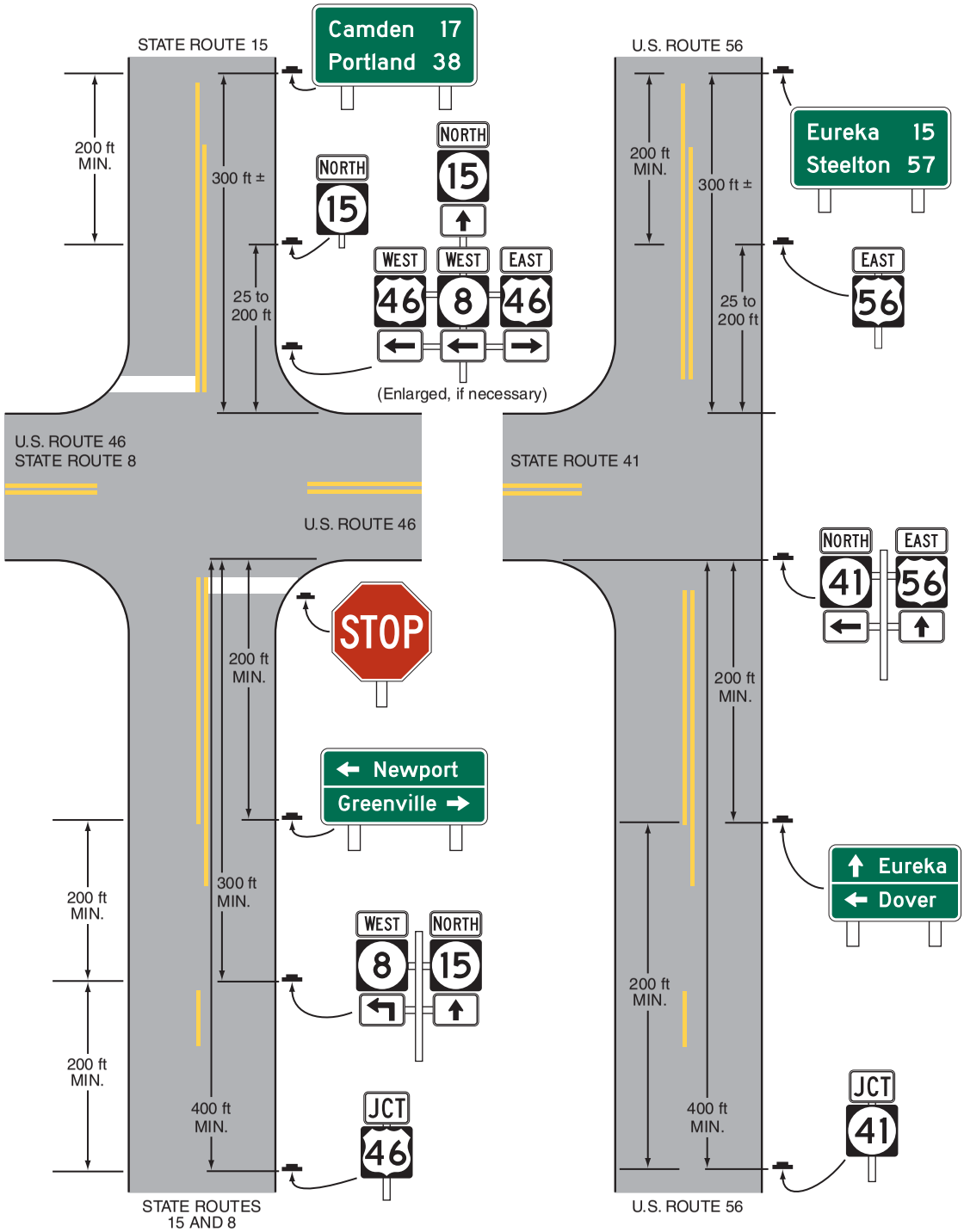
09 Figure 2D-6 shows typical placements of route signs.

Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (for One Direction of Travel Only) (Sheet 1 of 4)



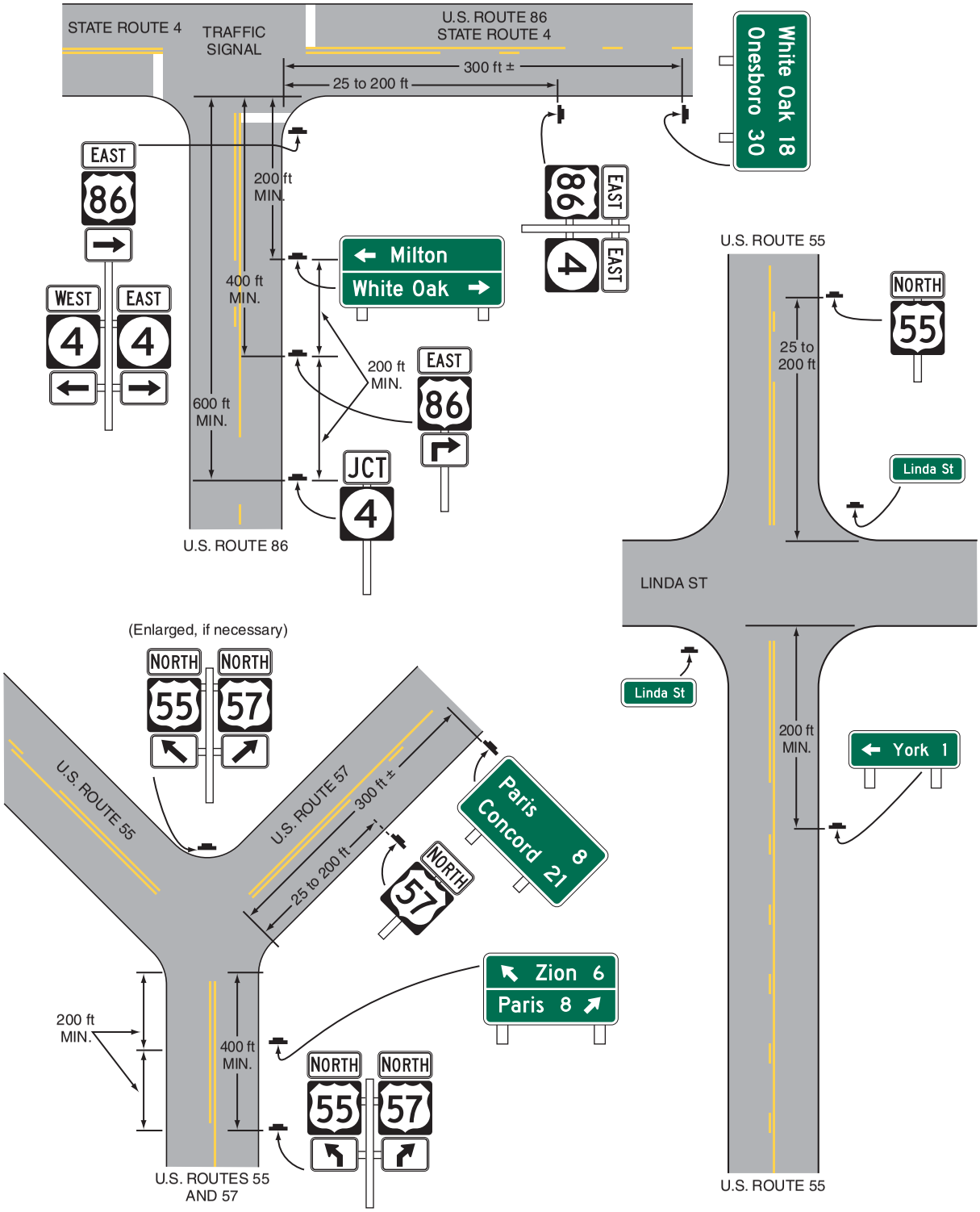
Note: The spacings shown on this figure are for rural intersections.
See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (for One Direction of Travel Only) (Sheet 2 of 4)



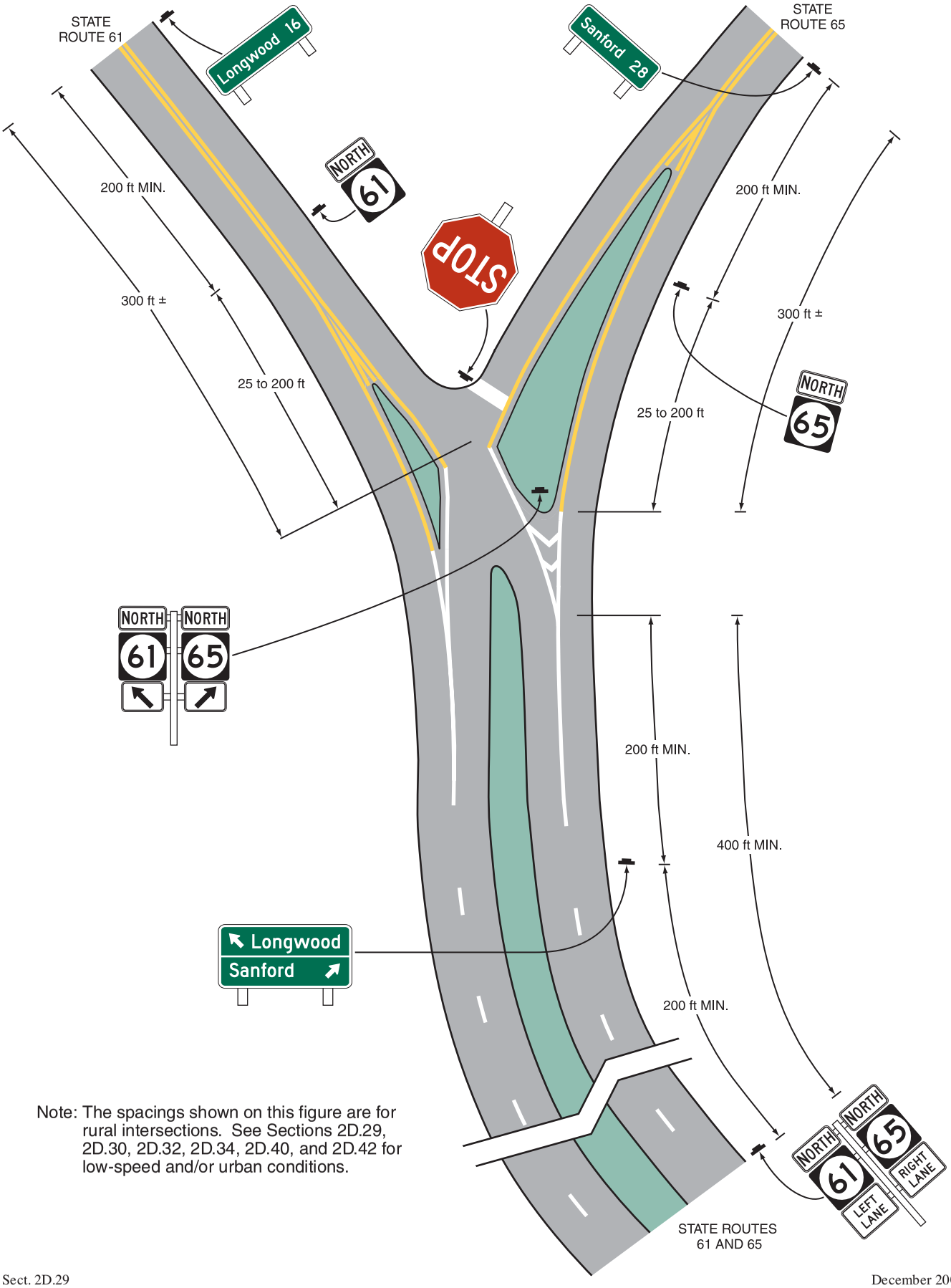
Note: The spacings shown on this figure are for rural intersections.
See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (for One Direction of Travel Only) (Sheet 3 of 4)



Note: The spacings shown on this figure are for rural intersections.
See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (for One Direction of Travel Only) (Sheet 4 of 4)



Note: The spacings shown on this figure are for rural intersections. See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Section 2D.30 Junction Assembly

Standard:

01 **A Junction assembly shall consist of a Junction auxiliary sign and a route sign. The route sign shall carry the number of the intersected or joined route.**

02 **The Junction assembly shall be installed in advance of every intersection where a numbered route is intersected or joined by another numbered route.**

Guidance:

03 *In urban areas, the Junction assembly should be installed in the block preceding the intersection. In urban areas where speeds are low, the Junction assembly should not be installed more than 300 feet in advance of the intersection.*

04 *In rural areas, the Junction assembly should be installed at least 400 feet in advance of the intersection. In rural areas, the minimum distance between a Junction assembly and either a Destination sign or an Advance Route Turn assembly should be 200 feet.*

05 *Where speeds are high, greater spacings should be used.*

Option:

06 Where two or more routes are to be indicated, a single Junction auxiliary sign may be used for the assembly and all route signs grouped in a single mounting, or a Combination Junction (M2-2) sign (see Section 2D.14) may be used.

Section 2D.31 Advance Route Turn Assembly

Standard:

01 **An Advance Route Turn assembly shall consist of a route sign, an Advance Turn Arrow or word message auxiliary sign, and a Cardinal Direction auxiliary sign, if needed. It shall be installed in advance of an intersection where a turn must be made to remain on the indicated route.**

Option:

02 The Advance Route Turn assembly may be used to supplement the required Junction assembly in advance of intersecting routes.

Guidance:

03 *Where a multiple-lane highway approaches an interchange or intersection with a numbered route, the Advance Route Turn assembly should be used to pre-position turning vehicles in the correct lanes from which to make their turn.*

Option:

04 Lane Designation auxiliary signs (see Section 2D.27) may be used in Advance Route Turn Assemblies in place of the Advance Turn Arrow auxiliary signs where engineering judgment indicates that specific lane information associated with each route is needed and overhead signing is not practical and the designated lane is a mandatory movement lane. An assembly with the Lane Designation auxiliary signs may supplement or substitute for an assembly with Advance Turn Arrow auxiliary signs.

Guidance:

05 *In low-speed areas, the Advance Route Turn assembly should be installed not less than 200 feet in advance of the turn. In high-speed areas, the Advance Route Turn assembly should be installed not less than 300 feet in advance of the turn. In rural areas, the minimum distance between an Advance Route Turn assembly and either a Destination sign or a Junction assembly should be 200 feet.*

Standard:

06 **An assembly that includes an Advance Turn Arrow auxiliary sign shall not be placed where there is an intersection between it and the designated turn.**

Guidance:

07 *Sufficient distance should be allowed between the assembly and any preceding intersection that could be mistaken for the indicated turn.*

Section 2D.32 Directional Assembly

Standard:

01 **A Directional assembly shall consist of a Cardinal Direction auxiliary sign, if needed; a route sign; and a Directional Arrow auxiliary sign. The various uses of Directional assemblies shall be as provided in Items A through D:**

A. Turn movements (indicated in advance by an Advance Route Turn assembly) shall be marked by a Directional assembly with a route sign displaying the number of the turning route and a single-headed arrow pointing in the direction of the turn.

B. The beginning of a route (indicated in advance by a Junction assembly) shall be marked by a Directional assembly with a route sign displaying the number of that route and a single-headed arrow pointing in the direction of the route.

C. An intersected route (indicated in advance by a Junction assembly) on a crossroad where the route is designated on both legs shall be designated by:

1. Two Directional assemblies, each with a route sign displaying the number of the intersected route, a Cardinal Direction auxiliary sign, and a single-headed arrow pointing in the direction of movement on that route; or

2. A Directional assembly with a route sign displaying the number of the intersected route and a double-headed arrow, pointing at appropriate angles to the left, right, or ahead.

D. An intersected route (indicated in advance by a Junction assembly) on a side road or on a crossroad where the route is designated only on one of the legs shall be designated by a Directional assembly with a route sign displaying the number of the intersected route, a Cardinal Direction auxiliary sign, and a single-headed arrow pointing in the direction of movement on that route.

Guidance:

02 *Straight-through movements should be indicated by a Directional assembly with a route sign displaying the number of the continuing route and a vertical arrow. A Directional assembly should not be used for a straight-through movement in the absence of other assemblies indicating right or left turns, as the Confirming assembly sign beyond the intersection normally provides adequate guidance.*

03 *Directional assemblies should be located on the near right corner of the intersection. At major intersections and at Y or offset intersections, additional Directional assemblies should be installed on the far right or left corner to confirm the near-side assemblies. When the near-corner position is not practical for Directional assemblies, the far right corner should be the preferred alternative, with oversized signs, if necessary, for legibility. Where unusual conditions exist, the location of a Directional assembly should be determined by engineering judgment with the goal being to provide the best possible combination of view and safety.*

Support:

04 It is more important that guide signs be readable, and that the information and direction displayed thereon be readily understood, at the appropriate time and place than to be located with absolute uniformity.

05 Figure 2D-6 shows typical placements of Directional assemblies.

Section 2D.33 Combination Lane-Use/Destination Overhead Guide Sign (D15-1)

Option:

01 At complex intersection approaches involving multiple turn lanes and destinations, a Combination Lane-Use/Destination (D15-1) overhead guide sign that combines a lane-use regulatory sign with destination information such as a cardinal direction, a route number, a street name, and/or a place name may be used.

Support:

02 At such locations, the combined information on the D15-1 signs can be even more effective than separate lane-use and guide signs for conveying to unfamiliar drivers which lane or lanes to use for a particular destination.

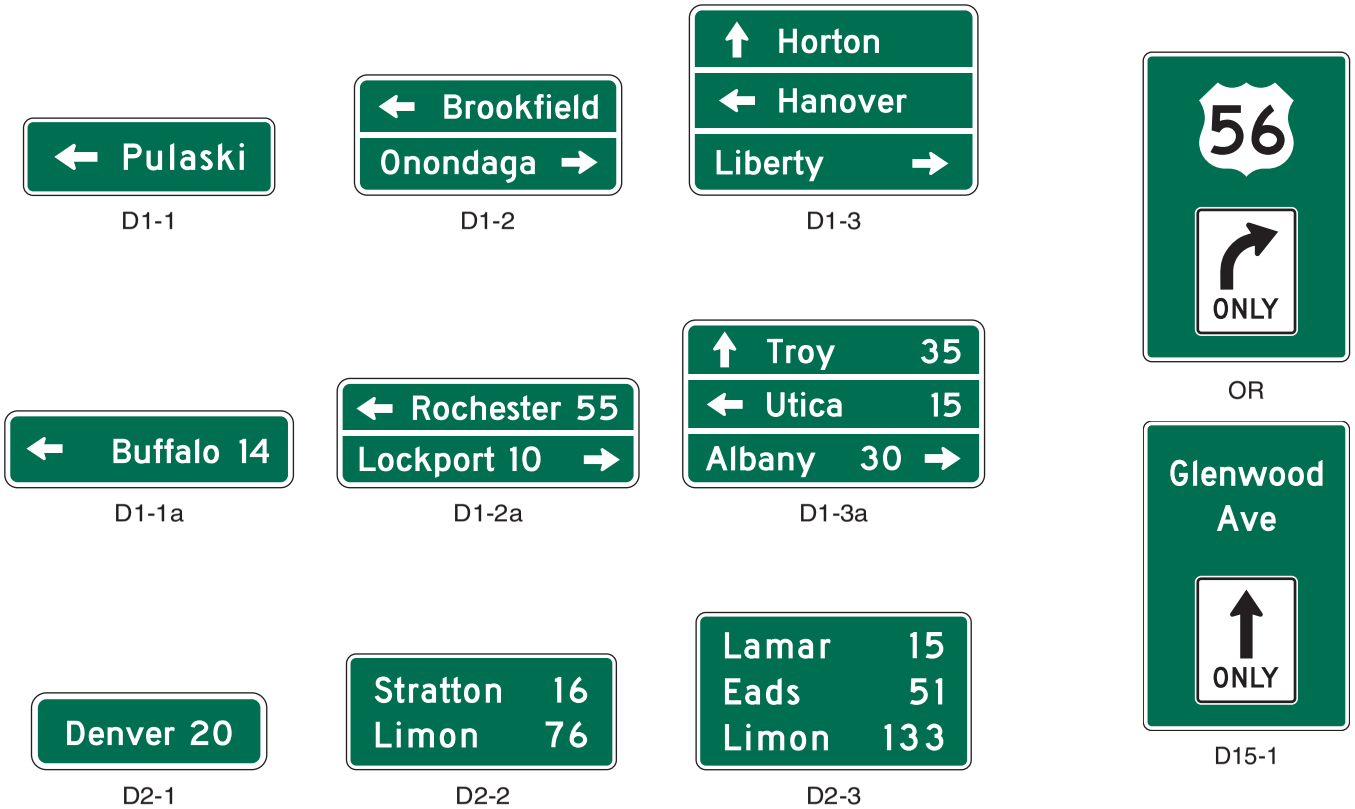
03 Figure 2D-7 shows an example of a D15-1 sign that combines lane-use and route number information and an example of a D15-1 sign that combines lane-use and street name information.

Standard:

04 **The Combination Lane-Use/Destination (D15-1) overhead guide sign shall be used only where the designated lane is a mandatory movement lane. The D15-1 sign shall not be used for lanes with optional movements.**

05 **The D15-1 sign shall have a green background with a white border. As shown in Figure 2D-7, the lane-use sign (see Chapter 2B) shall be placed near the bottom of the sign and the destination information shall be placed near the top of the sign. The D15-1 sign shall be located approximately over the center of the lane to which it applies.**

Figure 2D-7. Destination and Distance Signs



Section 2D.34 Confirming or Reassurance Assemblies

Standard:

01 **If used, Confirming or Reassurance assemblies shall consist of a Cardinal Direction auxiliary sign and a route sign. Where the Confirming or Reassurance assembly is for an alternative route, the appropriate auxiliary sign for an alternative route (see Section 2D.16) shall also be included in the assembly.**

Guidance:

02 *A Confirming assembly should be installed just beyond intersections of numbered routes. It should be placed 25 to 200 feet beyond the far shoulder or curb line of the intersected highway.*

03 *If used, Reassurance assemblies should be installed between intersections in urban areas as needed, and beyond the built-up area of any incorporated city or town.*

04 *Route signs for either confirming or reassurance purposes should be spaced at such intervals as necessary to keep road users informed of their routes.*

Section 2D.35 Trailblazer Assembly

Support:

01 Trailblazer assemblies provide directional guidance to a particular road facility from other highways in the vicinity. This guidance is accomplished by installing Trailblazer assemblies at strategic locations to indicate the direction to the nearest or most convenient point of access. The use of the word TO indicates that the road or street where the sign is posted is not a part of the indicated route, and that a road user is merely being directed progressively to the route.

Standard:

02 **A Trailblazer assembly shall consist of a TO auxiliary sign, a route sign for a numbered or named highway (see Section 2D.53) or an Auto Tour Route sign (see Section 2H.07), and a single-headed Directional Arrow auxiliary sign pointing in the direction leading to the route. Where the Trailblazer assembly is for an alternative route, the appropriate auxiliary sign for an alternative route (see Section 2D.16) shall also be included in the assembly.**

Option:

03 A Cardinal Direction auxiliary sign may be used with a Trailblazer assembly.

Guidance:

04 *The TO auxiliary sign, Cardinal Direction auxiliary sign, and Directional Arrow auxiliary sign should be of the standard size provided for auxiliary signs of their respective type. The route sign should be the size provided in Section 2D.11.*

Option:

05 Trailblazer assemblies may be installed with other Route Sign assemblies, or alone, in the immediate vicinity of the designated facilities.

Section 2D.36 Destination and Distance Signs

Support:

01 In addition to guidance by route numbers, it is desirable to supply the road user information concerning the destinations that can be reached by way of numbered or unnumbered routes. This is done by means of Destination signs and Distance signs.

Option:

02 Route shields and cardinal directions may be included on the Destination sign with the destinations and arrows.

Guidance:

03 *If Route shields and cardinal directions are included on a Destination sign, the height of the route shields should be at least two times the height of the upper-case letters of the principal legend and not less than 18 inches, and the cardinal directions should be in all upper-case letters that are at least the minimum height specified for these signs.*

Section 2D.37 Destination Signs (D1 Series)

Standard:

01 **Except on approaches to interchanges (see Section 2D.45), the Destination (D1-1 through D1-3) sign (see Figure 2D-7), if used, shall be a horizontal rectangle displaying the name of a city, town, village, or other traffic generator, and a directional arrow.**

Option:

02 The distance (see Section 2D.41) to the place named may also be displayed on the Destination (D1-1a through D1-3a) sign (see Figure 2D-7). If several destinations are to be displayed at a single point, the several names may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for such a group of destinations.

Guidance:

03 *Adequate separation should be made between any destinations or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the sign, or separate signs.*

Support:

04 Separation of destinations by direction by the use of a horizontal separator line can enhance the readability of a Destination sign by relating an arrow and its corresponding destination(s) and by eliminating the need for multiple arrows that point in the same direction and excessive space between lines of legend.

Standard:

05 **Except as otherwise provided in this Manual, an arrow pointing to the right shall be at the extreme right of the sign, and an arrow pointing left or up shall be at the extreme left. The distance numerals, if used, shall be placed to the right of the destination names.**

Option:

06 An arrow pointing up may be placed at the extreme right of the sign when the sign is mounted to the left of the traffic to which it applies.

Guidance:

07 *Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.*

08 *If several individual name signs are assembled into a group, all signs in the assembly should be of the same horizontal width.*

09 *Destination signs should be used:*

A. At the intersections of U.S. or State numbered routes with Interstate, U.S., or State numbered routes; and

B. At points where they serve to direct traffic from U.S. or State numbered routes to the business section of towns, or to other destinations reached by unnumbered routes.

Standard:

10 **Where a total of three or less destinations are provided on the Advance Guide (see Section 2E.33) and Supplemental Guide (see Section 2E.35) signs, no more than three destination names shall be used on a Destination sign. Where four destinations are provided by the Advance Guide and Supplemental Guide signs, no more than four destination names shall be used on a Destination sign.**

Guidance:

11 *If space permits, four destinations should be displayed as two separate signs at two separate locations.*

Option:

12 Where space does not permit, or where all four destinations are in one direction, a single sign may be used. Where a single sign is used and all destinations are in the same direction, the arrow may be placed below the destinations for the purpose of enhancing the conspicuity of the arrow.

Standard:

13 **Where a single four-name sign assembly is used, a heavy line entirely across the sign or separate signs shall be used to separate destinations by direction.**

Guidance:

14 *The closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order. The destination displayed for each direction should ordinarily be the next county seat or the next principal city, rather than a more distant destination. In the case of overlapping routes, only one destination should be displayed in each direction for each route.*

Standard:

15 **If more than one destination is displayed in the same direction, the name of a nearer destination shall be displayed above the name of a destination that is further away.**

Section 2D.38 Destination Signs at Circular Intersections

Standard:

01 **Destination signs that are used at circular intersections shall comply with the provisions of Section 2D.37, except as provided in this Section.**

Option:

02 Exit destination (D1-1d, D1-1e) signs (see Figure 2D-8) with diagonal upward-pointing arrows or Directional assemblies (see Section 2D.32) may be used to designate a particular exit from a circular intersection.

03 Exit destination (D1-2d, D1-3d) signs (see Figure 2D-8) with curved-stem arrows may be used on approaches to circular intersections to represent the left-turn movements.

04 Curved-stem arrows on circular intersection destination signs may point in diagonal directions to depict the location of an exit relative to the approach roadway and entry into the intersection.

05 Exit destination (D1-5 or D1-5a) signs (see Figure 2D-8) with a diagram of the circular intersection may be used on approaches to circular intersections.

Guidance:

06 *If curved-stem arrows are used on destination signs, then this arrow type should also be used consistently on any regulatory lane-use signs (see Chapter 2B), Directional assemblies (see Section 2D.32), and pavement markings (see Part 3) for a particular destination or movement.*

Support:

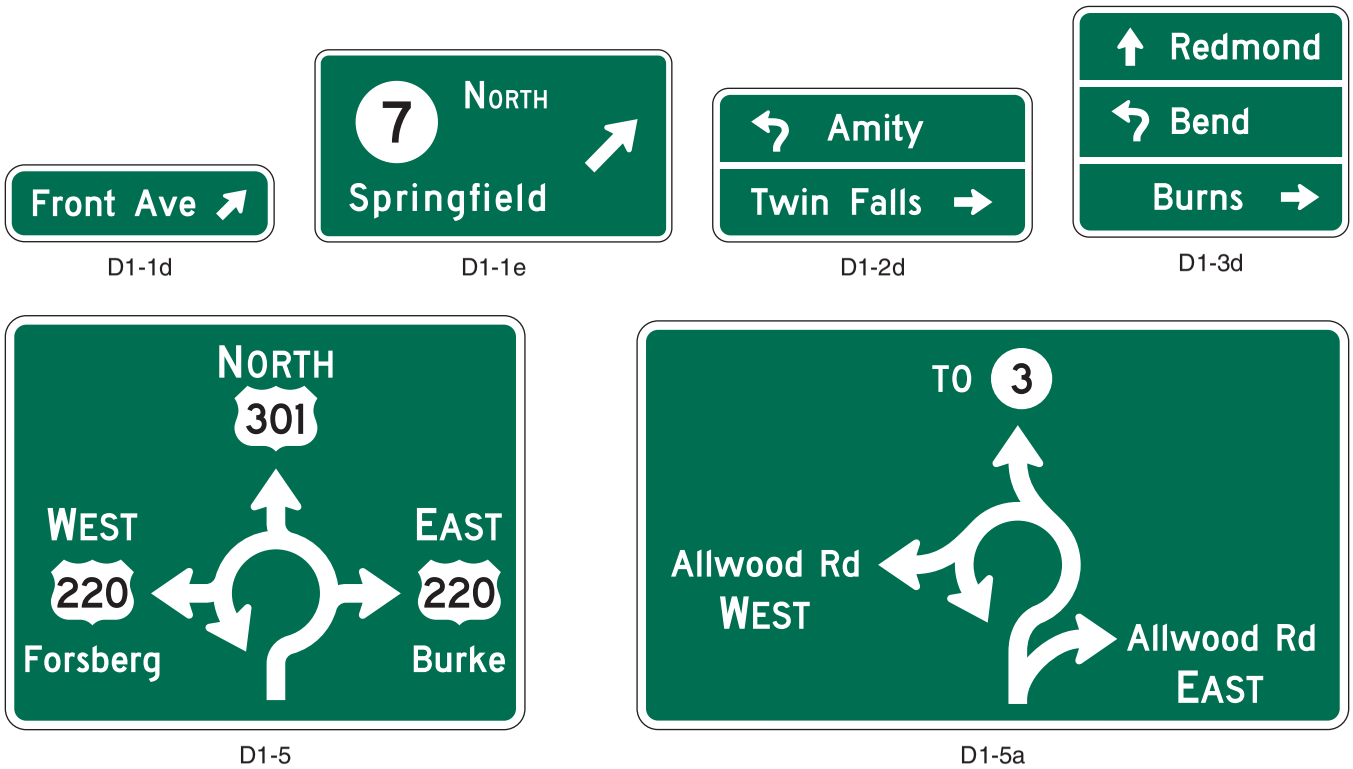
07 Figure 2D-9 illustrates two examples of guide signing for circular intersections.

