



SUMTER COUNTY WAYFINDING MASTER PLAN

10.01.2012

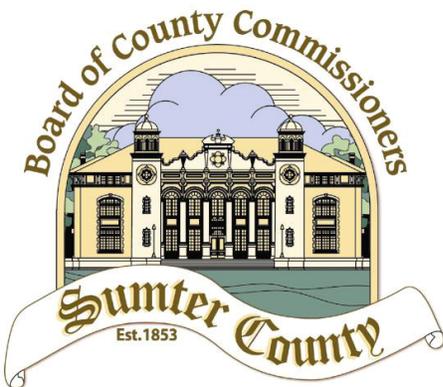


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ACKNOWLEDGEMENTS

The Sumter County Wayfinding Signage Master Plan builds upon the Sumter County Tourism Plan and continues the vision, community ideals and principles set forth in that guiding document. Several individuals and groups have had a significant influence during the development of this Master Plan.

This project was made possible through a grant by the Sumter County Tourism Development Council and the Sumter County Board of County Commissioners. The following organizations are also recognized for their commitment to, and participation in, this master plan.

DESIGN TEAM

tangent media! - Digital media design, consulting and project development
Wade Trim - Analysis and engineering
SalesCorp of Florida - Design and fabrication advisor

SUMTER COUNTY GOVERNMENT

Sumter County Board of County Commissioners
Sumter County Community Services
Sumter County Public Works
Lake-Sumter Metropolitan Planning Organization

STATE OF FLORIDA

Florida Dept of Transportation

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Dave Burgess	The Villages CDD
Deb Barsell	Sumter County BOCC

SECTION 1

INTRODUCTION AND PROJECT OVERVIEW

INTRODUCTION

What is Wayfinding?

Wayfinding is the way we navigate through the world. It is the cues that we use to orient ourselves and find our way within a given environment. These cues may be in the form of a natural feature such as a river, a man-made structure such as a bridge or monument, or of course, signage.

Generally speaking, wayfinding signs can take many forms when orienting people to a destination; this includes in-pavement markings or graphics, banners or street signs, monument type structures and vehicular and pedestrian directional signs.

Wayfinding Signage Regulations

In 2009, the Department of Transportation came out with the latest edition of its Manual of Uniform Traffic Control Devices, or MUTCD, detailing minimum design and safety standards for signage.

More specifically, the MUTCD details a series of signage elements, as well as design and safety regulations, that must be reflected in any wayfinding signage system. This Sumter County Wayfinding Master Plan adheres to those MUTCD standards and regulations.

In addition, the Florida Administrative Code (FAC) specifies criteria above and beyond those national standards set down in the MUTCD. Section 14-51 of the FAC spells out criteria specific to wayfinding signage. Those FAC regulations have also been adopted and are reflected in all the designs and implementation activities proposed throughout this plan.

Definitions

The following are some general definitions used within this document to describe basic wayfinding sign features, placement, or other key concepts within this plan.

Amenities: Any elements or facilities used to enhance the user's experience within a destination.

Destination: An attraction, location, or significant public place that is highlighted on the directional signs.

Primary Gateway Sign: A sign designating a boundary entrance into the county across the County Line. These monument-type signs of larger proportions require special considerations in their construction and placement along high volume roadways to allow for their large size and unique regulatory requirements.

Secondary Gateway Sign: A sign designating the boundary entrance to the county, smaller in size than a primary gateway, post-mounted and appropriate for those locations warranting gateway signage, but which are limited in size, or traffic volume, and do not warrant large, primary gateway monuments.

Vehicular Directional Sign: These signs are directional in nature due to their location along public streets and roadways. These signs are used where the proximity of the roadway to major destinations warrants some directional assistance for the unfamiliar traveler. These locations are typically at major intersections of primary arteries within the county.

PROJECT OVERVIEW

The objective of the Sumter County Wayfinding Signage Master Plan (or “Wayfinding Master Plan”) is to develop a master plan for implementing a wayfinding signage system throughout Sumter County, including a fabrication and installation “action plan” for the ultimate execution of the program. This proposed wayfinding system effectively advances the vision of the Sumter County Tourism Plan adopted by the Sumter County Board of County Commissioners, enhancing the county’s branding and image, while also taking tourism and wayfinding to a new level.

This Wayfinding Master Plan will provide the details needed to implement such a system of wayfinding throughout the County. It provides:

- A) Detailed guidelines for sign design
- B) The primary destinations warranting inclusion on directional signs
- C) General locations and placement of signs
- D) An action plan for implementation

Situational Assessment

As part of the master plan process, an inventory has been taken of key destinations and existing wayfinding sign locations, with the purpose of assessing where signs exist, which existing signs need replacement, and where new sign locations are necessary.

Sumter County currently has minimal wayfinding signage. Existing signs are mostly limited to the standard green or brown Florida Department of Transportation, (FDOT) traffic control signs currently produced by Public Works for the purpose of pointing out local features such as municipalities and communities, government buildings, public parks, etc. These signs all serve a purpose in directing and orienting people, but an effective wayfinding system should also enhance public perception and serve as the County’s brand in representing the environment. Public Works signage points out various wayfinding worthy destinations and provides distance information to certain destinations. However, they do not provide for the refined design, enhanced branding, and customized, site-specific detail necessary for implementing a successful wayfinding system in the county.

Outreach and Stakeholder Support

Input sessions were held to discuss project details with stakeholders, provide detailed information regarding sign design and placement, and to gain valuable input on the proposed plan and its objectives.

Invited were representatives of a broad base of interested parties including, but not limited to, the FDOT, the Sumter County Board of County Commissioners (BOCC), Sumter County Public Works, Sumter County Community Services, various municipalities’ Public Works representatives, The Villages Community Development personnel, as well as members of the Design and Development Team consisting of tangent media, Wade Trim and Salescorp of Florida.

Digital Wayfinding

This Wayfinding Master Plan also outlines a new, innovative digital wayfinding application, providing for an always-on, immediately accessible, county-wide wayfinding system, available from any location via smartphone, with detailed destination information, automatic GPS navigation to various sites, location awareness and cross-promotional tourism related advertising opportunities.

SECTION 2

DATA COLLECTION AND ANALYSIS

DESTINATIONS

For any wayfinding system to be meaningful, it has to include precise guidelines, or criteria, that a destination must possess in order to warrant inclusion in the system.

Much study and deliberation has gone into which destinations are to be selected for the first phase of wayfinding signage implementation. It was decided from the beginning that destinations would have to meet minimum standards for inclusion. Those standards were a matter of lengthy discussion and included various amenities such as public restrooms, boat ramps, trail access, meeting facilities, etc. It was also decided early on that destinations would have to provide some pre-existing, inherent, significant, family-friendly visitor “draw” to warrant inclusion in the system.

From this process we gathered the necessary requirements for a destination’s inclusion in the system and have provided an explanation of those requirements in the following Destination Criteria. This criteria has been created so that any business or entity wanting to be included in the wayfinding sign system in the future has a method for asking to be included and, more importantly, the County has a documented method of identifying what may, or may not be allowed in the program.

DESTINATION CRITERIA

The guidelines for all destinations’ inclusion in the Directional Wayfinding Signage Program are:

1. Destinations shall include public buildings, parks, trail systems, byways or other facilities within the public realm. Destinations shall be publicly owned, or not-for-profit and shall be open to public use.
2. Destinations shall have a minimum level of public facilities, including amenities such as public restrooms, trail access, boatramps and other public water access, or other combination of minimum improvements available for public use.
3. Destinations such as “districts” may be included if the district is recognized by the Sumter County BOCC and has regional, public drawing power. Such destinations may include historic districts, recognized regional descriptions (downtowns or town squares), designated market districts, community redevelopment areas, historic communities, entertainment districts, or similar destinations.
4. Commercial services, such as restaurants, lodging, transportation, and other privately owned businesses shall only be designated as destinations as specified in the Digital Wayfinding Application and shall not be included in the physical signage component of the Wayfinding Signage Program.
5. All wayfinding destinations must be family-friendly in nature. Only family-oriented attractions (those appropriate for minors) shall be included as a destination in the Wayfinding Signage Program.
6. Directional signs shall not contain advertising. Corporate names shall not be used unless the corporate name is a) part of the official designation for a public facility, or b) included as a corporate sponsor of the Wayfinding Signage Program, which follows the design and placement standards specified in accordance with state and federal wayfinding signage regulations.

WAYFINDING DESTINATIONS MASTER LIST

The following is a list of destinations recommended for inclusion in the first phase of the Wayfinding Signage Program implementation. This list is, of course, subject to change at the discretion of the Sumter County BOCC, so long as changes adhere to the criteria established above.

DESTINATION	ADDRESS	X COORD	Y COORD	DESTINATION TYPE
Bass Conservation Center	3583 CR 788, Webster	28.481602	-82.04577	Sporting & Recreational
Brownwood Town Square	SR 44 & Beuna Vista Blvd.	28.851966	-82.003112	Shopping & Town Center
Coleman Landing Boat Ramp	61 CR 514, Wildwood	28.799207	-82.102665	Sporting & Recreational
County Border at CR 48 East	CR 48 at E County Line	28.680402	-81.954168	County Line
County Border at CR 48 West	CR 48 at W County Line	28.724127	-82.242364	County Line
County Border at SR 50 East	CR 50 at E County line	28.580733	-81.954377	County Line
County Border at SR 50 West	CR 50 at W County Line	28.524642	-82.096723	County Line
County Border C476 E	C476 at E County Line	28.644616	-82.257625	County Line
County Border at CR 470	CR 470 at County Line	28.755334	-81.95392	County Line
County Border at CR 476W	CR 476 at County Line	28.644504	-82.257286	County Line
County Border at SR 471 S	CR 471 at S County Line	28.312997	-82.05581	County Line
County Border at CR 475N	CR 475 N at SE 180th St.	28.960006	-82.119899	County Line
County Border at SR 44 East	SR 44 E at County Line	28.820736	-81.954299	County Line
County Border at SR 44 West	SR 44 W at County Line	28.851507	-82.222289	County Line
County Border at US 441/27 North	US 441/25 at County Line	28.960079	-81.965518	County Line
County Border at US 441/27 South	US 441/25 at County Line	28.949049	-81.954145	County Line
County Border at US301 N	US 301 N at SE 180th St.	28.960128	-82.040562	County Line
County Border at US301 S	US 301 S; Treiman Blvd Webster	28.572683	-82.155319	County Line
County Courthouse Bushnell	209 N Florida Street, Bushnell	28.663774	-82.110443	Historic
Croom Wildlife Mgmt Area (WMA)	Off CR 476, Nobleton	28.588328	-82.24479	Scenic
Croom-A-Coochee Park	4870 CR 687 N, Webster	28.572462	-82.185845	Scenic
Dade Battlefield Historic State Park	7200 CR 603, Bushnell	28.652588	-82.126485	Historic
Florida National Veterans Cemetery	6502 S.W. 102nd Ave., Bushnell	28.607886	-82.208902	Historic
Gant Lake Park & Boat Ramp	1125 C-478A, Webster	28.579995	-82.095444	Sporting & Recreational
Green Swamp WMA	Off CR 471, Webster	28.353036	-82.013454	Scenic
Halfmoon WMA	7 miles W of I-75 off SR 44, Rutland	28.87617	-82.235584	Sporting & Rec, Scenic
Jumper Creek WMA	Off CR 416, Lake Panasoffkee	28.791732	-82.163916	Scenic
Lake Deaton Park	5300 CR 155, Wildwood	28.831253	-81.992244	Scenic
Lake Miona Park & Boat Ramp	10501 CR 115 (off CR 472E), Oxford	28.907361	-82.004351	Scenic
Lake Okahumpa Park & Boat Ramp	6085 E SR 44, Wildwood	28.833114	-82.005193	Sporting & Rec, Scenic
Lake Panasoffkee Recreation Park	1582 CR 459, Lake Panasoffkee	28.776015	-82.130273	Scenic
Lake Panasoffkee WMA	3 mi. W of I-75 off SR 44, Lake Pan	28.803616	-82.165289	Sporting & Rec, Scenic
Lake-Sumter Comm. College/UCF	1405 C.R. 526A, Sumterville, FL	28.736908	-82.062558	Educational Inst.
Lake Sumter Landing Town Square	1000 Lake Sumter Landing	28.908784	-81.974509	Shopping & Town Center
Marsh Bend Outlet Park	3100 CR 413, Lake Panasoffkee	28.800025	-82.153401	Sporting & Rec, Scenic, Trail
Millenium Park & Comm. Center	Powell Rd. (CR 139), Wildwood	28.852671	-82.021909	Scenic,
Richloam Wildlife Management Area	Off CR 471, South of Webster	28.535219	-82.030449	Scenic
Royal Park	9569 CR 235, Wildwood	28.896132	-82.094854	Scenic
Rutland Park	6805 W SR 44, Lake Panasoffkee	28.852619	-82.213928	Scenic
Shady Brook Greenway Park	230 CR470 N. Lake Panasoffkee	28.754581	-82.100048	Scenic
Spanish Springs Town Square	1000 Main St., Lady Lake	28.940392	-81.950412	Shopping & Town Center
Sumter County Fairgrounds	7620 Florida 471, Bushnell, FL	28.643816	-82.055812	Public Facility
Sumterville Park (Bldg/Site)	2427 CR 522, Sumterville	28.744305	-82.063966	Scenic
Van Fleet State Trial Trialhead	SR 50, Mabel	28.574551	-81.975028	Sporting & Rec, Scenic, Trail
Wahoo Cmnty Bldg/Historical Site	6780 C-48 W, Bushnell	28.697138	-82.216181	Historic
Webster Market District	N. Market Blvd., Webster	28.615946	-82.056756	Historic, Market District
Wysong Park & Boat Ramp	4743 NW 46 Rd., Lake Panasoffkee	28.823282	-82.182345	Sporting & Rec, Scenic

SECTION 2

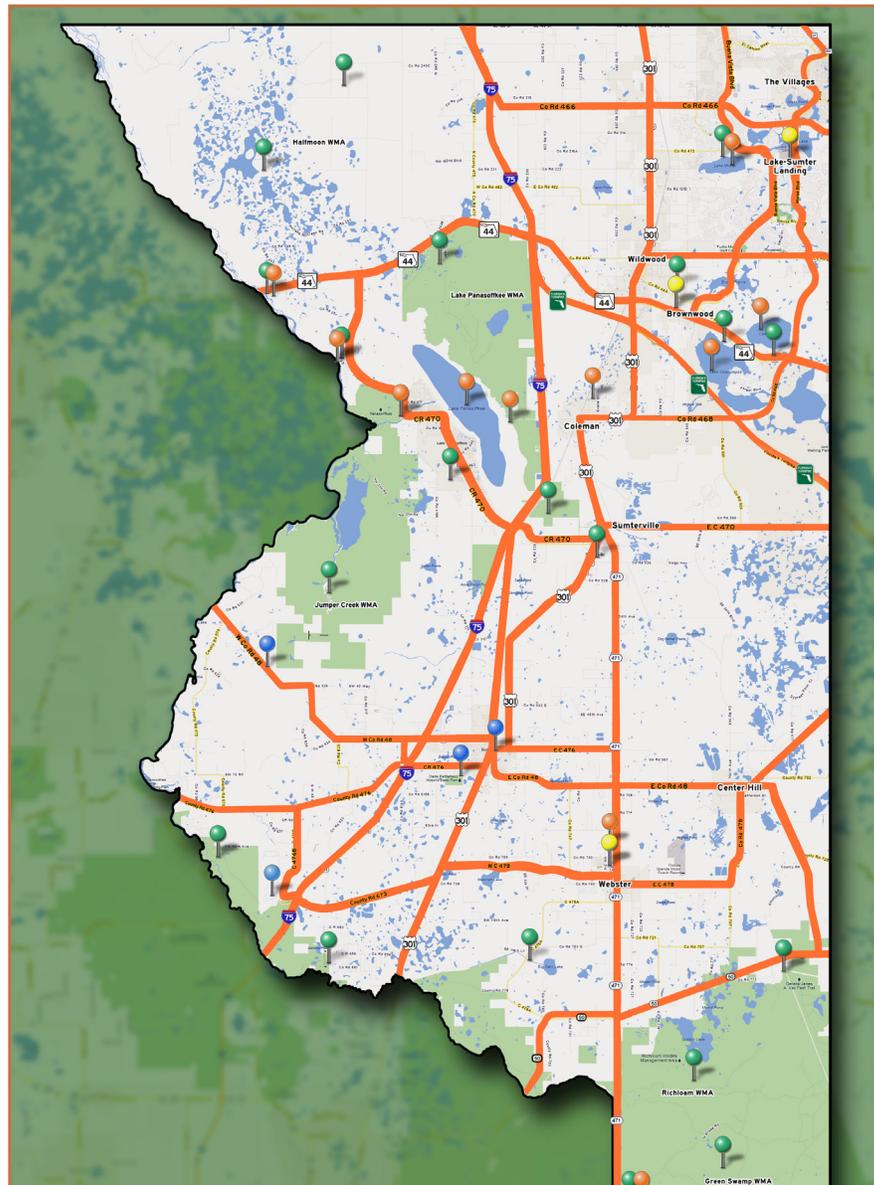
DATA COLLECTION AND ANALYSIS

PRIMARY ROUTES

Primary Routes are those roads designated as having the most use, as determined by daily traffic counts tabulated by the Lake-Sumter Metropolitan Planning Organization.

Furthermore, the routes being considered for directional signage are those routes most likely to be travelled when accessing a destination. Not all primary roads will warrant the placement of wayfinding signage, depending on whether such signage is in close proximity (5 Miles) to any approved destinations. Conversely, not all destinations are accessible using only primary routes. Signage may be placed on lesser-used, non-primary roads, should gaining access to the approved destination warrant.

Two good examples of this relationship are 1) Croom-a-Coochee park, which requires passage along a little-travelled county road, but which may (or may not) require sign placement; and conversely, CR 462, a primary route, but one which passes through an industrial area which has no need for wayfinding signage of any kind.



SECTION 2

DATA COLLECTION AND ANALYSIS

EXISTING INVENTORY

Working in concert with Sumter County Public Works, a list of existing signage has been assembled and reviewed. From that comprehensive master list, wayfinding-specific signage has been culled and logged for the purposes of gaining a complete understanding of the inventory of wayfinding signs located within the county, specifically along primary routes.



In those instances where signage exists, but is either insufficient, or was determined to not match the new system, it is recommended the existing signs be removed and new signs placed in those locations. This primarily consists of existing “Gateway” signage (ie: ‘Entering Sumter County’) located along the county line on those primary routes that are gateway entrances into the county. The Master Destinations Spreadsheet contains links to maps of these individual gateway entrances, as well as street-level images of existing signage, and is being submitted as an attachment, in digital form as an Excel spreadsheet, along with this printed plan.

In those instances where signage exists, and is sufficient, no new signs are recommended.

Lastly, in those instances where there is no existing signage, but for which wayfinding signage is deemed appropriate, new sign placements are recommended.

While every effort has been made to discover existing signage and determine its usefulness, the county’s inventory of existing county signage is still underway at Sumter County Public Works at the time of this report. Therefore, no guarantees are made as to the completeness of the working list of existing wayfinding signage. As the sign inventory process concludes and the GIS inventory of signage is completed, the County can re-assess what further signage exists and what needs replacing, if any.



The County will ultimately have the final word in all future activities regarding the program, including whether existing signage is sufficient to remain or new signage is warranted.

SECTION 3

DESIGN PRINCIPLES

OVERVIEW

A wayfinding program must follow a set of clearly articulated goals and objectives in order to accurately design the system. Very early in the process, a series of design principles were established for the signage system. These principles included the intent of the project, the objectives, and a set of criteria for what would be allowed in the wayfinding program. These principles were vetted among not only public officials and agencies, but also with the general public.

DESIGN CRITERIA

The following design criteria serve as a guide for the design, content and orientation of signs throughout the Sumter County Wayfinding Signage system:

1. Community wayfinding signs shall conform to the “Manual of Uniform Traffic Control Devices” published by the Federal Highway Administration, and the “Florida Administrative Code” published by the State of Florida.
2. Community wayfinding sign criteria and plan must be adopted by the local government by resolution.
3. Community wayfinding signs cannot be used for the purpose of advertising.
4. Red, yellow, orange, purple, or their fluorescent versions, and fluorescent yellow-green and pink shall not be used as background colors.
5. Minimum contrast value of legend (i.e. text) color to background color of 70% is required (ADA compliance).
6. The area of the enhancement marker (i.e. the fish or birds attached to the sign) cannot exceed more than 20% of the area of the community wayfinding sign it is attached to.
7. There is a maximum limitation of 4 destinations on each community wayfinding sign.
8. The text fonts must be “highway gothic” or other Federal Highway Administration approved fonts per the Standard Alphabets of the “Standard Highway Signs and Marking Book.”
9. The text letter must be at least 6” high for capital letters and 4” high for lower case. The text lettering must be lower case with the first letter being uppercase.
10. Community wayfinding signs must meet all safety criteria, including required breakaway and retroreflective standards of the FDOT.
11. The bottom edge of the sign face must be a minimum of 7’ and not exceed 8’ above the elevation of the edge of the adjacent travelway.

SECTION 3

DESIGN PRINCIPLES

DESIGN INSPIRATION

The following images served as inspiration for the design concepts proposed in this plan. The inspiration came from a variety of sources including characteristics of Sumter County itself, materials and designs reflecting the rustic, rural, agrarian nature of the county, as well as wayfinding and gateway signage systems implemented by other similar locations.



