

## Mark Radtke

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**From:** Falk, Joshua - DOT [Joshua.Falk@dot.wi.gov]  
**Sent:** Monday, September 09, 2013 8:40 AM  
**To:** Mark Radtke  
**Subject:** RE: USH 41 Menasha sign  
**Attachments:** 02-15-03.pdf; mutcd2009.pdf

Mark,

The sign in question was involved in a driver knockdown and due to policy changes over the past couple of years, this sign will not be reinstated due to the policies below (page 12). In the TGM 2-15-3, it states that supplemental signing should not be allowed for freeway to freeway directions or trailblazing. The "Menasha Next Exit" was doing just that by directing traffic to use NB STH 441 (freeway) from USH 41 SB (freeway). Supplemental signing should only be placed on the freeway that passes through the city limits, which USH 41 does not run through any part of the City of Menasha. The current sign on NB STH 441, "Menasha Next 4 Exits", immediately before the Little Lake Butte Des Morts bridge, is the proper sign that follows the guidelines in the TGM and MUTCD. STH 441 passes through the city limits of Menasha and the exits referred to on the sign are for service interchange exits.

Therefore, we are not able to reinstate this supplemental sign on USH 41. The current sign on NB STH 441 will stay in place and will continue to stay there after the STH 441/USH 10 Mega project is completed in the next 5 years as well. Let me know if you have any further questions.

Thanks,

*Joshua D Falk, PE*

Traffic Engineer

Systems, Planning & Operations Section

WisDOT - Northeast Region

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**From:** Mark Radtke [<mailto:mradtke@ci.menasha.wi.us>]

**Sent:** Tuesday, September 03, 2013 12:15 PM

**To:** Schuurmans, Robert - DOT

**Cc:** Tim Montour

**Subject:** USH 41 Menasha sign

Hi Bob,

Could you please route me to the correct WisDOT person regarding the following issue that was brought up by one of our alderpersons? Apparently there was a sign along southbound USH 41 south of the CTH BB (Prospect) interchange that indicated – Menasha Next Exit. That sign was either removed or damaged, and not replaced. The City Council would like the sign reinstalled.

Thanks Bob -

Mark

*Mark Radtke*

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Signing needs to be evaluated and signs installed in descending order of the priorities indicated as long as adequate space between signs is maintained, thus avoiding information overload and confusion to the driver.

It *may* be necessary to prioritize sign requests. An example of this situation would be where there are more qualifying traffic generators than can be accommodated under the established guidelines. In these circumstances, the several qualifying generators will be ranked according to which generator exceeds, by the greater percentage, the minimum criterion for signing. Those exceeding the warrants by the greatest percentage will be given priority. Where specific criteria are not applicable, those traffic generators closest to the intersection where signing is requested **shall** determine the priority for signing.

#### **PART 4 - FREEWAY & EXPRESSWAY GUIDE SIGNING** **GENERAL POLICY CRITERIA & RESTRICTIONS**

Guide signing can be divided into two basic categories: primary and supplemental. Each category is subject to various practical requirements.

Primary signing includes standard interchange and intersection signing, destination signs, distance signs, required motorist services signs, plus regulatory, warning, and route marker signs. This type of signing always takes precedence in the signing scheme of any intersection or interchange because it is directly related to the primary purpose of the intersection or interchange.

Supplemental freeway signing includes signing to places of lesser importance. Signing for traffic generators is considered secondary to primary signing needs. Highway signing is not intended for the purpose of advertising or promoting the facility, but to direct and guide traffic seeking that facility.

As stated in the Manual on Uniform Traffic Control Devices Section 2E-32:

Support:

Supplemental Guide signs can be used to provide information regarding destinations accessible from an interchange, other than places shown on the standard interchange signing. However, such Supplemental Guide signing can reduce the effectiveness of other more important guide signing because of the possibility of overloading the road user's capacity to receive visual messages and make appropriate decisions.

Guidance:

No more than one Supplemental Guide sign *should* be used on each interchange approach.

A Supplemental Guide sign (see Figure 2E-17) *should not* list more than two destinations. Destination names *should* be followed by the interchange number (and suffix), or if interchanges are not numbered, by the legend NEXT RIGHT or SECOND RIGHT or both, as appropriate. The Supplemental Guide sign *should* be installed as an independent guide sign assembly.