08 Diagrammatic guide signs might be preferable where space is available and where the geometry of the circular intersection is non-typical, such as where more than four legs are present or where the legs are not at approximately 90-degree angles to each other.

Standard:

09 **If used, diagrammatic guide signs for circular intersections shall not depict the number of lanes within the intersection circulatory roadway, or on its approaches or exits, through the use of lane lines, multiple arrow shafts for the same movement, or other methods.**

Figure 2D-8. Destination Signs for Roundabouts



Support:

10 Chapter 2B contains information regarding regulatory signs at circular intersections, Chapter 2C contains information regarding warning signs at circular intersections, and Chapter 3C contains information regarding pavement markings at circular intersections.

Section 2D.39 Destination Signs at Jughandles

Standard:

01 **Destination signs that are used at jughandles shall comply with the provisions of Section 2D.37, except as provided in this Section.**

Option:

02 If engineering judgment indicates that standard destination signs alone are insufficient to direct road users to their destinations at a jughandle, a diagrammatic guide sign depicting the appropriate geometry may be used to supplement the normal destination signs.

Support:

03 Section 2B.27 contains information regarding regulatory signs for jughandle turns. Figure 2B-9 shows examples of regulatory and destination guide signing for various types of jughandle turns.

Section 2D.40 Location of Destination Signs

Guidance:

01 *When used in high-speed areas, Destination signs should be located 200 feet or more in advance of the intersection, and following any Junction or Advance Route Turn assemblies that might be required. In rural areas, the minimum distance between a Destination sign and either an Advance Route Turn assembly or a Junction assembly should be 200 feet.*

Option:

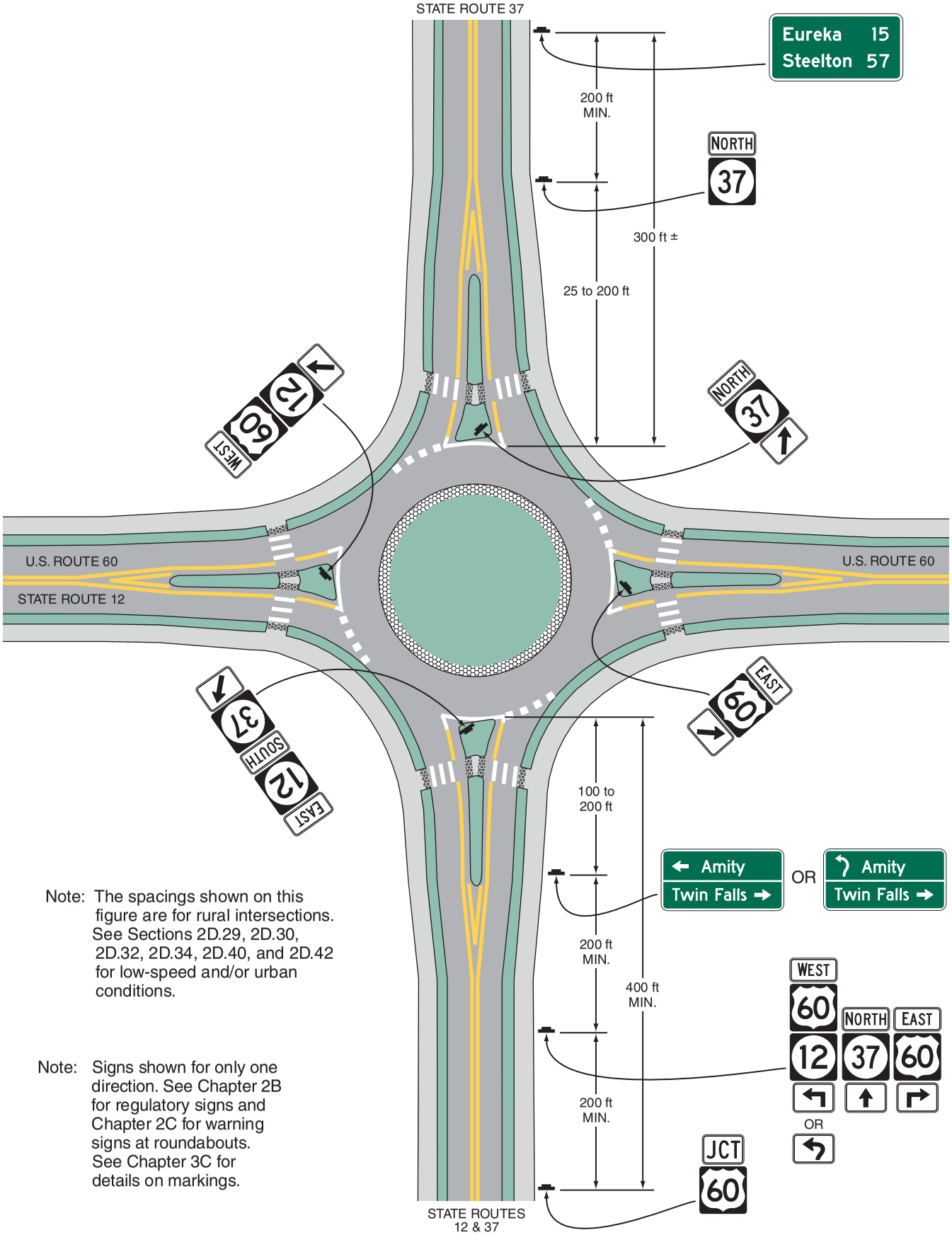
02 In urban areas, shorter advance distances may be used.

03 Because the Destination sign is of lesser importance than the Junction, Advance Route Turn, or Directional assemblies, the Destination sign may be eliminated when sign spacing is critical.

Support:

04 Figure 2D-6 shows typical placements of Destination signs.

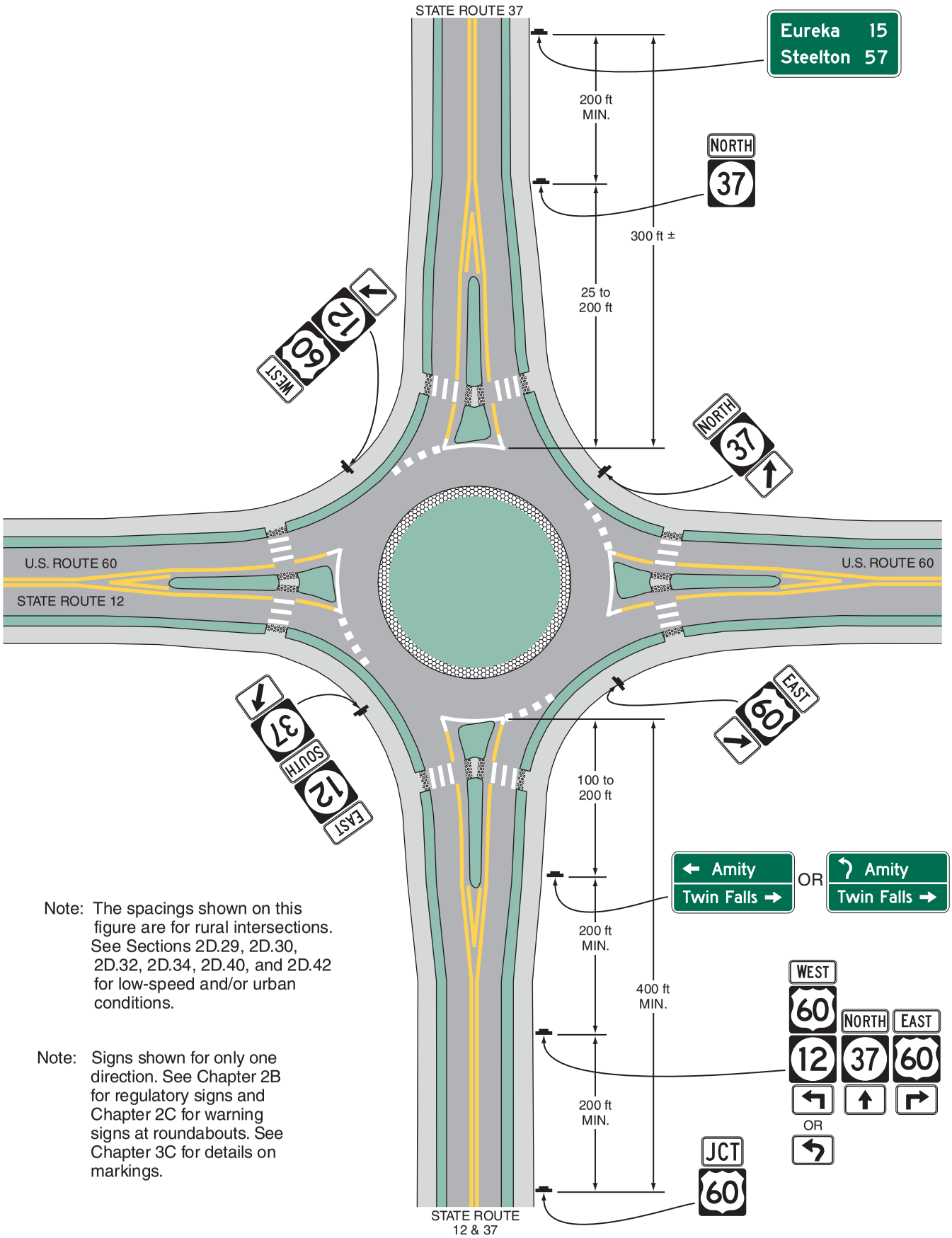
Figure 2D-9. Examples of Guide Signs for Roundabouts (Sheet 1 of 2)



Note: The spacings shown on this figure are for rural intersections. See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Note: Signs shown for only one direction. See Chapter 2B for regulatory signs and Chapter 2C for warning signs at roundabouts. See Chapter 3C for details on markings.

Figure 2D-9. Examples of Guide Signs for Roundabouts (Sheet 2 of 2)



Note: The spacings shown on this figure are for rural intersections. See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

Note: Signs shown for only one direction. See Chapter 2B for regulatory signs and Chapter 2C for warning signs at roundabouts. See Chapter 3C for details on markings.

Section 2D.41 Distance Signs (D2 Series)

Standard:

01 **If used, the Distance (D2-1 through D2-3) sign (see Figure 2D-7) shall be a horizontal rectangle of a size appropriate for the required legend, carrying the names of no more than three cities, towns, junctions, or other traffic generators, and the distance (to the nearest mile) to those places.**

02 **The distance numerals shall be placed to the right of the destination names as shown in Figure 2D-7.**

Guidance:

03 *The distance displayed should be selected on a case-by-case basis by the jurisdiction that owns the road or by statewide policy. A well-defined central area or central business district should be used where one exists. In other cases, the layout of the community should be considered in relation to the highway being signed and the decision based on where it appears that most drivers would feel that they are in the center of the community in question.*

04 *The top name on the Distance sign should be that of the next place on the route having a post office or a railroad station, a route number or name of an intersected highway, or any other significant geographical identity. The bottom name on the sign should be that of the next major destination or control city. If three destinations are displayed, the middle line should be used to indicate communities of general interest along the route or important route junctions.*

Option:

05 The choice of names for the middle line may be varied on successive Distance signs to give road users additional information concerning communities served by the route.

Guidance:

06 *The control city should remain the same on all successive Distance signs throughout the length of the route until that city is reached.*

Option:

07 If more than one distant point may properly be designated, such as where the route divides at some distance ahead to serve two destinations of similar importance, and if these two destinations cannot appear on the same sign, the two names may be alternated on successive signs.

08 On a route continuing into another State, destinations in the adjacent State may be displayed.

Section 2D.42 Location of Distance Signs

Guidance:

01 *If used, Distance signs should be installed on important routes leaving municipalities and just beyond intersections of numbered routes in rural areas. If used, they should be placed just outside the municipal limits or at the edge of the built-up area if it extends beyond the limits.*

02 *Where overlapping routes separate a short distance from the municipal limits, the Distance sign at the municipal limits should be omitted. The Distance sign should be installed approximately 300 feet beyond the separation of the two routes.*

03 *Where, just outside of an incorporated municipality, two routes are concurrent and continue concurrently to the next incorporated municipality, the top name on the Distance sign should be that of the place where the routes separate; the bottom name should be that of the city to which the greater part of the through traffic is destined.*

Support:

04 Figure 2D-6 shows typical placements of Distance signs.

Section 2D.43 Street Name Signs (D3-1 or D3-1a)

Guidance:

01 *Street Name (D3-1 or D3-1a) signs (see Figure 2D-10) should be installed in urban areas at all street intersections regardless of other route signs that might be present and should be installed in rural areas to identify important roads that are not otherwise signed.*

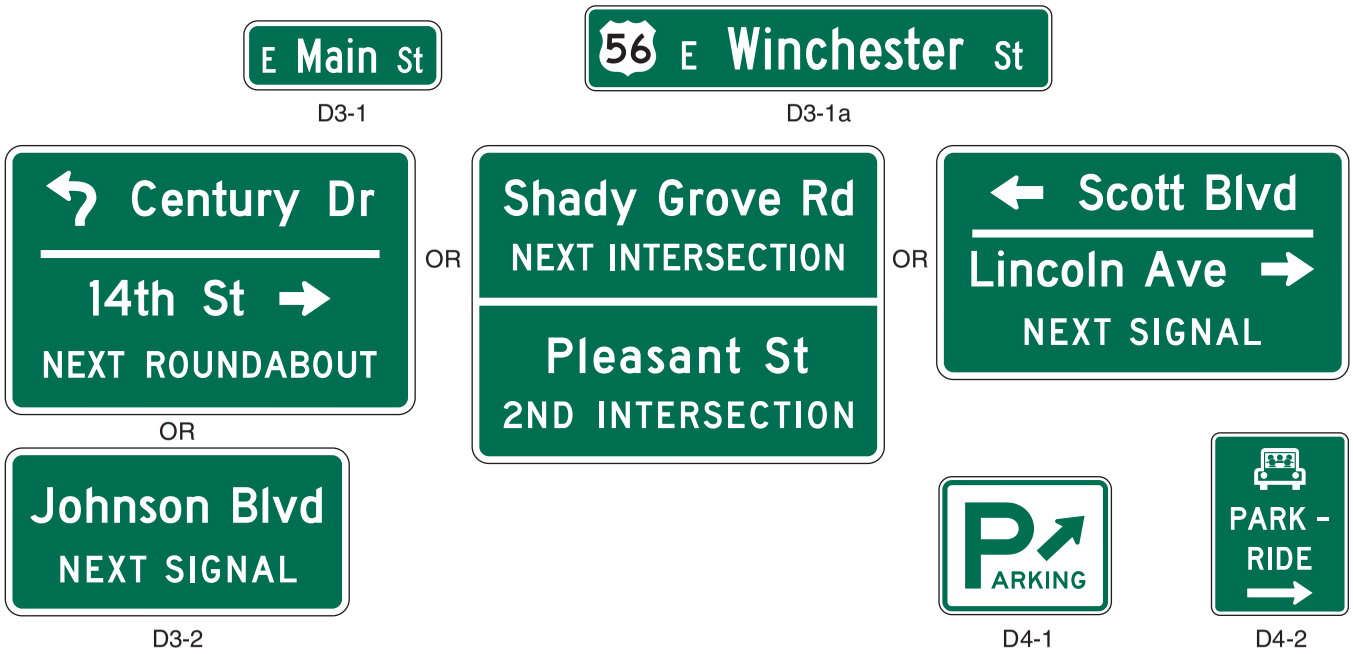
Option:

02 For streets that are part of a U.S., State, or county numbered route, a D3-1a Street Name sign (see Figure 2D-10) that incorporates a route shield may be used to assist road users who might not otherwise be able to associate the name of the street with the route number.

Standard:

03 **The lettering for names of streets and highways on Street Name signs shall be composed of a combination of lower-case letters with initial upper-case letters (see Section 2A.13).**

Figure 2D-10. Street Name and Parking Signs



Guidance:

04 *Lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 6 inches in height and lower-case letters at least 4.5 inches in height.*

05 *On multi-lane streets with speed limits greater than 40 mph, the lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 8 inches in height and lower-case letters at least 6 inches in height.*

Option:

06 For local roads with speed limits of 25 mph or less, the lettering on post-mounted Street Name signs may be composed of initial upper-case letters at least 4 inches in height and lower-case letters at least 3 inches in height.

Guidance:

07 *If overhead Street Name signs are used, the lettering should be composed of initial upper-case letters at least 12 inches in height and lower-case letters at least 9 inches in height.*

Support:

08 The recommended minimum letter heights for Street Name signs are summarized in Table 2D-2.

Option:

09 Supplementary lettering to indicate the type of street (such as Street, Avenue, or Road) or the section of the city (such as NW) on the D3-1 and D3-1a signs may be in smaller lettering, composed of initial upper-case letters at least 3 inches in height and lower-case letters at least 2.25 inches in height. Conventional abbreviations (see Section 1A.15) may be used except for the street name itself.

10 A pictograph (see definition in Section 1A.13) may be used on a D3-1 sign.

Standard:

11 **Pictographs shall not be displayed on D3-1a or Advance Street Name (D3-2) signs (see Section 2D.44).**

12 **If a pictograph is used on a D3-1 sign, the height and width of the pictograph shall not exceed the upper-case letter height of the principal legend of the sign.**

Guidance:

13 *The pictograph should be positioned to the left of the street name.*

Standard:

14 **The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The color of the legend (and border, if used) shall contrast with the background color of the sign.**

Option:

15 The border may be omitted from a Street Name sign.

Table 2D-2. Recommended Minimum Letter Heights on Street Name Signs

Type of Mounting	Type of Street or Highway	Speed Limit	Recommended Minimum Letter Height	
			Initial Upper-Case	Lower-Case
Overhead	All types	All speed limits	12 inches	9 inches
Post-mounted	Multi-lane	More than 40 mph	8 inches	6 inches
Post-mounted	Multi-lane	40 mph or less	6 inches	4.5 inches
Post-mounted	2-lane	All speed limits	6 inches*	4.5 inches*

* On local two-lane streets with speed limits of 25 mph or less, 4-inch initial upper-case letters with 3-inch lower-case letters may be used.

16 An alternative background color other than the normal guide sign color of green may be used for Street Name (D3-1 or D3-1a) signs where the highway agency determines this is necessary to assist road users in determining jurisdictional authority for roads.

Standard:

17 **Alternative background colors shall not be used for Advance Street Name (D3-2) signs (see Section 2D.44).**

18 **The only acceptable alternative background colors for Street Name (D3-1 or D3-1a) signs shall be blue, brown, or white. Regardless of whether green, blue, or brown is used as the background color for Street Name (D3-1 or D3-1a) signs, the legend (and border, if used) shall be white. For Street Name signs that use a white background, the legend (and border, if used) shall be black.**

Guidance:

19 *An alternative background color for Street Name signs, if used, should be applied to the Street Name (D3-1 or D3-1a) signs on all roadways under the jurisdiction of a particular highway agency.*

20 *In business or commercial areas and on principal arterials, Street Name signs should be placed at least on diagonally opposite corners. In residential areas, at least one Street Name sign should be mounted at each intersection. Signs naming both streets should be installed at each intersection. They should be mounted with their faces parallel to the streets they name.*

Option:

21 To optimize visibility, Street Name signs may be mounted overhead. Street Name signs may also be placed above a regulatory or STOP or YIELD sign with no required vertical separation.

Guidance:

22 *In urban or suburban areas, especially where Advance Street Name signs for signalized and other major intersections are not used, the use of overhead Street Name signs should be strongly considered.*

Option:

23 At intersection crossroads where the same road has two different street names for each direction of travel, both street names may be displayed on the same sign along with directional arrows.

24 On lower speed roadways, historic street name signs within locally identified historic districts that are consistent with the criteria contained in 36 CFR 60.4 for such structures and districts may be used without complying with the provisions of Paragraphs 3, 4, 6, 9, 12 through 14, and 18 through 20 of this section. Rev. 2

Support:

25 Information regarding the use of street names on supplemental plaques for use with intersection-related warning signs is contained in Section 2C.58.

Section 2D.44 Advance Street Name Signs (D3-2)

Support:

01 Advance Street Name (D3-2) signs (see Figure 2D-10) identify an upcoming intersection. Although this is often the next intersection, it could also be several intersections away in cases where the next signalized intersection is referenced.

Standard:

02 **Advance Street Name (D3-2) signs, if used, shall supplement rather than be used instead of the Street Name (D3-1) signs at the intersection.**

Option:

03 Advance Street Name (D3-2) signs may be installed in advance of signalized or unsignalized intersections to provide road users with advance information to identify the name(s) of the next intersecting street to prepare for crossing traffic and to facilitate timely deceleration and/or lane changing in preparation for a turn.

Guidance:

04 *On arterial highways in rural areas, Advance Street Name signs should be used in advance of all signalized intersections and in advance of all intersections with exclusive turn lanes.*

05 *In urban areas, Advance Street Name signs should be used in advance of all signalized intersections on major arterial streets, except where signalized intersections are so closely spaced that advance placement of the signs is impractical.*

06 *The heights of the letters on Advance Street Name signs should be the same as those used for Street Name signs (see Section 2D.43).*

Standard:

07 **If used, Advance Street Name signs shall have a white legend and border on a green background.**

08 **If used, Advance Street Name signs shall provide the name(s) of the intersecting street(s) on the top line(s) of the legend and the distance to the intersecting streets or messages such as NEXT SIGNAL, NEXT INTERSECTION, NEXT ROUNDABOUT, or directional arrow(s) on the bottom line of the legend.**

09 **Pictographs shall not be displayed on Advance Street Name signs.**

Option:

10 Directional arrow(s) may be placed to the right or left of the street name or message such as NEXT SIGNAL, as appropriate, rather than on the bottom line of the legend. Curved-stem arrows may be used on Advance Street Name signs on approaches to circular intersections.

11 For intersecting crossroads where the same road has a different street name for each direction of travel, the different street names may be displayed on the same Advance Street Name sign along with directional arrows.

12 In advance of two closely-spaced intersections where it is not practical to install separate Advance Street Name signs, the Advance Street Name sign may include the street names for both intersections along with appropriate supplemental legends for both street names, such as NEXT INTERSECTION, 2ND INTERSECTION, or NEXT LEFT and NEXT RIGHT, or directional arrows.

Guidance:

13 *If two street names are used on the Advance Street Name sign, the street names should be displayed in the following order:*

A. For a single intersection where the same road has a different street name for each direction of travel, the name of the street to the left should be displayed above the name of the street to the right; or
B. For two closely-spaced intersections, the name of the first street encountered should be displayed above the name of the second street encountered, and the arrow associated with the second street encountered should be an advance arrow, such as the arrow shown on the W16-6P arrow plaque (see Figure 2C-12).

Option:

14 An Advance Street Name (W16-8P or W16-8aP) plaque (see Section 2C.58) with black legend on a yellow background, installed supplemental to an Intersection (W2 series) or Advance Traffic Control (W3 series) warning sign may be used instead of an Advance Street Name guide sign.

Section 2D.45 Signing on Conventional Roads on Approaches to Interchanges

Support:

01 Because there are a number of different ramp configurations that are commonly used at interchanges with conventional roads, drivers on the conventional road cannot reliably predict whether they will be required to turn left or right in order to enter the correct ramp to access the freeway or expressway in the desired direction of travel. Consistently applied signing for conventional road approaches to freeway or expressway interchanges is highly desirable.

Standard:

02 **On multi-lane conventional roads approaching an interchange, guide signs shall be provided to identify which direction of turn is to be made and/or which specific lane to use for ramp access to each direction of the freeway or expressway.**

Guidance:

03 *The signing of conventional roads with one lane of traffic approaching an interchange should consist of a sequence containing the following signs (see Figure 2D-11):*

A. Junction Assembly
B. Destination sign
C. Directional Assembly or Entrance Direction sign for the first ramp
D. Advance Route Turn Assembly or Advance Entrance Direction sign with an advance turn arrow
E. Directional Assembly or Entrance Direction sign for the second ramp

Figure 2D-11. Example of Interchange Crossroad Signing for a One-Lane Approach

Standard:

04 **If used, the Entrance Direction sign shall consist of a white legend and border on a green background. It shall contain the freeway or expressway route shield(s), cardinal direction, and directional arrow(s).**

Option:

05 The Entrance Direction sign may contain a destination(s) and/or an action message such as NEXT RIGHT.

06 At minor interchanges, the following sequence of signs may be used (see Figure 2D-12):

A. Junction Assembly
B. Directional Assembly for the first ramp
C. Directional Assembly for the second ramp

Guidance:

07 *On multi-lane conventional roads approaching an interchange, the sign sequence should contain the following signs (see Figures 2D-13 through 2D-15):*

A. Junction Assembly
B. Advance Entrance Direction sign(s) for both directions (if applicable) of travel on the freeway or expressway
C. Entrance Direction sign for first ramp
D. Advance Turn Assembly
E. Entrance Direction sign for the second ramp

Support:

08 Advance Entrance Direction signs are used to direct road users to the appropriate lane(s).

Standard:

09 **The Advance Entrance Direction sign shall consist of a white legend and border on a green background. It shall contain the freeway or expressway route shield(s) and cardinal direction(s).**

Option:

10 The Advance Entrance Direction sign may have destinations, directional arrows, and/or an action message such as KEEP LEFT, NEXT LEFT, or SECOND RIGHT. Signs in this sequence may be mounted overhead to improve visibility as shown in Figures 2D-13 through 2D-15.

Support:

11 A post-mounted Advance Entrance Direction diagrammatic guide sign (see Figure 2D-16), within the sequence of approach guide signing described in Paragraphs 3, 6, and 7, might be helpful in depicting the location of a freeway or expressway entrance ramp that is in close proximity to an intervening intersection on the same side of the approach roadway and where signing for only the ramp might cause confusion to road users.