SECTION 3

DESIGN PRINCIPLES

DESIGN INSPIRATION



SECTION 3

DESIGN PRINCIPLES

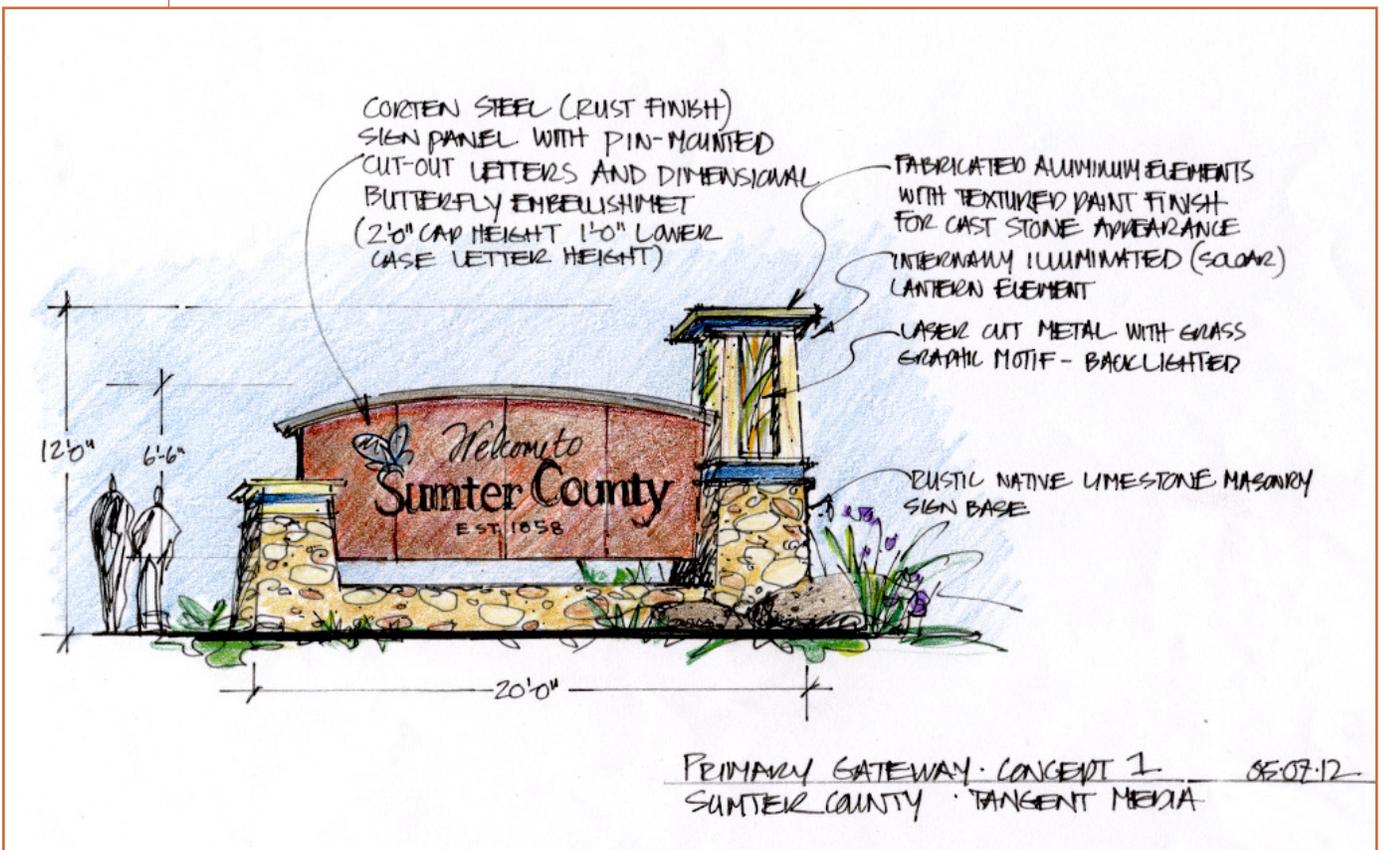
CONCEPTUAL DESIGNS

Once we determined the character traits we wanted to portray in the signage (rustic, agrarian, ecological, agricultural), those characteristics were translated to design concepts via preliminary conceptual sketches.

Rustic materials such as weathered wood beams, corten steel and limestone were selected as a basis to begin. Whenever possible, native materials were used. Other design elements, such as pertinent architectural features and wildlife silhouettes were used to carry those characteristics through to the physical signage, lending a cohesive look and feel throughout the signage system.

Pulling from those preliminary conceptual sketches, traits from the different designs were carefully combined to incorporate all those elements determined by the design team and the county as best expressing Sumter's look and character.

Primary Gateway Option - 1

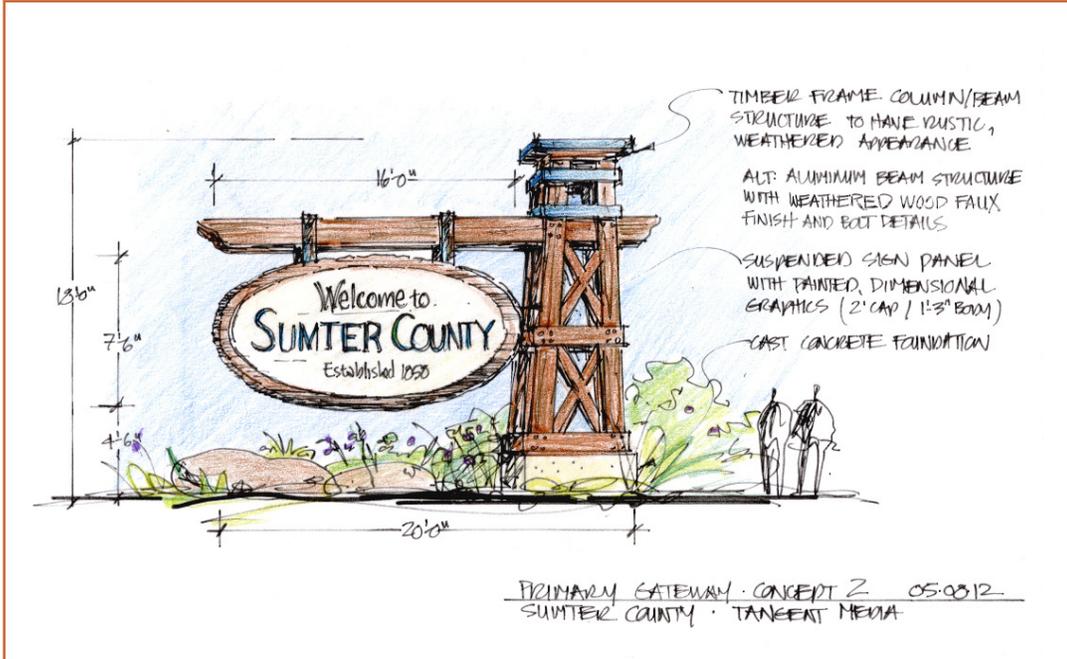


SECTION 3

DESIGN PRINCIPLES

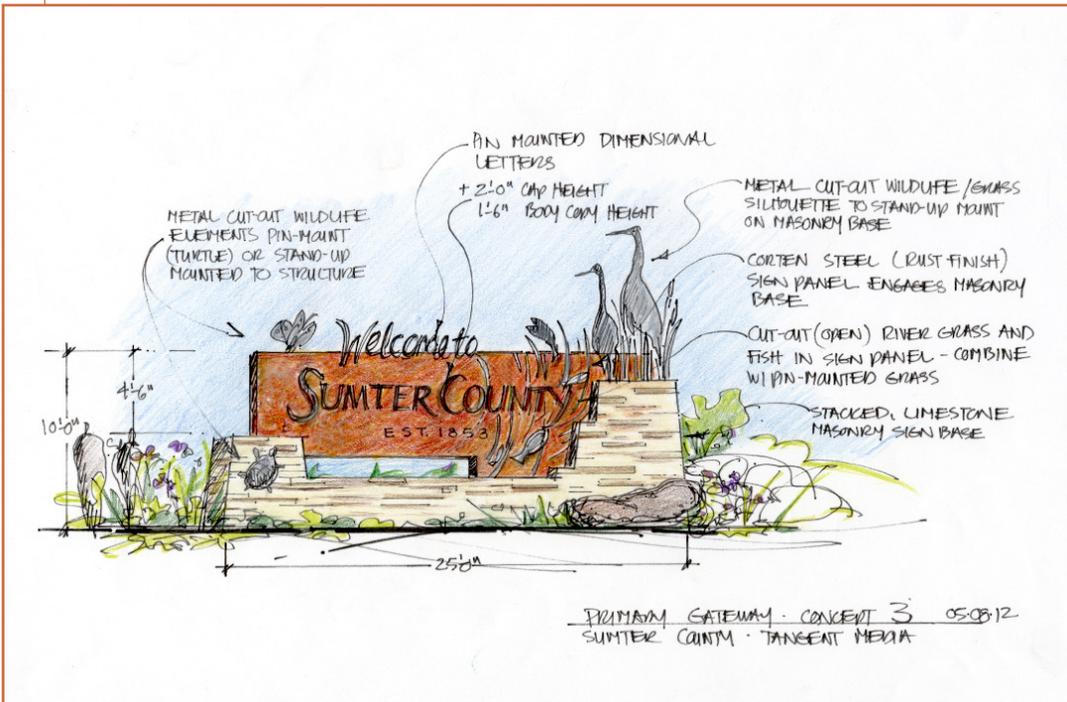
CONCEPTUAL DESIGNS

Primary Gateway Option - 2



PRIMARY GATEWAY - CONCEPT 2 05-08-12
SUMTER COUNTY - TANGENT MEDIA

Primary Gateway Option - 3



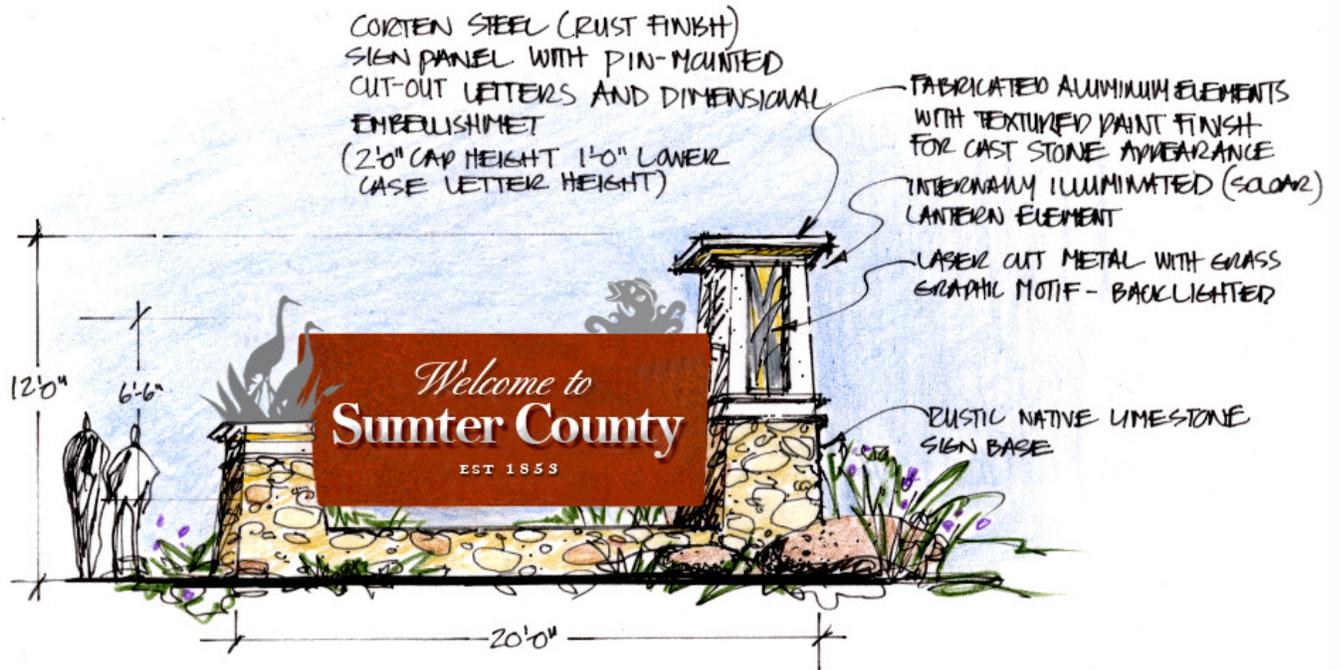
PRIMARY GATEWAY - CONCEPT 3 05-08-12
SUMTER COUNTY - TANGENT MEDIA

SECTION 3

DESIGN PRINCIPLES

CONCEPTUAL DESIGNS

Final Primary Gateway Conceptual Design



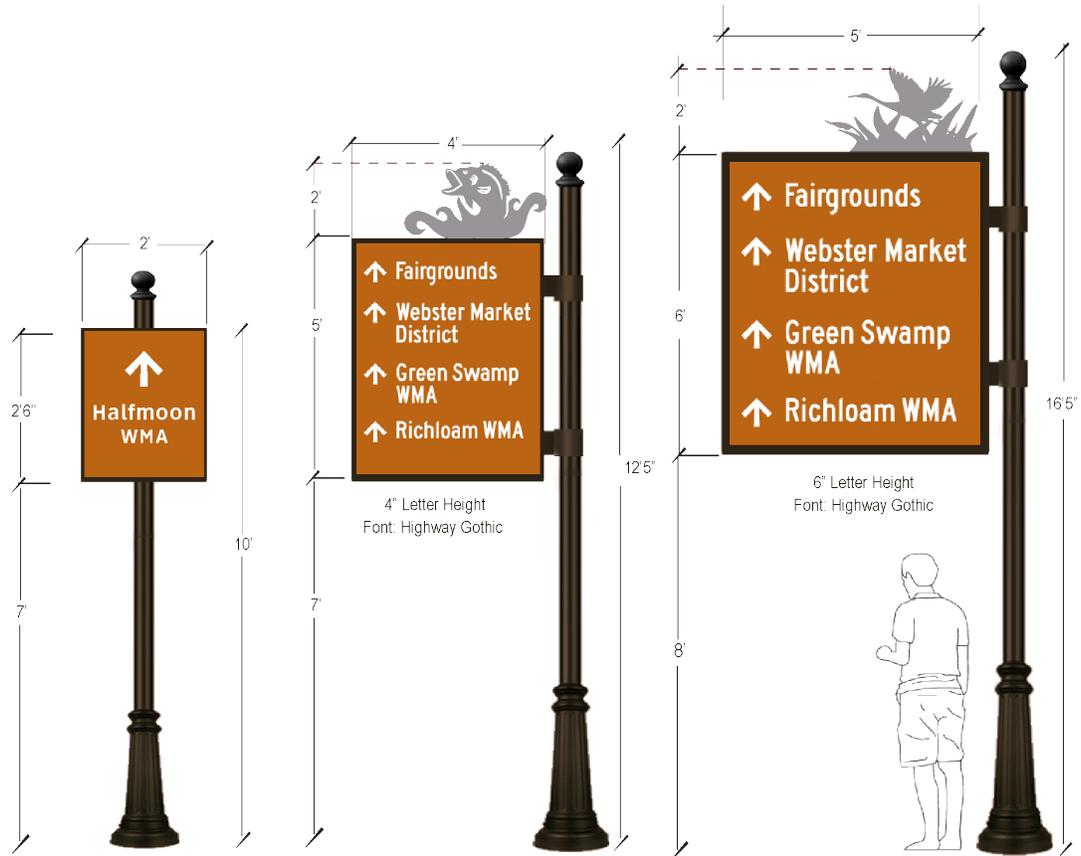
Drawings are for design intent only. Fabricator to verify mounting conditions and substrates.
Fabricator is responsible for engineering and structural integrity of all signs

SECTION 3

DESIGN PRINCIPLES

DESIGN DRAWINGS

Upon completion of the Conceptual Designs, work began on the Design Drawings. Design Drawings differ from the Conceptual Designs in that Design Drawings have more explicit detail such as sign measurements, specifications of colors and materials to be used, technical notes about fabrication and more. A Final Design Drawing was created for each of the sign-types in the wayfinding system family, including Primary Gateway, Secondary Gateway, Vehicular Directional, and Destination Marker.



Design Specifications

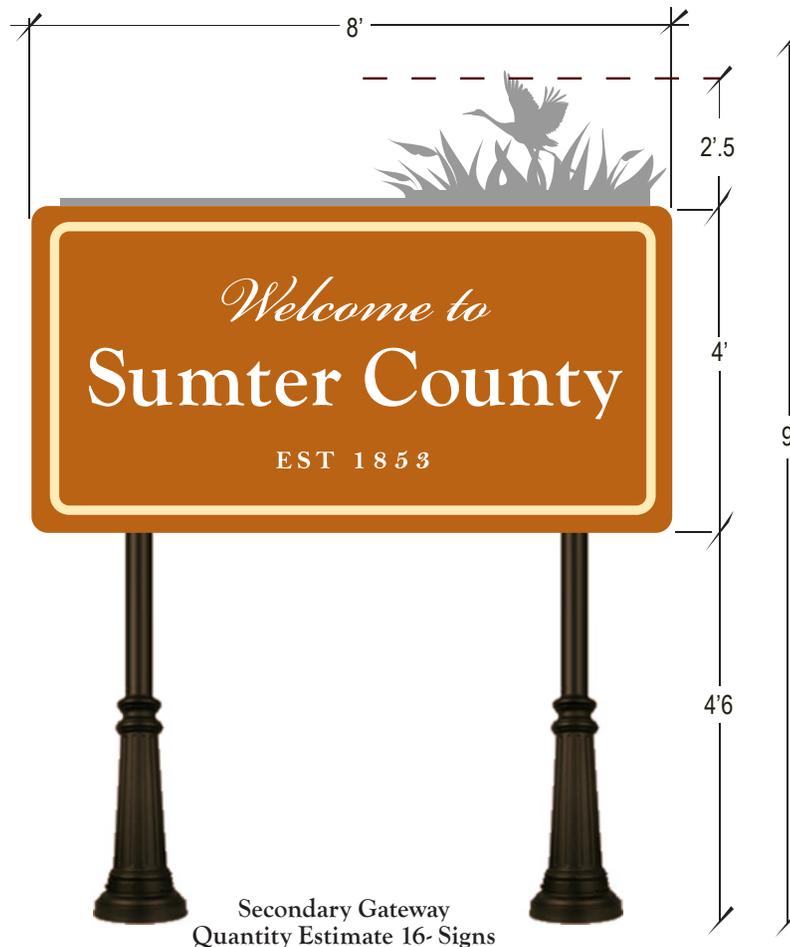
- All steel construction
- 6' Decorative post
- 6" Letter height (Large Vehicular Directional);
- 4" Letter height (Small Vehicular Directional)
- Steel frame to accept standard Public Works sign panels, incl. seamed multi-panels
- Schedule-80 steel signs, per FDOT breakaway standards /130 mph wind loads
- In-ground, concrete footer column with embedded, break-away mounting components
- Sign Face: Reflective HIP (High Intensity Prismatic) sign face
- Sign Color: 3M Translucent Graphic Films, Bronze #3630-129
- Decorative Embellishment or Topper per Master Plan specs below

SECTION 3

DESIGN PRINCIPLES

DESIGN DRAWINGS

A secondary gateway sign was developed to provide an alternative for those instances where a primary gateway sign was inappropriate, either due to restrictive right-of-way size or insufficient traffic counts to warrant the additional size and expense of a primary gateway monument. A sample of the secondary gateway sign is shown below.



There are approximately 16 instances warranting the use of a secondary gateway sign in the current version of this plan, however future traffic patterns or regional growth may warrant the replacement of an existing secondary gateway with a primary. This plan is merely a snapshot of the current needs and desires of the county and should remain flexible enough to include the addition, replacement, or removal, of signs in the future, depending on changing circumstances.

SECTION 3

DESIGN PRINCIPLES

DESIGN DRAWINGS

Decorative Embellishments

Wildlife silhouettes are used to carry desired characteristics of the county through to the design of the signage system. Decorative embellishments, to be cut out of 1/8" - 1/4" aluminum or stainless-steel sheet, shall be mounted in such a way as to allow efficient attachment and detachment by Public Works, yet secure enough to meet wind-load and tamper resistance requirements. New alternative embellishments could be later introduced to promote a corridor or byway, or reflect the season, allowing further customization at any time in the future.

Vehicular Decorative Toppers Options



Bass Jumping, Size: ~3.25' x 2'



Bird flying, Size: ~3.25' x 2'



Butterfly/Wildflowers, Size: ~3.25' x 2'

Secondary Gateway Toppers Decorative Toppers



Sand Crane Sample (B), Size: 2.5' x 4'



Sand Crane Sample (A), Size: 2.5' x 4'

Primary Gateway Toppers Decorative Art



Sand Crane Sample, size: ~3' x 4'



Bass Jumping, Size: ~3. x 4'



Butterfly/Wildflowers, Size: ~3.5' x 4'

SECTION 4

PROPOSED SIGN INVENTORY

OVERVIEW

The following pages contain maps and tables specifying general sign placements. Careful attention should be paid to Priority Destinations and the proximity of signs in relationship to those destinations.

The sign inventory proposed in this section of the plan is based on the Data Collection and Analysis Table included in this document as Appendix D. The Data Collection and Analysis Table in Appendix D includes additional data about location, roadways, GPS coordinates, and suggested legend, or textual content, for each sign proposed. Additionally, a Microsoft Excel Spreadsheet version of the Data Collection and Analysis, with working links to maps and street-level images, has been submitted in its entirety along with this plan.