Where two or more Advance Guide signs are used, the Supplemental Guide sign *should* be installed approximately midway between two of the Advance Guide signs. If only one Advance Guide sign is used, the Supplemental Guide sign *should* follow it by at least 245 m (800 feet). If the interchanges are numbered, the interchange number *should* be used for the action message.

States and other agencies *should* adopt an appropriate policy for installing supplemental signs using “The AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways.” In developing policies for such signing, such items as population, amount of traffic generated, distance from the route, and the significance of the destination *should* be taken into account.

**Standard:**

**Guide signs directing drivers to park and ride facilities shall be considered as Supplemental Guide signs (see Figures 2E-18 and 2E-19).**  
(End of MUTCD reference)

Placement of supplemental guide signs for a traffic generator **shall** be limited to the nearest freeway or expressway. Signing which would require a motorist to travel on the crossroad beyond another state highway and/or through a community **shall not** be permitted.

Supplemental signs **shall not** be permitted in advance of a system interchange connecting two freeways in which all legs or roadways are declared freeways.

The minimum spacing between guide signs *should not* be less than 800 feet on freeways and expressways (see **Figure 1** on page 15). Actual sign installation will depend on whether there is sufficient longitudinal space to accommodate the new sign installation without violating the minimum allowable 800 feet spacing between signs.

Along a freeway, only one supplemental guide sign **shall** be permitted in each direction of travel for a traffic generator. Signs for generators are to be located in advance of the interchanging roadway that provides the most direct and best route to the facility. In determining the most direct and best route, the Department will consider all relevant conditions including directness of route, speed of travel, length of travel, and ease of locating the facility.

Information relating to more than two traffic generators **shall not** be displayed on supplemental guide signs in advance of an interchange. Both traffic generators **shall** be shown on a single supplemental guide sign installation except where a traffic generator message is included as part of a major guide sign destination. The traffic generator message on the major guide sign **shall** count as one of the two acceptable signs, but an additional sign installation *may* be allowed in such cases.

In the event that there are more than two qualifying facilities, the two facilities that generate the greatest need for providing directional information to motorists **shall** have signs displayed. In determining which signs are most necessary, the Department will consider such factors as the amount of traffic generated, distance from the freeway exit, and ease of locating the facility. If a quantitative comparison is needed, the Principal Destination formula in [TGM 2-15-5](#) *may* be used, substituting comparable attendance or enrollment figures for the population.

**Standard:**

- 06 If used, the first sign in the series shall be located in advance of the first Advance Guide sign for the first interchange.
- 07 Where the exit direction is to the left, a LEFT (E11-2) sign panel (see Figure 2E-13) shall be displayed on the same line immediately to the right of the interchange name or route number.
- 08 Interchange Sequence signs shall not be substituted for Exit Direction signs.

*Guidance:*

- 09 Interchange Sequence signs should be located in the median. After the first of the series, Interchange Sequence signs should be placed approximately midway between interchanges.

**Standard:**

- 10 Interchange Sequence signs located in the median shall be installed at overhead sign height (see Section 2A.18).

*Option:*

- 11 Interchange numbers may be displayed to the left of the interchange name or route number.

**Section 2E.41 Community Interchanges Identification Signs**

*Support:*

- 01 For suburban or rural communities served by two or three interchanges, Community Interchanges Identification signs are useful (see Figure 2E-32).

*Guidance:*

- 02 In these cases, the name of the community followed by the word Exits should be displayed on the top line; the lines below should display the destination, road name or route number, and the corresponding distances to the nearest 1/4 mile.
- 03 The sign should be located in advance of the first Advance Guide sign for the first interchange within the community.

*Option:*

- 04 If interchanges are not conveniently identifiable or if there are more than three interchanges to be identified, the NEXT XX EXITS sign (see Section 2E.42) may be used.

**Section 2E.42 NEXT XX EXITS Sign**

*Support:*

- 01 Many freeways or expressways pass through historical or recreational regions, or urban areas served by a succession of several interchanges.

*Option:*

- 02 Such regions or areas may be indicated by a NEXT XX EXITS sign (see Figure 2E-33) located in advance of the Advance Guide sign or signs for the first interchange.

*Guidance:*

- 03 The sign legend should identify the region or area followed by the words NEXT XX EXITS.