Figure 2D-12. Example of Minor Interchange Crossroad Signing

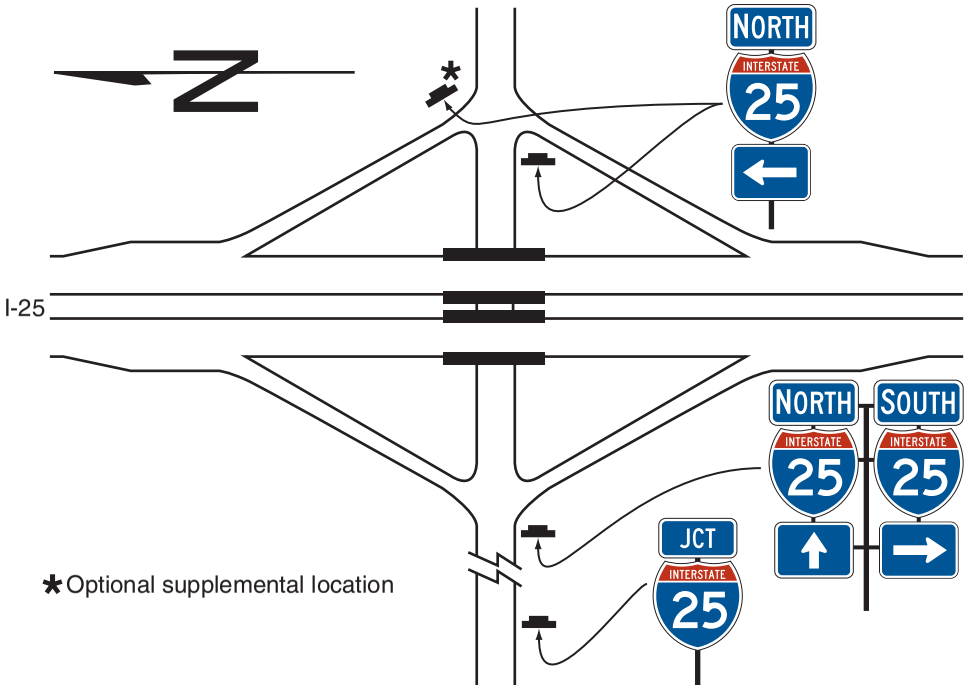


Figure 2D-13. Examples of Multi-Lane Crossroad Signing for a Diamond Interchange

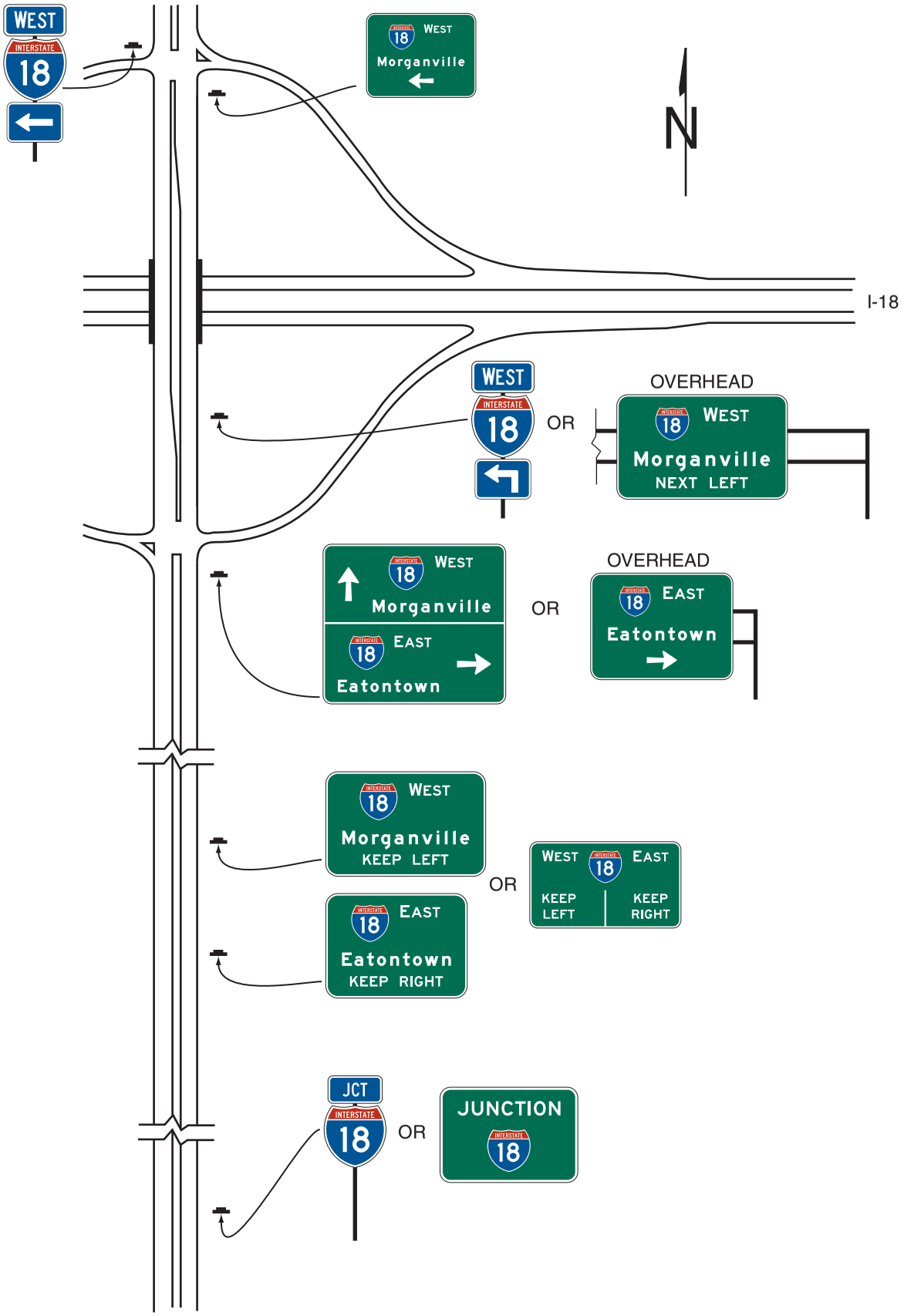


Figure 2D-14. Examples of Multi-Lane Crossroad Signing for a Partial Cloverleaf Interchange

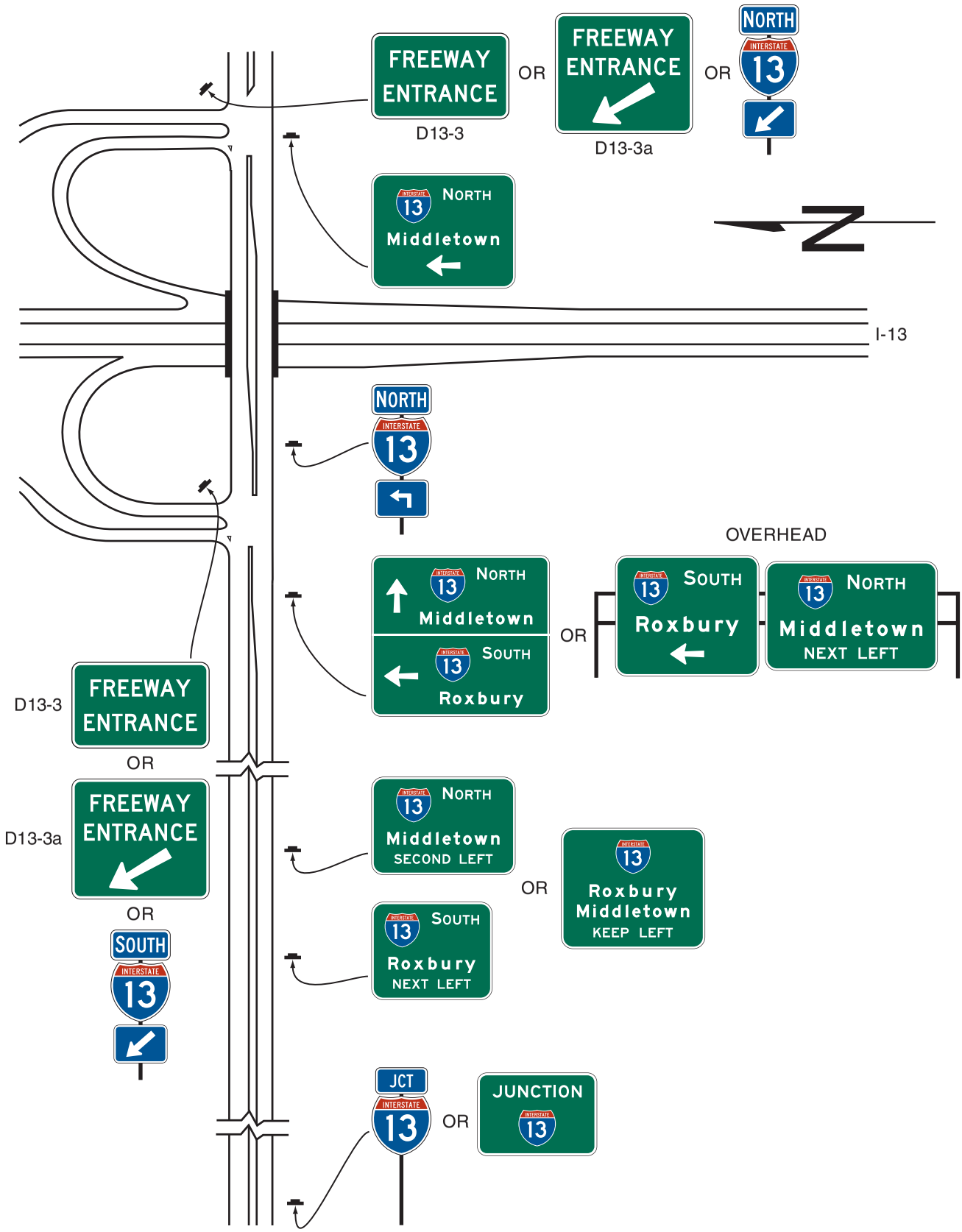


Figure 2D-15. Examples of Multi-Lane Crossroad Signing for a Cloverleaf Interchange

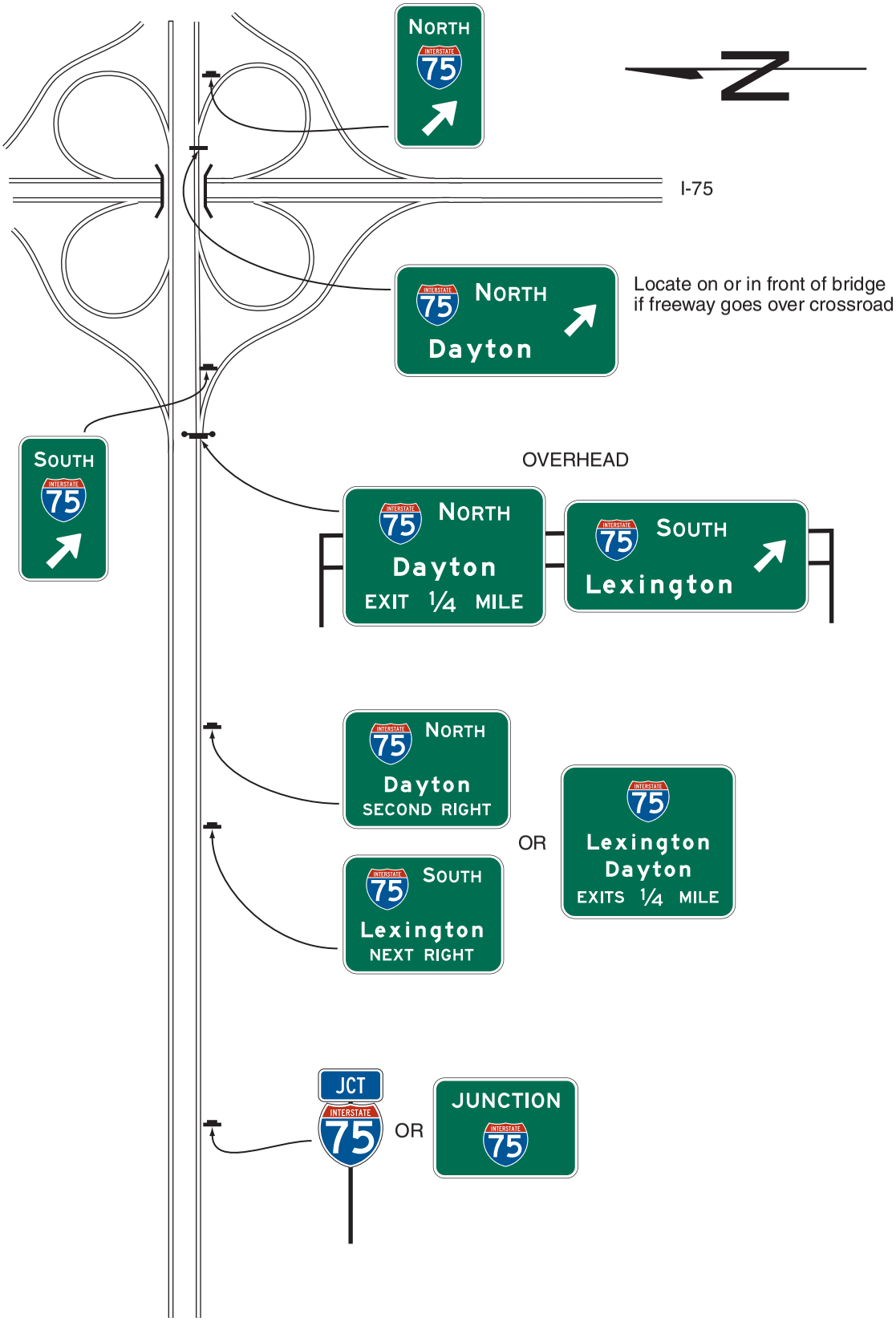
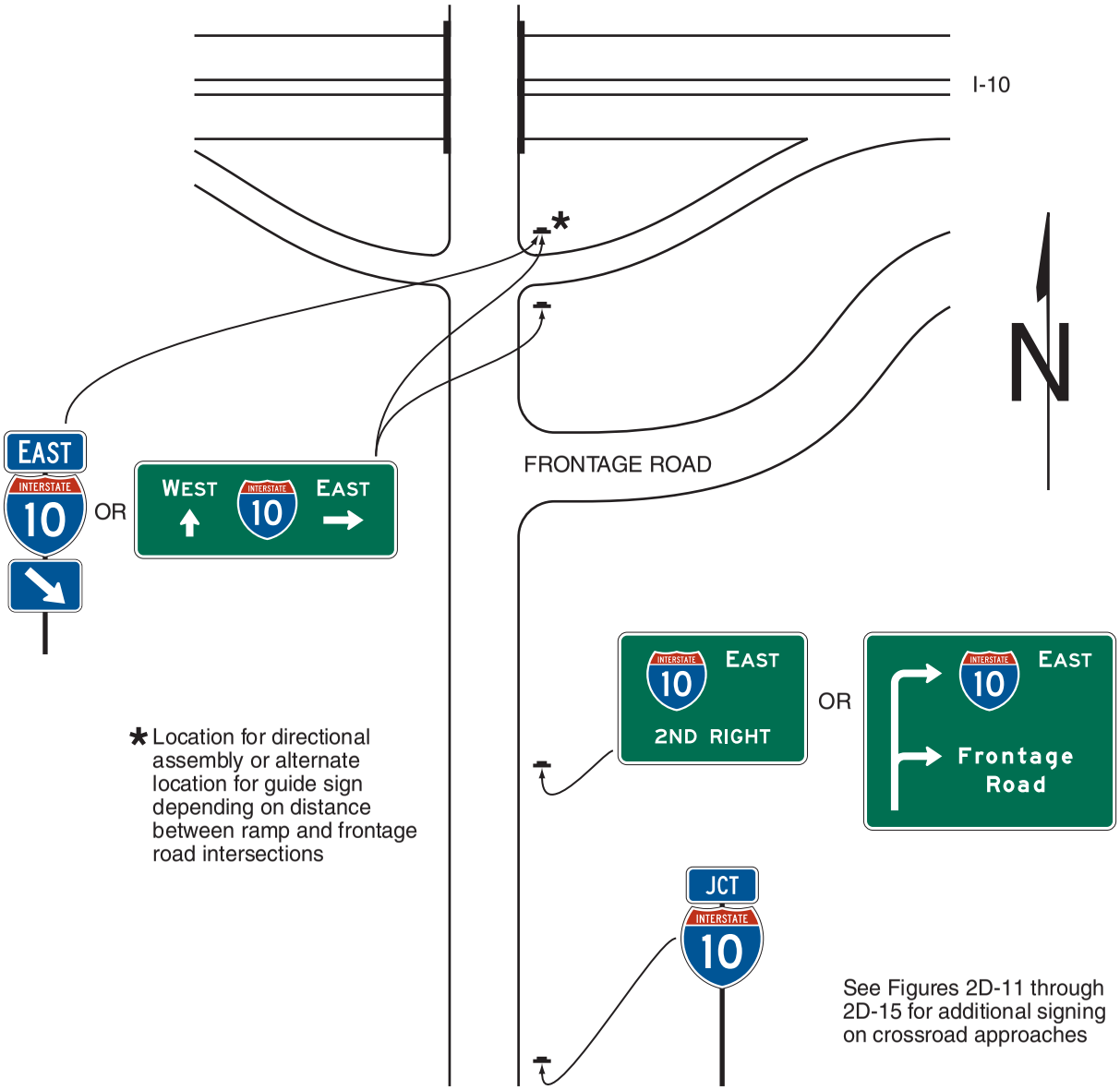


Figure 2D-16. Example of Crossroad Signing for an Entrance Ramp with a Nearby Frontage Road



Standard:

12 **If used, the post-mounted Advance Entrance Direction diagrammatic guide sign shall display only the two successive turns from the same side of the roadway, one of which shall be the entrance ramp. The post-mounted Advance Entrance Direction sign shall depict only the successive turns and shall not depict lane use with lane lines, multiple arrow shafts for the approach roadway, action messages, or other representations.**

Support:

13 Section 2D.46 contains information regarding the use of a Directional assembly or a FREEWAY ENTRANCE sign to mark the entrance to a freeway or expressway at the far corner of an intersection.

Section 2D.46 Freeway Entrance Signs (D13-3 and D13-3a)

Option:

01 FREEWAY ENTRANCE (D13-3) signs or FREEWAY ENTRANCE with downward pointing diagonal arrow (D13-3a) signs (see Figure 2D-14) may be used on entrance ramps near the crossroad to inform road users of the freeway or expressway entrance, as appropriate.

02 The D13-3 and D13-3a signs may display an alternate legend in place of FREEWAY, such as EXPRESSWAY or PARKWAY, as appropriate, or may display the name of an unnumbered highway.

03 A Directional assembly (see Section 2D.32) with a downward pointing diagonal arrow auxiliary (M6-2a) sign (see Section 2D.28) may be used at the far left-hand corner of an intersection with a freeway or expressway entrance ramp as an alternative to the D13-3a sign, facing left-turning traffic on the conventional road approach to indicate the immediate point of entry to the freeway or expressway and distinguish the entrance ramp from an adjoining exit ramp terminal at the same intersection with the conventional road (see Figure 2D-14). A similar Directional assembly may be used at the far right-hand corner of an intersection with a freeway or expressway entrance ramp where the entrance ramp and a crossroad or side road follow one another in close succession on the conventional road approach and the point of entry to the freeway or expressway might be difficult for the road user to distinguish from the crossroad or side road on the conventional road approach (see Figure 2D-14).

Support:

04 Section 2B.41 contains information regarding the use of regulatory signs to deter wrong-way movements at intersections of freeway or expressway ramps with conventional roads, and in the area where entrance ramps intersect with the mainline lanes.

Section 2D.47 Parking Area Guide Sign (D4-1)

Option:

01 The Parking Area (D4-1) guide sign (see Figure 2D-10) may be used to show the direction to a nearby public parking area or parking facility.

Standard:

02 **If used, the Parking Area (D4-1) guide sign shall be a horizontal rectangle with a standard size of 30 x 24 inches, or with a smaller size of 18 x 15 inches for minor, low-speed streets. It shall carry the word PARKING, with the letter P five times the height of the remaining letters, and a directional arrow. The legend and border shall be green on a retroreflectorized white background.**

Guidance:

03 *If used, the Parking Area guide sign should be installed on major thoroughfares at the nearest point of access to the parking facility and where it can advise drivers of a place to park. The sign should not be used more than four blocks from the parking area.*

Section 2D.48 PARK - RIDE Sign (D4-2)

Option:

01 PARK - RIDE (D4-2) signs (see Figure 2D-10) may be used to direct road users to park - ride facilities.

Standard:

02 **The signs shall contain the word message PARK - RIDE and direction information (arrow or word message).**

Option:

03 PARK - RIDE signs may contain the local transit pictograph and/or carpool symbol on the sign.

Standard:

04 **If used, the local transit pictograph and/or carpool symbol shall be located in the top part of the sign above the message PARK - RIDE. In no case shall the vertical dimension of the local transit pictograph and/or carpool symbol exceed 18 inches.**

Guidance:

05 *If the function of the parking facility is to provide parking for persons using public transportation, the local transit pictograph should be used on the guide sign. If the function of the parking facility is to serve carpool riders, the carpool symbol should be used on the guide sign. If the parking facility serves both functions, both the pictograph and carpool symbol should be used.*

Standard:

06 **These signs shall have a retroreflective white legend and border on a rectangular green background. The carpool symbol shall be as shown for the D4-2 sign. The color of the local transit pictograph shall be selected by the local transit authority.**

Option:

07 To increase the target value and contrast of the local transit pictograph, and to allow the local transit pictograph to retain its distinctive color and shape, the pictograph may be included within a white border or placed on a white background.

Section 2D.49 Weigh Station Signing (D8 Series)

Support:

01 The general concept for Weigh Station signing is similar to Rest Area signing (see Section 2I.05) because in both cases traffic using either area remains within the right-of-way.

Standard:

02 **The standard installation for Weigh Station signing shall include three basic signs:**

A. Advance sign (D8-1),
B. Exit Direction sign (D8-2), and
C. Exit Gore sign (D8-3).

Support:

03 Example locations of these signs are shown in Figure 2D-17.

Option:

04 Where State law requires a regulatory sign (R13-1) in advance of the Weigh Station, a fourth sign (see Section 2B.60) may be located following the Advance sign.

Guidance:

05 *The Exit Direction sign (D8-2) or the Advance sign (D8-1) should display, either within the sign border or on a supplemental plaque or sign panel, the changeable message OPEN or CLOSED.*

Section 2D.50 Community Wayfinding Signs

Support:

01 Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.

02 Community wayfinding guide signs are a type of destination guide sign for conventional roads with a common color and/or identification enhancement marker for destinations within an overall wayfinding guide sign plan for an area.

03 Figures 2D-18 through 2D-20 illustrate various examples of the design and application of community wayfinding guide signs.

Standard:

04 **The use of community wayfinding guide signs shall be limited to conventional roads. Community wayfinding guide signs shall not be installed on freeway or expressway mainlines or ramps. Direction to community wayfinding destinations from a freeway or expressway shall be limited to the use of a Supplemental Guide sign (see Section 2E.35) on the mainline and a Destination sign (see Section 2D.37) on the ramp to direct road users to the area or areas within which community wayfinding guide signs are used. The individual wayfinding destinations shall not be displayed on the Supplemental Guide and Destination signs except where the destinations are in accordance with the State or agency policy on Supplemental Guide signs.**

05 **Community wayfinding guide signs shall not be used to provide direction to primary destinations or highway routes or streets. Destination or other guide signs shall be used for this purpose as described elsewhere in this Chapter and shall have priority over any community wayfinding sign in placement, prominence, and conspicuity.**

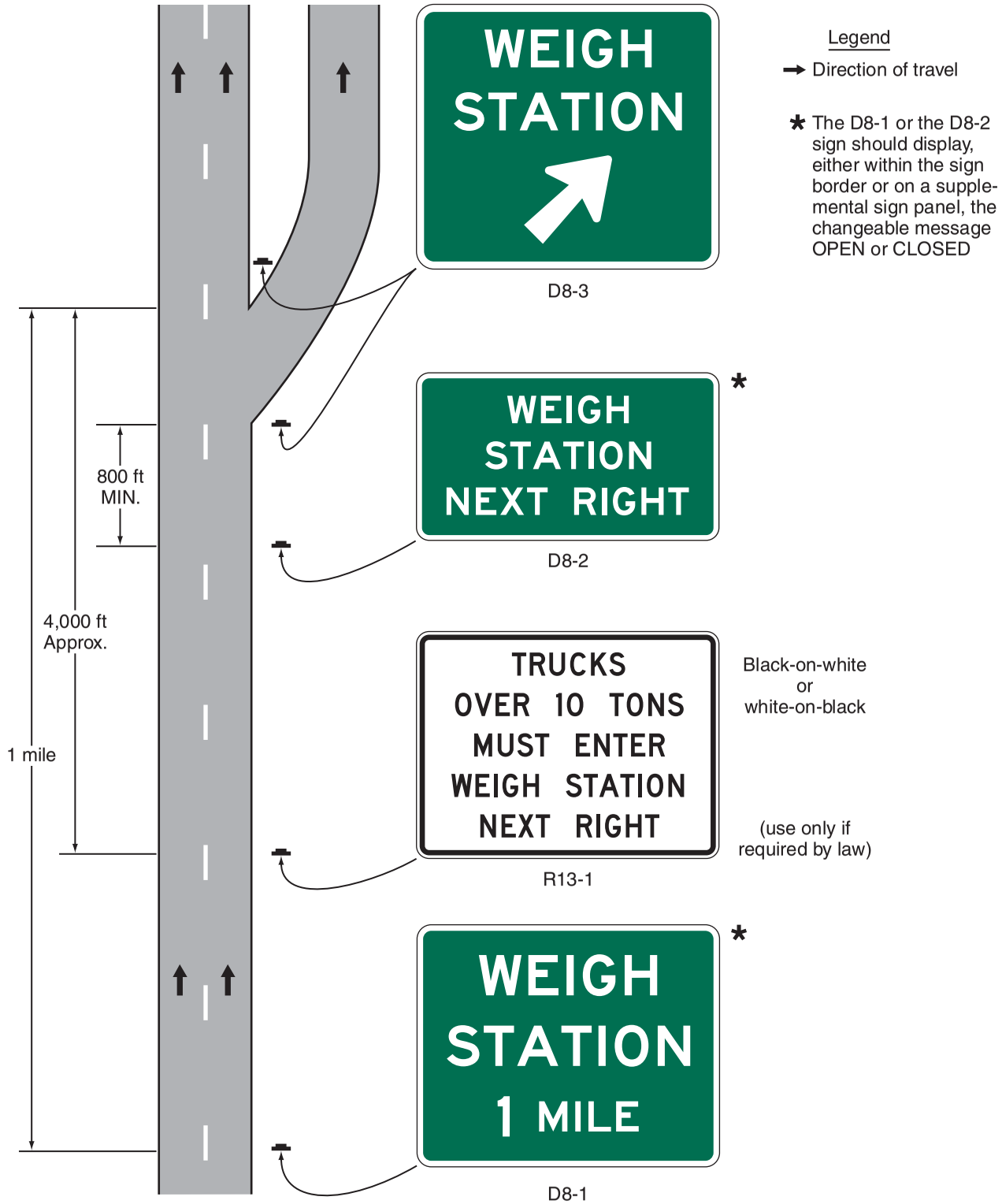
06 **Because regulatory, warning, and other guide signs have a higher priority, community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and other higher priority signs. Community wayfinding guide signs shall not be installed in a position where they would obscure the road users' view of other traffic control devices.**

07 **Community wayfinding guide signs shall not be mounted overhead.**

Guidance:

08 *If used, a community wayfinding guide sign system should be established on a local municipal or equivalent jurisdictional level or for an urbanized area of adjoining municipalities or equivalent that form an identifiable geographic entity that is conducive to a cohesive and continuous system of signs. Community wayfinding guide signs should not be used on a regional or statewide basis where infrequent or sparse placement does not contribute to a continuous or coordinated system of signing that is readily identifiable as such to the road user. In such cases, Destination or other guide signs detailed in this Chapter should be used to direct road users to an identifiable area in which the type of eligible destination described in Paragraph 1 is located.*

Figure 2D-17. Example of Weigh Station Signing



Support:

09 The specific provisions of this Section regarding the design of community wayfinding sign legends apply to vehicular community wayfinding signs and do not apply to those signs that are intended only to provide information or direction to pedestrians or other users of a sidewalk or roadside area.

Figure 2D-18. Examples of Community Wayfinding Guide Signs

A - Community Wayfinding Guide Signs with Enhancement Markers

B - Destination Guide Signs for Color-Coded Community Wayfinding System

Guidance:

10 *Because pedestrian wayfinding signs typically use smaller legends that are inadequately sized for viewing by vehicular traffic and because they can provide direction to pedestrians that might conflict with that appropriate for vehicular traffic, wayfinding signs designed for and intended to provide direction to pedestrians or other users of a sidewalk or other roadside area should be located to minimize their conspicuity to vehicular traffic. Such signs should be located as far as practical from the street, such as at the far edge of the sidewalk. Where locating such signs farther from the roadway is not practical, the pedestrian wayfinding signs should have their conspicuity to vehicular traffic minimized by employing one or a combination of the following methods:*

A. Locating signs away from intersections where high-priority traffic control devices are present.
B. Facing the pedestrian message toward the sidewalk and away from the street.
C. Cantilevering the sign over the sidewalk if the pedestrian wayfinding sign is mounted at a height consistent with vehicular traffic signs, removing the pedestrian wayfinding signs from the line of sight in a sequence of vehicular signs.

11 *To further minimize their conspicuity to vehicular traffic during nighttime conditions, pedestrian wayfinding signs should not be retroreflective.*

Support:

12 Color coding is sometimes used on community wayfinding guide signs to help road users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area.

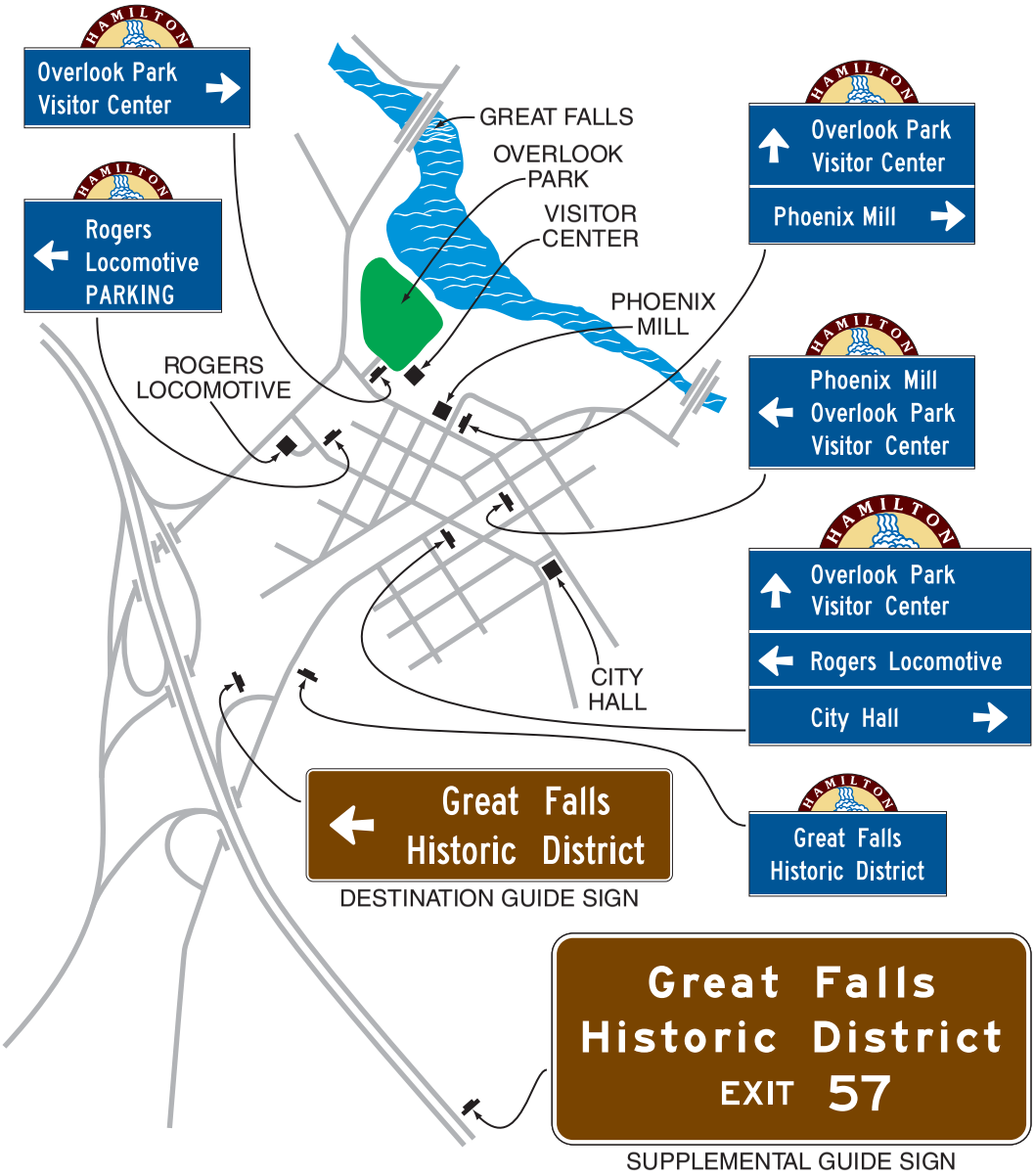
Option:

13 At the boundaries of the geographical area within which community wayfinding guide signing is used, an informational guide sign (see Figures 2D-18 and 2D-20) may be posted to inform road users about the presence of wayfinding signing and to identify the meanings of the various color codes or pictographs that are being used.