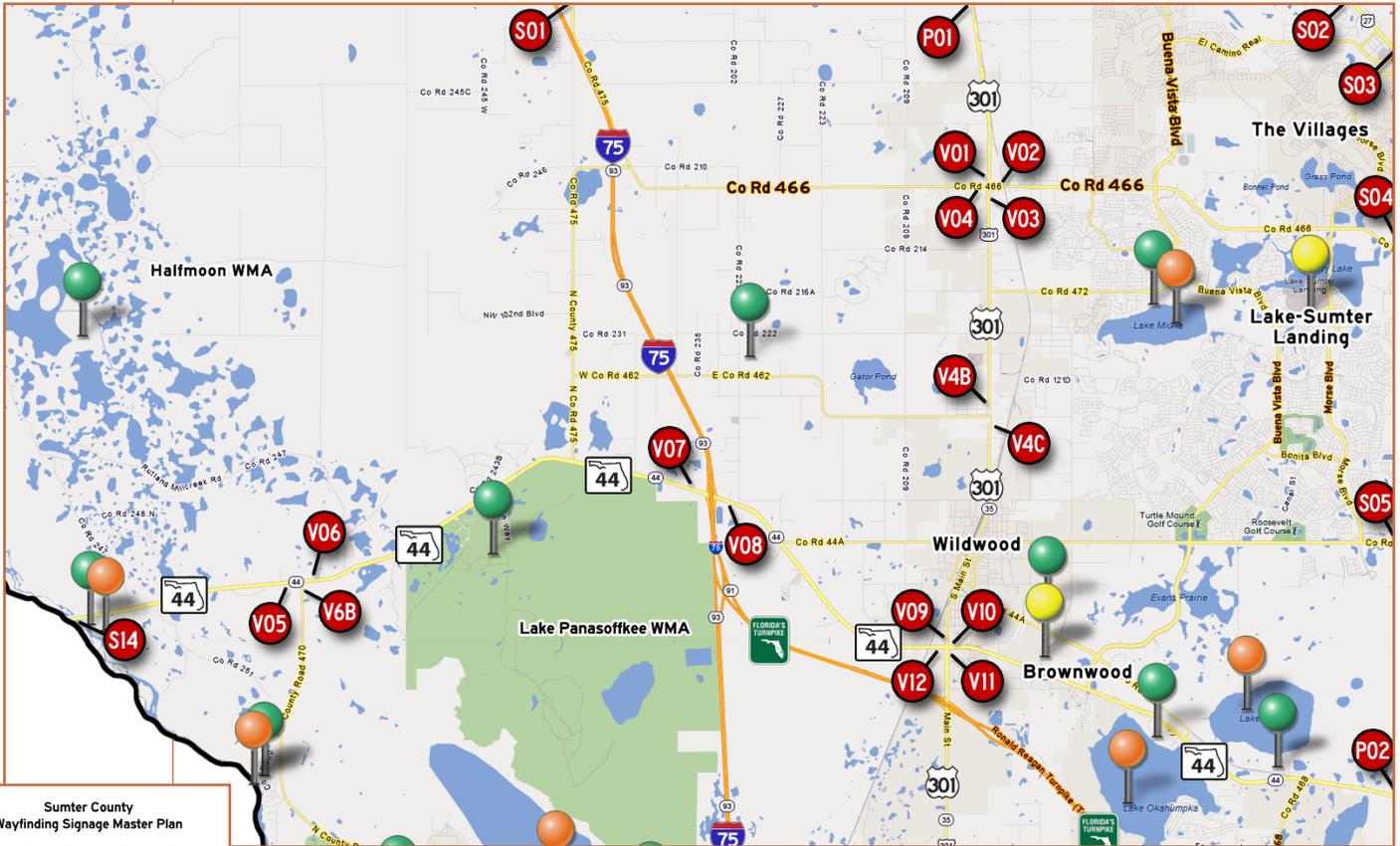
Every effort has been made to pinpoint individual sign locations based on their X and Y GPS coordinates. However, precise placement of signs along the roadside right-of-ways will be left to the implementation team, specifically the installer of the signs, and the Sumter County BOCC.

Locations and legends of each sign placement are recommendations based on our study. Final decisions on all matters relating to the implementation of the system remains the sole discretion of the Sumter County BOCC and must be in accordance with FDOT safety standards and regulatory guidelines.

SECTION 4

PROPOSED SIGN INVENTORY

NORTH COUNTY



Sumter County
Wayfinding Signage Master Plan

Priority Destinations & New Signs Inventory

- Sporting & Recreational
- Scenic/Parks
- Historical Sites
- Shopping/Town Centers
- P Primary Gateway
- S Secondary Gateway
- V Vehicular Directional

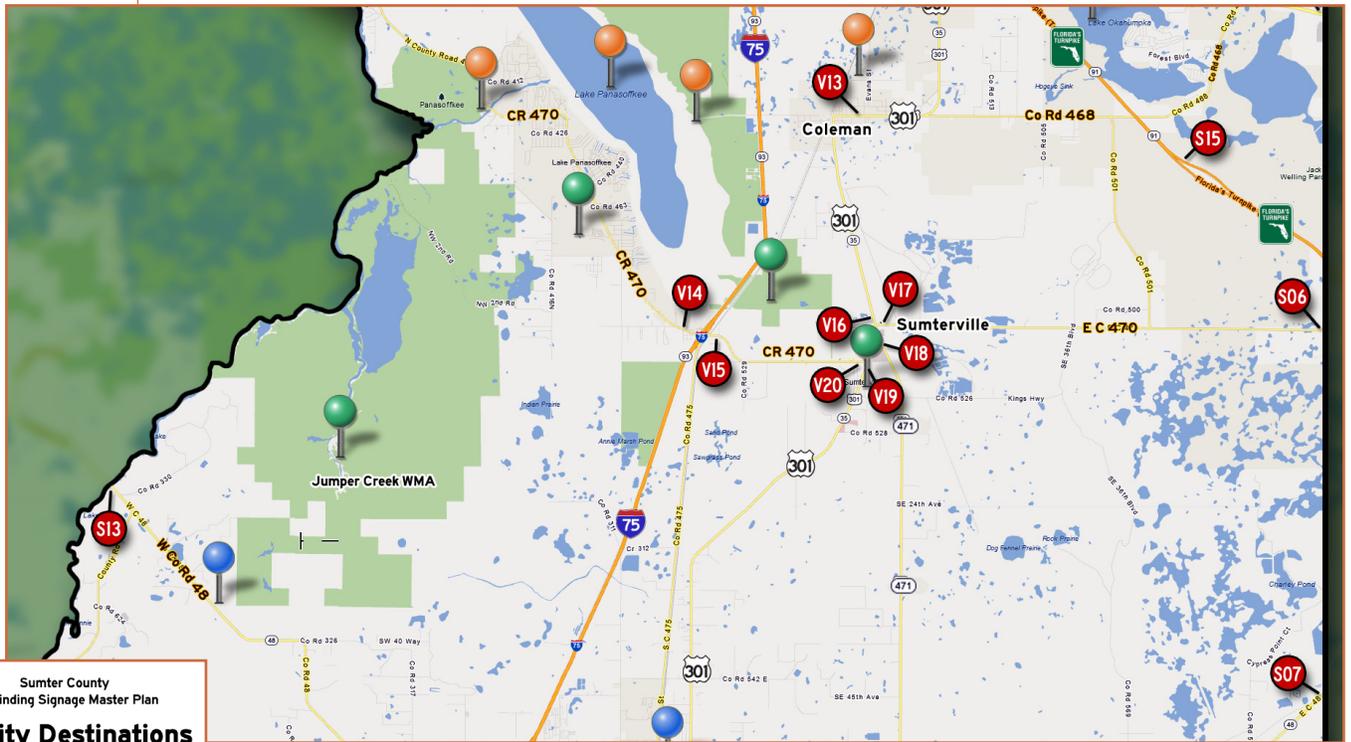
NEW SIGN INVENTORY

ID#	Description	Map X	Map Y	Sign Type
P-01	US 301 SB at North County Line	28.960128	-82.040562	Primary Gateway
P-02	SR 44 WB at East County Line	28.820736	-81.954299	Primary Gateway
S-01	CR 475 SB at North County Line	28.960006	-82.119899	Secondary Gateway
S-02	SR 441 SB at County Line	28.960104	-81.965621	Secondary Gateway
S-03	SR 441 NB at County Line	28.949387	-81.954167	Secondary Gateway
S-04	CR 466 WB at E County Line	28.917018	-81.957223	Secondary Gateway
S-05	CR 466A WB at E County Line	28.863549	-81.953235	Secondary Gateway
S-06	CR 470 WB at E County Line	28.755385	-81.953957	Secondary Gateway
S-07	CR 48 WB at E County Line	28.680402	-81.954168	Secondary Gateway
S-08	SR 50 WB at E County Line	28.580733	-81.954377	Secondary Gateway
S-09	CR 471 NB at S County Line	28.312997	-82.05581	Secondary Gateway
S-10	SR 50 EB at SW County Line	28.524642	-82.096723	Secondary Gateway
S-11	US 301 NB at S County Line	28.572683	-82.155319	Secondary Gateway
S-12	CR 476 EB at W County Line	28.644616	-82.257625	Secondary Gateway
S-13	CR 48 EB at County Line	28.724127	-82.242364	Secondary Gateway
S-14	SR 44 EB at County Line	28.851507	-82.222289	Secondary Gateway
S-15	FL Turnpike at NB Svc Plaza	28.788836	-81.984381	Secondary Gateway
S-16	I-75 at NB Rest Area	28.585652	-82.211135	Secondary Gateway

SECTION 4

PROPOSED SIGN INVENTORY

CENTRAL COUNTY



Sumter County
Wayfinding Signage Master Plan

Priority Destinations & New Signs Inventory

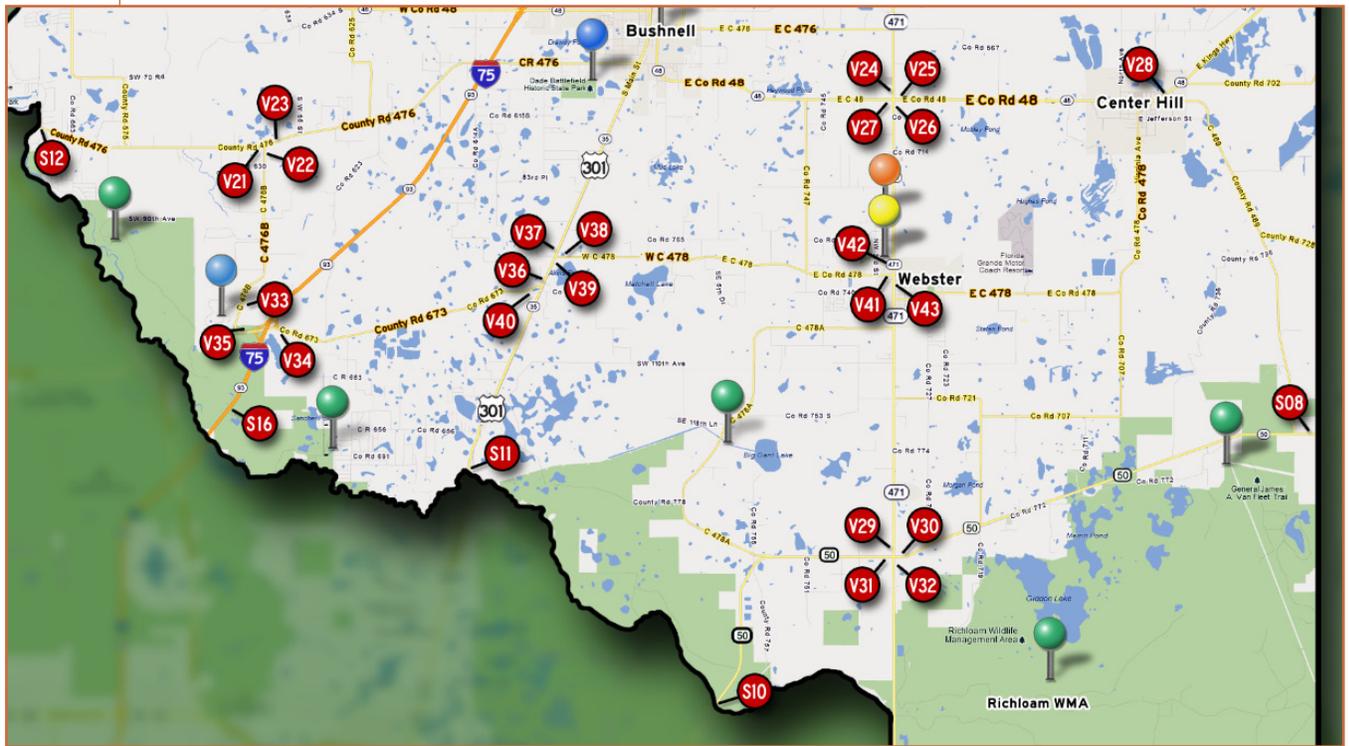
- Sporting & Recreational
- Scenic/Parks
- Historical Sites
- Shopping/Town Centers
- P Primary Gateway
- S Secondary Gateway
- V Vehicular Directional

V-01	US 301 Southbound at CR 466	28.928597 -82.037359	Vehicular Directional
V-02	CR 466 Westbound at US 301	28.927556 -82.035772	Vehicular Directional
V-03	US 301 Northbound at CR 466	28.926678 -82.037226	Vehicular Directional
V-04	CR 466 Eastbound at US 301	28.927345 -82.038538	Vehicular Directional
V-04B	US 301 Southbound at CR 462	28.888378 -82.037214	Vehicular Directional
V-04C	US 301 Northbound at CR 462	28.886457 -82.036828	Vehicular Directional
V-05	SR 44 Eastbound at CR 470	28.858337 -82.175558	Vehicular Directional
V-06	SR 44 Westbound at CR 470	28.858952 -82.172318	Vehicular Directional
V-6B	CR 470 Northbound at SR 44	28.857543 -82.173708	Vehicular Directional
V-07	SR 44 WB at I-75 SB Off-Ramp	28.874538 -82.095255	Vehicular Directional
V-08	SR 44 EB at I-75 NB Off-Ramp	28.871564 -82.086174	Vehicular Directional
V-09	US 301 Southbound at SR 44	28.849833 -82.045573	Vehicular Directional
V-10	SR 44 Westbound at US 301	28.847375 -82.043458	Vehicular Directional
V-11	US 301 Northbound at SR 44	28.84505 -82.045276	Vehicular Directional
V-12	SR 44 Eastbound at US 301	28.847119 -82.048326	Vehicular Directional
V-13	US 301 Southbound at CR 514	28.799916 -82.069424	Vehicular Directional
V-14	CR 470 WB at I-75 Off-Ramp	28.75484 -82.10411	Vehicular Directional
V-15	CR 470 EB at I-75 Off-Ramp	28.752939 -82.101644	Vehicular Directional
V-16	US 301 SB at CR470/471	28.755113 -82.060533	Vehicular Directional
V-17	CR 470 Westbound at US 301	28.756768 -82.059202	Vehicular Directional
V-18	CR 471 Northbound at CR 470	28.75231 -82.059009	Vehicular Directional
V-19	US 301 Northbound at CR 471	28.752065 -82.06079	Vehicular Directional
V-20	CR 470 Eastbound at US 301	28.748754 -82.064202	Vehicular Directional
V-21	CR 476 Eastbound at CR 476B	28.641353 -82.201209	Vehicular Directional
V-22	CR 476B NB at CR 476	28.639677 -82.203312	Vehicular Directional
V-23	CR 476 WB at CR 476B	28.640186 -82.204192	Vehicular Directional
V-24	CR 471 Southbound at CR 48	28.651729 -82.054911	Vehicular Directional

SECTION 4

PROPOSED SIGN INVENTORY

SOUTH COUNTY



Sumter County
Wayfinding Signage Master Plan

Priority Destinations & New Signs Inventory

- Sporting & Recreational
- Scenic/Parks
- Historical Sites
- Shopping/Town Centers
- P Primary Gateway
- S Secondary Gateway
- V Vehicular Directional

V-25	CR 48 Westbound at CR 471	28.650261 -82.05373	Vehicular Directional
V-26	CR 471 Northbound at CR 48	28.649376 -82.054675	Vehicular Directional
V-27	CR 48 Eastbound at CR 471	28.650072 -82.056069	Vehicular Directional
V-28	CR 48 Westbound at CR 469	28.651113 -81.990645	Vehicular Directional
V-29	CR 471 Southbound at SR 50	28.556594 -82.054996	Vehicular Directional
V-30	SR 50 Westbound at CR 471	28.555312 -82.053323	Vehicular Directional
V-31	CR 471 Northbound at SR 50	28.554106 -82.05461	Vehicular Directional
V-32	SR 50 Eastbound at CR 471	28.555086 -82.056155	Vehicular Directional
V-33	CR 476B across from Cemetary Exit	28.607719 -82.208688	Vehicular Directional
V-34	CR 673 at I-75 Northbound Off-Ramp	28.60243 82.200599	Vehicular Directional
V-35	CR 673 at I-75 Southbound Off-Ramp	28.601713 -82.20816	Vehicular Directional
V-36	US 301 Southbound at 673	28.613024 -82.137122	Vehicular Directional
V-37	US 301 Southbound at 478	28.619336 -82.133985	Vehicular Directional
V-38	CR 478 Westbound at US 301	28.617585 -82.133213	Vehicular Directional
V-39	US 301 Northbound at 478	28.616398 -82.135208	Vehicular Directional
V-40	CR 673 Eastbound at US 301	28.611368 -82.13879	Vehicular Directional
V-41	CR 478 Eastbound at SR 471	28.613662 -82.056236	Vehicular Directional
V-42	SR 471 Southbound at CR 478	28.614839 -82.05482	Vehicular Directional
V-43	SR 471 Northbound at CR 478	28.612941 -82.054648	Vehicular Directional

SECTION 5

DIGITAL WAYFINDING

OVERVIEW

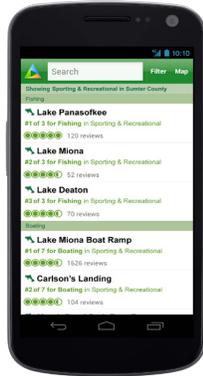
In addition to the standard, physical roadway signage, it is further recommended the county augment the program for the 21st century through the implementation of a Mobile Digital Wayfinding System. According to a wayfinding study by the University of Cincinnati (2009 Wang, Hedgecock & Fernandez), “Mobile media and interactive design offer an opportunity to improve the wayfinding experience in such a way that traditional, fixed wayfinding systems cannot.” Incorporating mobile media and digital technology within a wayfinding strategy allows for a ubiquitous, customized, more efficient wayfinding experience.

Wayfinding activities typically include the following components:

- **Pre-Visit Information (general site info and trip planning)**
- **Travel Information (navigating to and from the site)**
- **On-Site Information (site-specific information, historic data, pricing, specials)**

Imagine a scenario where a resident of The Villages, at the extreme north end of the County, has decided to visit the popular Webster Market District located at the south end of the County.

According to FDOT specifications, wayfinding signage should not be placed more than 5 miles from the actual destination. Being that this destination is some 35 miles, or 50 minutes, from the resident’s location, this resident would be required to get wayfinding information from multiple other sources in order to procure any meaningful directional and visitor information.



Now imagine the same scenario, but this time the northern resident has a mobile wayfinding app that allows for selecting a destination from a list of predefined destinations, automatically providing the traveler with an easy to follow path marking the route, including turn-by-turn text and audio directions. In essence, press a button and you are on your way.



Follow the scenario further and you will see opportunities to provide not only navigational directions, but also site-specific details about the destination, promotions of other destinations that are nearby or along the travel route, promotions for local businesses who provide appropriate products and services such as food, lodging, retail, etc., as well as on-screen coupons, ticket information and specials.



These opportunities are neither permissible, nor possible, in a physical wayfinding signage program, yet are accessible at the touch of a button to users of a digital system. It is therefore our recommendation that the County adopt and implement a digital wayfinding system, reaffirming Sumter County’s position as a state-of-the-art leader in public service, while effectively branding the county and its attractions on a much higher level.

The following flowchart visually demonstrates two possible alternative user experiences for the scenario described above. One path provides the user a menu of categories and a resulting list of destinations within that category. The other path leads the user to a map from which destinations can be selected by touching the destination’s icon on screen.

DIGITAL WAYFINDING

MOBILE WAYFINDING SAMPLE SCREENS



ACTION PLAN FOR IMPLEMENTATION

ACTION PLAN OVERVIEW

The following steps outline a proposed action plan for the implementation of the Sumter County Wayfinding Signage Program. Once approved, this Master Plan will serve as a guide throughout the implementation process and into the future. The ‘Design Standards’ and ‘Destination Criteria’ will continue to act as a guide long after the first round of signs are installed. Destinations can and will continue to be added and removed, as circumstances dictate. It is important to remain flexible in the expansion of the system, while at the same time, strictly adhering to the set standards and requirements outlined in this plan.

Furthermore, we suggest a single prototype be fabricated, in full, prior to wide-scale implementation, in order to discover any complications in the process, or shortcomings in materials specifications.

INSTALLATION PRIORITIZATION

It is recommended sign installations be prioritized by drawing-power, which has both positive and negative traits to consider. Prioritization by drawing-power assures that those locations most visited will be served accordingly. According to this method, The Village Squares, Florida National Cemetary, Dade Battlefield, and the Webster Markets would be favored over an out of the way, neighborhood park, such as Croom-a-Coochee Park, for instance. These lesser-draw destinations could then be introduced through future installations, if desired.

Another benefit of the “prioritization-by-draw” option is that it restricts the number of signs containing a single destination (which would be necessary to allow for routes that wind through a local neighborhood to a remote park). The draw method also reduces the total number of destinations required to be listed on individual signs. Being that wayfinding signs are limited to a total of 4 destinations per sign, this offers the additional advantage of freeing up precious sign programming space.

The drawback of such a method is that it fails to promote increased usage of small neighborhood parks. However, it is doubted that travelers from out-of-town or out-of-region are traversing the state in an effort to visit local, neighborhood parks. The benefits of a draw-based priority far outweigh any alternative methods.

The sign inventory locations presented on the Sign Inventory Maps (Section 4) reflect the highest and best use of wayfinding sign placements, resulting in the most efficient and effective system possible, according to our studied opinion.

The estimated cost of the entire sign system as prioritized above--including all recommended primary and secondary gateway signs, and all vehicular directional signs--amounts to more than the County currently has budgeted for the Wayfinding Program. Therefore, if supplemental funding is not available, it is recommended the final installations be split into 2 phases.

Phase 1 would include the installation of all 18 gateway signs: 2 primary (monument type) and 16 secondary (double posted type). Phase 2 would consist of installing all 46 Vehicular Directional signs. The time-frame between phases is up to the discretion of the BOCC.

The rough costs of fabrication as follows:

Phase 1		Phase 2	
2 Primary Gateway	\$43,200	46 Vehicular Directional	\$146,792
16 Secondary Gateway	\$56,890		
18 Total Gateway Signs	\$100,090		

SECTION 6

ACTION PLAN FOR IMPLEMENTATION

PERMITTING PROCESS AND COSTS

The permitting process for the implementation for this wayfinding program is a three-step process, as shown below.

STEP 1

Wayfinding Master Plan
Local Approval

STEP 2

Wayfinding Master Plan
FDOT Approval

STEP 3

Wayfinding Sign
Permitting

Install
Wayfinding Signs

The first step is the development and local approval of the wayfinding master plan. This document serves as the required wayfinding master plan. The wayfinding master plan must be approved through a resolution of the Sumter County Board of County Commissioners and the governing boards of the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and City of Wildwood. The approval of the resolution, by the County and all five (5) cities, demonstrates the unified countywide support of the wayfinding program. This unified countywide support is required for the second step.

Because the wayfinding program includes the installation of wayfinding signs within right-of-ways under FDOT's jurisdiction, the second step is FDOT's approval of the wayfinding master plan. Once the wayfinding master plan is approved by resolution by the County and all five (5) cities, the wayfinding master plan may be submitted to FDOT's District 5 office in Deland, Florida for review and approval. There is no fee to be paid to FDOT by the County this review and approval.

Once FDOT approves the wayfinding master plan, then the third step commences. The third step is obtaining the required permits for the actual installation of the wayfinding signs. The permitting process for the installation of the wayfinding signs is dependent upon the location of each wayfinding sign. Wayfinding signs located within County right-of-ways or on private property, are exempt from County permitting pursuant to Section 13-103, Sumter County Land Development Code. These wayfinding signs may be installed based on the requirements of the master plan and the engineered wayfinding sign plans provided by the wayfinding sign fabricator. However, for signs located within right-of-ways under the authority of FDOT (SR 44, SR 48, SR 50, SR 471, US 301, US 441/27, I-75, and Turnpike), these wayfinding signs must be additionally permitted by FDOT.

After approval of the wayfinding master plan by FDOT, the FDOT permitting process for wayfinding signs is through the General Use Permit process. The General Use Permit process is very straightforward. The County must prepare and submit to FDOT a General Use Permit application that covers each sign within right-of-ways under FDOT authority. The County may submit one General Use Permit application that addresses all wayfinding signs within FDOT right-of-way or submit separate General Use Permits for each wayfinding sign or group of wayfinding signs. Information that must be included as part of the General Use Permit includes the engineering plans for the wayfinding signs showing how the installation of the signs meets the required permitting criteria for signage (i.e. structural and locational). Once the General Use Permit is issued, then the wayfinding signs, approved by the General Use Permit, may be installed within FDOT right-of-way.

SECTION 6

ACTION PLAN FOR IMPLEMENTATION

On four (4) of the proposed wayfinding signs there are potential special permitting conditions. Each of these special permitting conditions is addressed below:

1. P-02 (SR 44 - Westbound at East County Line): The right-of-way for the westbound lanes is severely limited and is not sufficient for the installation of the proposed primary gateway sign. However, private property that is adjacent to the right-of-way is comprised of an abandoned railroad corridor that is now owned by The Villages of Lake-Sumter, Inc. The County should seek to obtain approval from The Villages of Lake-Sumter, Inc. to place the proposed primary gateway sign on the private property. By placing the primary gateway sign on private property, it removes the requirement to obtain a General Use Permit from FDOT for this sign. However, the County should still coordinate with FDOT in the location of this sign on private property due to its proximity to SR 44.
2. S-14 (SR 44 - Eastbound at County Line): At this location, the County's Rutland Park is located adjacent to SR 44. There is sufficient room at Rutland Park for the installation of the proposed secondary gateway sign. As with the primary gateway sign on the east end of SR 44, by placing the proposed secondary gateway sign on County property and not within the right-of-way of SR 44 removes the requirement to obtain a General Use Permit from FDOT for this sign. Again, the County should still coordinate with FDOT in the location of this sign on County property due to its proximity to SR 44.
3. S-15 (Turnpike - Northbound at Okahumpka Service Plaza): FDOT's regulations prohibit the placement of wayfinding signs within the right-of-way of the Florida Turnpike. However, a potential alternative is to request permission from FDOT/Florida Turnpike Enterprise to place the secondary gateway sign within the Okahumpka Service Plaza. Placement of the sign at the Okahumpka Service Plaza will require special approval from FDOT/Florida Turnpike Enterprise.
4. S-16 (I-75 - Northbound at Service Plaza North of Southern County Boundary): As with the Turnpike, FDOT's regulations prohibit the placement of wayfinding signs within the right-of-way of I-75. However, a potential alternative is to request permission from FDOT to place the secondary gateway sign within the Service Plaza located adjacent to the northbound lanes of I-75 just north of southern county boundary. Placement of the sign at the Service Plaza will require special approval from FDOT.

There is no FDOT fee for General Use Permits. However, the effort to prepare and submit the FDOT General Use Permit for those wayfinding signs within FDOT right-of-way and the final site engineering for all wayfinding signs not requiring a FDOT permit is estimated to cost in the range of \$4,500 to \$6,000. This cost includes the effort to site verify and document the specific locations for the installation of all 62 proposed wayfinding signs and preparation of the General Use Permit application for submission by the County to FDOT. This estimated cost is based on the assumptions that all wayfinding signs requiring a FDOT General Use Permit are included in a single permit submittal and that all structural engineering of the wayfinding signs are provided by the sign fabricators.

In addition, it is highly recommended that the County, or contractor installing the wayfinding signs, contact Sunshine State One Call (Dial 811) to locate potential underground utility conflicts. If significant potential underground utility conflicts are identified, then it is recommended that the County, or contractor installing the signs, engage a contractor to complete a vacuum excavation to verify underground utilities or that the sign simply be moved to another location. There is no cost for Sunshine State One Call. The estimated cost for the vacuum excavation is \$350 to \$500 per location.

SECTION 6

ACTION PLAN FOR IMPLEMENTATION

PRIMARY GATEWAY CONSTRUCTION

Construction of the Primary Gateway structures has been quoted by T&D Concrete using vendors and artisans from the pool of local talent, available in large part, due to The Villages' ongoing development and numerous signage construction projects currently underway. Similar monument-type signage can be found throughout The Villages at many of the entrances to individual villages and town squares within the development.

Due to the size and mass of the monument-style Primary Gateway signs, these structures must adhere to a minimum 24-36 foot roadway setback requirement as specified by Dept. of Transportation signage regulations, depending on vehicle speeds and right-of-ways.

SIGN FRAME FABRICATION

We recommend the bidding and fabrication process of the sign frames be carried out under the leadership of fellow Master Plan Design Team member, SalesCorp of Florida. As a member of the Master Plan Design Team, SalesCorp of Florida is already intimately familiar with the project and the fabrication requirements detailed in this plan. SalesCorp of Florida is also a certified FDOT fabricator with previous experience in FDOT fabrication, well versed in FDOT breakaway standards, signage specifications and other regulatory requirements.

As a local business with a history of work experience in Sumter County, SalesCorp of Florida can be trusted to not only deliver sound advice regarding bidding and fabrication, but to also look out for the best interests of the county during the process as a long-time resident and benefactor of the county.

SIGN FACE FABRICATION AND INSTALLATION

This plan has been a coordinated effort between the Design Team and Sumter County Public Works (SCPW). SCPW is a critical part of the Wayfinding Master Plan implementation process in that SCPW has been proposed to fabricate the actual sign faces, affix the faces to the pre-fabricated sign frames and perform the final roadside installations of each sign.

For a quick reference of sign locations, refer to the sign placement locations specified in the tables accompanying the Proposed Sign Inventory Maps for general sign placement.

For exact sign placement, SCPW will follow their existing procedures for sign installation. Wade Trim has provided the necessary planning and permitting requirements associated with given sign placements.

The following are some examples of regulations specific to the physical placement of wayfinding signage, and can be found in the MUTCD and FAC.

- Community wayfinding signs are not permitted within the right-of-way of limited access highways (i.e. I-75 and Florida Turnpike) and their ramps and frontage roads.
- Community wayfinding signs cannot interfere with official traffic control signs/devices or impair visibility or violate the following spacing standards (Source - Table 1, Chapter 14-51, FAC):

Speed (mph)	Minimum Spacing	
= < 25	Spaced to assure no blocking of traffic control signs/devices	
> 25 and = < 35		200 feet
> 35 and = < 45		250 feet
> 45 and = < 60		300 feet
> 60		800 feet

SECTION 6

ACTION PLAN FOR IMPLEMENTATION

DIGITAL WAYFINDING APPLICATION DESIGN & PRODUCTION

It is estimated to cost between \$50,000 - \$75,000 for a mobile wayfinding application of the scope suggested by Sumter County's size. An actual needs analysis would be performed to more precisely determine the County's needs and further define project scope.

The information discovered during the needs analysis is used to create the functional specification or requirements document. The requirements document specifies the exact functionality of the application, which in turn establishes a baseline on which to base the projected design and programming costs necessary to meet that functionality.

SECTION 7

APPENDICES

APPENDIX A

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, SECT. 2D

See the Adobe PDF file titled 'MUTCD_Sect2D.pdf' accompanying this plan for the full text of Section 2D of the Manual of Uniform Traffic Control Devices, having to do with wayfinding signage.

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.28	21 x 15	21 x 15	—
Lane Designation	M5-4,5,6	2D.33	24 x 18	24 x 18	36 x 24
Directional Arrow	M6-1,2,2a,3,4,5,6,7	2D.29	21 x 15	21 x 15	30 x 21
Destination (1 line)	D1-1	2D.39	Varies x 18	Varies x 18	—
Destination and Distance (1 line)	D1-1a	2D.39	Varies x 18	Varies x 18	—
Circular Intersection Destination (1 line)	D1-1d	2D.40	Varies x 18	Varies x 18	—
Circular Intersection Departure Guide	D1-1e	2D.40	Varies x 42*	—	—
Destination (2 lines)	D1-2	2D.39	Varies x 30	Varies x 30	—
Destination and Distance (2 lines)	D1-2a	2D.39	Varies x 30	Varies x 30	—
Circular Intersection Destination (2 lines)	D1-2d	2D.40	Varies x 30	Varies x 30	—
Destination (3 lines)	D1-3	2D.39	Varies x 42	Varies x 42	—
Destination and Distance (3 lines)	D1-3a	2D.39	Varies x 42	Varies x 42	—
Circular Intersection Destination (3 lines)	D1-3d	2D.40	Varies x 42	Varies x 42	—
Distance (1 line)	D2-1	2D.43	Varies x 18	Varies x 18	—
Distance (2 lines)	D2-2	2D.43	Varies x 30	Varies x 30	—
Distance (3 lines)	D2-3	2D.43	Varies x 42	Varies x 42	—
Street Name (1 line)	D3-1,1a	2D.45	Varies x 12	Varies x 8	Varies x 18
Advance Street Name (2 lines)	D3-2	2D.46	Varies x 30*	—	—
Advance Street Name (3 lines)	D3-2	2D.46	Varies x 42*	—	—
Advance Street Name (4 lines)	D3-2	2D.46	Varies x 60*	—	—
Parking Area	D4-1	2D.49	30 x 24	18 x 15	—
Park - Ride	D4-2	2D.50	30 x 36	24 x 30	36 x 48
National Scenic Byways	D6-4	2D.56	24 x 24	24 x 24	—
National Scenic Byways	D6-4a	2D.56	24 x 12	24 x 12	—
Weigh Station XX Miles	D8-1	2D.51	78 x 60	60 x 48	96 x 72
Weigh Station Next Right	D8-2	2D.51	84 x 72	66 x 54	108 x 90
Weigh Station (with arrow)	D8-3	2D.51	66 x 60	48 x 42	84 x 78
Crossover	D13-1,2	2D.55	60 x 30	60 x 30	78 x 42
Freeway Entrance	D13-3	2D.48	48 x 30	48 x 30	—
Freeway Entrance (with arrow)	D13-3a	2D.48	48 x 42	48 x 42	—
Combination Lane Use / Destination	D15-1	2D.35	Varies x 96	Varies x 96	—
Next Truck Lane XX Miles	D17-1	2D.53	42 x 48	42 x 48	60 x 66
Truck Lane XX Miles	D17-2	2D.53	42 x 42	42 x 42	60 x 54
Slow Vehicle Turn-Out XX Miles	D17-7	2D.54	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.**

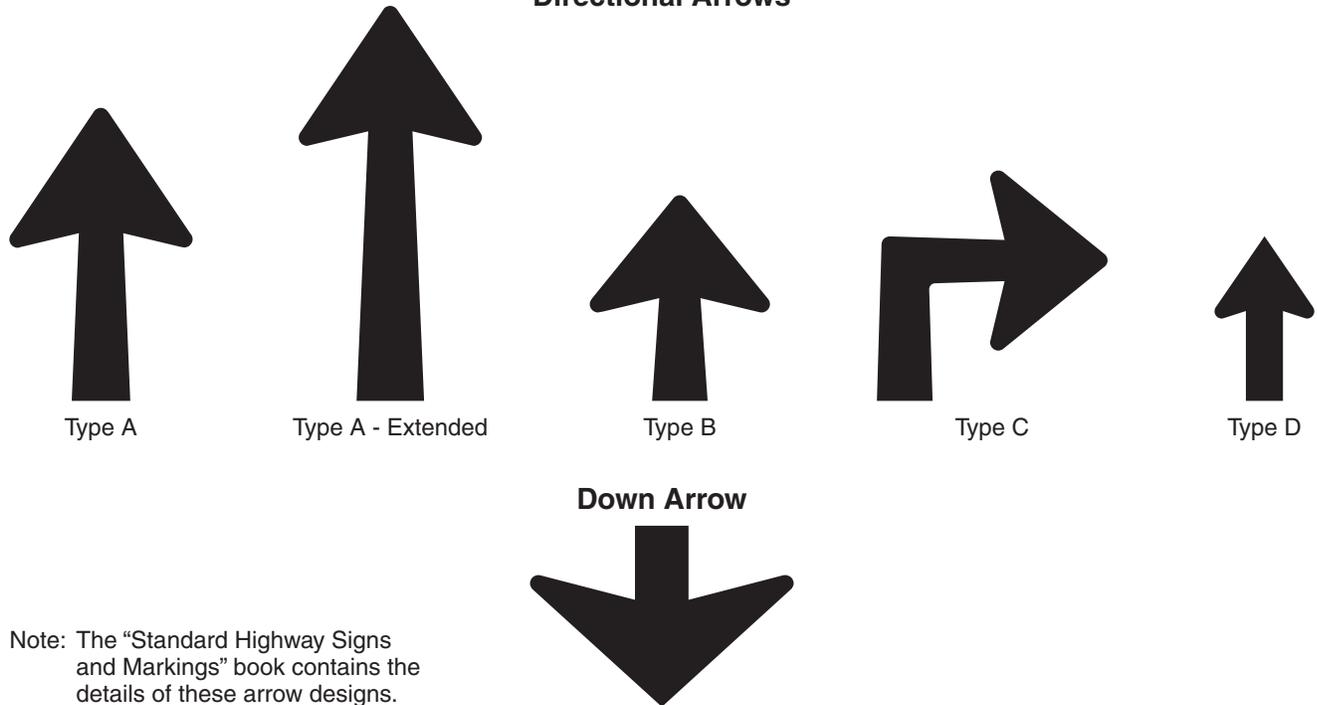
Guidance:

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
Directional Arrows



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 15.*

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.

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.**

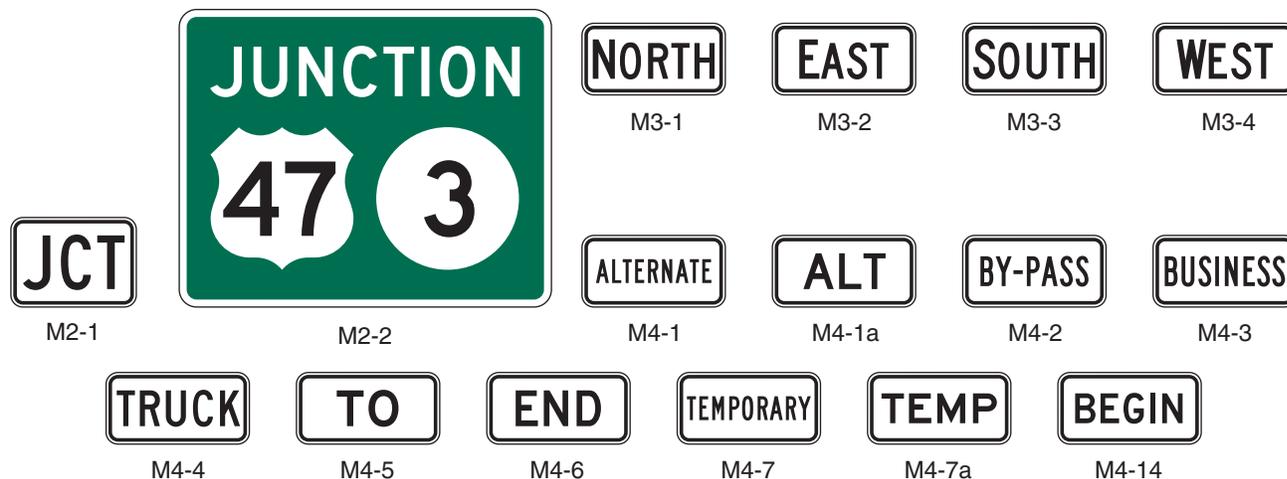
Support:

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)

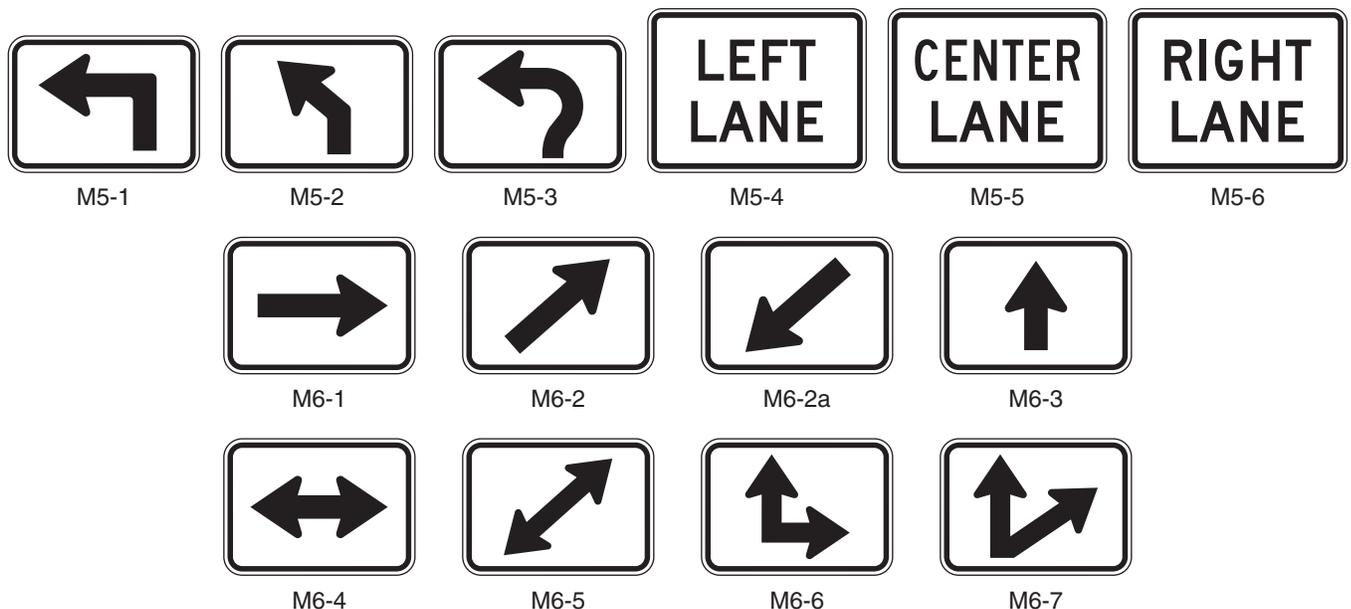
Standard:

- 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.*

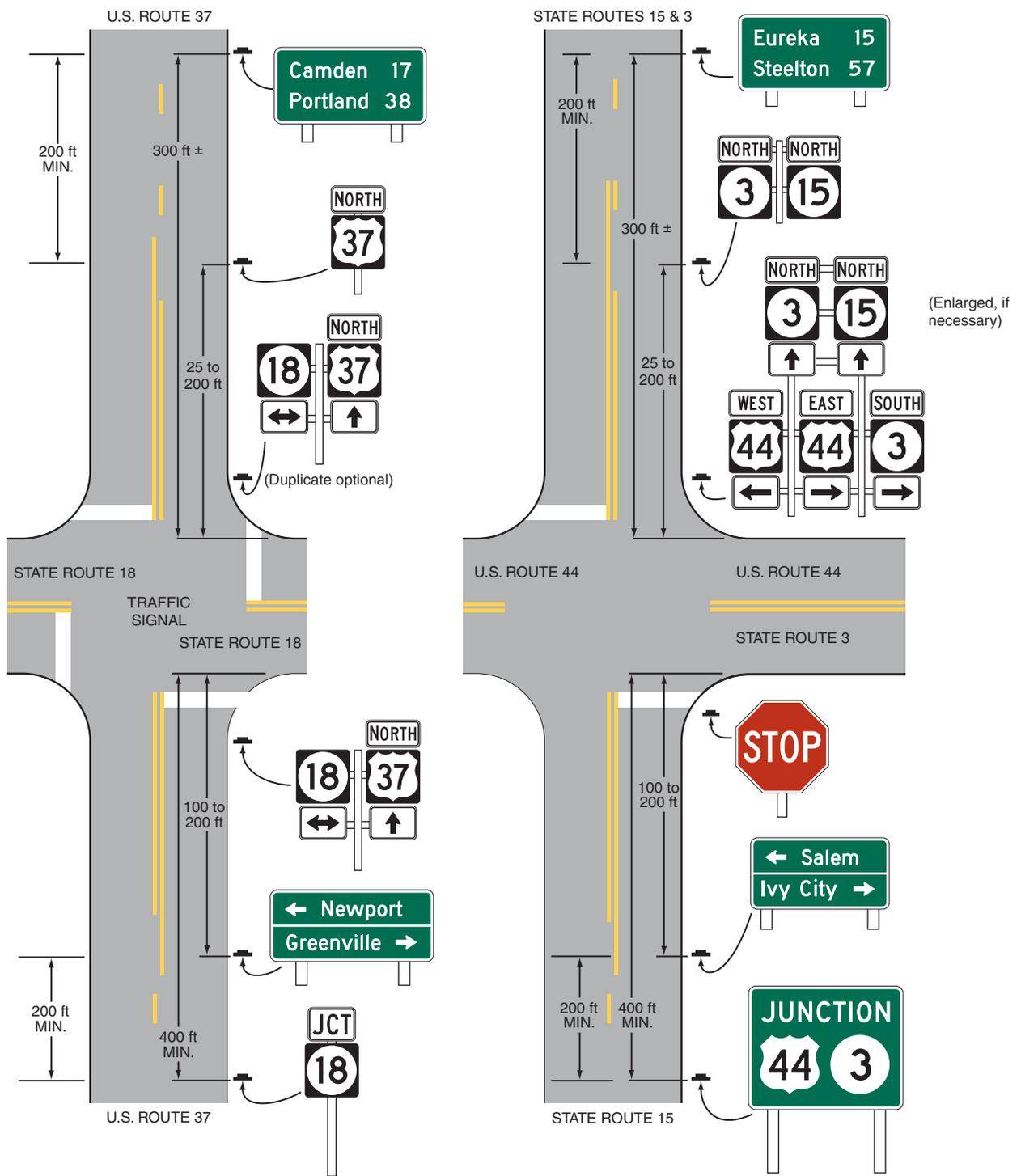
Option:

- 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:

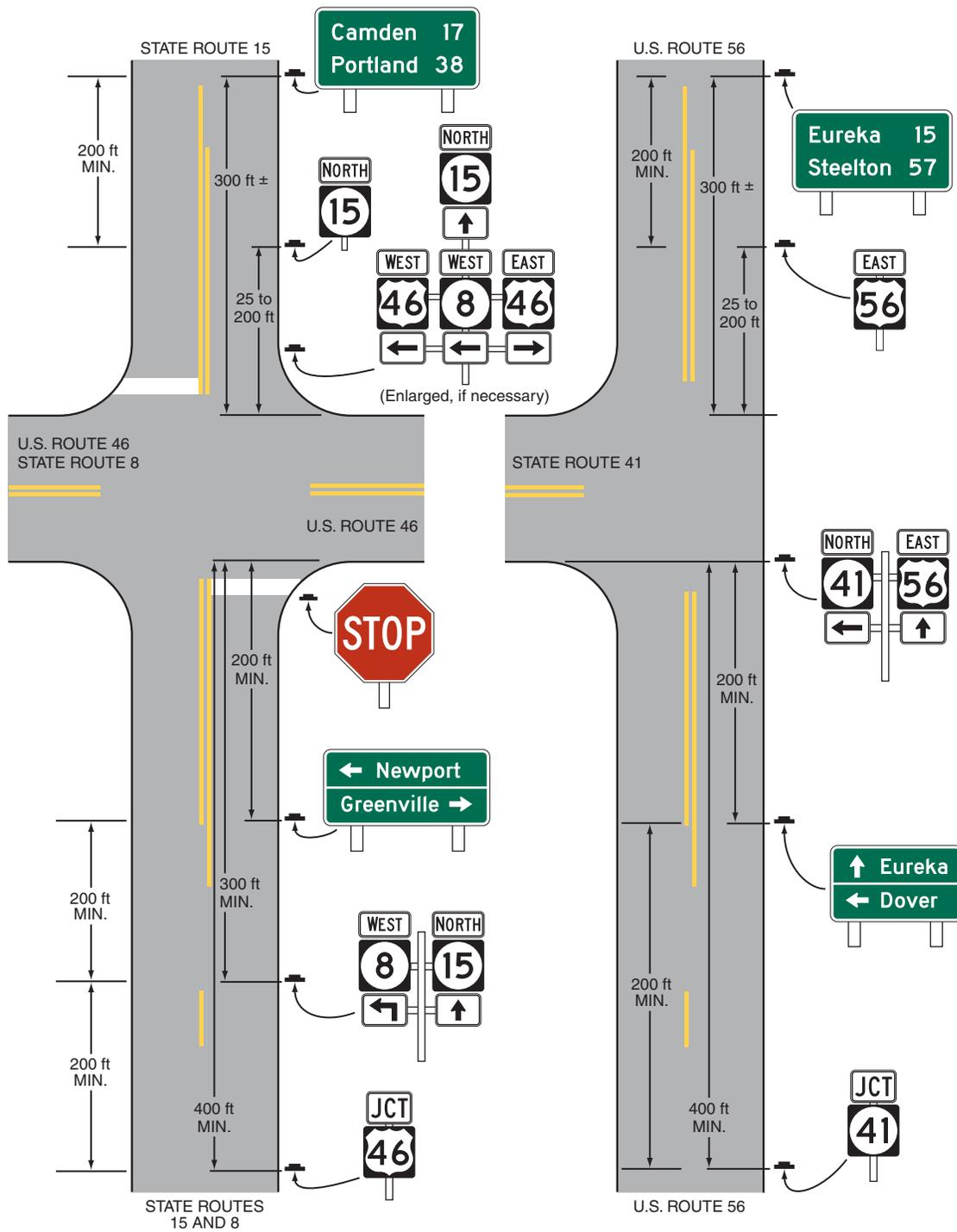
- 09 Figure 2D-6 shows typical placements of route signs.

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



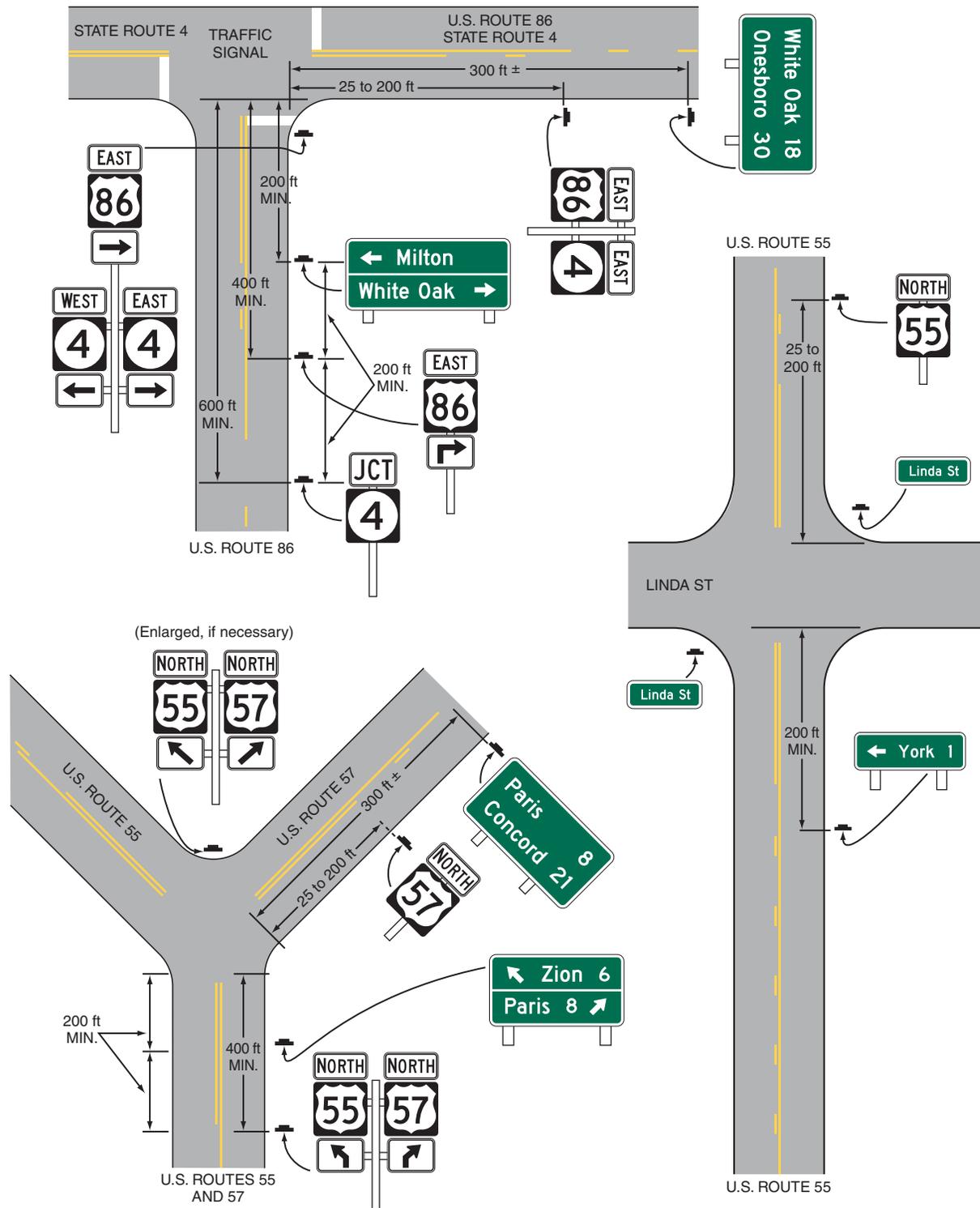
Note: The spacings shown on this figure are for rural intersections.
 See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

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



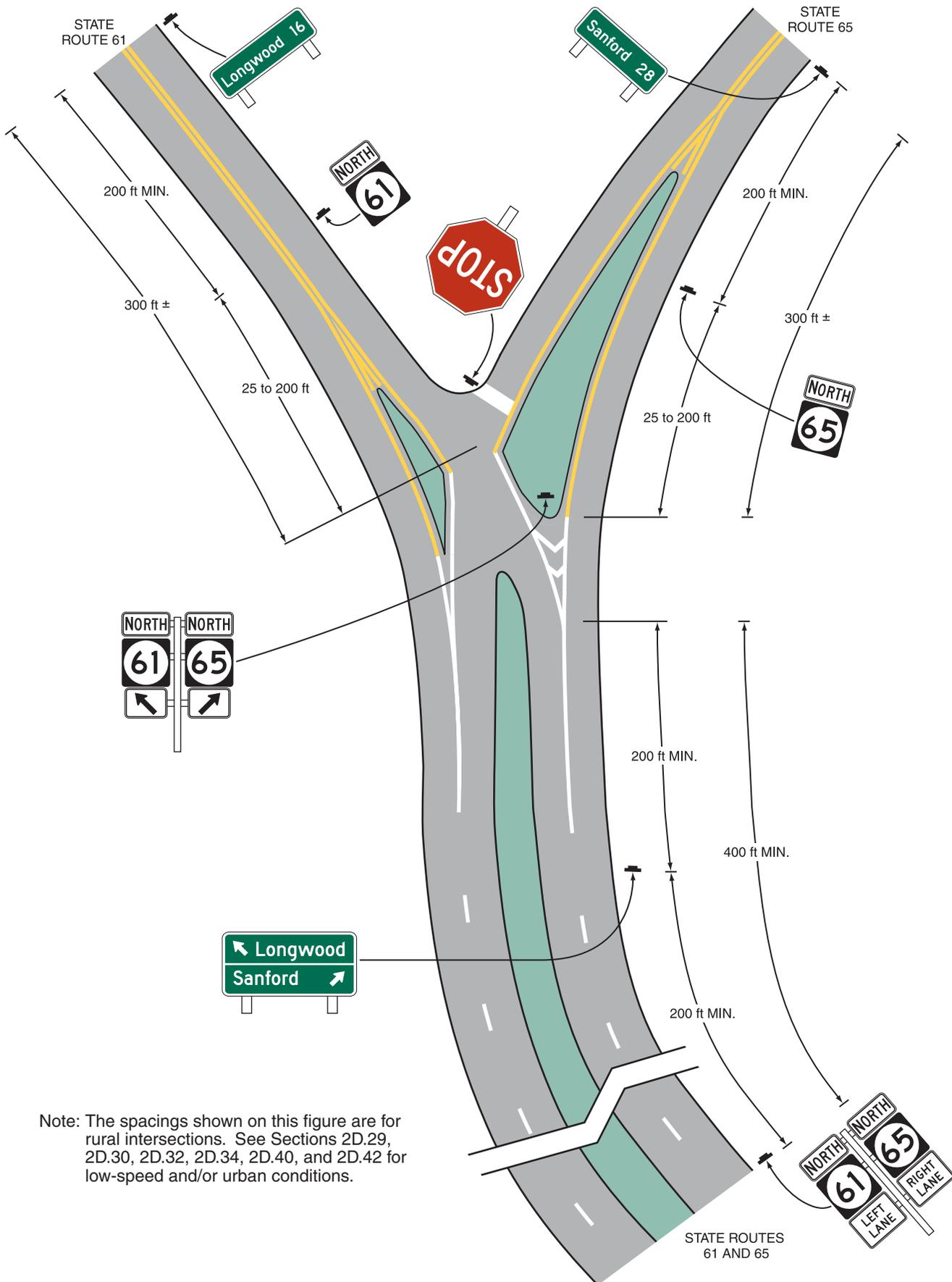
Note: The spacings shown on this figure are for rural intersections. See Sections 2D.29, 2D.30, 2D.32, 2D.34, 2D.40, and 2D.42 for low-speed and/or urban conditions.

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)



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.

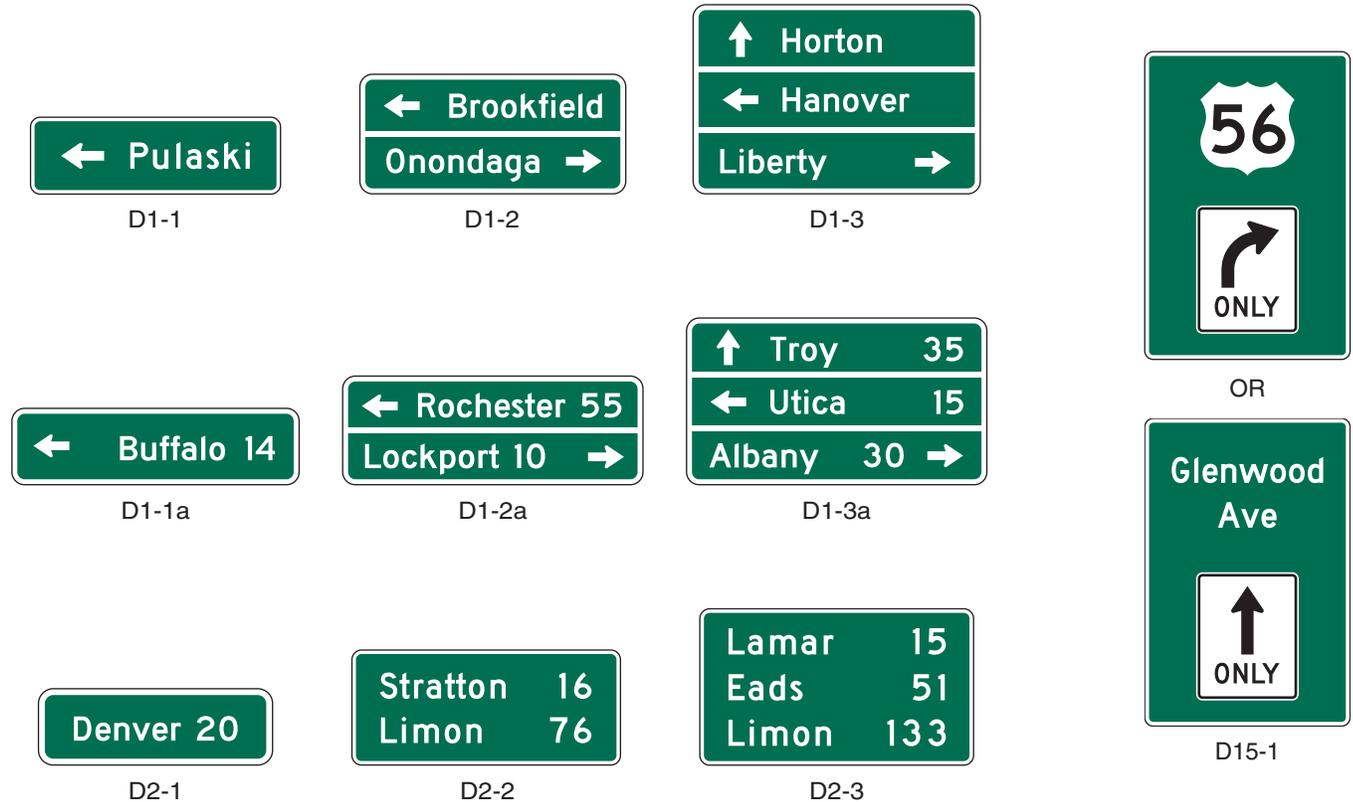
03 Figure 2D-7 shows an example of a D15-1 sign that combines lane-use and route number information and an example of a D15-1 sign that combines lane-use and street name information.

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.*

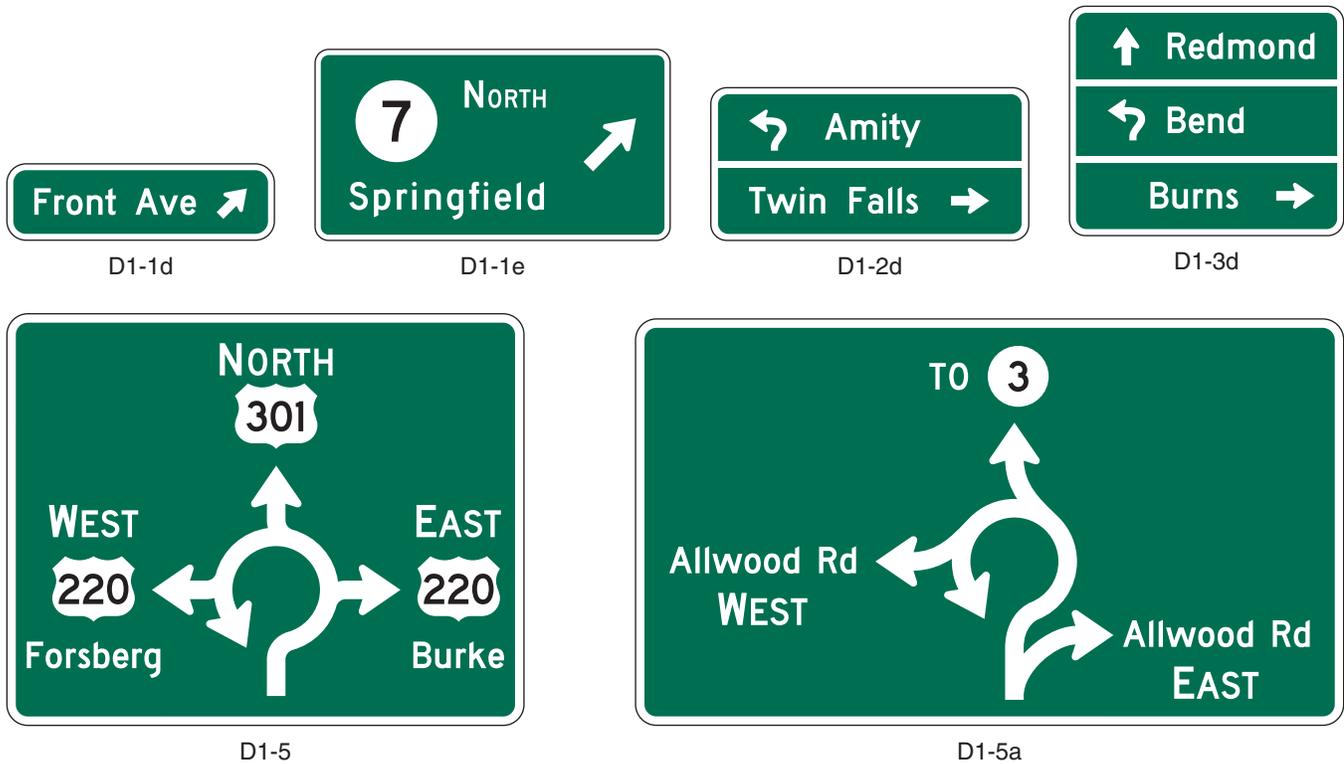
Support:

- 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:

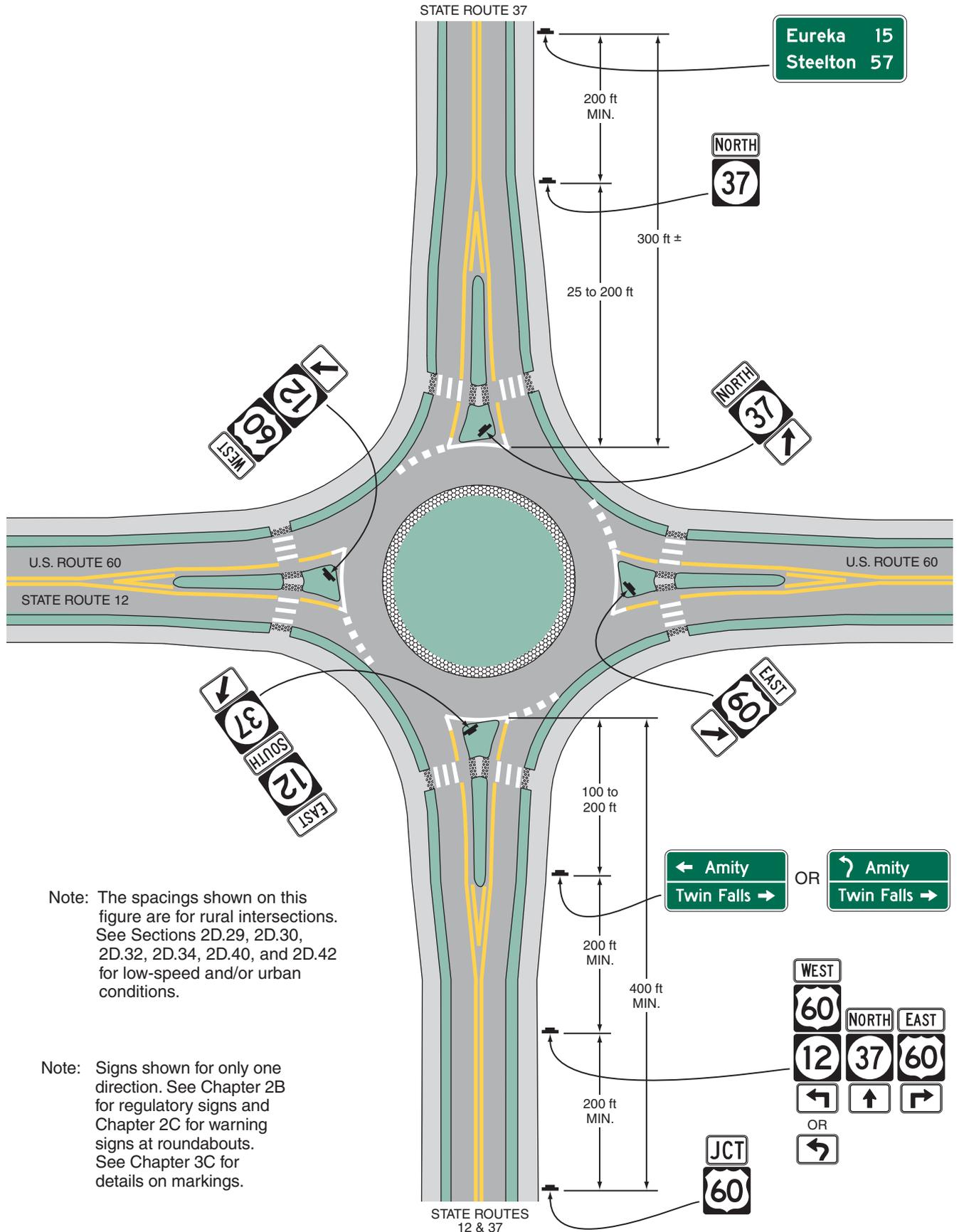
- 02 In urban areas, shorter advance distances may be used.