Standard:

14 **These informational guide signs shall have a white legend and border on a green background and shall have a design similar to that illustrated in Figures 2D-1 and 2D-18 and shall be consistent with the basic design principles for guide signs. These informational guide signs shall not be installed on freeway or expressway mainlines or ramps.**

Figure 2D-19. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway

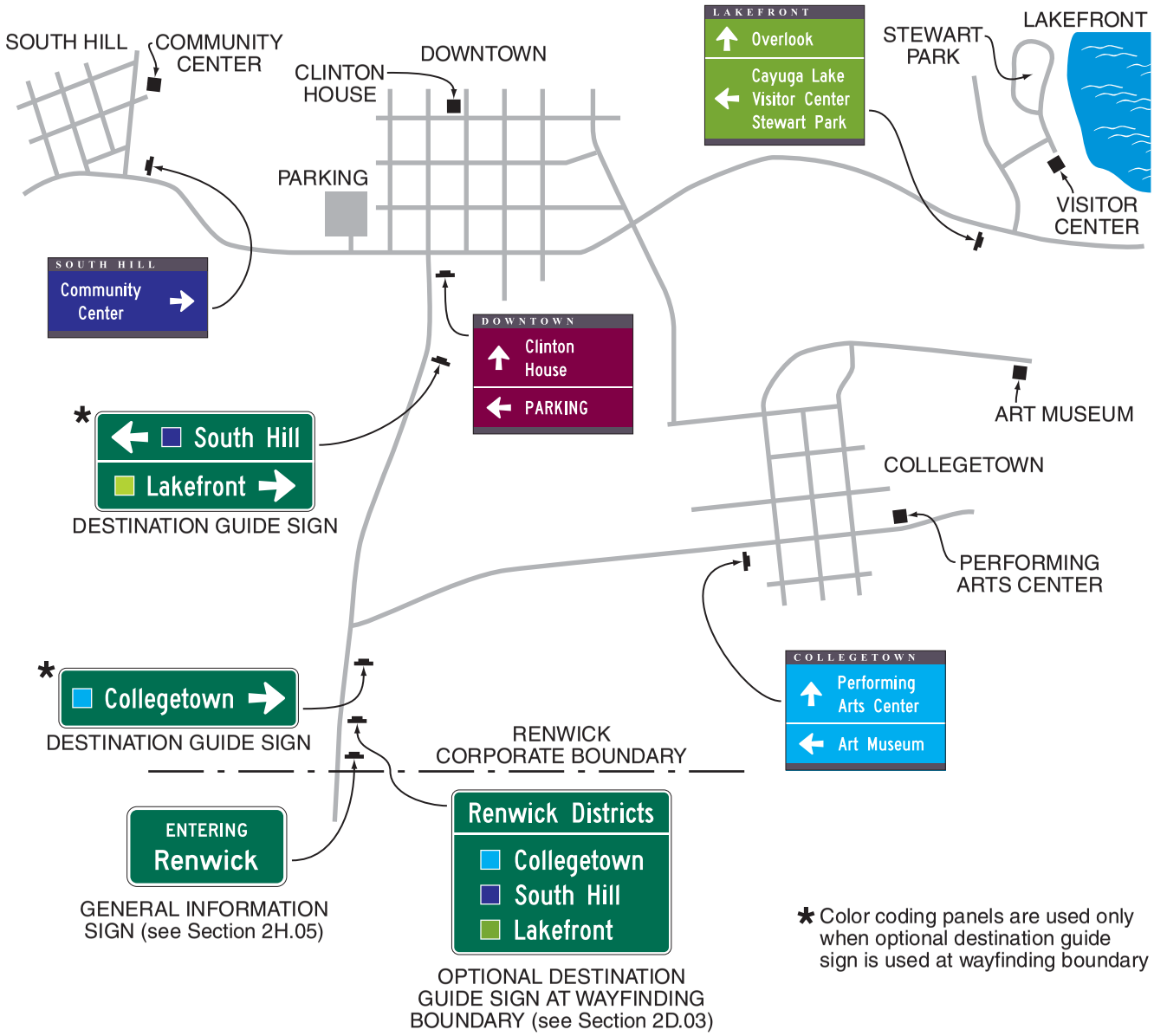


15 **The color coding or a pictograph of the identification enhancement markers of the community wayfinding guide signing system shall be included on the informational guide sign posted at the boundary of the community wayfinding guide signing area. The color coding or pictographs shall apply to a specific, identifiable neighborhood or geographical subarea within the overall area covered by the community wayfinding guide signing. Color coding or pictographs shall not be used to distinguish between different types of destinations that are within the same designated neighborhood or subarea. The color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the informational guide sign, each positioned to the left of the neighborhood or named geographic area to which the color-coding panel applies. The height of the colored square or rectangular panels shall not exceed two times the height of the upper-case letters of the principal legend on the sign.**

Option:

16 The different colored square or rectangular panels may include either a black or a white (whichever provides the better contrast with the color of the panel) letter, numeral, or other appropriate designation to identify the destination.

Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



17 Except for the informational guide sign posted at the boundary of the wayfinding guide sign area, community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system. Color-coded community wayfinding guide signs may be used with or without the boundary informational guide sign displaying corresponding color-coding panels described in Paragraphs 13 through 16. Except as provided in Paragraphs 18 and 19, in addition to the colors that are approved in this Manual for use on official traffic control signs (see Section 2A.10), other background colors may also be used for the color coding of community wayfinding guide signs.

Standard:

18 **The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.**

19 **The minimum luminance ratio of legend to background for community wayfinding guide signs shall be 3:1.**

20 **All messages, borders, legends, and backgrounds of community wayfinding guide signs and any identification enhancement markers shall be retroreflective (see Sections 2A.07 and 2A.08).**

Guidance:

21 *Community wayfinding guide signs, exclusive of any identification enhancement marker used, should be rectangular in shape. Simplicity and uniformity in design, position, and application as described in Section 2A.06 are important and should be incorporated into the community wayfinding guide sign design and location plans for the area.*

22 *Community wayfinding guide signs should be limited to three destinations per sign (see Section 2D.07).*

23 *Abbreviations (see Section 1A.15) should be kept to a minimum, and should include only those that are commonly recognized and understood.*

24 *Horizontal lines of a color that contrasts with the sign background color should be used to separate groups of destinations by direction from each other.*

Support:

25 The basic requirement for all highway signs, including community wayfinding signs, is that they be legible to those for whom they are intended and that they be understandable in time to permit a proper response. Section 2A.06 contains additional information on the design of signs, including desirable attributes of effective designs.

Guidance:

26 *Word messages should be as brief as practical and the lettering should be large enough to provide the necessary legibility distance.*

Standard:

27 **The minimum specific ratio of letter height to legibility distance shall comply with the provisions of Section 2A.13. The size of lettering used for destination and directional legends on community wayfinding signs shall comply with the provisions of minimum letter heights as provided in Section 2D.06.**

28 **Interline and edge spacing shall comply with the provisions of Section 2D.06.**

29 **Except as provided in Paragraph 31, the lettering style used for destination and directional legends on community wayfinding guide signs shall comply with the provisions of Section 2D.05.**

30 **The lettering for destinations on community wayfinding guide signs shall be a combination of lower-case letters with initial upper-case letters (see Section 2D.05). All other word messages on community wayfinding guide signs shall be in all upper-case letters.**

Option:

31 A lettering style other than the Standard Alphabets provided in the "Standard Highway Signs and Markings" book may be used on community wayfinding guide signs if an engineering study determines that the legibility and recognition values for the chosen lettering style meet or exceed the values for the Standard Alphabets for the same legend height and stroke width.

Standard:

32 **Except for signs that are intended to be viewed only by pedestrians, bicyclists stopped out of the flow of traffic, or occupants of parked vehicles, Internet and e-mail addresses, including domain names and uniform resource locators (URL), shall not be displayed on any community wayfinding guide sign or sign assembly.**

33 **The arrow location and priority order of destinations shall follow the provisions described in Sections 2D.08 and 2D.37. Arrows shall be of the designs provided in Section 2D.08.**

Option:

34 Pictographs (see definition in Section 1A.13) may be used on community wayfinding guide signs.

Standard:

35 **If a pictograph is used, its height shall not exceed two times the height of the upper-case letters of the principal legend on the sign.**

36 **Except for pictographs, symbols that are not approved in this Manual for use on guide signs shall not be used on community wayfinding guide signs.**

37 **Business logos, commercial graphics, or other forms of advertising (see Section 1A.01) shall not be used on community wayfinding guide signs or sign assemblies.**

Option:

38 Other graphics that specifically identify the wayfinding system, including identification enhancement markers, may be used on the overall sign assembly and sign supports.

Support:

39 An enhancement marker consists of a shape, color, and/or pictograph that is used as a visual identifier for the community wayfinding guide signing system for an area. Figure 2D-18 shows examples of identification enhancement marker designs that can be used with community wayfinding guide signs.

Option:

40 An identification enhancement marker may be used in a community wayfinding guide sign assembly, or may be incorporated into the overall design of a community wayfinding guide sign, as a means of visually identifying the sign as part of an overall system of community wayfinding signs and destinations.

Standard:

41 **The sizes and shapes of identification enhancement markers shall be smaller than the community wayfinding guide signs themselves. Identification enhancement markers shall not be designed to have an appearance that could be mistaken by road users as being a traffic control device.**

Guidance:

42 *The area of the identification enhancement marker should not exceed 1/5 of the area of the community wayfinding guide sign with which it is mounted in the same sign assembly.*

Section 2D.51 Truck, Passing, or Climbing Lane Signs (D17-1 and D17-2)

Guidance:

01 *If an extra lane has been provided for trucks and other slow-moving traffic, a NEXT TRUCK LANE XX MILES (D17-1) sign and/or a TRUCK LANE XX MILES (D17-2) sign (see Figure 2D-21) should be installed in advance of the lane.*

Option:

02 Alternative legends such as PASSING LANE or CLIMBING LANE may be used instead of TRUCK LANE.

03 Section 2B.31 contains information regarding regulatory signs for these types of lanes.

Section 2D.52 Slow Vehicle Turn-Out Sign (D17-7)

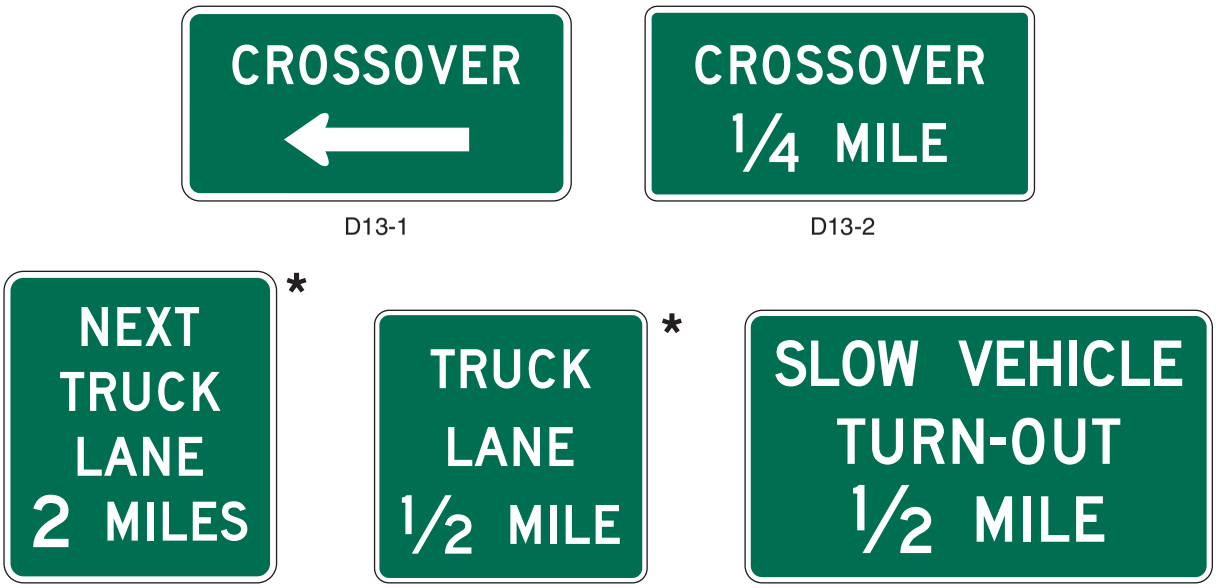
Guidance:

01 *If a slow vehicle turn-out area has been provided for slow-moving traffic, a SLOW VEHICLE TURN-OUT XX MILES (D17-7) sign (see Figure 2D-21) should be installed in advance of the turn-out area.*

Option:

02 Section 2B.35 contains information regarding regulatory signs for slow vehicle turn-out areas.

Figure 2D-21. Crossover, Truck Lane, and Slow Vehicle Signs



* The words PASSING or CLIMBING may be substituted for the word TRUCK on the D17-1 and D17-2 signs.

Section 2D.53 Signing of Named Highways

Option:

01 Guide signs may contain street or highway names if the purpose is to enhance driver communication and guidance; however, they are to be considered as supplemental information to route numbers.

Standard:

02 **Highway names shall not replace official numeral designations.**

03 **Memorial names (see Section 2M.10) shall not appear on supplemental signs or on any other information sign on or along the highway or its intersecting routes.**

04 **The use of route signs shall be restricted to signs officially used for guidance of traffic in accordance with this Manual and the "Purpose and Policy" statement of the American Association of State Highway and Transportation Officials that applies to Interstate and U.S. numbered routes (see Page i for AASHTO's address).**

Option:

05 Unnumbered routes having major importance to proper guidance of traffic may be signed if carried out in accordance with the aforementioned policies. For unnumbered highways, a name to enhance route guidance may be used where the name is applied consistently throughout its length.

Guidance:

06 *Only one name should be used to identify any highway, whether numbered or unnumbered.*

Section 2D.54 Crossover Signs (D13-1 and D13-2)

Option:

01 Crossover signs may be installed on divided highways to identify median openings not otherwise identified by warning or other guide signs.

Standard:

02 **A CROSSOVER (D13-1) sign (see Figure 2D-21) shall not be used to identify a median opening that is permitted to be used only by official or authorized vehicles. If used, the sign shall be a horizontal rectangle of appropriate size to carry the word CROSSOVER and a horizontal directional arrow. The CROSSOVER sign shall have a white legend and border on a green background.**

Guidance:

03 *If used, the CROSSOVER sign should be installed immediately beyond the median opening, either on the right-hand side of the roadway or in the median.*

Option:

04 The Advance Crossover (D13-2) sign (see Figure 2D-21) may be installed in advance of the CROSSOVER sign to provide advance notice of the crossover.

Standard:

05 **If used, the Advance Crossover sign shall be a horizontal rectangle of appropriate size to carry the word CROSSOVER and the distance to the median opening. The sign shall have white legend and border on a green background.**

Guidance:

06 *The distance displayed on the Advance Crossover sign should be 1 MILE, 1/2 MILE, or 1/4 MILE, unless unusual conditions require some other distance. If used, the sign should be installed either on the right-hand side of the roadway or in the median at approximately the distance displayed on the sign.*

Section 2D.55 National Scenic Byways Signs (D6-4, D6-4a)

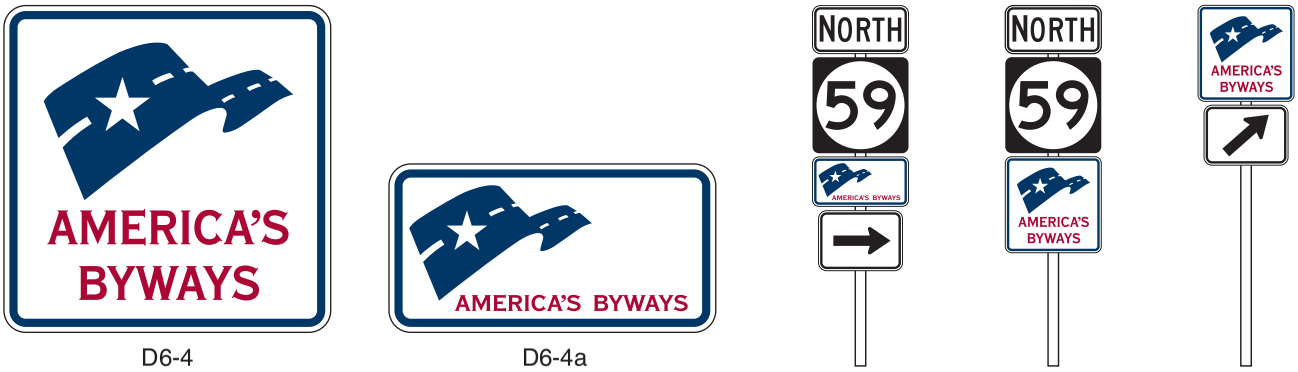
Support:

01 Certain roads have been designated by the U.S. Secretary of Transportation as National Scenic Byways or All-American Roads based on their archeological, cultural, historic, natural, recreational, or scenic qualities.

Option:

02 State and local highway agencies may install the National Scenic Byways (D6-4 or D6-4a) signs at entrance points to a route that has been recognized by the U.S. Secretary of Transportation as a National Scenic Byway or an All-American Road. The D6-4 or D6-4a sign may be installed on route sign assemblies (see Figure 2D-22) or as part of larger roadside structures. National Scenic Byways signs may also be installed at periodic intervals along the designated route and at intersections where the designated route turns or follows a different numbered highway. At locations where roadside features have been developed to enhance the traveler's experience such as rest areas, historic sites, interpretive facilities, or scenic overlooks, the National Scenic Byways sign may be placed on the associated sign assembly to inform travelers that the site contributes to the byway travel experience.

Figure 2D-22. Examples of Use of the National Scenic Byways Sign



Standard:

03 **When a National Scenic Byways sign is installed on a National Scenic Byway or an All-American Road, the design shown for the D6-4 or D6-4a sign in Figure 2D-22 shall be used. Use of this design shall be limited to routes that have been designated as a National Scenic Byway or All-American Road by the U.S. Secretary of Transportation.**

04 **If used, the D6-4 or D6-4a sign shall be placed such that the roadway route signs have primary visibility for the road user.**

APPENDIX C—STANDARDS, PERMITTING, AND MAINENANCE INFORMATION

MUTCD EXCERPT CHAPTER 9

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PART 9
TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9A. GENERAL

Section 9A.01 Requirements for Bicyclist Traffic Control Devices

Support:

01 General information and definitions concerning traffic control devices are found in Part 1.

Section 9A.02 Scope

Support:

01 Part 9 covers signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways and shared-use paths.

Guidance:

02 *Parts 1, 2, 3, and 4 should be reviewed for general provisions, signs, pavement markings, and signals.*

Standard:

03 **The absence of a marked bicycle lane or any of the other traffic control devices discussed in this Chapter on a particular roadway shall not be construed to mean that bicyclists are not permitted to travel on that roadway.**

Section 9A.03 Definitions Relating to Bicycles

Support:

01 Definitions and acronyms pertaining to Part 9 are provided in Sections 1A.13 and 1A.14.

Section 9A.04 Maintenance

Guidance:

01 *All signs, signals, and markings, including those on bicycle facilities, should be properly maintained to command respect from both the motorist and the bicyclist. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.*

Section 9A.05 Relation to Other Documents

Support:

01 "The Uniform Vehicle Code and Model Traffic Ordinance" published by the National Committee on Uniform Traffic Laws and Ordinances (see Section 1A.11) has provisions for bicycles and is the basis for the traffic control devices included in this Manual.

02 Informational documents used during the development of the signing and marking recommendations in Part 9 include the following:

A. "Guide for Development of Bicycle Facilities," which is available from the American Association of State Highway and Transportation Officials (see Page i for the address); and
B. State and local government design guides.

03 Other publications that relate to the application of traffic control devices in general are listed in Section 1A.11.

Section 9A.06 Placement Authority

Support:

01 Section 1A.08 contains information regarding placement authority for traffic control devices.

Section 9A.07 Meaning of Standard, Guidance, Option, and Support

Support:

01 The introduction to this Manual contains information regarding the meaning of the headings Standard, Guidance, Option, and Support, and the use of the words "shall," "should," and "may."

Section 9A.08 Colors

Support:

01 Section 1A.12 contains information regarding the color codes.

CHAPTER 9B. SIGNS

Section 9B.01 Application and Placement of Signs

Standard:

01 **Bicycle signs shall be standard in shape, legend, and color.**

02 **All signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities.**

03 **Where signs serve both bicyclists and other road users, vertical mounting height and lateral placement shall be as provided in Part 2.**

04 **Where used on a shared-use path, no portion of a sign or its support shall be placed less than 2 feet laterally from the near edge of the path, or less than 8 feet vertically over the entire width of the shared-use path (see Figure 9B-1).**

05 **Mounting height for post-mounted signs on shared-use paths shall be a minimum of 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the path surface (see Figure 9B-1).**

Guidance:

06 *Signs for the exclusive use of bicyclists should be located so that other road users are not confused by them.*

07 *The clearance for overhead signs on shared-use paths should be adjusted when appropriate to accommodate path users requiring more clearance, such as equestrians, or typical maintenance or emergency vehicles.*

Section 9B.02 Design of Bicycle Signs

Standard:

01 **If the sign or plaque applies to motorists and bicyclists, then the size shall be as shown for conventional roads in Tables 2B-1, 2C-2, or 2D-1.**

02 **The minimum sign and plaque sizes for shared-use paths shall be those shown in Table 9B-1, and shall be used only for signs and plaques installed specifically for bicycle traffic applications. The minimum sign and plaque sizes for bicycle facilities shall not be used for signs or plaques that are placed in a location that would have any application to other vehicles.**

Option:

03 Larger size signs and plaques may be used on bicycle facilities when appropriate (see Section 2A.11).

Figure 9B-1. Sign Placement on Shared-Use Paths

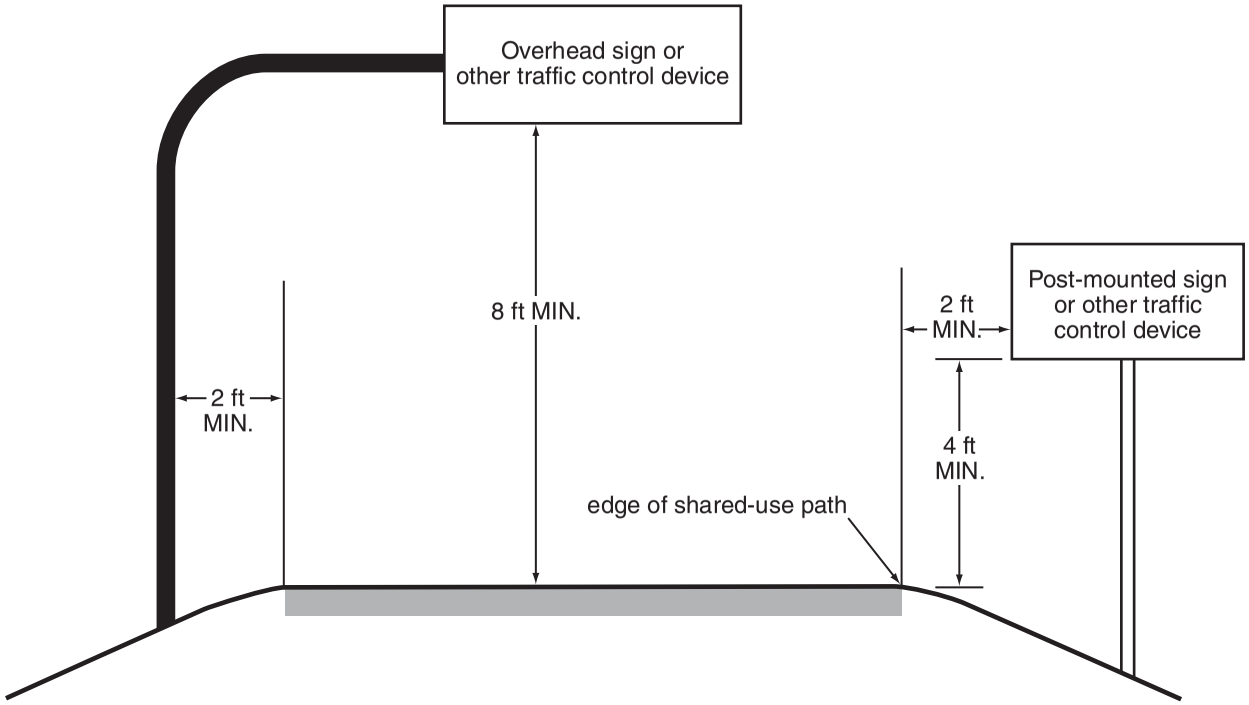


Table 9B-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 1 of 2)

Sign or Plaque	Sign Designation	Section	Shared-Use Path	Roadway
Stop	R1-1	2B.05, 9B.03	18 x 18	30 x 30
Yield	R1-2	2B.08, 9B.03	18 x 18 x 18	30 x 30 x 30
Bike Lane	R3-17	9B.04	—	24 x 18
Bike Lane (plaques)	R3-17aP, R3-17bP	9B.04	—	24 x 8
Movement Restriction	R4-1,2,3,7,16	2B.28,29,30,32; 9B.14	12 x 18	18 x 24
Begin Right Turn Lane Yield to Bikes	R4-4	9B.05	—	36 x 30
Bicycles May Use Full Lane	R4-11	9B.06	—	30 x 30
Bicycle Wrong Way	R5-1b	9B.07	12 x 18	12 x 18
No Motor Vehicles	R5-3	9B.08	24 x 24	24 x 24
No Bicycles	R5-6	9B.09	18 x 18	24 x 24
No Parking Bike Lane	R7-9,9a	9B.10	—	12 x 18
No Pedestrians	R9-3	9B.09	18 x 18	18 x 18
Ride With Traffic (plaque)	R9-3cP	9B.07	12 x 12	12 x 12
Bicycle Regulatory	R9-5,6	9B.11	12 x 18	12 x 18
Shared-Use Path Restriction	R9-7	9B.12	12 x 18	—
No Skaters	R9-13	9B.09	18 x 18	18 x 18
No Equestrians	R9-14	9B.09	18 x 18	18 x 18
Push Button for Green Light	R10-4	9B.11	9 x 12	9 x 12
To Request Green Wait on Symbol	R10-22	9B.13	12 x 18	12 x 18
Bike Push Button for Green Light	R10-24	9B.11	9 x 15	9 x 15
Push Button to Turn On Warning Lights	R10-25	9B.11	9 x 12	9 x 12
Bike Push Button for Green Light (arrow)	R10-26	9B.11	9 x 15	9 x 15
Grade Crossing (Crossbuck)	R15-1	8B.03, 9B.14	24 x 4.5	48 x 9
Number of Tracks (plaque)	R15-2P	8B.03, 9B.14	13.5 x 9	27 x 18
Look	R15-8	8B.17, 9B.14	18 x 9	36 x 18
Turn and Curve Warning	W1-1,2,3,4,5	2C.04, 9B.15	18 x 18	24 x 24
Arrow Warning	W1-6,7	2C.12, 2C.47, 9B.15	24 x 12	36 x 18
Intersection Warning	W2-1,2,3,4,5	2C.46, 9B.16	18 x 18	24 x 24
Stop,Yield, Signal Ahead	W3-1,2,3	2C.36, 9B.19	18 x 18	30 x 30
Narrow Bridge	W5-2	2C.20, 9B.19	18 x 18	30 x 30
Path Narrows	W5-4a	9B.19	18 x 18	—
Hill	W7-5	9B.19	18 x 18	30 x 30
Bump or Dip	W8-1,2	2C.28, 9B.17	18 x 18	24 x 24
Pavement Ends	W8-3	2C.30, 9B.17	18 x 18	30 x 30
Bicycle Surface Condition	W8-10	9B.17	18 x 18	30 x 30
Slippery When Wet (plaque)	W8-10P	9B.17	12 x 9	12 x 9
Grade Crossing Advance Warning	W10-1	8B.06, 9B.19	24 Dia.	36 Dia.
No Train Horn (plaque)	W10-9P	8B.21, 9B.19	18 x 12	30 x 24
Skewed Crossing	W10-12	8B.25, 9B.19	18 x 18	36 x 36
Bicycle Warning	W11-1	9B.18	18 x 18	24 x 24
Pedestrian Crossing	W11-2	2C.50, 9B.19	18 x 18	24 x 24
Combination Bike and Ped Crossing	W11-15	9B.18	18 x 18	30 x 30
Trail Crossing (plaque)	W11-15P	9B.18	18 x 12	24 x 18
Low Clearance	W12-2	2C.27, 9B.19	18 x 18	30 x 30
Playground	W15-1	2C.51, 9B.19	18 x 18	24 x 24
Share the Road (plaque)	W16-1P	2C.60, 9B.19	—	18 x 24

Table 9B-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 2 of 2)

Sign or Plaque	Sign Designation	Section	Shared-Use Path	Roadway
XX Feet (plaque)	W16-2P	2C.55, 9B.18	18 x 12	24 x 18
XX Ft (plaque)	W16-2aP	2C.55, 9B.18	18 x 9	24 x 12
Diagonal Arrow (plaque)	W16-7P	9B.18	—	24 x 12
Ahead (plaque)	W16-9P	9B.18	—	24 x 12
Destination (1 line)	D1-1, D1-1a	2D.37, 9B.20	varies x 6	varies x 18
Bicycle Destination (1 line)	D1-1b, D1-1c	9B.20	varies x 6	varies x 6
Destination (2 lines)	D1-2, D1-2a	2D.37, 9B.20	varies x 12	varies x 30
Bicycle Destination (2 lines)	D1-2b, D1-2c	9B.20	varies x 12	varies x 12
Destination (3 lines)	D1-3, D1-3a	2D.37, 9B.20	varies x 18	varies x 42
Bicycle Destination (3 lines)	D1-3b, D1-3c	9B.20	varies x 18	varies x 18
Street Name	D3-1	2D.43, 9B.20	varies x 6	varies x 8
Bicycle Parking Area	D4-3	9B.23	12 x 18	12 x 18
Reference Location (1-digit)	D10-1	2H.02, 9B.24	6 x 12	10 x 18
Intermediate Reference Location (1-digit)	D10-1a	2H.02, 9B.24	6 x 18	10 x 27
Reference Location (2-digit)	D10-2	2H.02, 9B.24	6 x 18	10 x 27
Intermediate Reference Location (2-digit)	D10-2a	2H.02, 9B.24	6 x 24	10 x 36
Reference Location (3-digit)	D10-3	2H.02, 9B.24	6 x 24	10 x 36
Intermediate Reference Location (3-digit)	D10-3a	2H.02, 9B.24	6 x 30	10 x 48
Bike Route	D11-1, D11-1c	9B.20	24 x 18	24 x 18
Bicycles Permitted	D11-1a	9B.25	18 x 18	—
Bike Route (plaque)	D11-1bP	9B.25	18 x 6	—
Pedestrians Permitted	D11-2	9B.25	18 x 18	—
Skaters Permitted	D11-3	9B.25	18 x 18	—
Equestrians Permitted	D11-4	9B.25	18 x 18	—
Bicycle Route	M1-8, M1-8a	9B.21	12 x 18	18 x 24
U.S. Bicycle Route	M1-9	9B.21	12 x 18	18 x 24
Bicycle Route Auxiliary Signs	M2-1; M3-1,2,3,4; M4-1,1a,2,3,5,6,7,7a,8,14	9B.22	12 x 6	12 x 6
Bicycle Route Arrow Signs	M5-1,2; M6-1,2,3,4,5,6,7	9B.22	12 x 9	12 x 9
Type 3 Object Markers	OM3-L,C,R	2C.63, 9B.26	6 x 18	12 x 36

Notes: 1. Larger signs may be used when appropriate
2. Dimensions are shown in inches and are shown as width x height

Guidance:

04 *Except for size, the design of signs and plaques for bicycle facilities should be identical to that provided in this Manual for signs and plaques for streets and highways.*

Support:

05 Uniformity in design of bicycle signs and plaques includes shape, color, symbols, arrows, wording, lettering, and illumination or retroreflectorization.

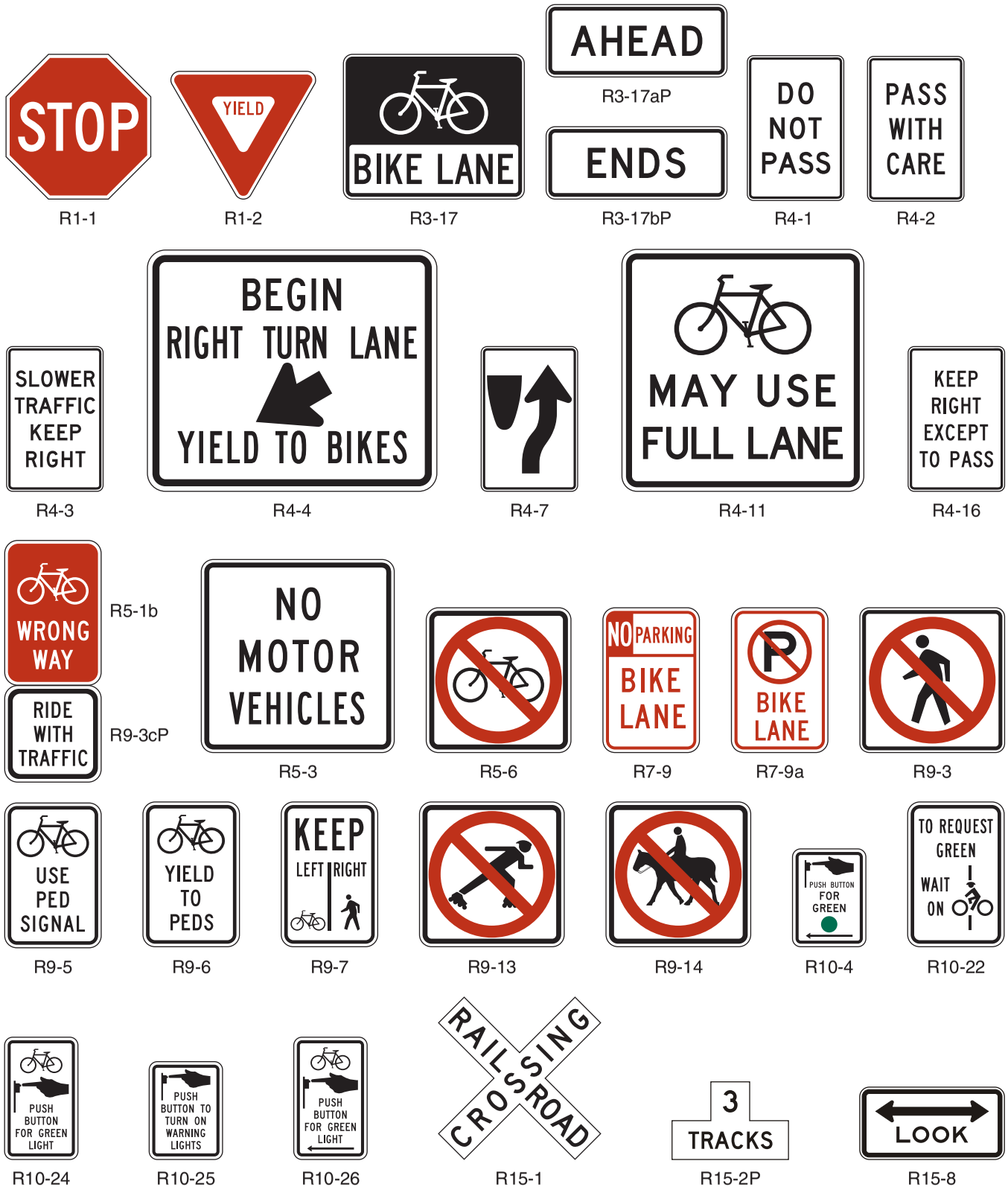
Section 9B.03 STOP and YIELD Signs (R1-1, R1-2)

Standard:

01 **STOP (R1-1) signs (see Figure 9B-2) shall be installed on shared-use paths at points where bicyclists are required to stop.**

02 **YIELD (R1-2) signs (see Figure 9B-2) shall be installed on shared-use paths at points where bicyclists have an adequate view of conflicting traffic as they approach the sign, and where bicyclists are required to yield the right-of-way to that conflicting traffic.**

Figure 9B-2. Regulatory Signs and Plaques for Bicycle Facilities



Option:

03 A 30 x 30-inch STOP sign or a 36 x 36 x 36-inch YIELD sign may be used on shared-use paths for added emphasis.

Guidance:

04 *Where conditions require path users, but not roadway users, to stop or yield, the STOP or YIELD sign should be placed or shielded so that it is not readily visible to road users.*

05 *When placement of STOP or YIELD signs is considered, priority at a shared-use path/roadway intersection should be assigned with consideration of the following:*

A. Relative speeds of shared-use path and roadway users,
B. Relative volumes of shared-use path and roadway traffic, and
C. Relative importance of shared-use path and roadway.

06 *Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low-volume street, or to a regional shared-use path crossing a minor collector street.*

07 *When priority is assigned, the least restrictive control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable.*

Section 9B.04 Bike Lane Signs and Plaques (R3-17, R3-17aP, R3-17bP)

Standard:

01 **The BIKE LANE (R3-17) sign and the R3-17aP and R3-17bP plaques (see Figure 9B-2) shall be used only in conjunction with marked bicycle lanes as described in Section 9C.04.**

Guidance:

02 *If used, Bike Lane signs and plaques should be used in advance of the upstream end of the bicycle lane, at the downstream end of the bicycle lane, and at periodic intervals along the bicycle lane as determined by engineering judgment based on prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.*

Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4-4)

Option:

01 Where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-2) may be used to inform both the motorist and the bicyclist of this weaving maneuver (see Figures 9C-1, 9C-4, and 9C-5).

Guidance:

02 *The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.*

Section 9B.06 Bicycles May Use Full Lane Sign (R4-11)

Option:

01 The Bicycles May Use Full Lane (R4-11) sign (see Figure 9B-2) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 Section 9C.07 describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.

Support:

04 The Uniform Vehicle Code (UVC) defines a “substandard width lane” as a “lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane.”

Section 9B.07 Bicycle WRONG WAY Sign and RIDE WITH TRAFFIC Plaque (R5-1b, R9-3cP)

Option:

01 The Bicycle WRONG WAY (R5-1b) sign and RIDE WITH TRAFFIC (R9-3cP) plaque (see Figure 9B-2) may be placed facing wrong-way bicycle traffic, such as on the left side of a roadway.

02 This sign and plaque may be mounted back-to-back with other signs to minimize visibility to other traffic.

Guidance:

03 *The RIDE WITH TRAFFIC plaque should be used only in conjunction with the Bicycle WRONG WAY sign, and should be mounted directly below the Bicycle WRONG WAY sign.*

Section 9B.08 NO MOTOR VEHICLES Sign (R5-3)

Option:

01 The NO MOTOR VEHICLES (R5-3) sign (see Figure 9B-2) may be installed at the entrance to a shared-use path.

Section 9B.09 Selective Exclusion Signs

Option:

01 Selective Exclusion signs (see Figure 9B-2) may be installed at the entrance to a roadway or facility to notify road or facility users that designated types of traffic are excluded from using the roadway or facility.

Standard:

02 **If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.**

Support:

03 Typical exclusion messages include:

A. No Bicycles (R5-6),
B. No Pedestrians (R9-3),
C. No Skaters (R9-13), and
D. No Equestrians (R9-14).

Option:

04 Where bicyclists, pedestrians, and motor-driven cycles are all prohibited, it may be more desirable to use the R5-10a word message sign that is described in Section 2B.39.

Section 9B.10 No Parking Bike Lane Signs (R7-9, R7-9a)

Standard:

01 **If the installation of signs is necessary to restrict parking, standing, or stopping in a bicycle lane, appropriate signs as described in Sections 2B.46 through 2B.48, or the No Parking Bike Lane (R7-9 or R7-9a) signs (see Figure 9B-2) shall be installed.**

Section 9B.11 Bicycle Regulatory Signs (R9-5, R9-6, R10-4, R10-24, R10-25, and R10-26)

Option:

01 The R9-5 sign (see Figure 9B-2) may be used where the crossing of a street by bicyclists is controlled by pedestrian signal indications.

02 Where it is not intended for bicyclists to be controlled by pedestrian signal indications, the R10-4, R10-24, or R10-26 sign (see Figure 9B-2 and Section 2B.52) may be used.

Guidance:

03 *If used, the R9-5, R10-4, R10-24, or R10-26 signs should be installed near the edge of the sidewalk in the vicinity of where bicyclists will be crossing the street.*

Option:

04 If bicyclists are crossing a roadway where In-Roadway Warning Lights (see Section 4N.02) or other warning lights or beacons have been provided, the R10-25 sign (see Figure 9B-2) may be used.

05 The R9-6 sign (see Figure 9B-2) may be used where a bicyclist is required to cross or share a facility used by pedestrians and is required to yield to the pedestrians.

Section 9B.12 Shared-Use Path Restriction Sign (R9-7)

Option:

01 The Shared-Use Path Restriction (R9-7) sign (see Figure 9B-2) may be installed to supplement a solid white pavement marking line (see Section 9C.03) on facilities that are to be shared by pedestrians and bicyclists in order to provide a separate designated pavement area for each mode of travel. The symbols may be switched as appropriate.

Guidance:

02 *If two-way operation is permitted on the facility for pedestrians and/or bicyclists, the designated pavement area that is provided for each two-way mode of travel should be wide enough to accommodate both directions of travel for that mode.*

Section 9B.13 Bicycle Signal Actuation Sign (R10-22)

Option:

01 The Bicycle Signal Actuation (R10-22) sign (see Figure 9B-2) may be installed at signalized intersections where markings are used to indicate the location where a bicyclist is to be positioned to actuate the signal (see Section 9C.05).

Guidance:

02 *If the Bicycle Signal Actuation sign is installed, it should be placed at the roadside adjacent to the marking to emphasize the connection between the marking and the sign.*

Section 9B.14 Other Regulatory Signs

Option:

01 Other regulatory signs described in Chapter 2B may be installed on bicycle facilities as appropriate.

Section 9B.15 Turn or Curve Warning Signs (W1 Series)

Guidance:

01 *To warn bicyclists of unexpected changes in shared-use path direction, appropriate turn or curve (W1-1 through W1-7) signs (see Figure 9B-3) should be used.*

02 *The W1-1 through W1-5 signs should be installed at least 50 feet in advance of the beginning of the change of alignment.*

Section 9B.16 Intersection Warning Signs (W2 Series)

Option:

01 Intersection Warning (W2-1 through W2-5) signs (see Figure 9B-3) may be used on a roadway, street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic.

Guidance:

02 *When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used.*

03 *Intersection Warning signs should not be used where the shared-use path approach to the intersection is controlled by a STOP sign, a YIELD sign, or a traffic control signal.*

Section 9B.17 Bicycle Surface Condition Warning Sign (W8-10)

Option:

01 The Bicycle Surface Condition Warning (W8-10) sign (see Figure 9B-3) may be installed where roadway or shared-use path conditions could cause a bicyclist to lose control of the bicycle.

02 Signs warning of other conditions that might be of concern to bicyclists, including BUMP (W8-1), DIP (W8-2), PAVEMENT ENDS (W8-3), and any other word message that describes conditions that are of concern to bicyclists, may also be used.

03 A supplemental plaque may be used to clarify the specific type of surface condition.

Section 9B.18 Bicycle Warning and Combined Bicycle/Pedestrian Signs (W11-1 and W11-15)

Support:

01 The Bicycle Warning (W11-1) sign (see Figure 9B-3) alerts the road user to unexpected entries into the roadway by bicyclists, and other crossing activities that might cause conflicts. These conflicts might be relatively confined, or might occur randomly over a segment of roadway.

Option:

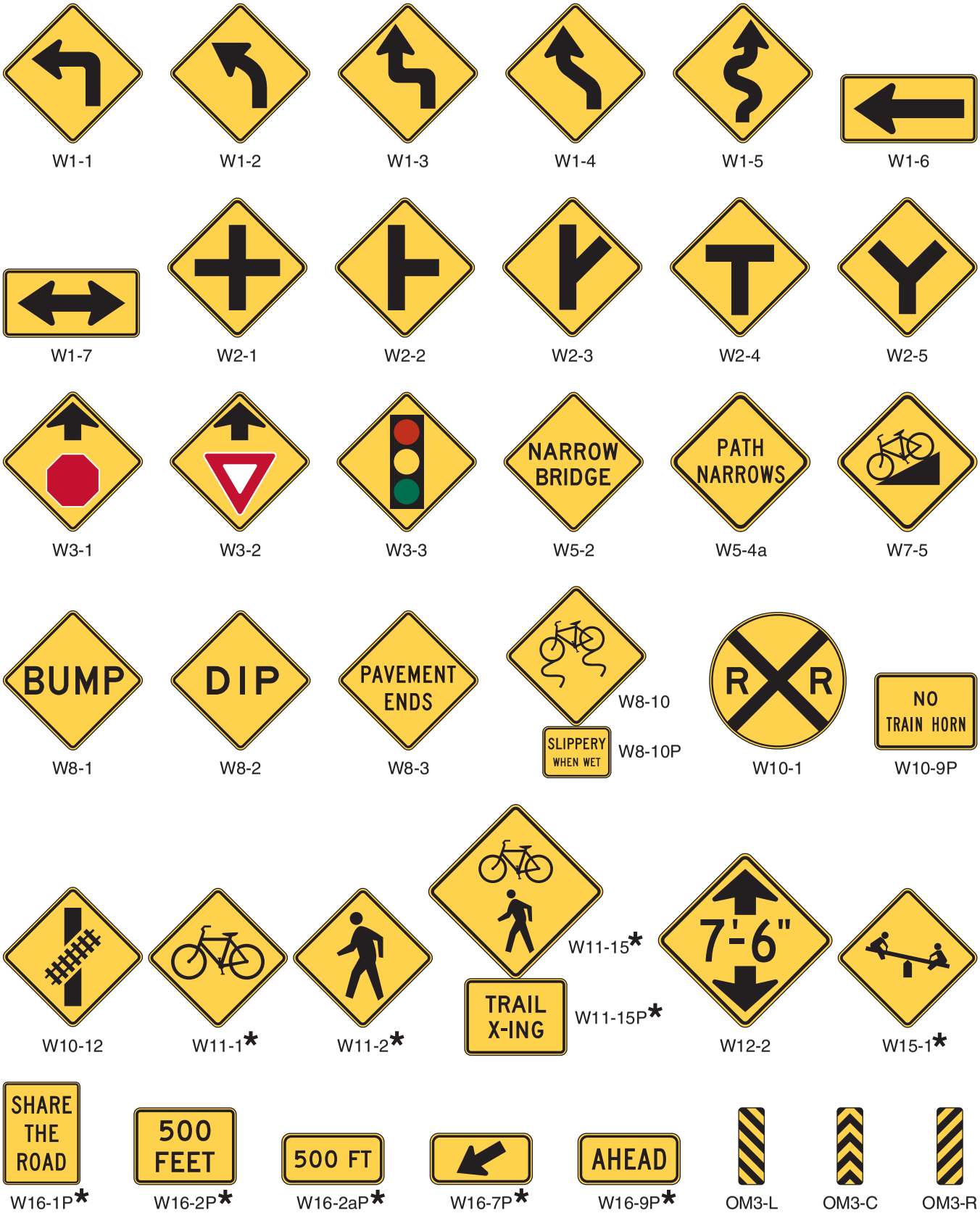
02 The combined Bicycle/Pedestrian (W11-15) sign (see Figure 9B-3) may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 9B-3) may be mounted below the W11-15 sign.

03 A supplemental plaque with the legend AHEAD or XX FEET may be used with the Bicycle Warning or combined Bicycle/Pedestrian sign.

Guidance:

04 *If used in advance of a specific crossing point, the Bicycle Warning or combined Bicycle/Pedestrian sign should be placed at a distance in advance of the crossing location that conforms with the guidance given in Table 2C-4.*

Figure 9B-3. Warning Signs and Plaques and Object Markers for Bicycle Facilities



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.

Standard:

05 **Bicycle Warning and combined Bicycle/Pedestrian signs, when used at the location of the crossing, shall be supplemented with a diagonal downward pointing arrow (W16-7P) plaque (see Figure 9B-3) to show the location of the crossing.**

Option:

06 A fluorescent yellow-green background color with a black legend and border may be used for Bicycle Warning and combined Bicycle/Pedestrian signs and supplemental plaques.

Guidance:

07 *When the fluorescent yellow-green background color is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a zone or area should be avoided.*

Section 9B.19 Other Bicycle Warning Signs

Option:

01 Other bicycle warning signs (see Figure 9B-3) such as PATH NARROWS (W5-4a) and Hill (W7-5) may be installed on shared-use paths to warn bicyclists of conditions not readily apparent.

02 In situations where there is a need to warn motorists to watch for bicyclists traveling along the highway, the SHARE THE ROAD (W16-1P) plaque (see Figure 9B-3) may be used in conjunction with the W11-1 sign.

Guidance:

03 *If used, other advance bicycle warning signs should be installed at least 50 feet in advance of the beginning of the condition.*

04 *Where temporary traffic control zones are present on bikeways, appropriate signs from Part 6 should be used.*

Option:

05 Other warning signs described in Chapter 2C may be installed on bicycle facilities as appropriate.

Section 9B.20 Bicycle Guide Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D11-1, D11-1c)

Option:

01 Bike Route Guide (D11-1) signs (see Figure 9B-4) may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction, distance, and destination.

02 If used, Bike Route Guide signs may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing may be used for shared roadways with intermediate signs placed for bicyclist guidance.

03 Alternative Bike Route Guide (D11-1c) signs may be used to provide information on route direction, destination, and/or route name in place of the "BIKE ROUTE" wording on the D11-1 sign (see Figures 9B-4 and 9B-6).

04 Destination (D1-1, D1-1a) signs, Street Name (D3) signs, or Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c) signs (see Figure 9B-4) may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.

Guidance:

05 *Adequate separation should be made between any destination or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the sign, or separate signs.*

Standard:

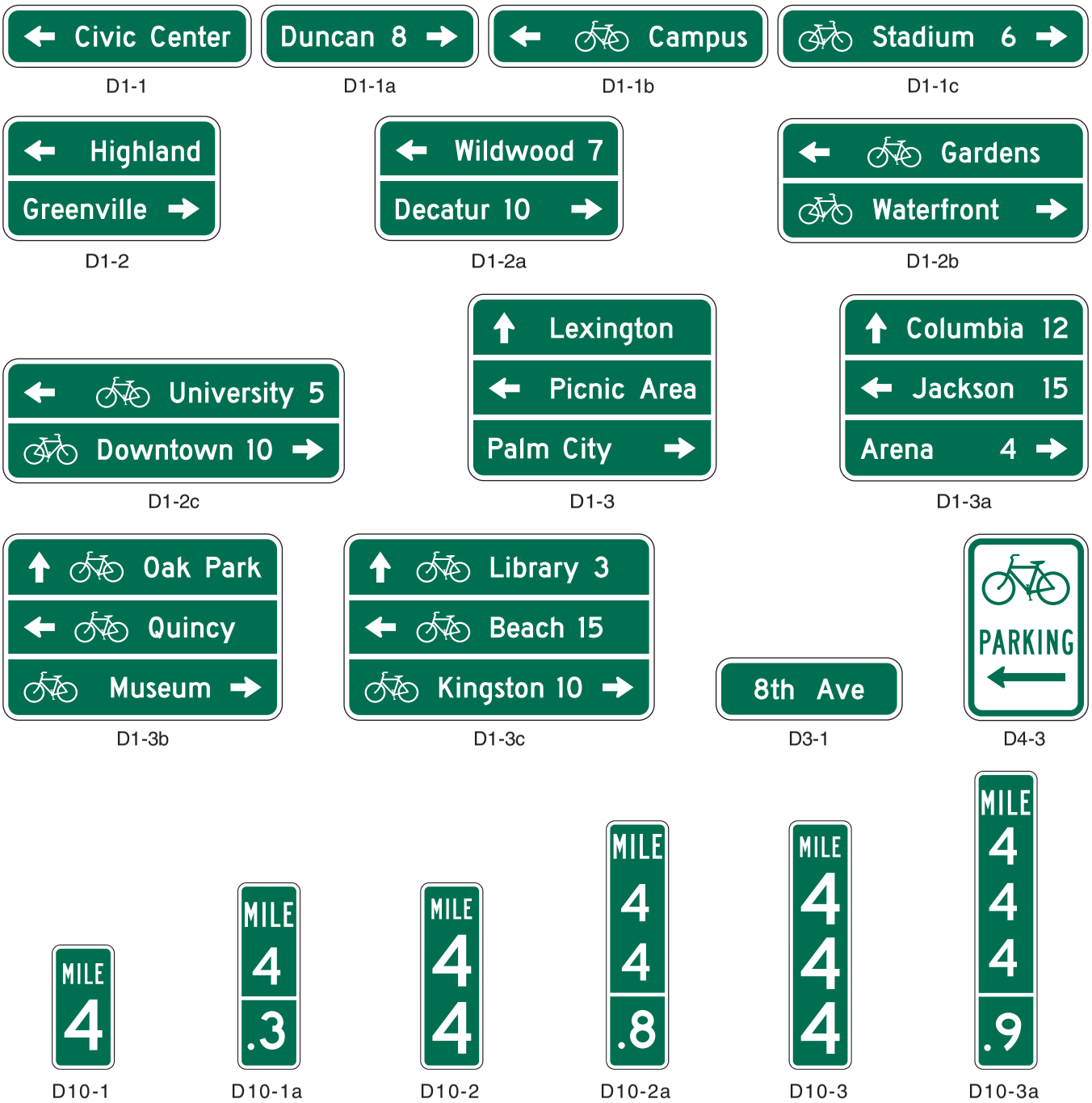
06 **An arrow pointing to the right, if used, shall be at the extreme right-hand side of the sign. An arrow pointing left or up, if used, shall be at the extreme left-hand side of the sign. The distance numerals, if used, shall be placed to the right of the destination names.**

07 **On Bicycle Destination signs, a bicycle symbol shall be placed next to each destination or group of destinations. If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.**

Guidance:

08 *Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.*

Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)



09 *The bicycle symbol should be to the left of the destination legend.*

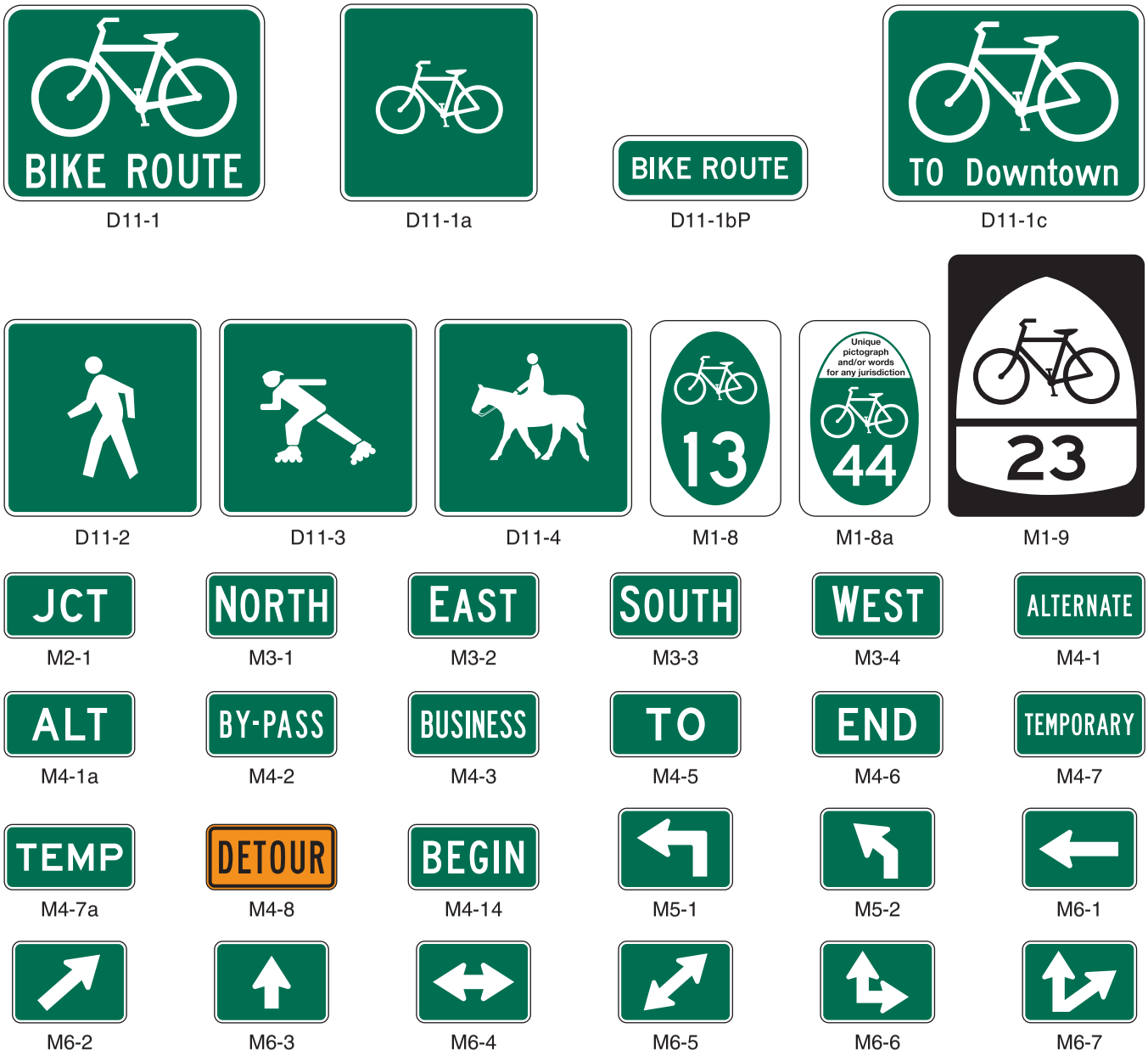
10 *If several individual name signs are assembled into a group, all signs in the assembly should have the same horizontal width.*

11 *Because of their smaller size, Bicycle Destination signs should not be used as a substitute for vehicular destination signs when the message is also intended to be seen by motorists.*

Support:

12 Figure 9B-5 shows an example of the signing for the beginning and end of a designated bicycle route on a shared-use path. Figure 9B-6 shows an example of signing for an on-roadway bicycle route. Figure 9B-7 shows examples of signing and markings for a shared-use path crossing.

Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)



Section 9B.21 Bicycle Route Signs (M1-8, M1-8a, M1-9)

Option:

01 To establish a unique identification (route designation) for a State or local bicycle route, the Bicycle Route (M1-8, M1-8a) sign (see Figure 9B-4) may be used.