- 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.

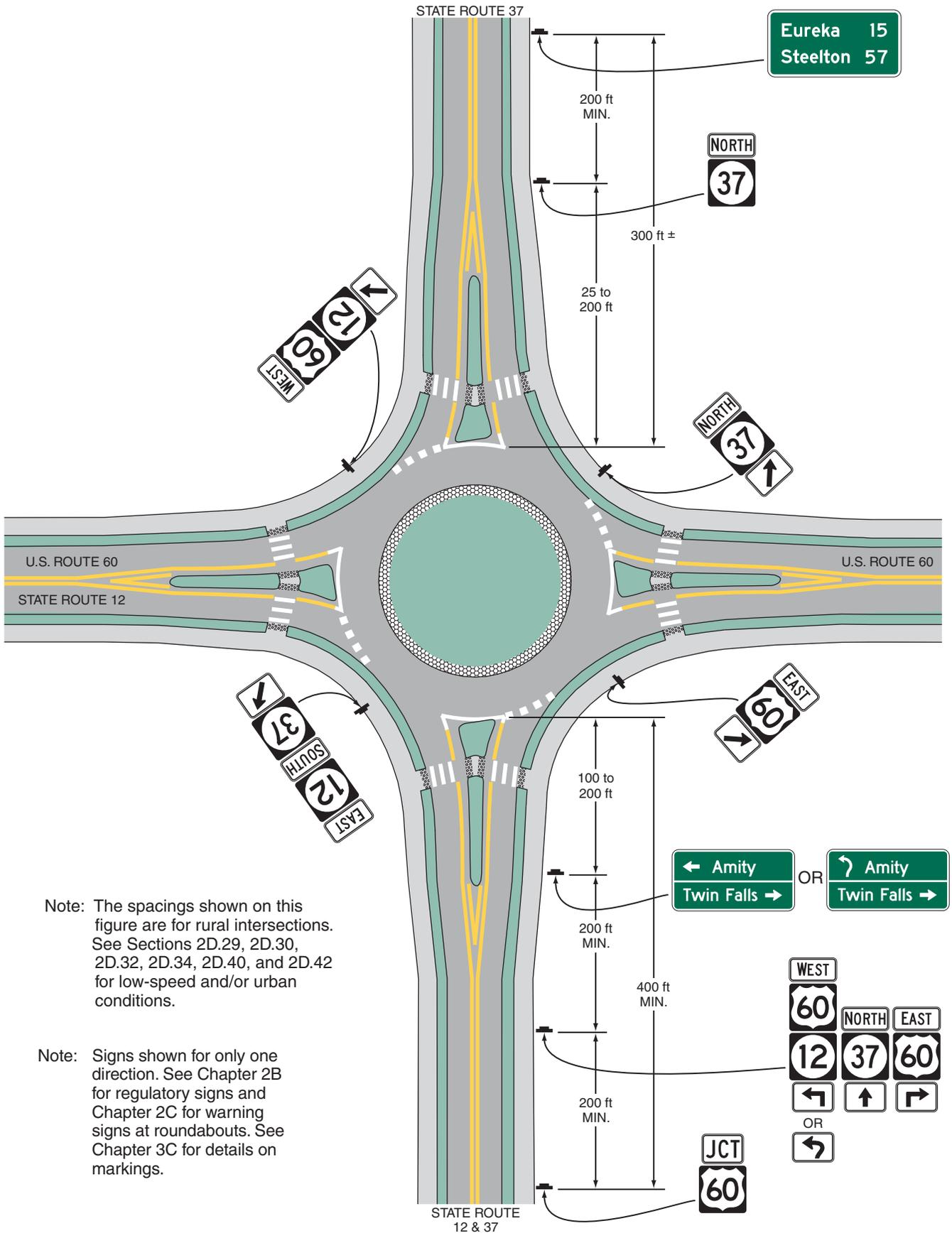
Figure 2D-9. Examples of Guide Signs for Roundabouts (Sheet 1 of 2)



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.

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.

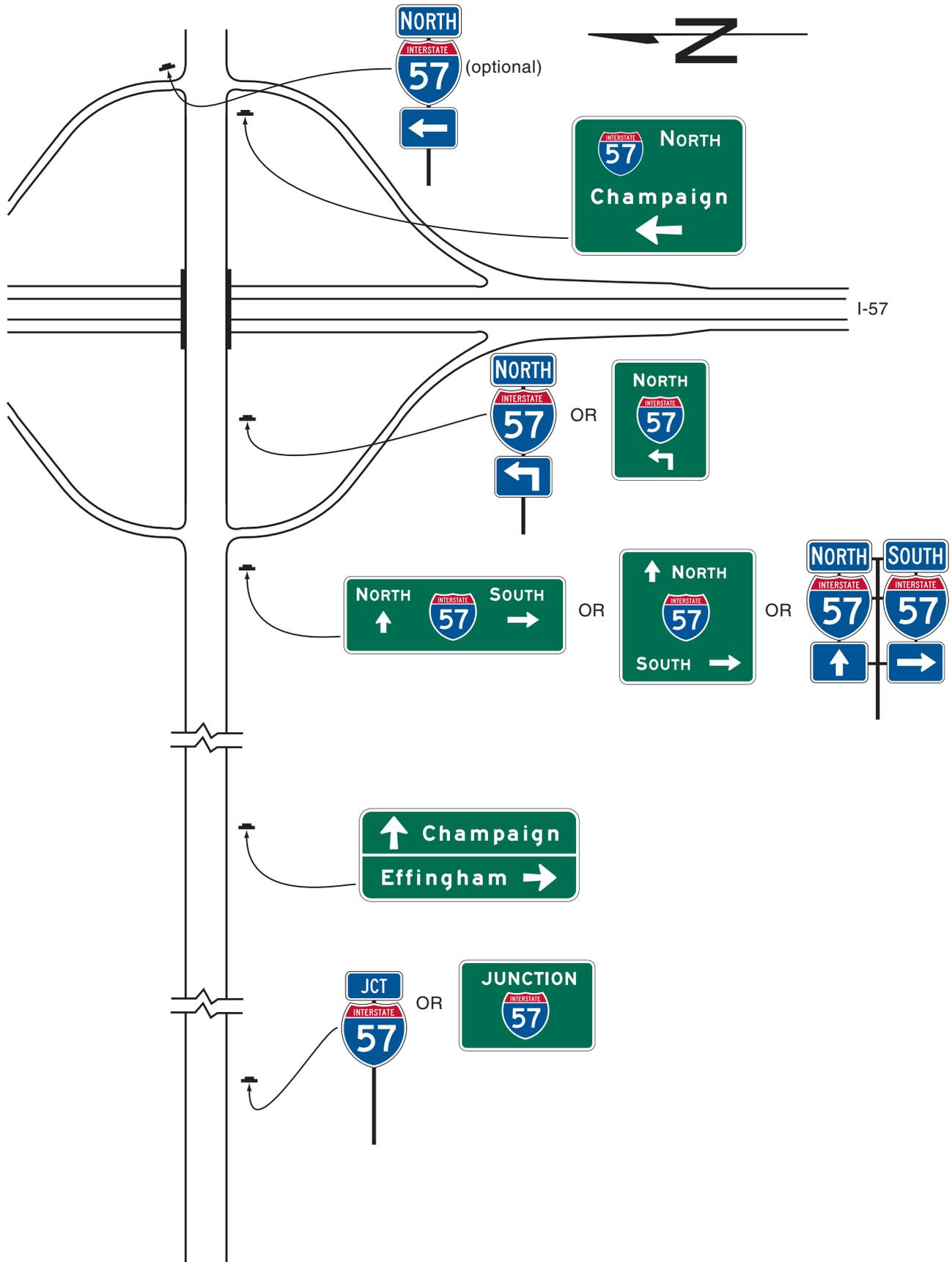
Standard:

- 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

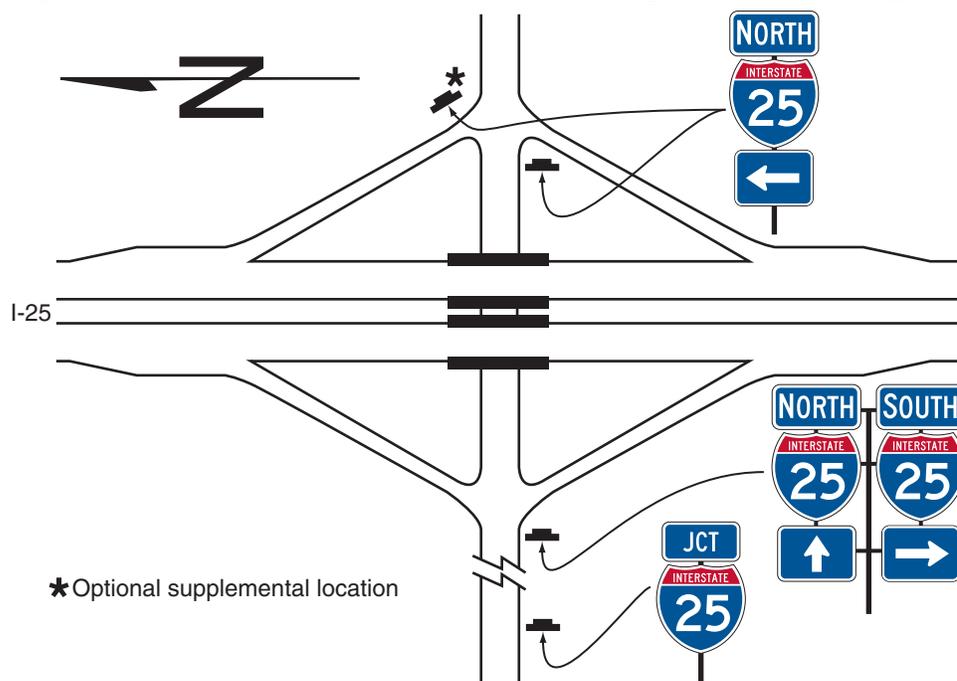


Figure 2D-13. Examples of Multi-Lane Crossroad Signing for a Diamond Interchange

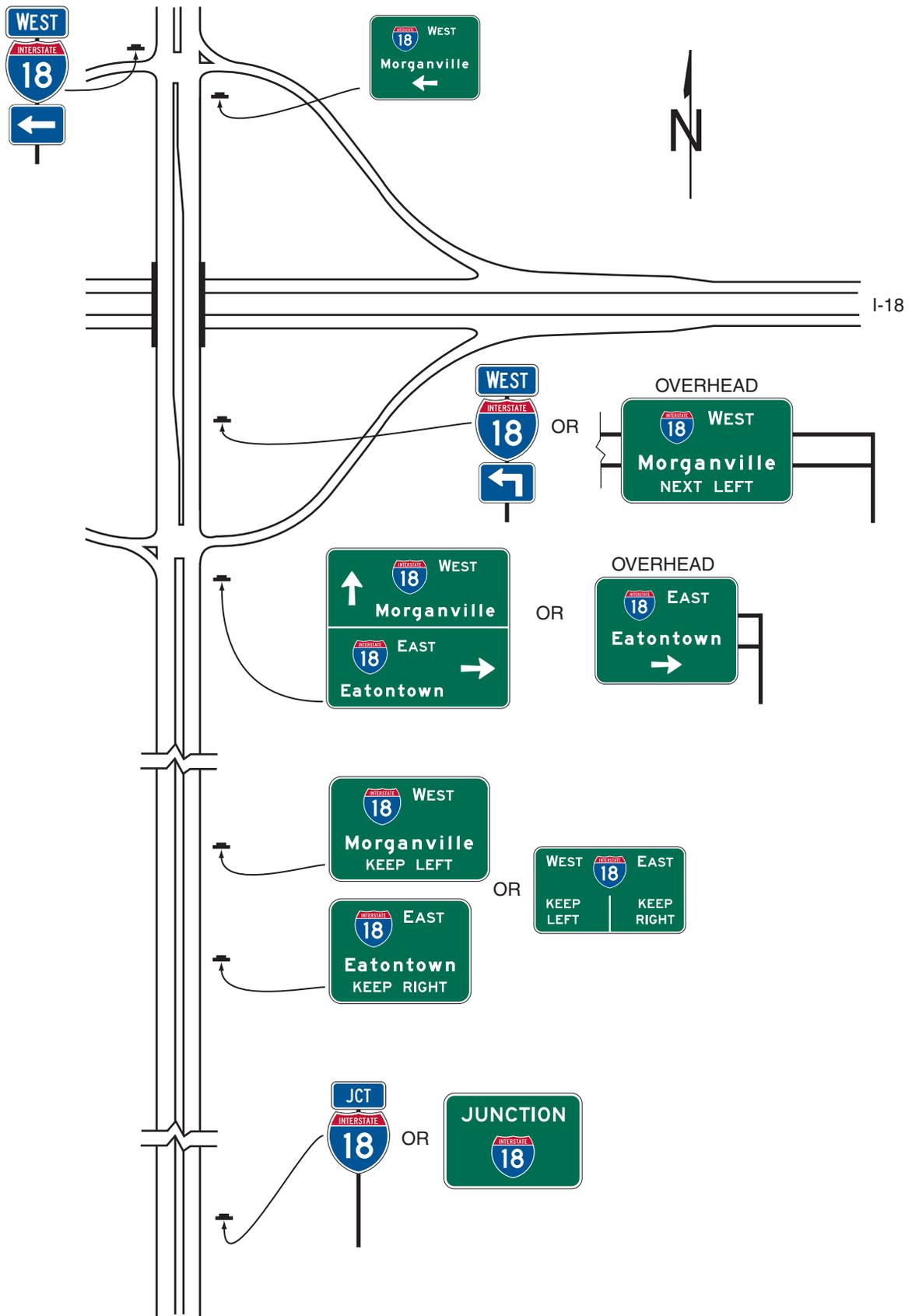


Figure 2D-14. Examples of Multi-Lane Crossroad Signing for a Partial Cloverleaf Interchange

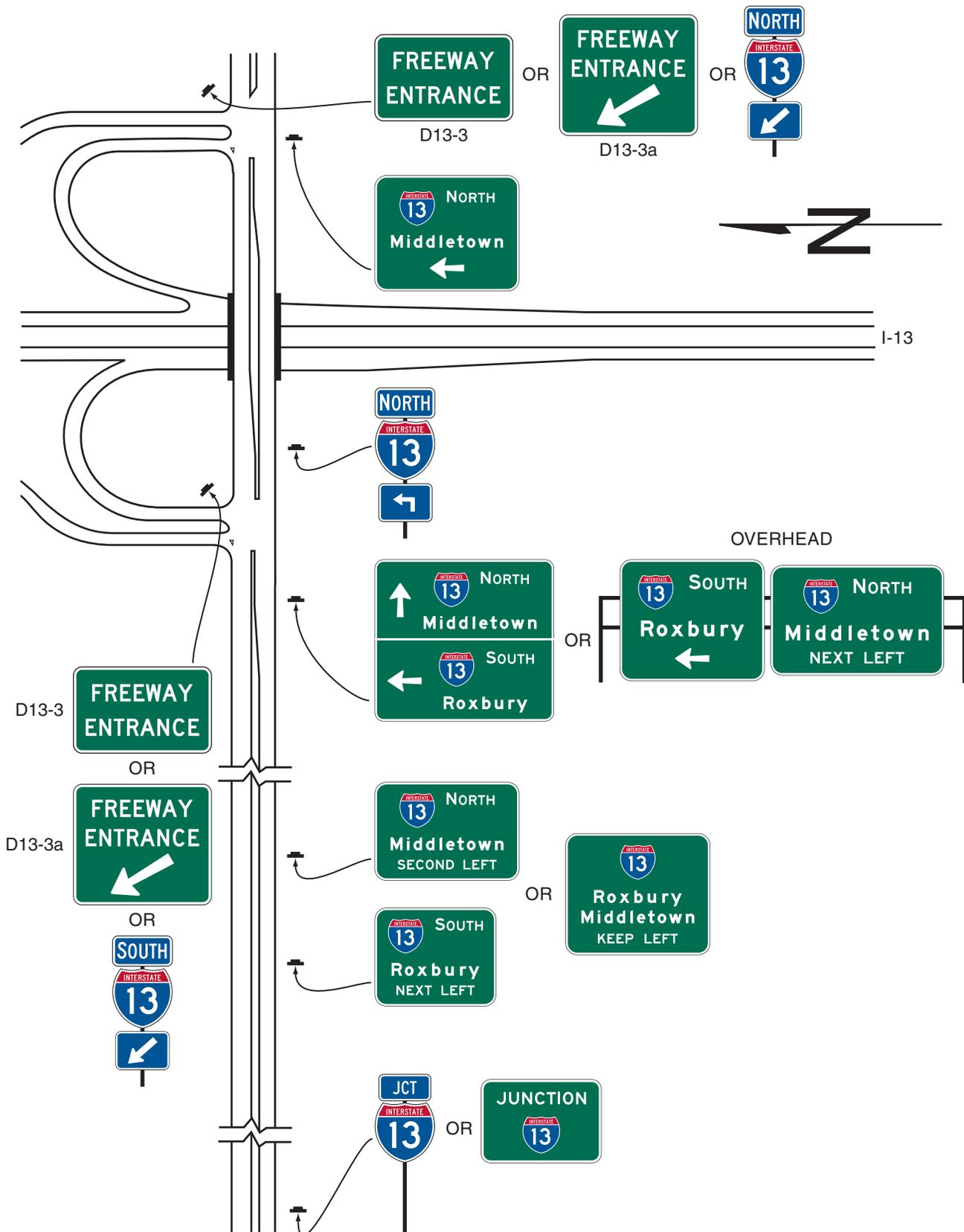


Figure 2D-15. Examples of Multi-Lane Crossroad Signing for a Cloverleaf Interchange

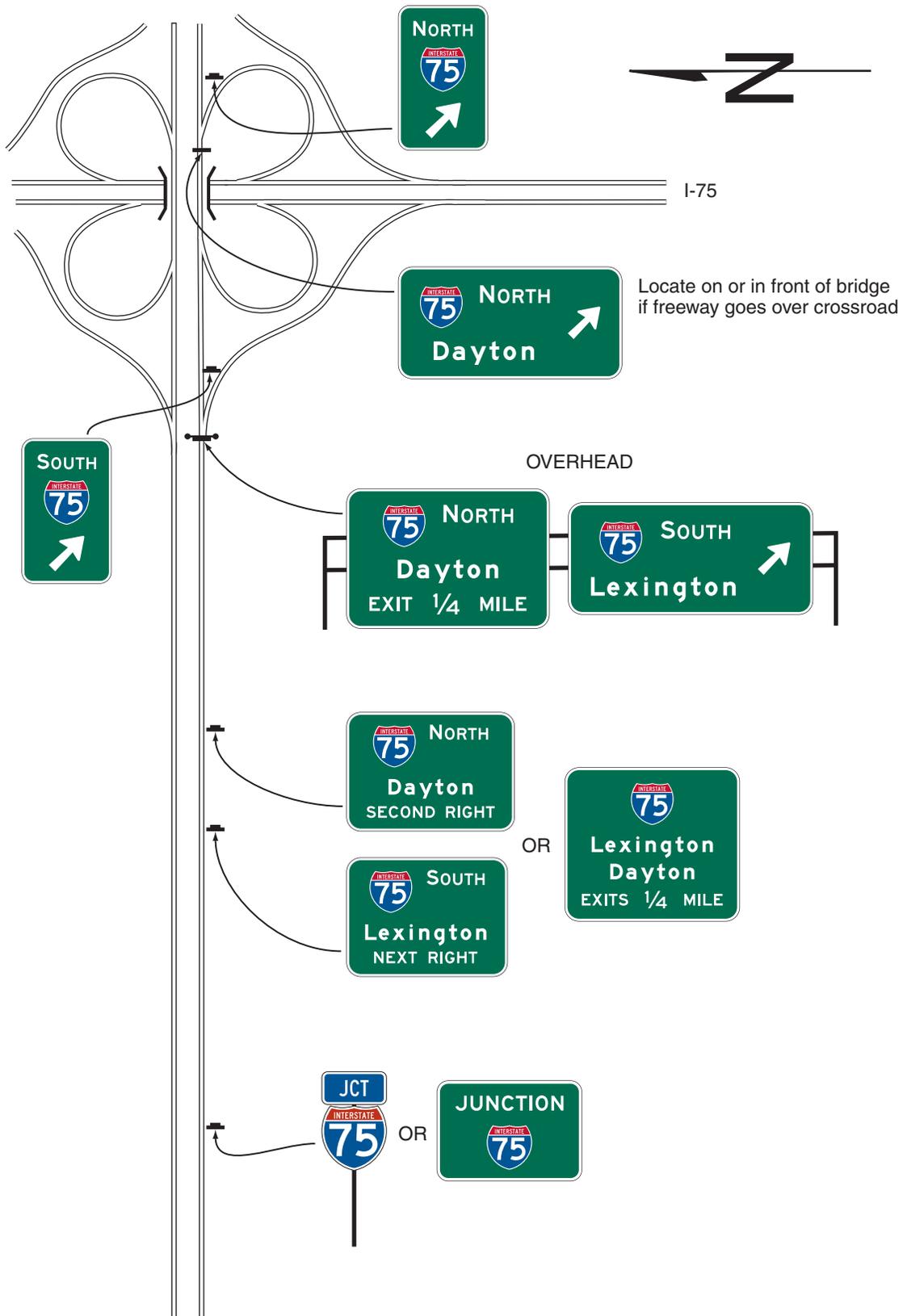
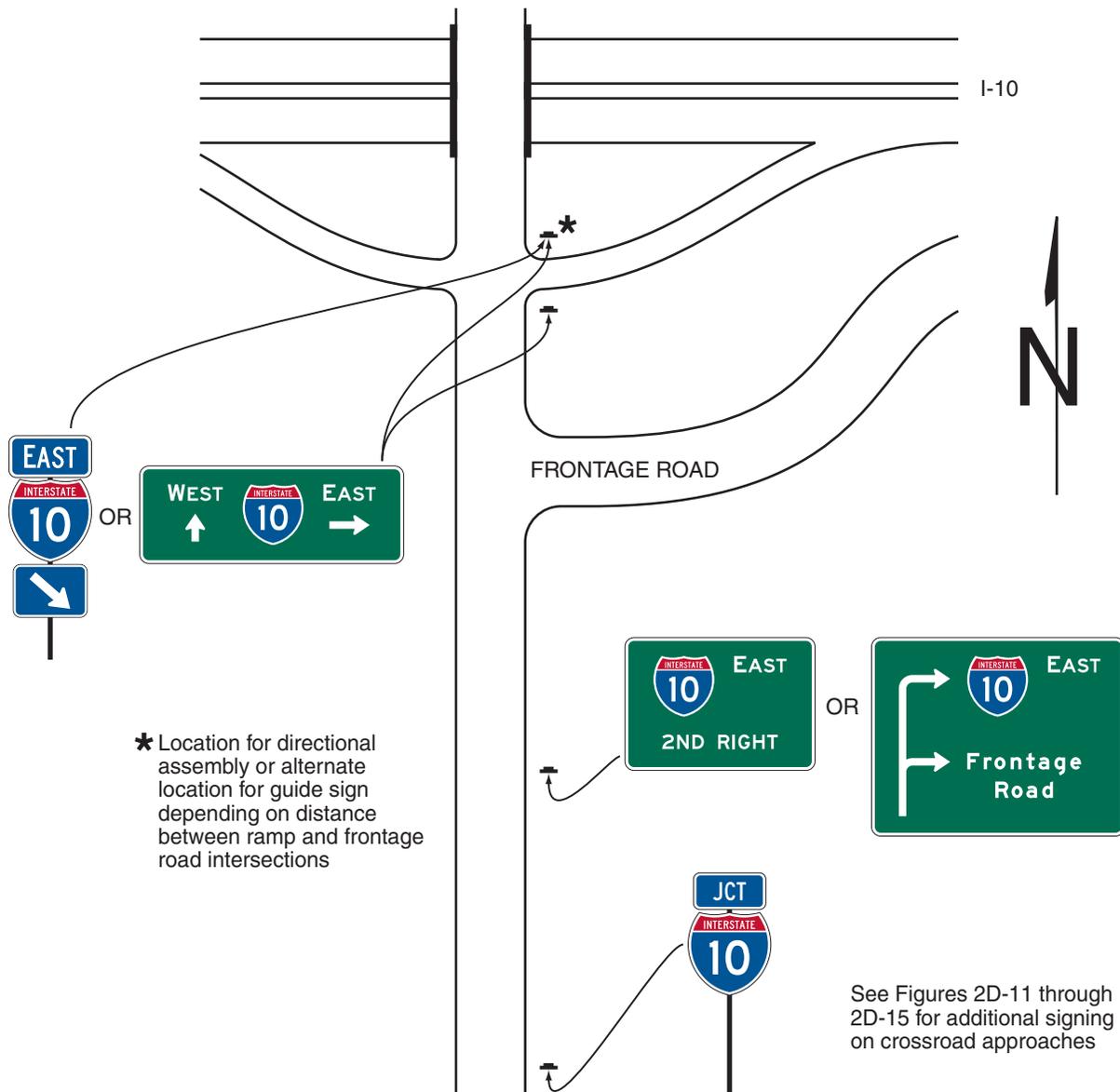


Figure 2D-16. Example of Crossroad Signing for an Entrance Ramp with a Nearby Frontage Road



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.**

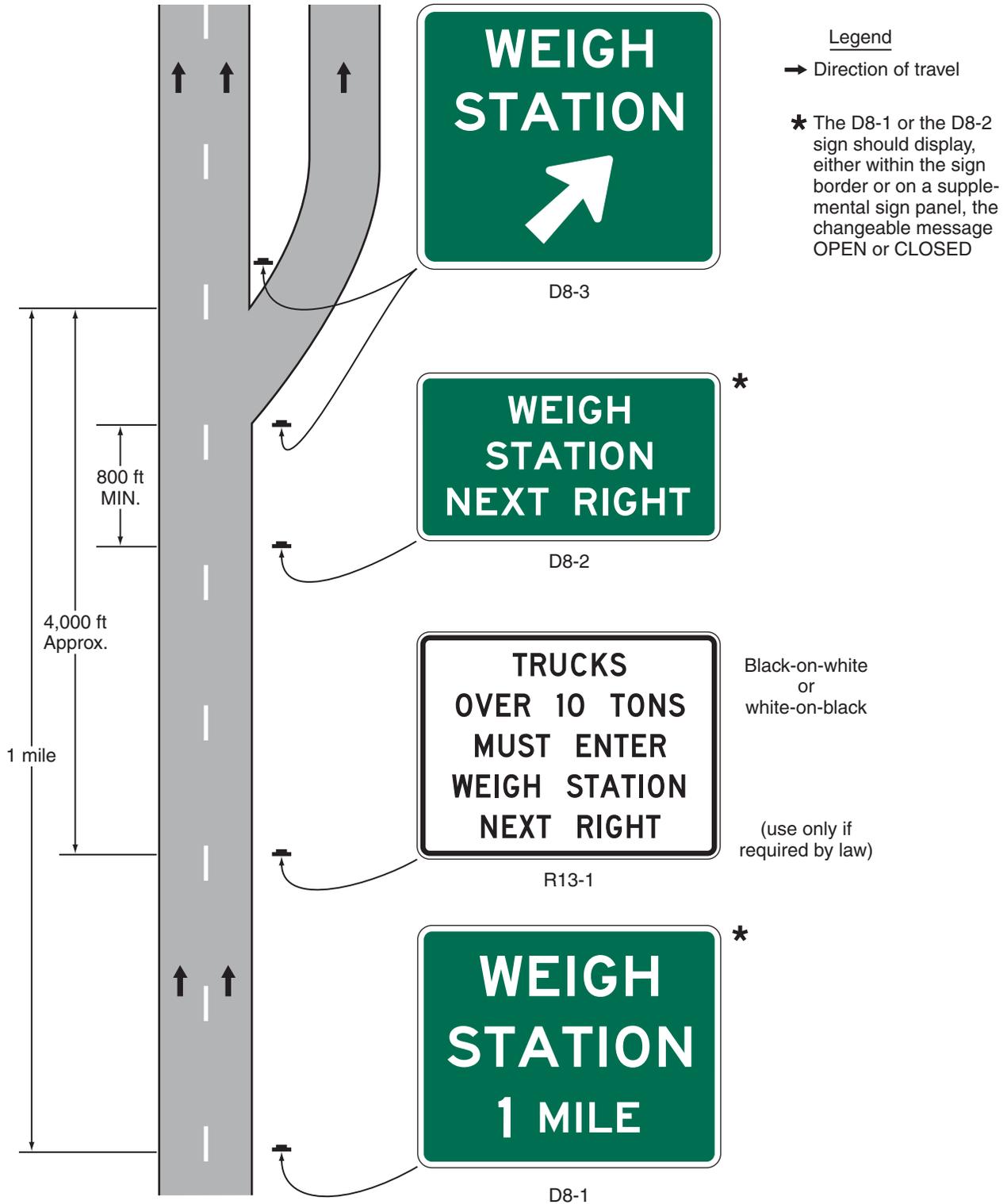
- 06 **Because regulatory, warning, and other guide signs have a higher priority, community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and other higher priority signs. Community wayfinding guide signs shall not be 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.

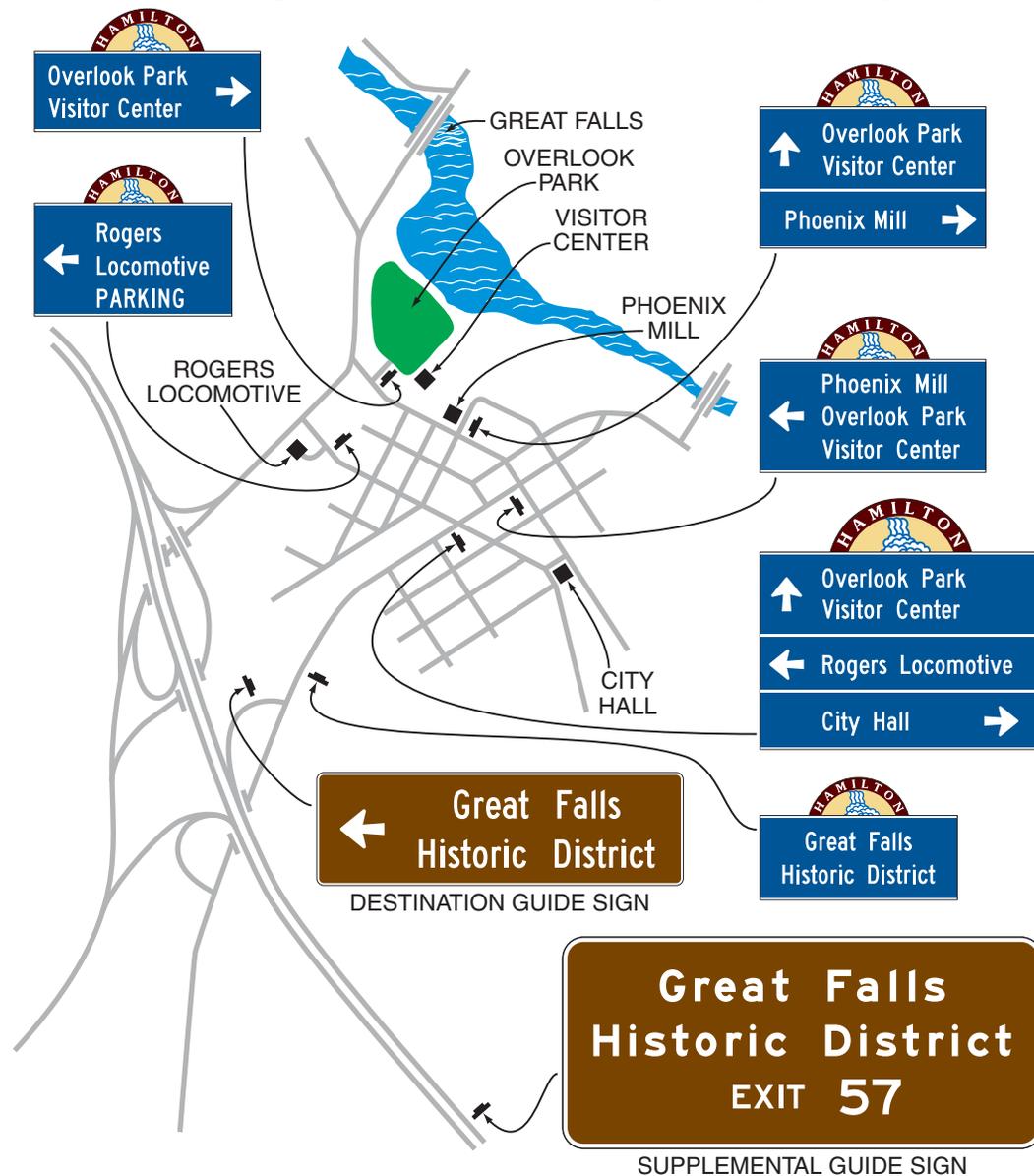
Option:

- 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

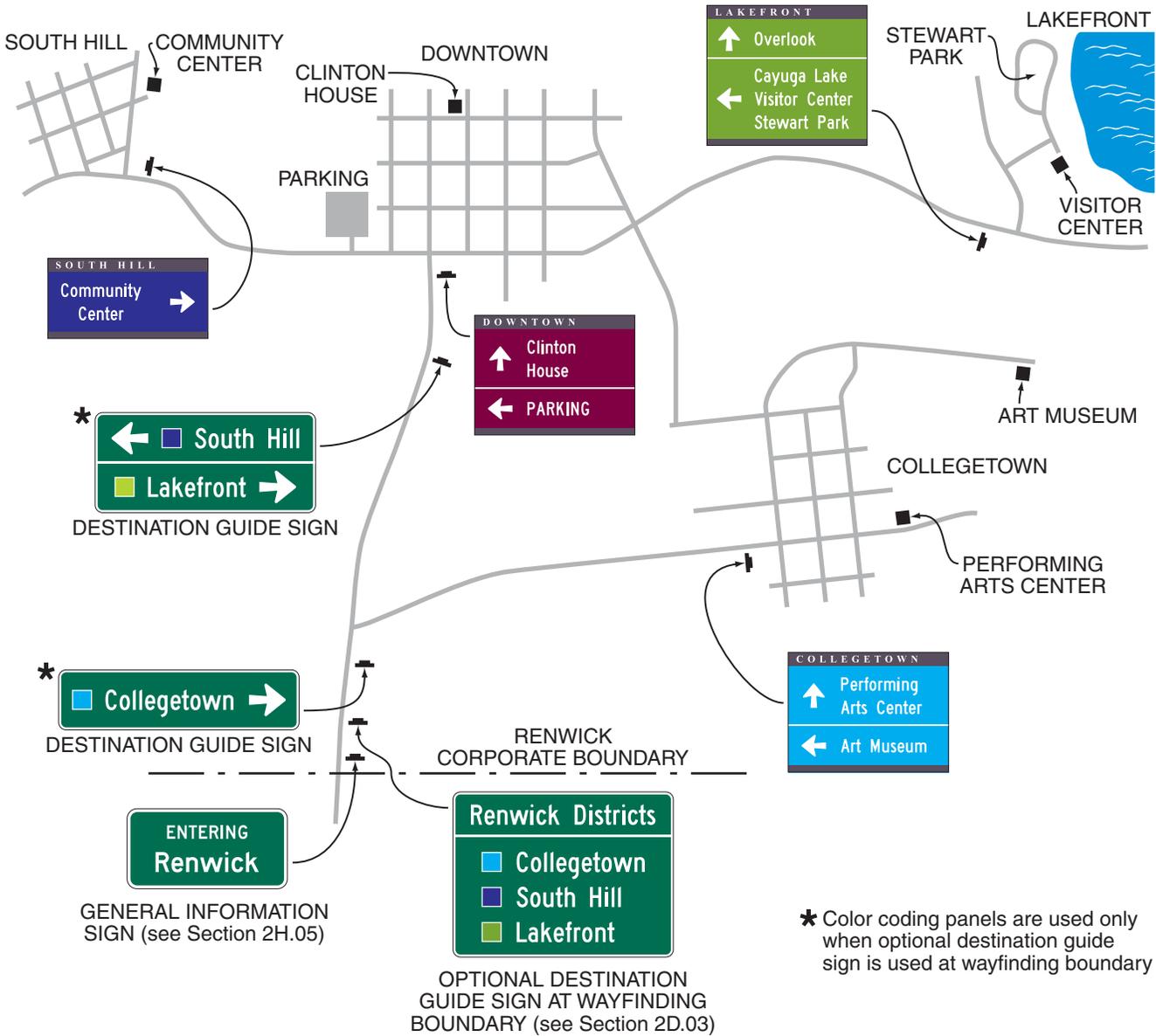


15 The color coding or a pictograph of the identification enhancement markers of the community wayfinding guide signing system shall be included on the informational guide sign posted at the boundary of the community wayfinding guide signing area. The color coding or pictographs shall apply to a specific, 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



D13-1



D13-2



D17-1



D17-2



D17-7

* 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



D6-4



D6-4a

**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.

SECTION 7

APPENDICES

APPENDIX B FLORIDA ADMINISTRATIVE CODE, SECT. 14-51

See the Adobe PDF file titled 'FAC_14-51.pdf' accompanying this plan for the full text of Section 14-51 of the Florida Administrative Code.

CHAPTER 14-51

FLORIDA'S HIGHWAY GUIDE SIGN PROGRAM

PART I GENERAL

- 14-51.010 Purpose
- 14-51.011 Definitions
- 14-51.012 Trailblazers
- 14-51.013 Sign Evaluation Process
- 14-51.014 General Criteria

PART II GUIDE SIGNS ON LIMITED ACCESS FACILITIES

- 14-51.020 Supplemental Guide Signs
- 14-51.021 General Service Signs

PART III GUIDE SIGNS ON NON-LIMITED ACCESS FACILITIES

- 14-51.030 Destination Guide Signs
- 14-51.031 General Services Signs

PART IV PLACE NAME SIGNS ON NON-LIMITED ACCESS FACILITIES

- 14-51.040 Exclusions
- 14-51.041 Criteria for Unincorporated Areas
- 14-51.042 Sign Characteristics
- 14-51.043 Customized Place Name Signs

PART V COMMUNITY WAYFINDING GUIDE SIGNS

- 14-51.051 Standards
- 14-51.052 Design
- 14-51.053 Pedestrian Wayfinding Signs
- 14-51.054 Informational Guide Signs

PART VI TOURIST-ORIENTED DIRECTIONAL SIGNS (TODS)

- 14-51.061 Program Implementation
- 14-51.062 General Criteria
- 14-51.063 Location and Placement
- 14-51.064 Trailblazers
- 14-51.065 Design

PART I GENERAL

14-51.010 Purpose

(1) This rule chapter provides for a system of guide signing that will perform the following functions:

- (a) Inform and guide motorists to the needed signed facilities and motorist services.
- (b) Improve traffic flow at interchanges or intersections near destinations that generate a large volume of traffic.
- (c) Establish criteria for the erection of guide signs and general service signs.

(2) This rule chapter applies the requirements for guide signs, excluding principle destination signs, general service signs, community wayfinding guide signs, and tourist-oriented directional signs as stated in the applicable sections of the Manual on Uniform Traffic Control Devices, incorporated herein by reference under Rule 14-15.010, F.A.C.

Rulemaking Authority 316.0745, 334.044(2), 479.02(4), FS. Law Implemented 316.0745, 479.02(4), FS. History—New 3-27-05, Amended 6-24-08, 11-24-11.

14-51.011 Definitions

As used in this rule chapter, the following words and phrases shall have the following meanings:

- (1) **“Applicant”** means the person or entity seeking authorization for a sign under this rule chapter.
- (2) **“Community Wayfinding Guide Sign”** means a directional guide sign that is part of a coordinated and continuous system of signs directing tourists and other road users to key civic, cultural, visitor, and recreational attractions, within a city or a local urbanized area.
- (3) **“Community Wayfinding Guide Sign System Plan”** means the system boundaries, installation location, sign panel design, engineering, sign assembly specifications, and adopted criteria submitted to the Department for approval.
- (4) **“Department”** means the Florida Department of Transportation.
- (5) **“Enhancement Marker”** means a sign or portion of a sign where shape, color, or pictograph is used as a visual identifier for a community wayfinding guide sign.
- (6) **“FHWA”** means the Federal Highway Administration.
- (7) **“Guide Sign”** means a sign that shows route designations, destinations, directions, distances, services, points of interest, or other geographical, recreational, or cultural information.
- (8) **“Limited Access Facility”** means as defined in Section 334.03, F.S.
- (9) **“Local Government”** means the county or city having jurisdiction in the subject area, including the area involving the state highway system.
- (10) **“Manual on Uniform Traffic Control Devices (MUTCD)”** means the federal publication-used to establish the uniformity of traffic control devices, such as sign placement, color of sign backgrounds and letters, and sign messages.
- (11) **“Non-Limited Access Facility”** means an arterial or collector road as defined in Sections 334.03, F.S.
- (12) **“Non-traffic Control Sign”** means an authorized highway sign that does not have any traffic control purpose, is not intended for use by road users in general, and is not considered to be a traffic control device, such as highway service signs and the associated sponsorship.
- (13) **“Official Traffic Control Devices”** means as defined in Section 316.003, F.S.

- (14) **“Pari-mutuel Facility”** means a racetrack, fronton, or other facility used by a permit holder of the Florida Department of Business and Professional Regulation for the conduct of pari-mutuel wagering as defined in Section 550.002, F.S. These facilities may include cardrooms only when authorized by Section 849.086, F.S.
- (15) **“Permit System” and “Permitted”** means as defined in Rule 14-20.010, F.A.C.
- (16) **“Pictograph”** means a pictorial representation used to identify a governmental jurisdiction, an area of jurisdiction, a governmental agency, a military base or branch of service, a governmental-approved university or college, a toll payment system, or a government-approved institution.
- (17) **“Place Name Sign”** means a sign identifying the geographic boundary of a municipality or county, lying on or along a road on the state highway system.
- (18) **“Recreational Attractions”** means facilities located within 15 miles of the limited access facility that provide easy access for motorists, ample all-weather parking areas, and several recreational activities such as picnicking, camping, hiking, swimming, fishing or boating. Examples include public recreational facilities, state forest recreation areas, and wildlife refuges.
- (19) **“Rural Interchange”** means a grade separated intersection between streets or roadways outside the limits of any urban or urbanized area, as defined in Section 334.03, F.S. Where either the immediate right of way of a limited access facility or the right of way of an intersecting roadway is within the boundary of an urban or urbanized area, the interchange or intersection shall be considered urban.
- (20) **“Sign”** means any traffic control device intended to communicate specific information to road users through a word or symbol legend. They do not include traffic control signals, pavement markings, delineators, or channelization devices.
- (21) **“Supplemental Guide Sign”** means a sign placed or erected to provide information regarding destinations, other than the principle destinations displayed on the exit directional sign, accessible from the interchange.
- (22) **“Tourist Attraction”** means facilities that principally provide recreation, amusement, or leisure activities to the general public, with the majority of its visitors traveling over 100 miles to visit the facility, and with the major portion of their income from these non-resident visitors.
- (23) **“Tourist-Oriented Directional Signs” or “TODS”** means guide sign assemblies with individual panels displaying the identity and directional information for a business, service, or activity facilities.
- (24) **“Trailblazers”** means signs erected at strategic locations in conjunction with the signing of a destination, tourist attraction, or general service facility.
- (25) **“Unincorporated Area”** means all lands outside of the boundaries of municipalities within a county boundary.