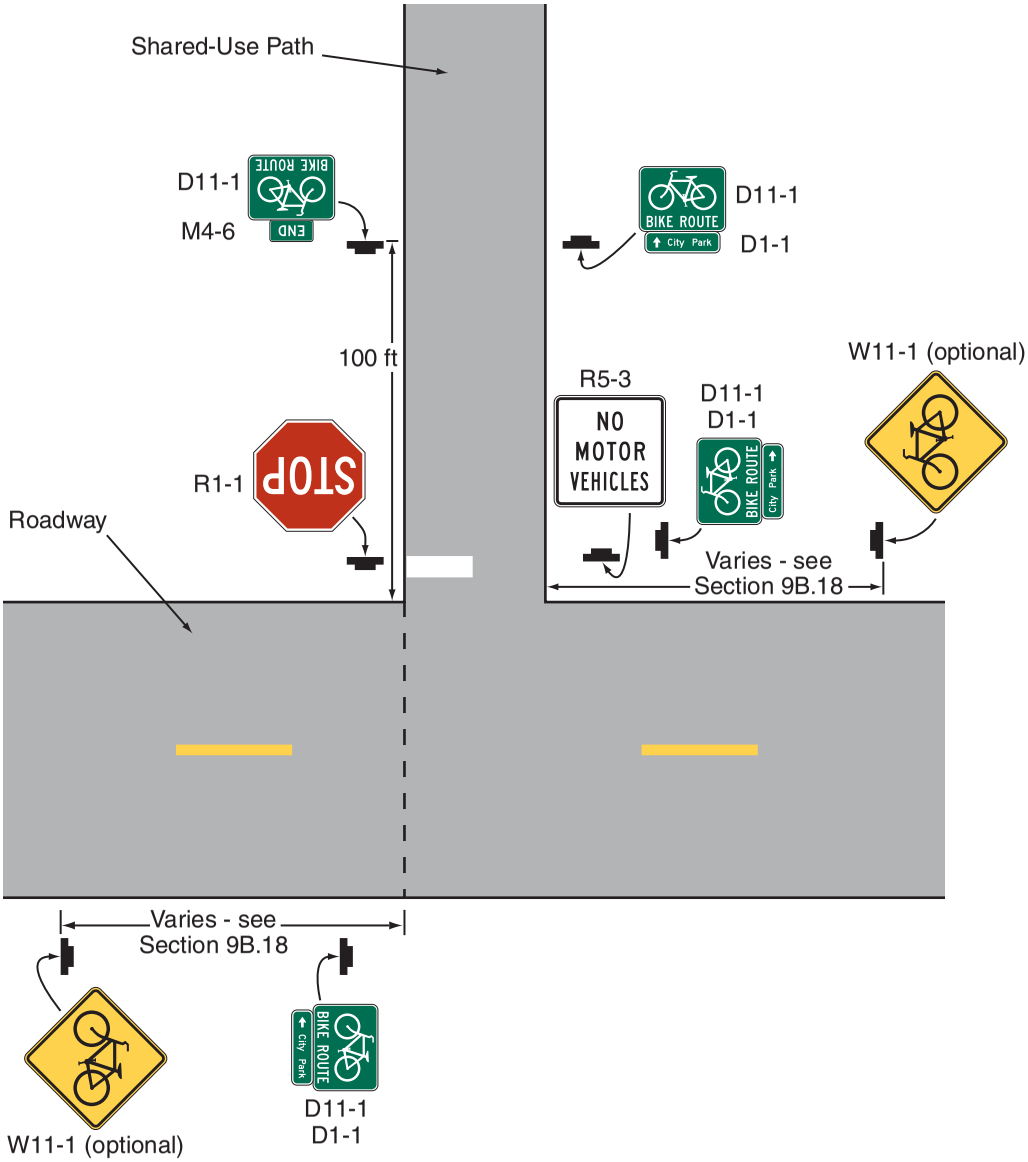
Standard:

02 **The Bicycle Route (M1-8) sign shall contain a route designation and shall have a green background with a retroreflectorized white legend and border. The Bicycle Route (M1-8a) sign shall contain the same information as the M1-8 sign and in addition shall include a pictograph or words that are associated with the route or with the agency that has jurisdiction over the route.**

Guidance:

03 *Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing.*

Figure 9B-5. Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path



04 *Where a designated bicycle route extends through two or more States, a coordinated submittal by the affected States for an assignment of a U.S. Bicycle Route number designation should be sent to the American Association of State Highway and Transportation Officials (see Page i for the address).*

Standard:

05 **The U.S. Bicycle Route (M1-9) sign (see Figure 9B-4) shall contain the route designation as assigned by AASHTO and shall have a black legend and border with a retroreflectorized white background.**

Guidance:

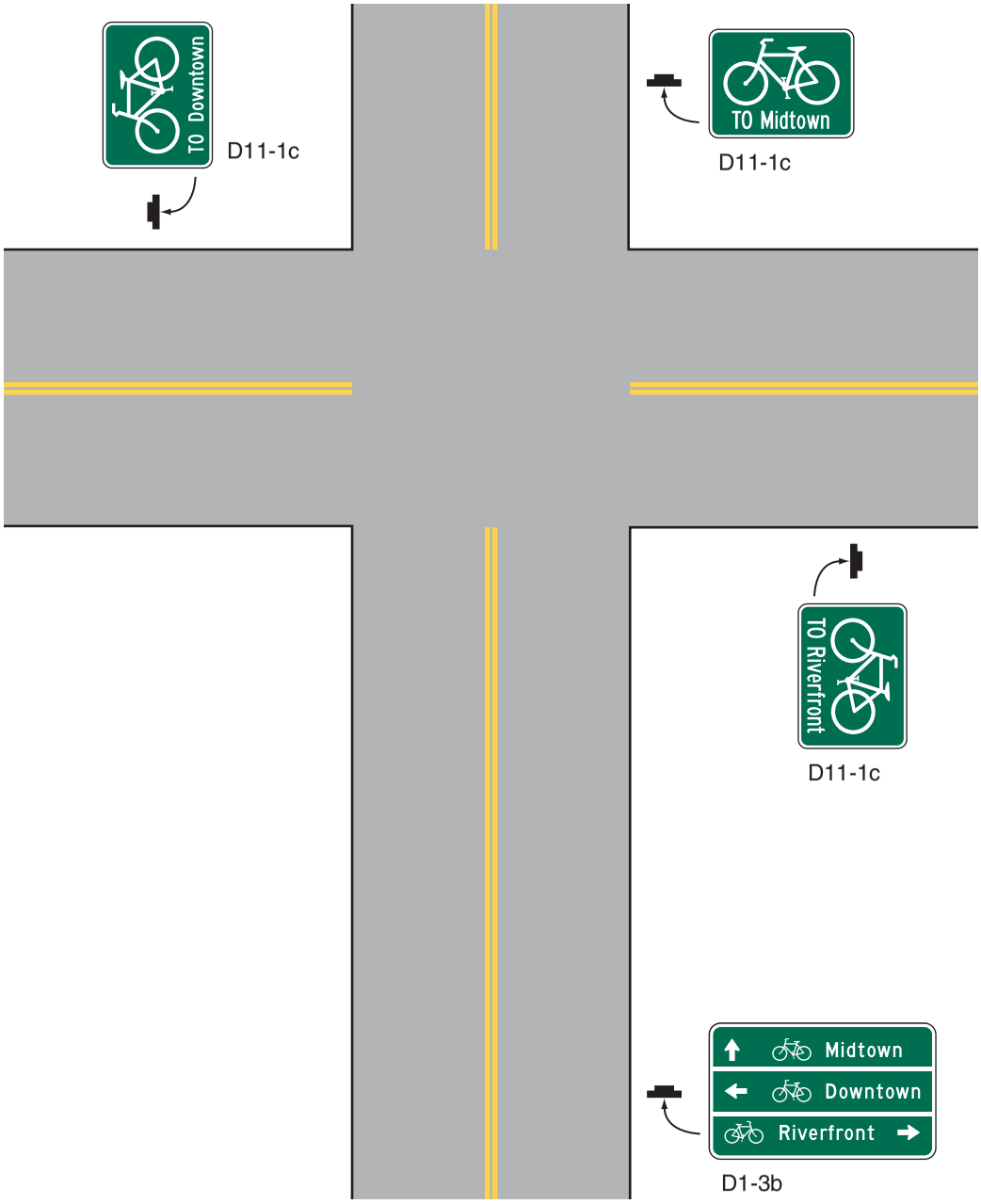
06 *If used, the Bicycle Route or U.S. Bicycle Route signs should be placed at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists.*

Option:

07 Bicycle Route or U.S. Bicycle Route signs may be installed on shared roadways or on shared-use paths to provide guidance for bicyclists.

08 The Bicycle Route Guide (D11-1) sign (see Figure 9B-4) may be installed where no unique designation of routes is desired.

Figure 9B-6. Example of Bicycle Guide Signing



Section 9B.22 Bicycle Route Sign Auxiliary Plaques

Option:

01 Auxiliary plaques may be used in conjunction with Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs as needed.

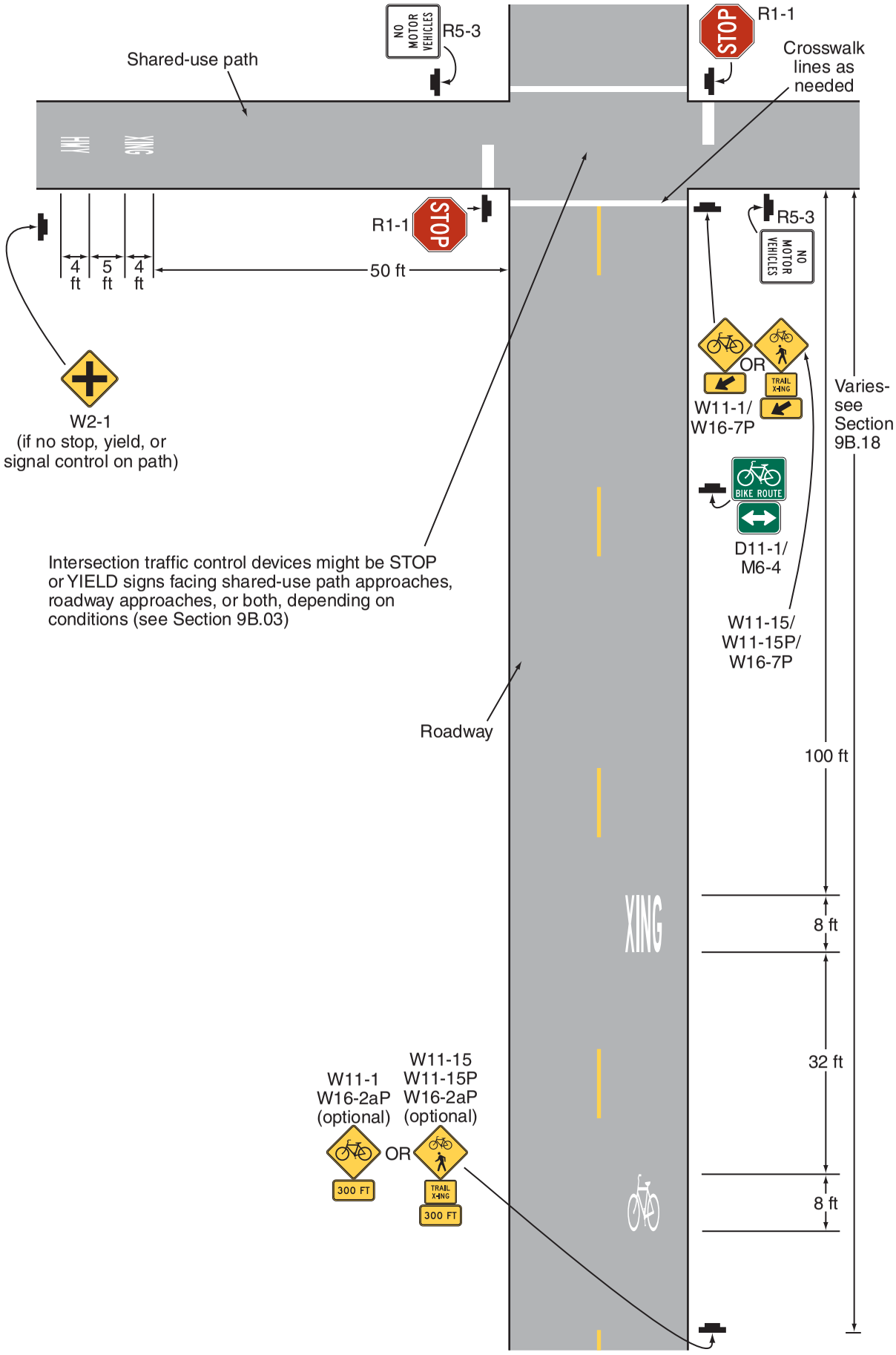
Guidance:

02 *If used, Junction (M2-1), Cardinal Direction (M3 series), and Alternative Route (M4 series) auxiliary plaques (see Figure 9B-4) should be mounted above the appropriate Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs.*

03 *If used, Advance Turn Arrow (M5 series) and Directional Arrow (M6 series) auxiliary plaques (see Figure 9B-4) should be mounted below the appropriate Bike Route Guide sign, Bicycle Route sign, or U.S. Bicycle Route sign.*

04 *Except for the M4-8 plaque, all route sign auxiliary plaques should match the color combination of the route sign that they supplement.*

Figure 9B-7. Examples of Signing and Markings for a Shared-Use Path Crossing



05 *Route sign auxiliary plaques carrying word legends that are used on bicycle routes should have a minimum size of 12 x 6 inches. Route sign auxiliary plaques carrying arrow symbols that are used on bicycle routes should have a minimum size of 12 x 9 inches.*

Option:

06 With route signs of larger sizes, auxiliary plaques may be suitably enlarged, but not such that they exceed the width of the route sign.

07 A route sign and any auxiliary plaques used with it may be combined on a single sign.

08 Destination (D1-1b and D1-1c) signs (see Figure 9B-4) may be mounted below Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.

Section 9B.23 Bicycle Parking Area Sign (D4-3)

Option:

01 *The Bicycle Parking Area (D4-3) sign (see Figure 9B-4) may be installed where it is desirable to show the direction to a designated bicycle parking area. The arrow may be reversed as appropriate.*

Standard:

02 **The legend and border of the Bicycle Parking Area sign shall be green on a retroreflectorized white background.**

Section 9B.24 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)

Support:

01 There are two types of reference location signs:

A. Reference Location (D10-1, 2, and 3) signs show an integer distance point along a shared-use path; and
B. Intermediate Reference Location (D10-1a, 2a, and 3a) signs also show a decimal between integer distance points along a shared-use path.

Option:

02 Reference Location (D10-1 to D10-3) signs (see Figure 9B-4) may be installed along any section of a shared-use path to assist users in estimating their progress, to provide a means for identifying the location of emergency incidents and crashes, and to aid in maintenance and servicing.

03 To augment the reference location sign system, Intermediate Reference Location (D10-1a to D10-3a) signs (see Figure 9B-4), which show the tenth of a mile with a decimal point, may be installed at one tenth of a mile intervals, or at some other regular spacing.

Standard:

04 **If Intermediate Reference Location (D10-1a to D10-3a) signs are used to augment the reference location sign system, the reference location sign at the integer mile point shall display a decimal point and a zero numeral.**

05 **If placed on shared-use paths, reference location signs shall contain 4.5-inch white numerals on a green background that is at least 6 inches wide with a white border. The signs shall contain the word MILE in 2.25-inch white letters.**

06 **Reference location signs shall have a minimum mounting height of 2 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the shared-use path, and shall not be governed by the mounting height requirements prescribed in Section 9B.01.**

Option:

07 Reference location signs may be installed on one side of the shared-use path only and may be installed back-to-back.

08 If a reference location sign cannot be installed in the correct location, it may be moved in either direction as much as 50 feet.

Guidance:

09 *If a reference location sign cannot be placed within 50 feet of the correct location, it should be omitted.*

10 *Zero distance should begin at the south and west terminus points of shared-use paths.*

Support:

11 Section 2H.05 contains additional information regarding reference location signs.

Section 9B.25 Mode-Specific Guide Signs for Shared-Use Paths (D11-1a, D11-2, D11-3, D11-4)

Option:

01 Where separate pathways are provided for different types of users, Mode-Specific Guide (D11-1a, D11-2, D11-3, D11-4) signs (see Figure 9B-4) may be used to guide different types of users to the traveled way that is intended for their respective modes.

02 Mode-Specific Guide signs may be installed at the entrance to shared-use paths where the signed mode(s) are permitted or encouraged, and periodically along these facilities as needed.

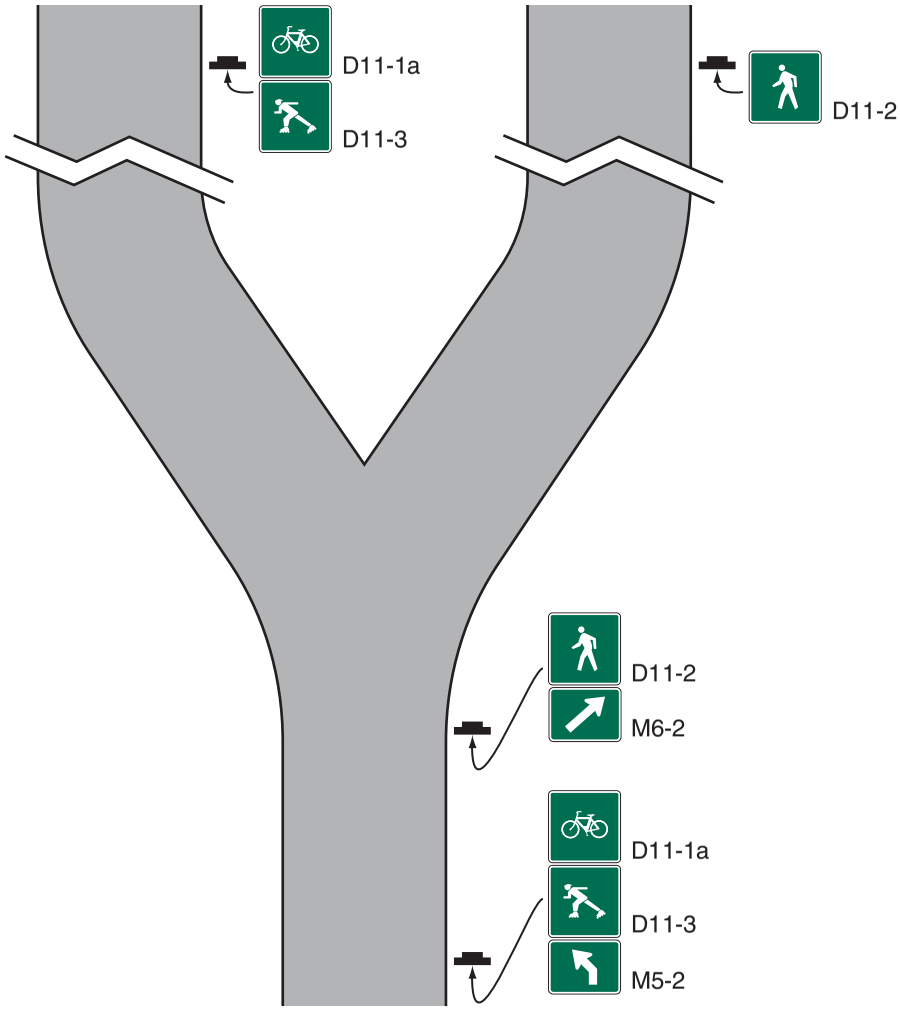
03 The Bicycles Permitted (D11-1a) sign, when combined with the BIKE ROUTE supplemental plaque (D11-1bP), may be substituted for the D11-1 Bicycle Route Guide sign on paths and shared roadways.

04 When some, but not all, non-motorized user types are encouraged or permitted on a shared-use path, Mode-Specific Guide signs may be placed in combination with each other, and in combination with signs (see Section 9B.09) that prohibit travel by particular modes.

Support:

05 Figure 9B-8 shows an example of signing where separate pathways are provided for different non-motorized user types.

Figure 9B-8. Example of Mode-Specific Guide Signing on a Shared-Use Path



Section 9B.26 Object Markers

Option:

01 Fixed objects adjacent to shared-use paths may be marked with Type 1, Type 2, or Type 3 object markers (see Figure 9B-3) such as those described in Section 2C.63. If the object marker is not intended to also be seen by motorists, a smaller version of the Type 3 object marker may be used (see Table 9B-1).

Standard:

02 **Obstructions in the traveled way of a shared-use path shall be marked with retroreflectorized material or appropriate object markers.**

03 **All object markers shall be retroreflective.**

04 **On Type 3 object markers, the alternating black and retroreflective yellow stripes shall be sloped down at an angle of 45 degrees toward the side on which traffic is to pass the obstruction.**

CHAPTER 9C. MARKINGS

Section 9C.01 Functions of Markings

Support:

01 Markings indicate the separation of the lanes for road users, assist the bicyclist by indicating assigned travel paths, indicate correct position for traffic control signal actuation, and provide advance information for turning and crossing maneuvers.

Section 9C.02 General Principles

Guidance:

01 *Bikeway design guides (see Section 9A.05) should be used when designing markings for bicycle facilities.*

Standard:

02 **Markings used on bikeways shall be retroreflectorized.**

Guidance:

03 *Pavement marking word messages, symbols, and/or arrows should be used in bikeways where appropriate. Consideration should be given to selecting pavement marking materials that will minimize loss of traction for bicycles under wet conditions.*

Standard:

04 **The colors, width of lines, patterns of lines, symbols, and arrows used for marking bicycle facilities shall be as defined in Sections 3A.05, 3A.06, and 3B.20.**

Support:

05 Figures 9B-7 and 9C-1 through 9C-9 show examples of the application of lines, word messages, symbols, and arrows on designated bikeways.

Option:

06 A dotted line may be used to define a specific path for a bicyclist crossing an intersection (see Figure 9C-1) as described in Sections 3A.06 and 3B.08.

Section 9C.03 Marking Patterns and Colors on Shared-Use Paths

Option:

01 Where shared-use paths are of sufficient width to designate two minimum width lanes, a solid yellow line may be used to separate the two directions of travel where passing is not permitted, and a broken yellow line may be used where passing is permitted (see Figure 9C-2).

Guidance:

02 *Broken lines used on shared-use paths should have the usual 1-to-3 segment-to-gap ratio. A nominal 3-foot segment with a 9-foot gap should be used.*

03 *If conditions make it desirable to separate two directions of travel on shared-use paths at particular locations, a solid yellow line should be used to indicate no passing and no traveling to the left of the line.*

04 *Markings as shown in Figure 9C-2 should be used at the location of obstructions in the center of the path, including vertical elements intended to physically prevent unauthorized motor vehicles from entering the path.*

Option:

05 A solid white line may be used on shared-use paths to separate different types of users. The R9-7 sign (see Section 9B.12) may be used to supplement the solid white line.

06 Smaller size letters and symbols may be used on shared-use paths. Where arrows are needed on shared-use paths, half-size layouts of the arrows may be used (see Section 3B.20).

Section 9C.04 Markings For Bicycle Lanes

Support:

01 Pavement markings designate that portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.

Standard:

02 **Longitudinal pavement markings shall be used to define bicycle lanes.**

Guidance:

03 *If used, bicycle lane word, symbol, and/or arrow markings (see Figure 9C-3) should be placed at the beginning of a bicycle lane and at periodic intervals along the bicycle lane based on engineering judgment.*

Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway

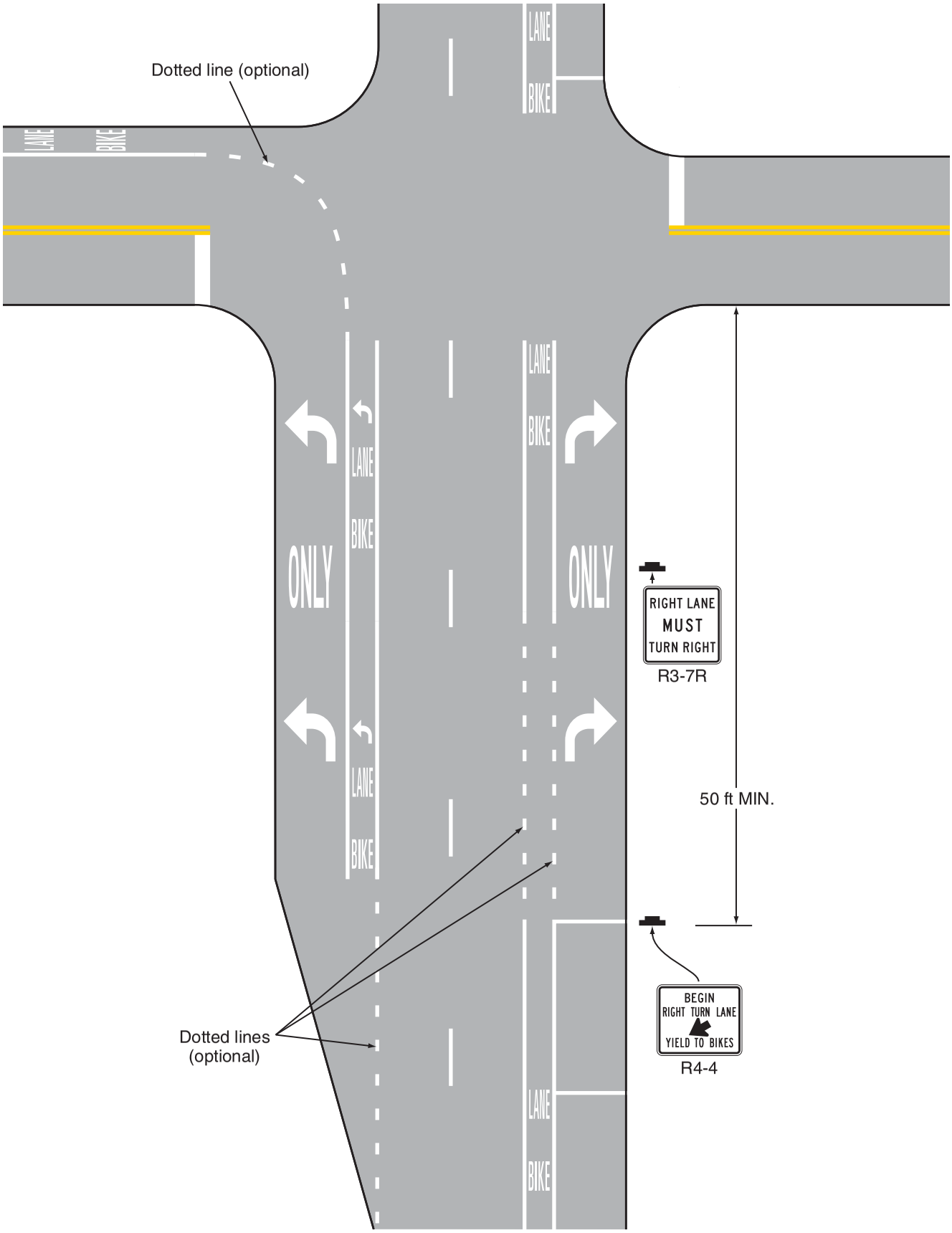
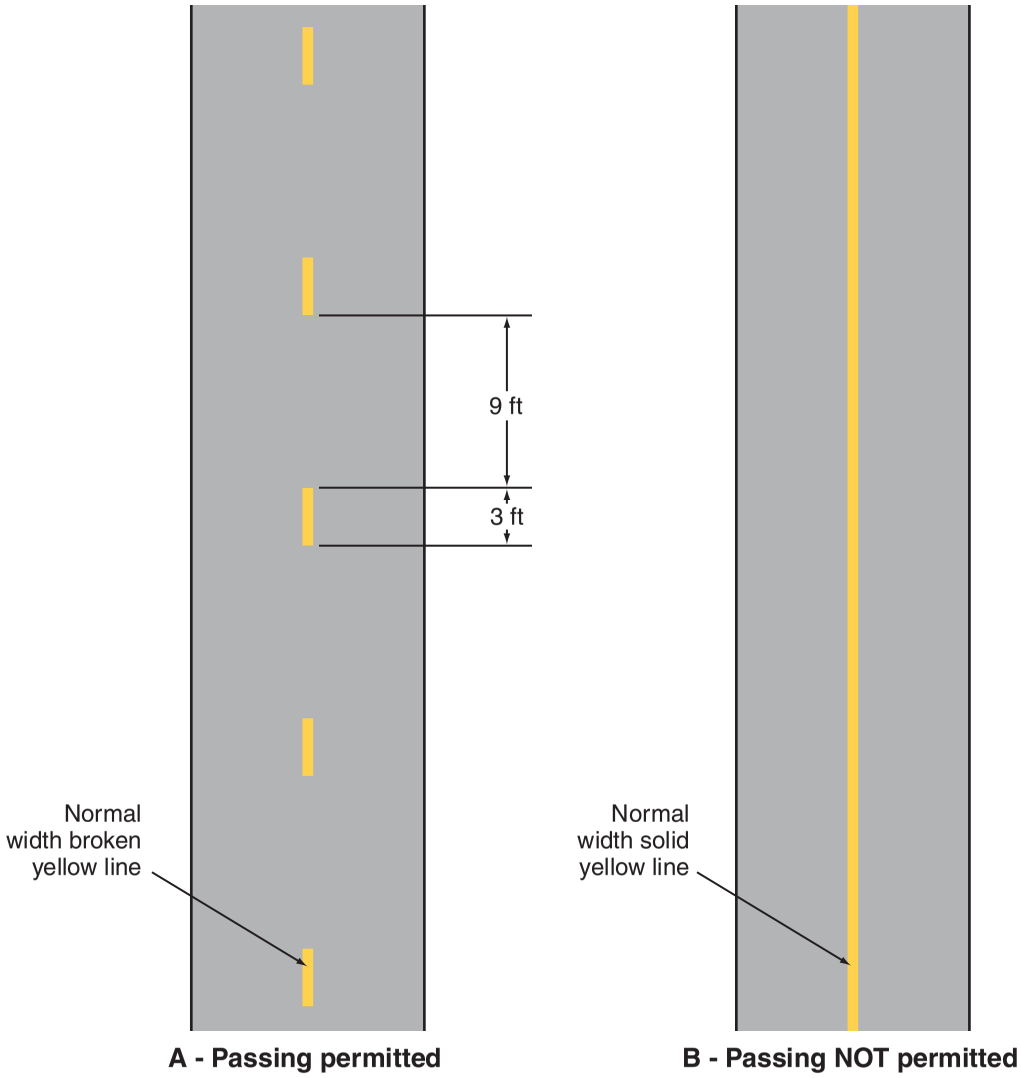


Figure 9C-2. Examples of Center Line Markings for Shared-Use Paths



Standard:

04 **If the bicycle lane symbol marking is used in conjunction with word or arrow messages, it shall precede them.**

Option:

05 If the word, symbol, and/or arrow pavement markings shown in Figure 9C-3 are used, Bike Lane signs (see Section 9B.04) may also be used, but to avoid overuse of the signs not necessarily adjacent to every set of pavement markings.

Standard:

06 **A through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn only lane.**

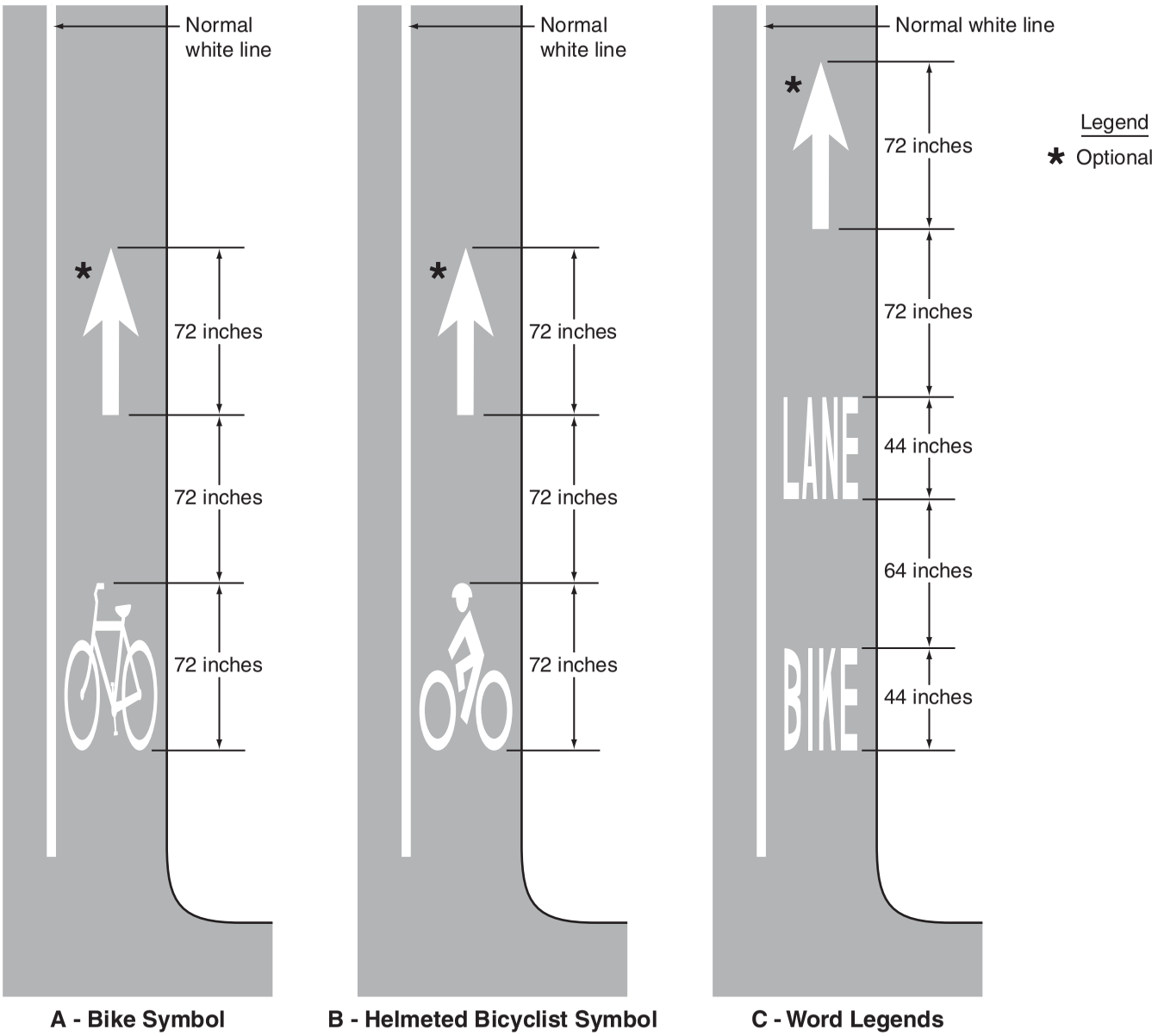
Support:

07 A bicyclist continuing straight through an intersection from the right of a right-turn lane or from the left of a left-turn lane would be inconsistent with normal traffic behavior and would violate the expectations of right- or left-turning motorists.

Guidance:

08 *When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right-turn lane. Through bicycle lane markings should resume to the left of the right turn only lane.*

Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



09 *An optional through-right turn lane next to a right turn only lane should not be used where there is a through bicycle lane. If a capacity analysis indicates the need for an optional through-right turn lane, the bicycle lane should be discontinued at the intersection approach.*

10 *Posts or raised pavement markers should not be used to separate bicycle lanes from adjacent travel lanes.*

Support:

11 Using raised devices creates a collision potential for bicyclists by placing fixed objects immediately adjacent to the travel path of the bicyclist. In addition, raised devices can prevent vehicles turning right from merging with the bicycle lane, which is the preferred method for making the right turn. Raised devices used to define a bicycle lane can also cause problems in cleaning and maintaining the bicycle lane.

Standard:

12 **Bicycle lanes shall not be provided on the circular roadway of a roundabout.**

Guidance:

13 *Bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the yield line, or if no yield line is provided, then at least 100 feet before the edge of the circulatory roadway.*

Support:

14 Examples of bicycle lane markings at right-turn lanes are shown in Figures 9C-1, 9C-4, and 9C-5. Examples of pavement markings for bicycle lanes on a two-way street are shown in Figure 9C-6. Pavement word message, symbol, and arrow markings for bicycle lanes are shown in Figure 9C-3.

Section 9C.05 Bicycle Detector Symbol

Option:

01 A symbol (see Figure 9C-7) may be placed on the pavement indicating the optimum position for a bicyclist to actuate the signal.

02 An R10-22 sign (see Section 9B.13 and Figure 9B-2) may be installed to supplement the pavement marking.

Section 9C.06 Pavement Markings for Obstructions

Guidance:

01 *In roadway situations where it is not practical to eliminate a drain grate or other roadway obstruction that is inappropriate for bicycle travel, white markings applied as shown in Figure 9C-8 should be used to guide bicyclists around the condition.*

Section 9C.07 Shared Lane Marking

Option:

01 The Shared Lane Marking shown in Figure 9C-9 may be used to:

A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
D. Encourage safe passing of bicyclists by motorists, and
E. Reduce the incidence of wrong-way bicycling.

Guidance:

02 *The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

Standard:

03 **Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.**

Guidance:

04 *If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

05 *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

06 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

Option:

07 Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.

Figure 9C-4. Example of Bicycle Lane Treatment at a Right Turn Only Lane

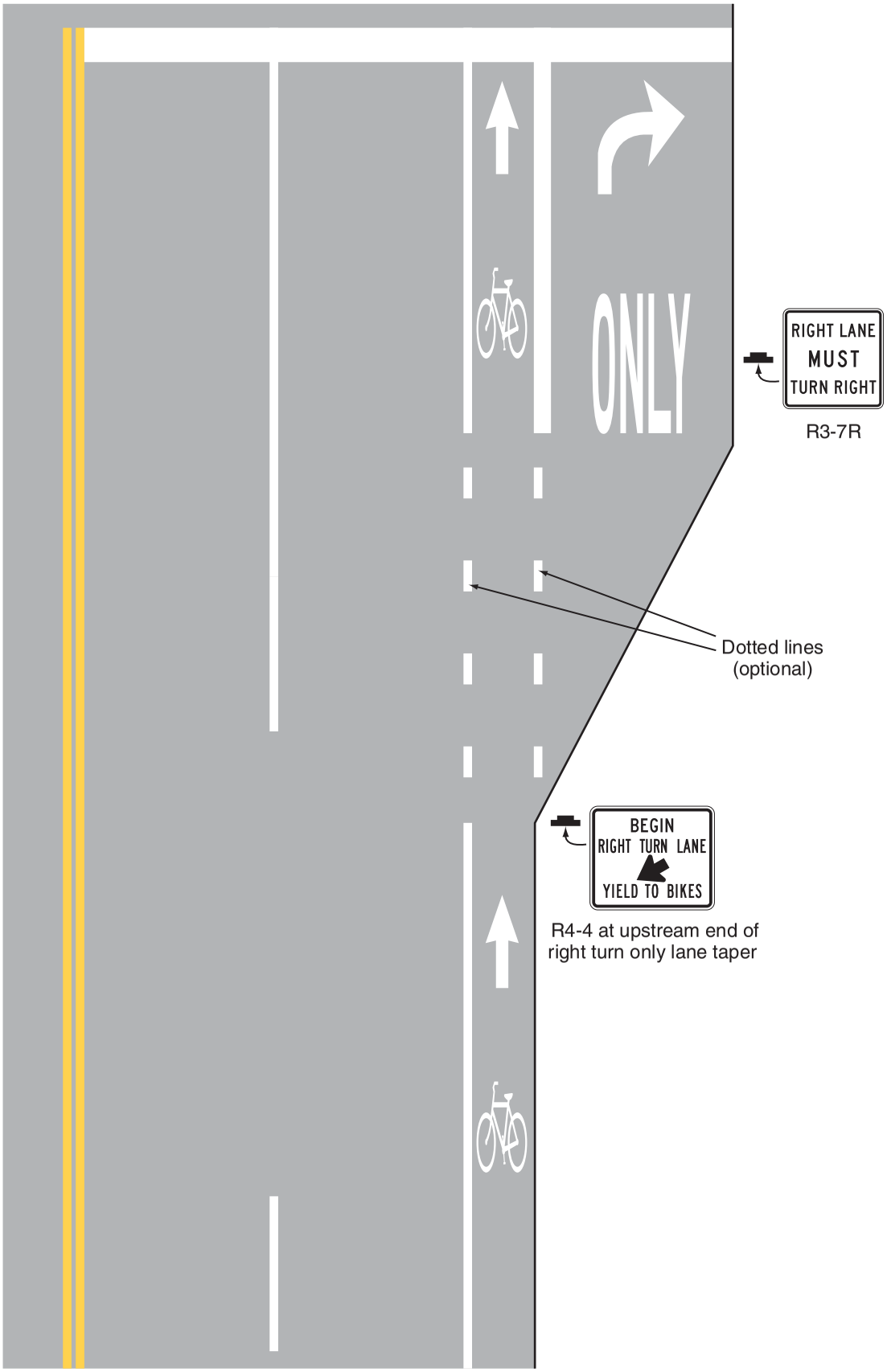


Figure 9C-5. Example of Bicycle Lane Treatment at Parking Lane into a Right Turn Only Lane

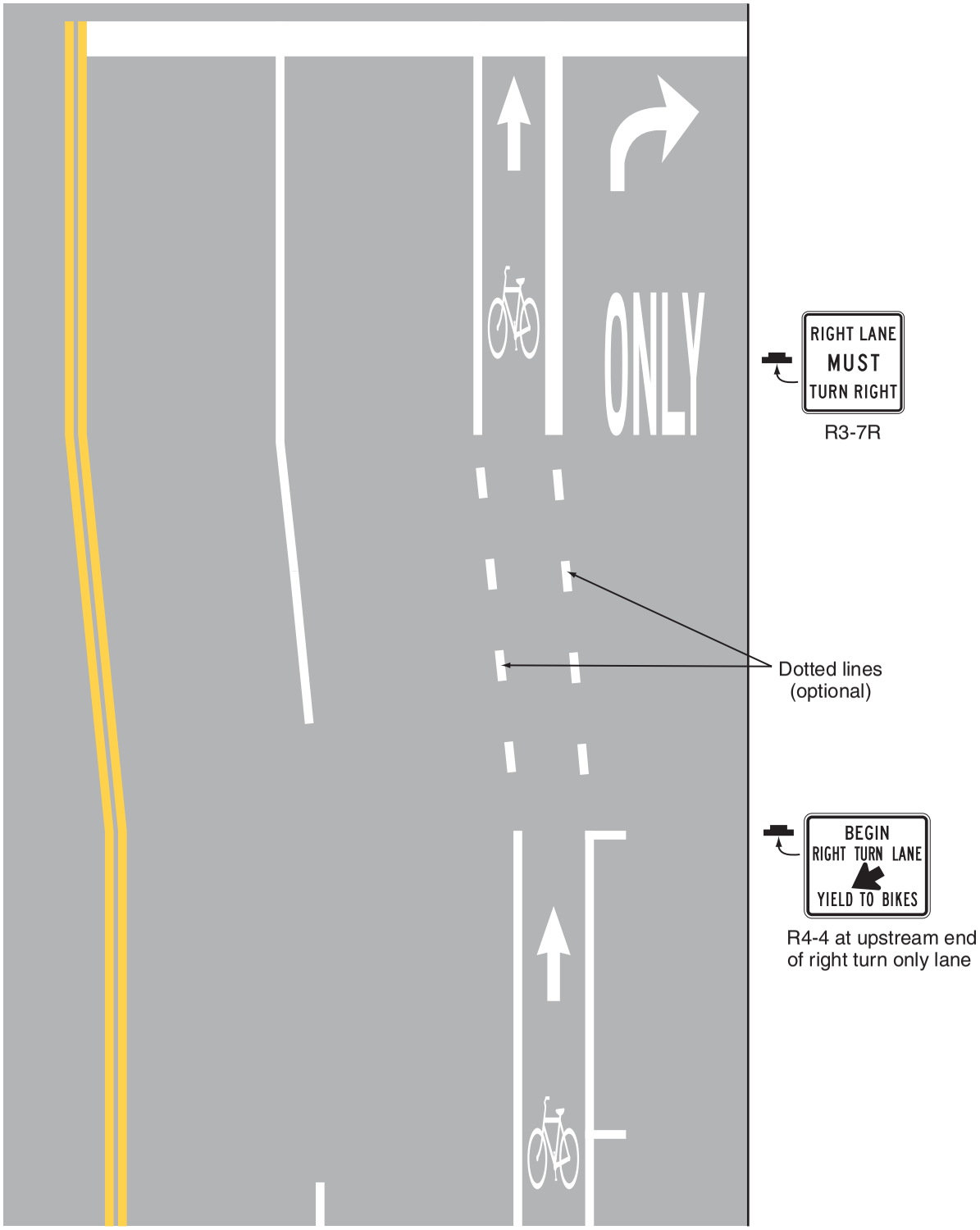


Figure 9C-6. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

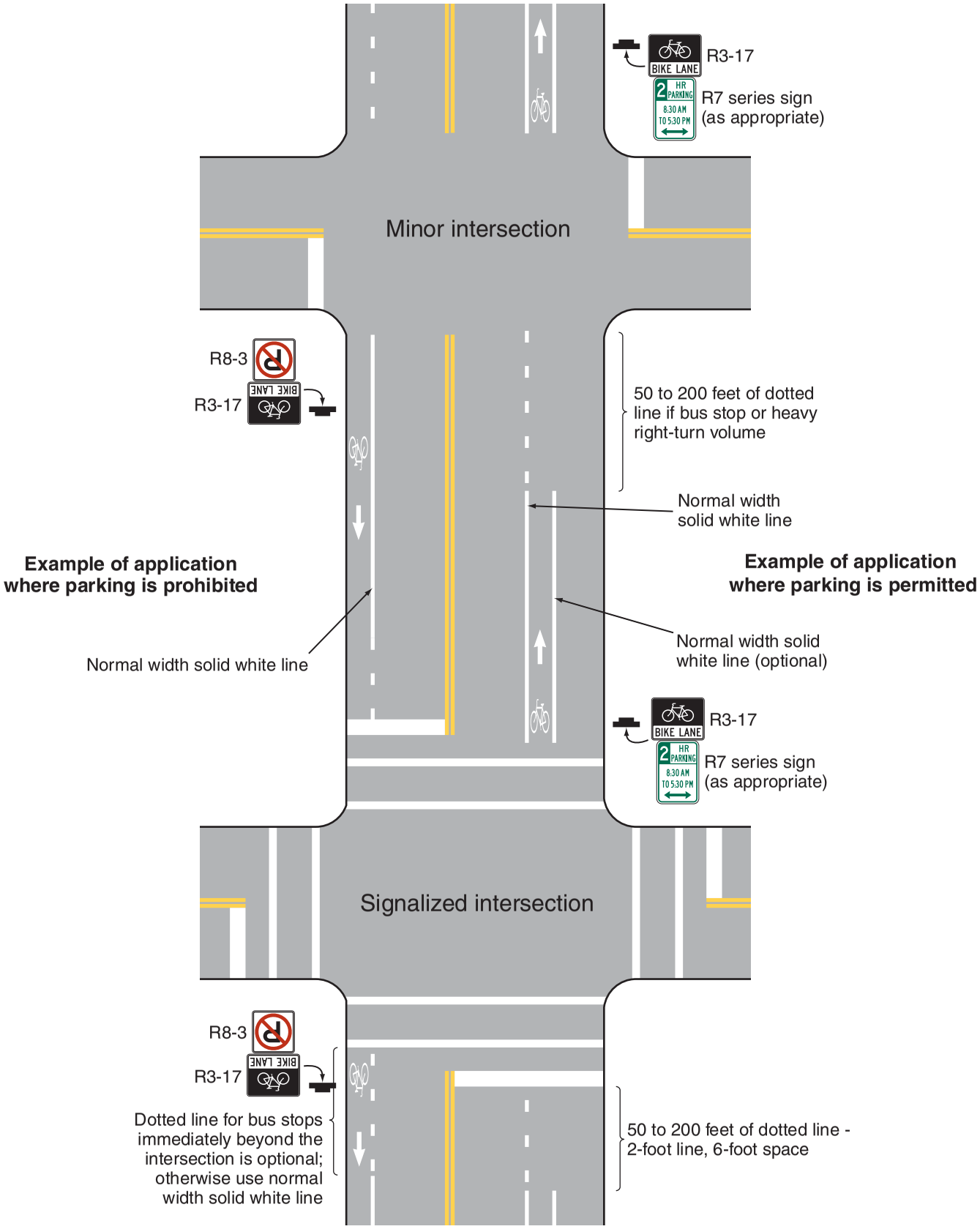


Figure 9C-7. Bicycle Detector Pavement Marking

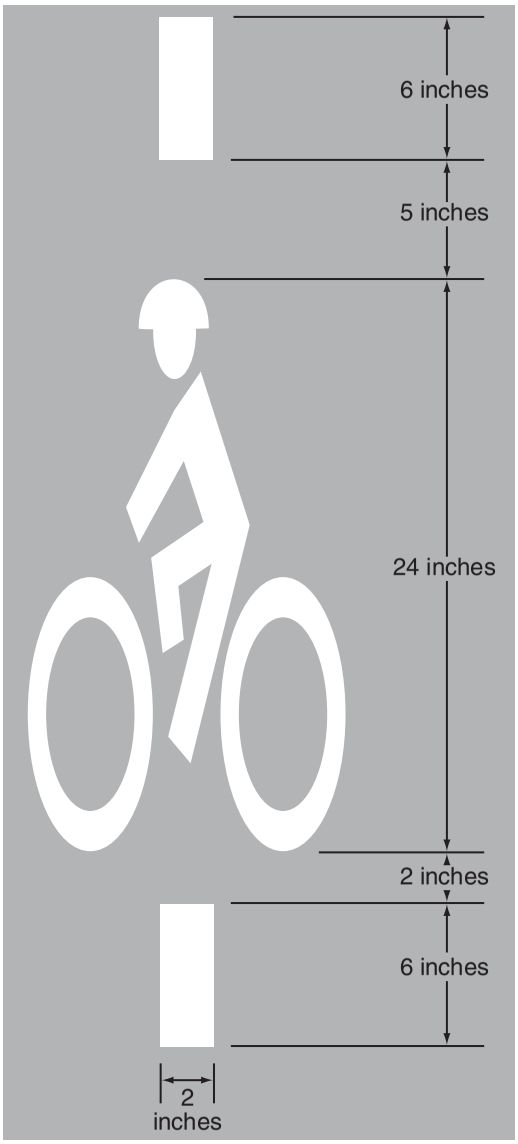
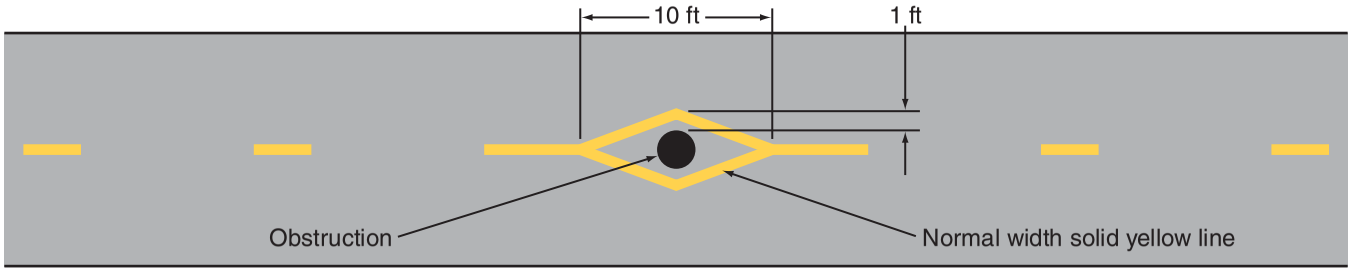
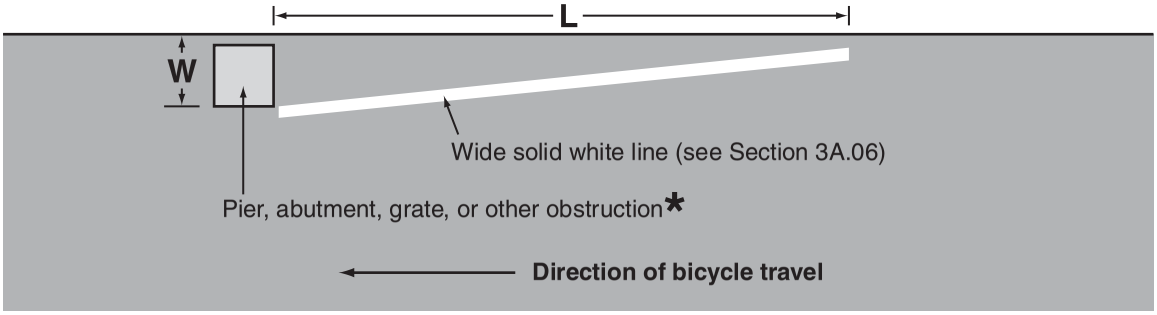


Figure 9C-8. Examples of Obstruction Pavement Markings



A - Obstruction within the path

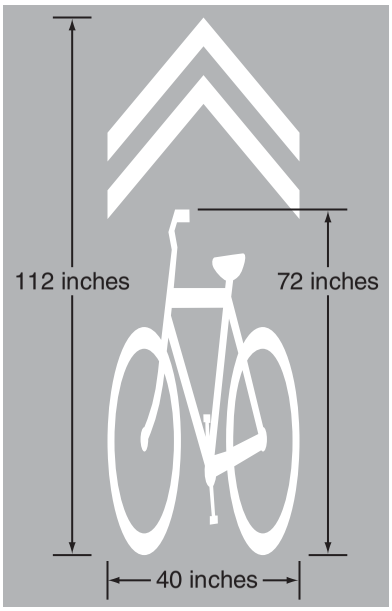


B - Obstruction at edge of path or roadway

L = WS, where W is the offset in feet and S is bicycle approach speed in mph

* Provide an additional foot of offset for a raised obstruction and use the formula L = (W+1) S for the taper length

Figure 9C-9. Shared Lane Marking



CHAPTER 9D. SIGNALS

Section 9D.01 Application

Support:

01 Part 4 contains information regarding signal warrants and other requirements relating to signal installations.

Option:

02 For purposes of signal warrant evaluation, bicyclists may be counted as either vehicles or pedestrians.

Section 9D.02 Signal Operations for Bicycles

Standard:

01 **At installations where visibility-limited signal faces are used, signal faces shall be adjusted so bicyclists for whom the indications are intended can see the signal indications. If the visibility-limited signal faces cannot be aimed to serve the bicyclist, then separate signal faces shall be provided for the bicyclist.**

02 **On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs of bicyclists.**

APPENDIX C—STANDARDS, PERMITTING, AND MAINENANCE INFORMATION

ITD'S STANDARD DRAWING NO. I-8-E

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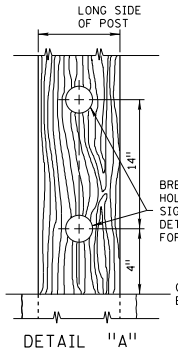
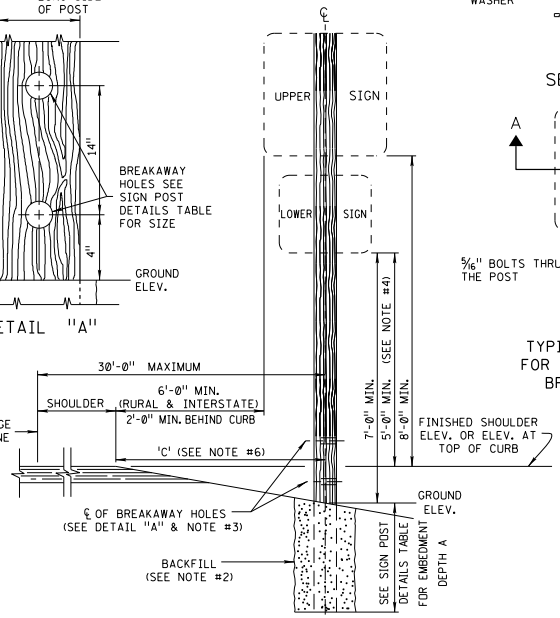
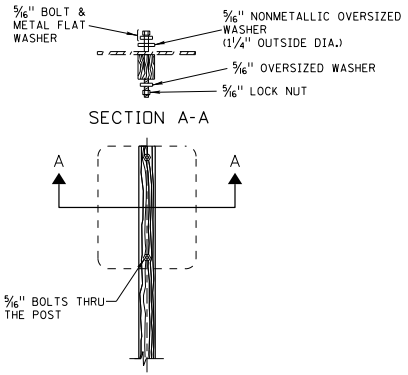


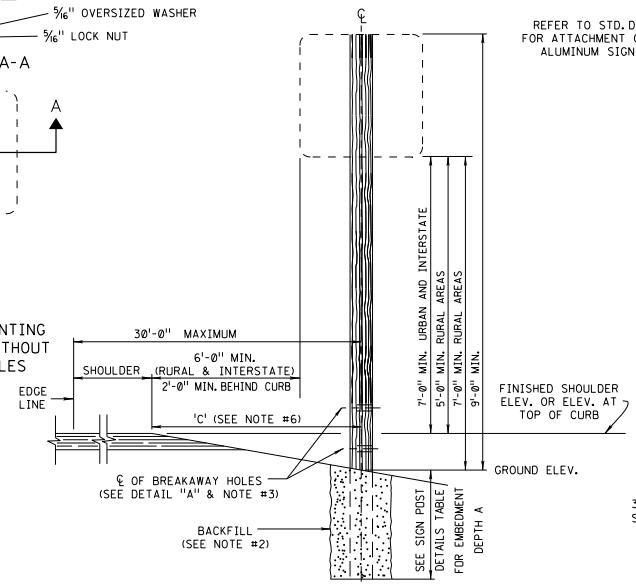
DETAIL "A"



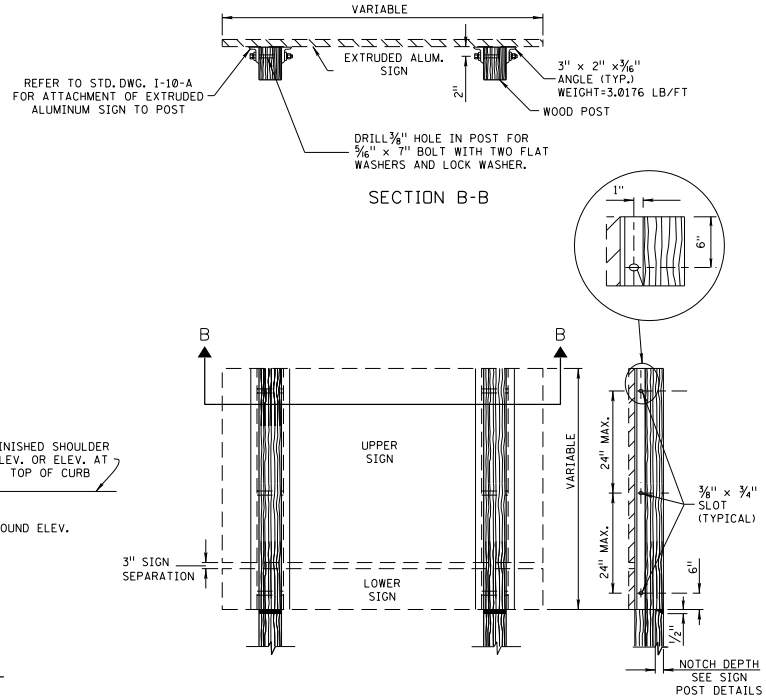
INSTALLATION DETAIL



TYPICAL MOUNTING FOR SIGNS WITHOUT BRACE ANGLES



INSTALLATION DETAIL



TYPICAL EXTRUDED ALUMINUM SIGN MOUNTED ON WOOD POSTS

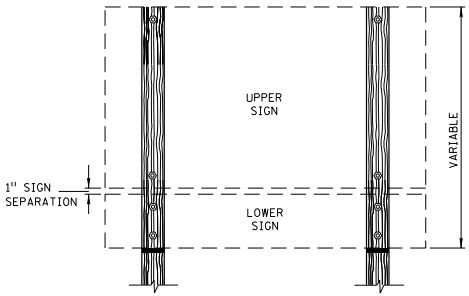
ANGLES ARE REQUIRED FOR MOUNTING EXTRUDED ALUMINUM PANEL SIGNS.

SIGN POST DETAILS TABLE

POST TYPE	POST SIZE	EMBEDMENT DEPTH A	NOTCH DEPTH	BREAKAWAY HOLE SIZE
D-1	4"x4"	3'-6"	——	——————
D-2	4"x6"	4'-0"	1 3/4"	1 1/2" DIA.
D-3	6"x6"	5'-0"	1 3/4"	2" DIA.
D-4	6"x8"	6'-0"	2 1/2"	3" DIA.
D-5	8"x8"	6'-0"	——	SEE NOTE 2

SIGN POST DETAILS TABLE NOTES:

1. 7'-0" MIN. CLEAR DISTANCE BETWEEN 6"x 6" POSTS OR LARGER. FULL WIDTH SAW CUT NOTCHES ARE REQUIRED ON ALL TWO POST INSTALLATIONS. OMIT NOTCH FOR SINGLE POST INSTALLATIONS.
2. NON-BREAKAWAY POST: THE D-5 (8" x 8") POST IS ONLY APPROVED FOR USE OUTSIDE THE CLEAR ZONE OR WITHIN CLEAR ZONE WHEN PROTECTED BY GUARD RAIL OR OTHER NCHRP-350 OR MASH DEVICES.



TYPICAL SHEET ALUMINUM OR PLYWOOD SIGNS MOUNTED ON WOOD POSTS

SHEET ALUMINUM SIGNS MAY REQUIRE THE BRACE ANGLES.

NOTES:

1. PLACE LONG DIMENSION OF POST CROSS SECTION PERPENDICULAR TO THE SIGN FACE.
2. BACKFILL SHALL BE APPROVED GRANULAR BORROW.
3. BREAKAWAY HOLES SHALL BE FIELD DRILLED. POSTS 4"x6" AND LARGER REQUIRE BREAKAWAY HOLES. THE BREAKAWAY HOLES SHALL BE DRILLED PARALLEL TO THE SIGN FACE.
4. IF THE LOWER SIGN IS AN OBJECT MARKER, THE DIMENSION SHALL BE 4'-0".
5. POSTS SHALL BE PRESSURE TREATED ACCORDING TO SECTION 710.09.
6. SEE SIGNING ERECTION SPECIFICATIONS SHEET IN PLANS FOR 'C' DIMENSION.

ORIGINAL STORED AT: ITD. Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: CARL D. MAIN DATE ORIGINAL SIGNED: DECEMBER 6, 2013

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	08-96	HEB						
2	12-13	HEB						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME: i8e_1213.dgn

DRAWING DATE: NOVEMBER, 1991

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ORIGINAL SIGNED BY: RYAN LANCASTER *for*

DESIGN/TRAFFIC SERVICES ENGINEER

STANDARD DRAWING

BREAKAWAY SIGN POSTS TYPE D

English

STANDARD DRAWING NO. I-8-E

SHEET 1 OF 1

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APPENDIX C—STANDARDS, PERMITTING, AND MAINENANCE INFORMATION

RIGHT-OF-WAY ENCROACHMENT APPLICATION AND PERMIT—FORM 2111

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Instructions For Completing ITD 2111, Right-of-Way Encroachment Application And Permit - Other Encroachments

Idaho Transportation Department

Note: An incomplete application will delay processing

You may be able to expedite the application process and reduce site designing and engineering costs by requesting a pre-application conference with the Idaho Transportation Department (ITD). Contact your local ITD District Office and ask to speak with the Permits Coordinator to schedule a meeting.

District 1	District 2	District 3	District 4	District 5	District 6
600 W. Prairie Ave. Coeur d'Alene, Idaho 83815-8764 (208) 772-1200	P.O. Box 837 Lewiston, Idaho 83501-0837 208) 799-4300	8150 Chinden Blvd. Boise, Idaho 83714-8028 (208) 334-8300	216 S. Date St. Shoshone, Idaho 83352-0820 (208) 886-7800	5151 S. 5th Ave. Pocatello, Idaho 83205-4700 (208) 239-3300	206 N. Yellowstone Ave. Rigby, Idaho 83442-0097 (208) 745-7781
Counties served: Benewah, Bonner, Boundary, Kootenai, Shoshone	Counties served: Clearwater, Idaho, Latah, Lewis, Nez Perce	Counties served: Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington	Counties served: Blaine, Camas, Cassia, Custer, Gooding, Jerome, Lincoln, Minidoka, Twin Falls	Counties served: Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power	Counties served: Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

1. The form initially serves as an ***application***. If approved, the completed and signed form becomes a ***permit*** for the encroachment.
2. Please print (in ink), type, or complete the application in Microsoft Word and print the form.
3. Read and understand these instructions and all of the General Requirements on the form. These requirements apply to all permits and if you are granted a permit, you must adhere to each of them. Additional permit-specific provisions may be a part of any approved permit.
4. Complete each item in the shaded box titled "Applicant Information."
5. Include the following with your application:
   a. $50 non-refundable application fee.
   b. Photographs of the proposed encroachment location, including one looking each direction along the highway from the proposed location. Digital photographs are acceptable.
   c. Include:
      i. A drawing or map that shows the location of your property in relation to other roads and/or landmarks.
      ii. A drawing, such as a landscaping plan or detail of a turnout location. Show the requested encroachment in relation to property lines, the highway, existing buildings, etc. Show dimensions, mark which direction is north and if possible, draw to scale.
6. After your application is received:
   a. ITD will review the application, all access options, local conditions, and local government plans. The application will then be discussed internally with staff. Your request may be approved, approved with conditions, or denied.
   b. If your application is approved or approved with conditions, you will receive your permit from ITD accompanied by any additional special provisions that must be adhered to.
      i. All work under the permit shall be completed within one year from the date that the Department issues the permit to begin work. You may request, in writing, one, 6 month extension prior to expiration of the permit.
      ii. All permitted work shall be completed and available for final inspection within thirty (30) days after construction begins, unless otherwise stated in the special provisions of the permit.
      iii. After construction is completed you must notify the ITD Maintenance Foreman for final inspection of the permitted work. The contact information for the foreman will be included in your permit package.
      iv. Permit will be considered **temporary** until final approval by the ITD.
      v. Failure to complete all work in accordance with the requirements of the permit and receive final approval within the allotted time will render the permit null and void.
   c. If your application is denied, you will be notified by certified mail. The reason(s) for the denial and the process for appealing the denial will be outlined in the letter you receive.

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Right-Of-Way Encroachment Application and Permit
Other Encroachments
Idaho Transportation Department

ITD 2111 (Rev. 11-13)
itd.idaho.gov

ITD Permit Application Number _____

Route _____ **Milepost** _____

Applicant Information - Print or Type

Applicant(s) Name (Printed)	Mailing Address or P.O. Box	City	State	Zip Code

E-Mail Address (If available)	Daytime Phone Number	Alternate Phone Number

Property Owner's Name (Printed)	Property Address and TAX ID Number	City (If in city limits)	County

Request Detail (i.e.., landscaping, benches, bus turnout, etc.)

For ITD Use

Project Number From ITD Highway Plan	Date Application Received	Date Application Determined Complete	In City Limits ☐ Yes ☐ No

Route	Segment	C/L Milepost ☐ Right ☐ Left	C/L Highway Station ☐ Right ☐ Left

Site Distance Right Left	Reason if Restricted to Right Or Left

ITD District Review

Section	Reviewer	Date	Recommendation Approve	Recommendation Deny	Section	Reviewer	Date	Recommendation Approve	Recommendation Deny
Design			☐	☐	Property Mgmt			☐	☐
Maintenance			☐	☐	Traffic			☐	☐
Planner			☐	☐	Dist. Engineer			☐	☐

List any conditions of approval

List reason(s) for denial recommendation

Attachments

☐ Special Provisions/Conditions of Approval	☐ Construction Drawings
☐ Traffic Control Plan	☐ Dept. Roadway Plansheets _____
☐ Standard Drawings	☐ Letters of Recommendation/Denial _____

Upon signature of both parties, subject to all terms, conditions, and provisions of this permit or attachments, permission is hereby granted to begin work within the State Highway Right of Way.

Property Owner/Authorized Representative's Signature	Date	Phone Number
X		
Idaho Transportation Department Authorized Representative's Signature	**Title**	**Date**
X		

General Requirements

ITD Permit Application Number _____

1. The original permit or a copy must be kept on the job site whenever work is taking place.
2. No work shall commence until the permittee is given notice to proceed by an authorized representative of ITD. The permittee shall notify ITD five (5) working days prior to commencing the permitted work if work does not commence immediately upon notice by ITD.
3. During the progress of all work, traffic control devices shall be erected and maintained as necessary or as directed. All traffic control devices shall conform to the most current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways*, as adopted by the State. Equipment or materials left within the highway right-of-way when work is not taking place shall be delineated and protected with appropriate approved traffic control devices.
4. All work within the State Highway Right of Way shall comply with the requirements of the ITD Workzone Safety and Mobility Policy. Copies available from ITD upon request.
5. All work herein permitted shall conform to current government and industry standards, including Americans with Disabilities Act, and shall be performed and completed to the satisfaction of ITD. The expense of any required supervision of work performed under this permit shall be borne by the permittee.
6. All utilities shall be installed under culverts.
7. Work done under this permit shall be constructed in a manner that shall not cause water to flow onto the roadway or shoulder, and shall not interfere with the existing drainage on the State Highway System or any adjacent drainage system.
8. The permittee shall furnish all material, labor, and equipment for the installation and maintenance of approved encroachments. This shall include furnishing drainage pipe, curb, gutter, concrete sidewalk, etc., where required.
9. ITD may inspect the materials and workmanship during construction and upon completion to determine that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state right-of-way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, and/or that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.
10. ITD shall be reimbursed by the permittee for any additional inspection required to insure compliance with the conditions of this permit. Inspection fees will be based upon inspection time including travel from the ITD facility and charged at rates commensurate with industry standards.
11. Upon completion of the permitted work, any disturbance of the highway, right of way, and/or traffic control devices shall be restored to the satisfaction of ITD including the removal of all rubbish and debris and may include seeding, planting and grading.
12. Any encroachment that is found to be in non-compliance with the terms of the approved permit may be required to be modified, relocated, or removed at the sole expense of the permittee upon written notification by the District Engineer or his authorized representative.
13. The permittee shall maintain at its sole expense the encroachment for which this permit is granted.
14. Changes in the use as defined in I.D.A.P.A. 39.03.42, of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit. Any modification, relocation, or removal of an encroachment or subject granted by this permit shall require a new permit prior to commencement of such work.
15. ITD may revoke, amend, amplify, or terminate this permit or any of the conditions herein enumerated if the permittee fails to comply with any or all of its provisions, requirements, or regulations as herein set forth or through willful or unreasonable neglect, fails to heed or comply with notices given, or if the approach, structure, or subject herein granted is not installed or operated and maintained in conformity herewith.

Final Inspection and Approval

Subject to all terms, conditions, and provisions of this permit or attachments, **Final Inspection** has been completed and the permitted work within the State Highway Right of Way is hereby given final approval.

District Engineer or Assigns Signature	Date
X	

APPENDIX C—STANDARDS, PERMITTING, AND MAINENANCE INFORMATION

EXISTING MAINTENANCE AGREEMENT WITH ITD FOR STATE HIGHWAY 33—FORM 2392

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COOPERATIVE AGREEMENT
FOR MAINTENANCE OF STATE HIGHWAY 33

THIS AGREEMENT, made and executed in duplicate this 5th day of April, 20 11, by and between the IDAHO TRANSPORTATION DEPARTMENT, hereinafter called the "State," and the CITY OF **DRIGGS**, hereinafter referred to as the "City."

WITNESSETH:

1. RECITALS

The parties desire to provide for the maintenance of state highway routes within the City as provided in ***Idaho Code, Section 40-310(5)***, and to arrange herein for the particular maintenance functions to be performed by the City and those to be performed by the State and to specify the terms and conditions under which such work will be performed.

2. AGREEMENT

This agreement shall supersede previous Cooperative Maintenance Agreements. In consideration of the mutual covenants and premises herein contained, it is agreed that the City will perform such maintenance work as is specifically delegated to and the State will perform those particular functions of maintenance delegated to it on the state highway routes or portions thereof as hereinafter described under Sections 13, 17, and 17-a hereof or as said sections may be subsequently modified with the written consent of the parties hereto acting by and through their authorized representatives.

3. MAINTENANCE DEFINED

Maintenance is defined as follows:

a. The preservation and keeping of right-of-way and each type of roadway, structure, and facility in the safe and usable condition to which it has been improved or constructed, but does not include reconstruction or other improvement.

b. Provisions as necessary for the safety and convenience of traffic and the upkeep of traffic control devices.

c. The general utility services such as roadside planting and vegetation control.

d. The special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements, or other unusual or unexpected damage to a roadway, structure or facility.

e. Upkeep of illumination fixtures on the streets, roads, highways, and bridges, which are required for the safety of persons using the said streets, roads, highways, and bridges.

4. DEGREE OF MAINTENANCE

The degree and type of maintenance for each highway or portion thereof shall mean doing the work and furnishing the materials and equipment to maintain the highway facility herein described in a manner as near as practicable to the standard in which they were originally constructed and subsequently improved.

5. LEGAL RELATIONS AND RESPONSIBILITIES

Nothing in the provisions of this agreement is intended to affect the legal liability of either party to the contract by imposing any standard of care respecting the maintenance of state highways different from the standard of care imposed by law.

It is understood and agreed that neither the State, nor any officer, agent, servant, or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the City or in connection with any work, authority or jurisdiction delegated to the City under this Agreement for Maintenance. The City, its officers, agents, servants, or employees, shall not be responsible for any damage or liability arising in connection with work to be performed by the State which is not otherwise delegated to the City.

6. HIGHWAY

Highway, as used herein, includes the entire right-of-way which is secured or reserved for use in the construction and maintenance of the traveled way and roadsides as hereinafter described.

7. ROADWAY

Roadway means the area between the inside face of curbs or the area between the flow lines of paved gutters; otherwise, the entire width within the highway which is improved for vehicular use including improved shoulders and side slopes, if they exist.

8. IMPROVED ROADSIDES

Improved roadside is the area between the roadway, as defined under Section 7, and the right-of-way boundary lines, including curb and sidewalk.

Curb relates to a timber, concrete, asphalt, or masonry structure separating or otherwise delineating the roadway from the remainder of the highway and shall include paved gutters. Medians that separate the roadways for traffic in opposite directions are considered a part of the improved roadsides. Sidewalk applies to the paved or otherwise improved surface area between the face of curb or edge of roadway and right-of-way boundary, including paved entrances or driveways.

9. UNIMPROVED ROADSIDES

Unimproved roadsides relate to the area between the roadway and right-of-way boundary wherein curbs and sidewalks do not exist.

10. BRIDGES

Bridges are structures that span more than 20 feet measured between abutments along the centerline of the street and multiple span structures where the individual spans are in excess of 10 feet measured from center-to-center of supports along the centerline of the street. All other cross-drainage structures shall be classified as culverts.

11. TRAFFIC CONTROL DEVICES

Traffic control devices include all signs, pavement markings, and highway illumination placed on or adjacent to the street or highway for the regulations, guidance, warning and aid of pedestrian and traffic movement thereon. Traffic signals will be treated under a separate agreement.

12. FRONTAGE ROADS

Frontage roads are roads constructed on either side of the highway to provide authorized road access to adjacent properties in lieu of access directly from the highway.

13. ROUTINE MAINTENANCE

Routine maintenance to be performed on the roadway or roadsides shall consist of such work as patching, spot sealing, crack sealing, snow plowing, snow removal, sanding, care of drainage, upkeep and repair of bridges, culverts, curbs, benches and sidewalks, street sweeping and cleaning, repair of damage and cleaning up after storms and traffic accidents, control of roadside vegetation, care of landscaped areas, planters, trees or other ornamental plantings, and upkeep and operation of traffic control devices, all in the manner as hereinafter specified.

a. **Roadway**

(1) Surface Repair: The patching of holes, depressed areas, spot sealing, undersealing, etc.

(2) Crack Sealing: The cleaning, filling and sealing of cracks in pavement with sealing compounds.

(3) Sweeping and Cleaning: The removal of dirt or litter normally coming onto the roadway from action of traffic or from natural causes, such as flood and storm debris.

(4) Snow Removal: The removal of snow from the roadway by plowing, sweeping, and hauling and shall include applying sand and/or salt when required. The hauling away of snow need only apply on those highway sections where snow storage is limited or at such times when accumulations become greater than storage area capacity.

(5) Utilities: Including manholes, boxes or other appurtenances shall be maintained by their owners.

(6) Storm Sewers: Shall be kept clean and free from debris; traps and sumps cleaned as required after each storm.

(7) Culverts: Shall be kept clean and free from debris; inlets and outlets shall be kept free of debris and growing grass or brush.

b. **Bridges**

Shall be inspected in accordance with the national inspection standards of *U.S. Code, Section 116(d), Title 23*, administered by the State. Bridges designed to AASHTO H-20 or better standards must be inspected on a frequency not to exceed two years. Bridges that are posted for restricted weight limits and/or designed to AASHTO HS-15 or less will be inspected on an annual basis. Inspections are to be accomplished by a qualified inspector. The State's district engineer shall be immediately notified of major

defects. See current edition of *AASHTO Manual for Maintenance Inspection of Bridges* for inspector's qualifications, inspection reporting procedures, and structural analysis for load capacity of bridges.

c. **Improved Roadsides**

(1) Curbs: Shall be kept in repair by cleaning, patching, lifting, and aligning.

(2) Sidewalks: Shall be kept in repair by cleaning, patching, lifting, aligning, and regrading if of gravel or other non-cemented material.

(3) Lawn or Grass Areas: Shall be kept mowed, watered, edges trimmed, and the watering operations shall not flood or sprinkle on the roadway.

(4) Trees and Plantings: Shall be kept trimmed with dead material removed and hazardous limbs pruned. This agreement shall not be construed as restricting, prohibiting or otherwise relieving the City of the responsibility for inspection and upkeep of trees in a manner that will insure maximum safety to both vehicular and pedestrian traffic or to restrict or relieve the City from following the same policy and procedure generally followed by it with respect to streets of the City in the matter of requiring sidewalk repairs and control of vegetation to be made by or at the expense of abutting owners who are under legal obligation to perform such work.

(5) Benches and Planters: Shall be kept in repair by cleaning, patching, aligning, and painting.

d. **Unimproved Roadsides**

(1) Ditchings: Foreslopes, backslopes, and ditches shall be bladed and ditched regularly as required to keep as near as possible to the original typical cross section.

(2) Cleaning: Foreslopes and backslopes shall be mowed as required. Trees and shrubs shall be kept trimmed, dead material removed and hazardous limbs pruned, waterways shall be kept free of debris.

e. **Traffic Control Devices**

Traffic control devices installed and maintained on the urban extensions of the State Highway System shall be in conformance with the recommendations and specifications of the current *Manual on Uniform Traffic Control Devices for Streets and Highways* as approved by the American Association of State Highway and Transportation Officials (AASHTO) and as adopted by the Idaho Transportation Department. The maintenance to be performed on these items shall consist of furnishing all necessary labor, material, services, and equipment to install, replace, operate, and/or repair in accordance with this agreement.

All traffic control devices installed inside the full control of access limits of the Interstate Highway System shall be the responsibility of the State.

(1) Route Guide Signing: This includes all official designation guide signs at junctions of the urban extensions of the State Highway System, all entering community signs and all U.S. or State Highway System route markers necessary to properly identify and keep the motorist sure of the routes.

(2) Other Guide Signs: This includes all other guide signs of an informational nature identifying streets, city parks, landmarks, and items of geographical or cultural interest that the community desires to sign.

(3) Warning Signs: These will include all signs used to indicate conditions that are actually or potentially hazardous to users of the highway or street.

(4) Speed Signs: These will include all regulatory signs to indicate speed limits that have been designated in accordance with statutory provisions.

(5) Other Regulatory Signs: These will include all regulatory signs, other than the speed sign and lane control sign which are used to indicate the required method of traffic movement or use of the public highway or street.

(6) Highway Lighting: This includes all fixed illumination of the roadway or sidewalks for purposes of providing better visibility of persons, vehicles or roadway features. All highway lighting shall be installed and maintained in accordance with current policies of the State. Maintenance shall include all upkeep of supports, interconnecting service, electrical energy costs, cleaning, lamp renewal, and associated labor and material costs required to maintain the lighting system in continuous nighttime operation.

(7) Lane-Line Markings: These will include those lines dividing the roadway between traffic moving in opposite directions, lane-lines separating two or more lanes of traffic moving in the same direction, painted channelization, pavement edge markings, and no passing barrier lines where required.

(8) Other Pavement Markings: These include all stop lines, crosswalk lines, parking space limits and word and symbol marking set into or applied upon the pavement surface or curbing or objects within or adjacent to the roadway for the purpose of regulating or warning traffic.

14. ENCROACHMENT PERMITS

If the State delegates authority to issue encroachment permits to the City, the authority shall pertain to all parts of the highway or street throughout the particular length indicated under Section 17 and/or 17-a of this agreement. Authority to issue encroachment permits shall not be assigned to the City unless they have adequate ordinances governing the encroachments together with an administrative organization and procedure capable of enforcing the ordinances.

Permits shall be issued on a form provided by the State and the City will furnish a copy of each permit to the State. The City agrees to follow current policies of the State regarding encroachment unless the City, by ordinance or other regulation, imposes more restrictive regulations as stated below. Prior approval of the State shall be secured before any permit is issued for the original installation of any utility line, driveway or other permanent encroachment within the highway right-of-way.

If the City, by ordinance or other regulation, imposes more restrictive regulations and requirements regarding signs, marquees and/or driveways than above set forth or as provided in current State policies, nothing in these provisions shall be construed to prevent the City from enforcing such restrictive regulations in the granting or refusing of permits with respect to any State Highway. Where authority to issue encroachment permits is retained by the State, all local ordinances which are more restrictive than State policy will be observed. When

authority to issue Encroachment permits is retained by the State, approval of the City will be secured prior to the issuance of a permit. State permit forms will be used and a copy will be forwarded to the City for its record.

The City or State shall comply with its usual policy with respect to collecting costs from permittees in such cases as fees or charges are made by the City or State for encroachment work on streets or highways.

No signs, billboards or structures other than those authorized and installed by the State or the City as necessary for the regulating, warning, and guiding of traffic shall be permitted within or to overhang the right-of-way of any State Highway, except in accordance with these provisions:

a. Signs or marquees extending over the sidewalk and right-of-way may be installed on a permitted basis in business districts only, subject to the following restrictions:

   - No sign or marquee shall be permitted to project over the roadway nor to extend beyond a vertical line located 18 inches outside the inside face of the curb.

   - Signs extending over the sidewalk area shall have no part thereof less than 12 feet above sidewalk or ground level. Marquees extending over the sidewalk area shall have no part thereof less than eight feet above sidewalk or ground level.

b. Displays or signs overhanging the right-of-way may be authorized on a permit basis only outside of business districts when the display is placed flat against and supported by the building and providing it does not extend more than 12 inches into the right-of-way.

c. All signs and marquees shall conform to the city building and/or sign code excepting that minimum clearance requirements as herein specified must be complied with.

   They shall at all times be maintained in a good appearing and structurally safe condition. Any existing sign or marquee suspended or projected over any portion of State Highway right-of-way, which constitutes a hazard, shall be immediately repaired or removed.

d. Signs or displays will not be permitted which resemble, hide, or because of their color, interfere with the effectiveness of traffic signals and other traffic control devices. Illuminated signs or displays containing red, yellow, or green lights will not be permitted to overhang the right-of-way.

e. Temporary municipal decorations may be installed and suspended over the State Highway on a permit basis only. They shall not be permitted in locations that interfere with the visibility and effectiveness of traffic control devices.

   It is understood that none of the provisions listed above (a. to e. inclusive) will be in conflict the Beautification of Highways Act of 1966, *Idaho Code, Section 40, Chapter 28.*

f. Use of state highway right-of-way for benches, planters, and trees is subject to the following conditions:

   - Benches, planters, and trees must be at least 18 inches from the face of the curb. When benches, planters, and trees are placed on sidewalks, there must be a four-foot open space for pedestrians and bicyclists measured at a right angle from the edge of the sidewalk, or as an alternative, spacing that meets city-approved standards.

- Benches, planters, and trees should not obstruct crosswalks or wheelchair ramps, or force pedestrians into the street by their placement.
- Benches, planters, and trees should not be placed so as to impede the sight distance of vehicles using the highway.
- Benches, planters, and trees shall not bear markings or signs that resemble official traffic signs.
- Cities allowing benches, planters, and trees on state highway right-of-way agree to indemnify, defend regardless of outcome, and hold harmless, ITD from all accidents or occurrences resulting in damage to property, injury, or loss of life related to bench placement on highway right-of-way within the city.

15. TRANSPORTATION PERMITS

Transportation permits will be required on State Highways for all vehicles and their loads that exceed legal limitations. If authority to issue transportation permits is delegated to the City, such authority shall pertain only to travel that originates and terminates within the City corporate limits.

16. ROUTE DESCRIPTION

Route No.	Milepost	Length Miles	Description of Routing
1. 002460	140.073 to 140.892	0.819	SH-33 North City Limits to North of Harper Avenue
2. 002460	140.892 to 141.430	0.538	SH-33 North of Harper Avenue to South of Short Avenue
3. 002460	141.430 to 142.230	0.800	SH-33 South of Short Avenue to South City Limits

17. DELEGATION OF MAINTENANCE

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION	AGENCY TO PERFORM WORK				
ROADWAY	Route No.1	Route No.2	Route No.3	Route No.4	Route No.
1. Surface Repair	S	S	S		
2. Crack Sealing	S	S	S		
3. Sweeping and Cleaning	C	C	C		
4. Snow Removal	S	C 1	S		
5. Utilities	C	C	C		
6. Culverts	S	C	S		
7. Storm Sewers	C	C	C		
BRIDGES					
1. Main Structure	N/A	N/A	N/A		
2. Pedestrian Walks	N/A	N/A	N/A		
IMPROVED ROADSIDES					
1. Curbs	C	C	C		
2. Sidewalk	C	C	C		
3. Lawn or Grass Areas	C	C	C		
4. Trees and Planting	C	C	C		
5. Medians	N/A	N/A	N/A		
6. Benches and Planters	C	C	C		
UNIMPROVED ROADSIDES					
1. Ditching	S	C	S		
2. Cleaning	S	C	S		
3. Weed Eradication	S	C	S		
TRAFFIC CONTROL DEVICES					
1. Route Guide Signs	S	S	S		
2. Other Guide Signs	C	C	C		
3. Warning Signs	S	S	S		
4. Speed Signs	S	S	S		
5. Other Regulatory Signs	C 2	C 2	C 2		
6. Highway Lighting	C	C	C		
7. Lane-Line Markings	S	S	S		
8. Other Pavement Markings					
Parking Space Limits	C	C	C		
Crosswalks	C	C	C		
Stop Bars	S	S	S		
School Crossing	S	S	S		
Railroad Crossing	N/A	N/A	N/A		
Lane Control	S	S	S		
ISSUE PERMITS ENCROACHMENTS	S	S	S		
ISSUE PERMITS TRANSPORTATION	S	S	S		

17-A. DELEGATION OF MAINTENANCE – FRONTAGE ROADS

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION	AGENCY TO PERFORM WORK				
ROADWAY	Route No.	Route No.	Route No.	Route No.	Route No.
1. Surface Repair					
2. Crack Sealing					
3. Sweeping and Cleaning					
4. Snow Removal					
5. Utilities					
6. Culverts					
7. Storm Sewers					
BRIDGES					
1. Main Structure					
2. Pedestrian Walks					
IMPROVED ROADSIDES					
1. Curbs					
2. Sidewalk					
3. Lawn or Grass Areas					
4. Trees and Planting					
5. Medians					
6. Benches and Planters					
UNIMPROVED ROADSIDES					
1. Ditching					
2. Cleaning					
3. Weed Eradication					
TRAFFIC CONTROL DEVICES					
1. Route Guide Signs					
2. Other Guide Signs					
3. Warning Signs					
4. Speed Signs					
5. Other Regulatory Signs					
6. Highway Lighting					
7. Lane-Line Markings					
8. Other Pavement Markings					
Parking Space Limits					
Crosswalks					
Stop Bars					
School Crossing					
Railroad Crossing					
Lane Control					
ISSUE PERMITS ENCROACHMENTS					
ISSUE PERMITS TRANSPORTATION					

18. DELEGATION OF COSTS

All agencies shall bear all costs of maintenance obligations assigned to them under this agreement.

19. SUBSEQUENT IMPROVEMENTS

When a highway section or portion thereof is improved to urban standards, i.e., with curbs, sidewalks, etc., the delegation of maintenance shall automatically change to conform to the provisions as provided for similar sections under this agreement.

20. TERM OF AGREEMENT

This agreement shall become effective _____ and shall remain in full force and effect until amended or terminated.

The agreement as above may be amended upon the mutual consent of the parties thereto.

The agreement as above may be terminated at any time upon 30 days' written notice by either party thereof to the other.

IN WITNESS WHEREOF, the parties have set their hands the day and year first above written.

APPROVAL RECOMMENDED:

District Engineer

Maintenance Supervisor

CITY OF Driggs

Mayor

Sonya Adams
City Clerk

ATTEST:

Secretary

IDAHO TRANSPORTATION DEPARTMENT

ACE/O or ACE/D

• DELEGATION OF MAINTENANCE CONTINUED

1. State will plow and sand section. City will load and haul snow from curb area.

2. This includes Stop Signs.