Rulemaking Authority 316.0745, 334.044(2), 479.02 F.S. Law Implemented 316.03, 479.01 F.S. History—New 3-27-05, Amended 5-8-06, 6-24-08, 11-24-11.

14-51.012 Trailblazers

- (1) Trailblazers shall be used for destinations which are five miles or more from the interchange or intersection and a motorist could drive through highly developed areas, “Y” intersections, or multiple strip developments to reach the destination.
- (2) A countdown distance system to national and state park sites shall be based upon specific site/area conditions, and installed by the park agency through the Department’s permit system.

- (3) Local governments shall have all trailblazers in place on their road system prior to installing the corresponding destination sign on the state highway system.
- (4) Trailblazers shall provide the distance and/or direction to the nearest or most convenient point of access.
- (5) Trailblazers shall match the color scheme or symbol of its corresponding sign on the state highway system.

Rulemaking Authority 316.0745, 334.044(2), F.S. Law Implemented 316.0745, F.S. History New 3-27-05, Amended 11-24-11.

14-51.013 Sign Evaluation Process

- (1) Sign requests must originate from state agencies, city or county resolution, official representatives of schools or universities, or representatives of tourist attractions or businesses.
- (2) Upon receiving a written request, the Department will determine whether:
 - (a) The written request concerns an eligible destination or motorist service.
 - (b) The trip generation meets or exceeds the minimum criteria.
 - (c) There are seasonal considerations.
 - (d) Significant rapid growth is projected.
 - (e) The intersection or interchange approach may accommodate additional destination legend without exceeding the mandatory space limitations for either existing sign panels, or an additional sign structure. If a request for destination guide signing is received, but the intersection or interchange has the maximum number of destinations, then the request will be denied.
 - (f) The addition of the sign will benefit the safety of the motoring public.
- (3) Written requests shall provide data to support the trip generation of the proposed destination. It shall also provide data to support the function of the facility (e.g., tourist attraction) to determine which set of criteria from Table 1, Criteria for Signing Destinations on Limited Access Facilities, and Table 4, Criteria for Signing Destinations on Non-Limited Access Facilities, will apply. If additional support data is needed, the Department will require an engineering study to validate the request.
- (4) If the written request complies with these criteria, the District Traffic Operations Engineer shall review the sign location for space availability.
- (5) Supplemental guide sign destinations are subject to a four-year review cycle to verify that the trip generation characteristics are consistent with Department signing criteria. The review will confirm that mid-way through the life of the sign panel (approximately seven to eight years) an opportunity will exist to make sign changes. The Department will not replace a signed destination with a new destination, regardless of annual trips, as long as the signed destination remains in operation.
- (6) The following shall be considered when developing a guide sign system:
 - (a) Highest preference will be given to destinations that attract a larger number of trips from distances greater than 100 miles.
 - (b) The likelihood that the destination will continue to generate a high number of trips or if there are seasonal characteristics.
 - (c) Local government recommendations.
 - (d) The cooperation of local government and the tourism industry with the development of a regional signing plan.

- (e) When concurrence can be reached by all affected parties, changes to the Department's supplemental guide sign system may be approved through the permit system.
- (7) Table 2, Criteria for Signing Destinations on Limited Access Facilities, and Table 4 mandatory criteria for guide signs installed under this rule chapter. The criteria will assist the District Traffic Operations Engineer in determining which destination will be signed for on limited and non-limited access facilities.
- (8) Destinations signed prior to the effective date of this rule chapter shall not be subject to the requirements of this rule chapter.
- (9) Signs may be approved by the Department for research and evaluation based on studies provided by the applicant. These studies shall include, at a minimum, trip generation, origin and destination studies i.e., entrance and exit locations, specific route, U-turns, and last minute lane changes to determine the safety impact. All studies shall be signed and sealed by a professional engineer registered in Florida. If the Department determines that it would be appropriate to allow the temporary installation to become permanent, the rule will be revised accordingly.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History--New 3-27-05, Amended 11-24-11.

14-51.014 General Criteria

- (1) Guide signs for other than recreational, historical, or cultural facilities, shall be white on green in color. Guide signs for recreational, historical, or cultural facilities shall be white on brown in color. For existing white on green destination guide signs a combination sign consisting of white on green and white on brown shall be used with the colors separated by a common white border.
- (2) Signing for a destination with a limited period of operation shall be displayed only during those periods of operation, and only if the destination meets the trips generated annually criteria referenced in Table 2 or Table 4. If occasional off-season usage exceeds 25 percent of the trips generated annually for most of the year, the signs may be displayed permanently.
- (3) Traffic control signs for major short term events, e.g., golf and tennis tournaments, boat and auto shows, that will attract a significant number of non-residents, shall be evaluated based on the criteria established in Rule 14-51.013, F.A.C.
 - (a) Static or portable changeable message signs (PCMS) shall be erected no more than three days before, nor remain more than three days after, the signed event. Sign costs, such as design, installation, maintenance, and removal shall be paid by the applicant.
 - (b) Both static and PCMS signing will be installed through the Department's permit system. PCMS devices, and approved messages displayed on them shall be devoid of advertisements. PCMS devices shall be approved by the Department for use on the state highway system.
 - (c) All applicable Department clear recovery zone requirements shall be met and short-term event signing cannot interfere with visibility/effectiveness of existing traffic control devices.
- (4) In no case shall information relating to destinations, motorist services, and multi-modal facilities be displayed on a supplemental guide sign until trailblazer directional guide signing has been installed.
- (5) When there are more qualified destinations than can be signed, the local government recommendation as to the facilities to be signed will be considered. If the local government has no preference, the destinations that create the greatest traffic demand shall be signed, subject to standards specified in the following sections.
- (6) No guide signs for destinations shall be erected prior to approval by the District Traffic Operations Engineer.

(7) Guide signs shall not be installed where such signing interferes with the function of traffic control devices, impairs visibility, or violates minimum spacing distances listed in Table 1. Priority guidelines in sign installation are contained in Section 2A.16 of the MUTCD. The descending order of priority is regulatory (white signs), warning (yellow signs), exit (principle) direction and supplemental destination (green signs), general service (blue signs), and historical, recreational, and cultural (brown signs).

Table 1 – Minimum Spacing Distances for Signs	
Speed (mph)	Minimum Spacing Distance (feet)
25 or less	Distance to ensure traffic control devices are not blocked from view.
30 – 35	200
35 – 45	250
50 – 60	300
60 – 70 (Interstate)	800

- (8) Any qualifying destination, such as a college or university, that incorporates a pictograph in the sign design, as allowed in the MUTCD, must fabricate, install, and maintain the sign assembly through the Department’s permit system.
- (9) The proposed design, location, materials, and support structure must fully comply with the Department’s 2010 Design Standards Indices Numbered 11200, 11310, 11860 and 17302, and Sections 700 and 994, “Retroreflective and Non-reflective Sign Sheeting,” from the Standard Specifications for Road and Bridge Construction, 2010 edition. These documents, incorporated herein by reference, can be downloaded at:

<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>

<http://www.dot.state.fl.us/specificationoffice/>

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History–New 3-27-05, Amended 6-24-08, 11-24-11 .

PART II GUIDE SIGNS ON LIMITED ACCESS FACILITIES

14-51.020 Supplemental Guide Signs

(1) General. The criteria referenced for destinations listed in Table 2 are used to determine which supplemental destinations will be signed for on limited access facilities.

Table 2 – Criteria for Signing Destinations on Limited Access Facilities				
Type of Destination	Criteria	Guidelines		
		Major Metro Areas¹	Urban Areas²	Rural Areas³
State and National Parks and State Forest Recreational Areas	Miles from Interchange	15	15	15
Private Colleges and Universities	Number of Trips Generated Annually ^c	550,000 ^a	550,000 ^a	300,000 ^a
		1,200,000 ^b	750,000 ^b	450,000 ^b
	Miles from Interchange	15	15	15
Military Bases	Number of Trips Generated Annually ^c	5,000,000	4,000,000	3,000,000
	Miles from Interchange	10	10	10
Veteran’s Administration (VA) Hospitals	Miles from Interchange	10	10	10
Arenas, Auditoriums, Amphitheaters, Civic Centers, Convention Halls, Stadiums, Major Tourist Attractions (Fairgrounds, Amusement Parks, Zoos, etc.)	Number of Trips Generated Annually ^d	200,000	165,000	135,000
	Miles from Interchange ⁴	5	5	5
Historical, Cultural, or Recreational Attractions, Historic Districts	Number of Trips Generated Annually ^d	100,000	100,000	100,000
¹ Over 50,000 population.				
² 5,000 to 49,999 population.				
³ Under 5,000 population.				
⁴ The distance may be increased ½ mile for each 10 percent over the minimum requirement listed to a maximum of 2 times the maximum distance listed.				
^a Annual Trips = Number of Enrolled Students (who physically attend classes on campus) x 1.5 (college or university without dormitories, each student equals 1.5 trips) x Number of semesters per year x Number of weeks per semester x 5 days per week. Figures based on AASHTO’S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^b Annual Trips = Number of Enrolled Students (who physically attend classes on campus) x 2.0 (college or university with dormitories, each student equals 2 trips) x Number of semesters per year x Number of weeks per semester x 5 days per week. Figures based on AASHTO’S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^c One employee or military personnel equals 0.9 trips. Figures based on AASHTO’S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^d Trip: a single or one-direction vehicle movement either to or away from the traffic generator.				

(2) Standards

- (a)** Not more than one supplemental guide sign shall be erected at each interchange approach. The supplemental guide sign shall contain no more than two destinations with no more than three lines of legend, excluding exit numbers or exit directions.
- (b)** If two supplemental guide sign panels are required at any interchange approach only one destination shall be displayed on each panel. Not more than two destinations shall be signed at any one interchange approach.
- (c)** Each destination shall be signed only once in each direction.
- (d)** Supplemental guide signs shall be located in advance of the interchange that is the most practical route to the facility. Local government recommendations on the most practical route will be considered.
- (e)** Countdown trailblazers shall not be erected on the mainline portion of limited access facilities.
- (f)** Except as otherwise specified in Rule 14-85.004, F.A.C., and other areas of this section, the name of the operating agency, community group, or enterprise shall not appear in the legend of any supplemental guide sign, or attached to it.
- (g)** Supplemental guide signs shall not be installed in advance of freeway-to-freeway interchanges. Interchanges between freeways are major decision points; therefore, sign messages shall only contain the route shield, cardinal direction, and name of the next control city on that route.
- (h)** Supplemental guide signs shall be installed in advance of freeway-to-spur interchanges if the spur serves a local community.

(3) Guidelines

- (a)** Cultural, historical, and recreational attractions or historical districts shall meet the trip generation criteria in Table 2 and the following specific criteria in order to be eligible for evaluation for signing:
 - 1.** The cultural, historical, and recreational attractions or historical district shall be identified by name on the current Official Florida Transportation Map. Identification on local city maps does not qualify for interstate signing.
 - 2.** Cultural and historical attractions or historical districts must be on the National Register of Historic Places, meet trip generation, be located within 15 miles of the limited access facility, provide easy access for motorists, and ample all-weather (surface treated) parking to be eligible for signing. These attractions or districts can be publicly or privately owned, but shall be operated on a non-profit basis and open to the general public year-round for sign eligibility. Examples include forts, battlegrounds, plantations, archeological or geological sites, art galleries, and museums.
 - 3.** Any conversion of attendance to trip generation figures will be evaluated by the Department, based on general engineering practice.
 - 4.** Recreational attractions shall be operated on a non-profit basis and meet ADA accessibility standards for public access.
- (b)** The criteria referenced in Table 2 shall be used to determine which destination to sign for on new interchanges, or to determine which destination to add to an existing supplemental guide sign, with an existing destination.
- (c)** For the purpose of geographic identification, only state lines, county lines, and municipal limits, as well as significant geographic features shown on the Official Florida Transportation Map,

such as waterways, will be signed on limited access facilities. The limited access facility must traverse the corporate limits of a municipality for geographic identification guide signing limits in both directions. No custom place name signs or auxiliary panels will be permitted other than approved 48" x 48" pictographs representing the locality and having sufficient legibility and visual acuity on a standard white on green sign design. With the addition of the pictograph, the local government must provide an approved sign panel.

- (d)** Airports shall be eligible for signing on limited access facilities when they are served regularly by scheduled airlines with interstate passenger service. The standard airport symbol shall also be used with the airport name.
- (e)** Deep water public cargo and passenger ports (Port Authority locations) shall be eligible for signing.
- (f)** Rail terminals shall be eligible for signing on limited access facilities when they are intercity rail (Amtrak, Commuters, etc.). They must provide regularly scheduled passenger service and have parking spaces available to accommodate patrons.
- (g)** Certified Florida Farm Wineries shall be eligible for signing pursuant to Section 599.004, F.S. The Florida Farm Winery logo panel with supplemental name panel shall be installed based on space availability. There is a fee associated with this signing.
- (h)** Signing for "regional malls" or "regional shopping centers" (Malls) shall be eligible for signing through the Department's permit system: only if the facility is located within 5 miles of the qualifying interchange and occupies 1,000,000 square feet or more of active retail sales area (excluding any parking, business, residential or hotel space, landscape area, or shipping, receive, warehousing, or stock areas). Malls with open-air promenades comprised of individual buildings, located together in a themed environment that meet the square feet requirement and are in a climate-controlled active retail area may be considered. To be eligible for signing as a Mall, all property included as square footage shall be managed by a single leasing agent and storefronts shall be on the same or contiguous properties. Outparcels are not included. If the District Traffic Operations Engineer determines that safety or operational problems can be attributed to unclear directions to the Mall, then a request shall be processed based on the criteria established in Rule 14-51.013, F.A.C. If the minimum qualifying criteria is not met, the applicant shall submit a traffic engineering study performed by a licensed Florida professional engineer, addressing each of the qualifying criteria which include:
 - 1.** Research and evaluation of the need for any Mall directional signs on the roadway(s) leading to the Mall from the interchange.
 - 2.** The safety and operational issues affecting both site and non-site destined traffic.
 - 3.** Whether existing or proposed on-site Mall signage is visible and provides sufficient advance notice to motorists traveling on the limited access facility to recognize the Mall destination and safely enter the exit ramp at the interchange.
- (i)** State-funded community college main campuses, vocational/technical center campuses, and university main campus are eligible for signing. Satellite campuses are eligible, only if the curriculum allows students to obtain an Associate of Arts (AA) degree or higher at the campus site.
 - 1.** If the campus requests a name change within four years of sign installation, the campus shall be responsible to contract for all supplemental guide sign panel replacements, at their own expense.

2. The campus shall provide an inventory of all existing supplemental guide sign sizes and locations, including the local road system.
 3. The Department will provide an approved standard sign design for the supplemental guide signs on the state highway system. The Department will install the supplemental guide signs on the state highway system, unless a pictograph is requested in the design. All supplemental guide signs with pictographs shall be installed through the Department's permit system.
- (j) Private colleges and universities, whether for-profit or non-profit, where student travel, to attend regularly scheduled classes at that campus meet the minimum trip generation criteria in Table 2 are eligible for signing through the permit system where space is available. Other private universities with existing signs will be allowed to retain their signs, so long as they remain active.
 - (k) Schools licensed by the Department of Education's Commission for Independent Education are not eligible for signing to any site, unless student travel to that site meets the trip generation criteria referenced in Table 2.
 - (l) Signing for multi-modal transportation facilities is considered supplemental guide signing, except for those that qualify as a general service. Multi-modal facilities are stations that link various modes of transportation: airports (air carrier and general aviation), seaports (passenger and cargo), commuter rail terminals, freight and intercity rail terminals, intercity buses, parking lots, garages, and Park and Ride. A signing plan for multi-modal facilities must be submitted.
 - (m) Veteran's Hospitals designated as the regional treatment centers for veterans are eligible for signing on limited access facilities. VA community service and community based outpatient clinics, centers, benefits offices, and national veterans cemeteries are not eligible to be signed on limited access facilities.
 - (n) Medical facilities/research centers that have regional, statewide, or national significance, provide in-patient and out-patient services by advance appointment, perform specialized surgery or treatment of human diseases are eligible for signing on limited access facilities.
 - (o) If a destination qualifies for supplemental guide signing, but is participating in the logo program in the attraction category it shall not be eligible for supplemental guide signing. If a signed destination is approved for a business logo in the attraction category, then it will be removed from the supplemental guide sign.
 - (p) Major metropolitan area airports and major seaport passenger facilities are considered prime destinations and are eligible for signing.
 - (q) General aviation will not be eligible for signing.
 - (r) "DOWNTOWN" signs must meet the following criteria in order to be eligible for signing:
 1. "DOWNTOWN" signs will only be considered for the largest core municipality of an urban area with a population of 50,000 or more.
 2. The limited access facility must traverse the incorporated limits of the municipality under consideration and have multiple exits for each direction of travel.
 3. The urban guide signing concept, as specified in Section 2E.06 of the MUTCD, shall be in effect.
 4. A distinct central business district must exist. Strip development business centers and mixed-use urban development, or re-development areas, shall not qualify as "downtown"

or be eligible for signing.

5. Only one such sign shall be permitted for each direction of travel. The sign shall be erected in advance of the most direct route to the downtown core.

(4) Destinations Not Eligible for Signing

- (a) Except as provided in Rule 14-85.004, F.A.C., the following destinations, shown in Table 3, shall not be eligible for signing.

Table 3 – Destinations Not Eligible for Signing on Limited Access Facilities	
Businesses	Chamber of Commerce, television/radio station, live performance or movie theaters, motels/hotels/inns, travel trailer parks, industrial parks and plants, commerce centers, shopping or outlet centers, auto malls, auctions, flea markets, mixed-use developments or re-developments (retail, and/or office, and/or residential, and/or other commercial facilities regardless of combined trip generation).
Cemeteries	Local, state, federal, sovereign nation, public, private.
Community Facilities	Libraries, churches, subdivisions, mixed use facilities, community and general aviation airports, recreational facilities or parks.
Governmental	Research/experimental campuses even when associated with a state college or university; state, regional, district, local offices even where trip generation is associated with public meetings, hearings or permit applications, Government centers, courthouses, driver license centers, jails, correctional facilities, prisons, civil defense facilities, maintenance facilities, power plants, gaming facilities not operated under Florida pari-mutuel licensing.
Schools	K through 12, seminaries, post-graduate educational facilities.
Historical	Homes/buildings/sites/landmarks publicly or privately owned, heritage trails.
Medical	All classes of hospitals, and other licensed facilities except as specified in Rules 14-51.021 and 14-51.020, F.A.C., mental health facilities, research facilities, sanitariums, rehabilitation/infirmaries/treatment centers, non hospital Veteran’s facilities, county/fraternal/nursing homes, retirement facilities, humane facilities including animal emergency services, (not qualified under General Services).
Military	Sites/detachments, armories, arsenals.
Recreation/Conservation	Country clubs/golf courses/resorts, fish hatcheries, game farms, tree nurseries/arboretums, points of interest, camps (scout, church, 4-H, youth, YMCA/YWCA) nature trails, conservation or protection areas, conservation developments, watersheds, trail heads and crossings.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745 FS. History–New 3-27-05, Amended 11-24-11.

14-51.021 General Service Signs

(1) General Criteria

- (a) General service signing is used when the general services provided are infrequent and not within sight of the interchange.
- (b) Requests for general service signing (except Logo signing) shall be directed to the District Traffic

Operations Engineer.

- (c) General service signing is considered supplemental to overall signing.
- (d) General service signs, including signing for state agency buildings, have a white legend on blue background, excluding multi-modal facilities.
- (e) The name or pictograph representing the operating agency, community, group, individual, or enterprise shall not appear on the general service sign, except for state agency buildings and other facilities meeting the criteria established in this rule chapter. If a pictograph is used, it shall be installed through the Department's permit system.
- (f) Symbol signs for hospital, airport, Amtrak, Greyhound, cruise-based seaports, commuter rail, and multi-modal terminals can be used in urban or rural areas, when the criteria established in Rule 14-51.013, F.A.C., are met.
- (g) In no case shall general service signing be erected that would function primarily as advertisements for businesses.
- (h) In no case shall information relating to general services be displayed until trailblazer signing has been installed to direct motorists from the exit to the service

(2) Standards

- (a) Except as otherwise specified in Rule 14-85.004, F.A.C., where logo signs are utilized, general service signs shall not be used. General service signing off the Department's right of way shall not be provided when those services are conveniently located off an interchange.
- (b) Except as otherwise specified in Rule 14-85.004, F.A.C., only symbol signs will be used to advise of the availability of gas, food, lodging, camping, hospital, and telephone on rural limited access facilities
- (c) When three or fewer general services are available at a given interchange, and it is unlikely that more than three general services will be provided in the near future, the symbol signs denoting these general services will be attached to the advance guide sign. At locations where the "NEXT EXIT 00 MILES" panel is attached to the advance guide sign, the symbol signs will be attached to the exit direction sign. If four or more general services are available at an interchange, or are anticipated in the near future, a supplemental roadside sign denoting the available general services and reading "NEXT RIGHT" or the interchange exit number shall be installed.

(3) Guidelines. Each general service sign has its own set of criteria that must be met in order for signing to be provided on limited access facilities.

(a) Gas

1. The service station facility shall be located within 1 mile of the exit ramp terminal;
2. Is open for continuous service a minimum of 16 hours, 7 days a week;
3. Provides vehicle services including fuel and oil;
4. Provides public rest rooms; and
5. Has a telephone available for public use.

(b) Food

1. The restaurant facility is located within 1 mile of the exit ramp terminal;
2. Serves a complete meal and is open for continuous service a minimum of 14 hours, 7 days a week;
3. Provides public rest rooms;

4. Has a telephone available for public use; and
5. Is licensed by the Florida Department of Business Regulation, Division of Hotels and Restaurants, and the local County Health Department.

(c) Lodging

1. The lodging facility is located within 1 mile of the exit ramp terminal;
2. Is equipped with 20 or more units for rent;
3. Has a telephone available for public use; and
4. Is licensed by the Florida Department of Business Regulations, Division of Hotels and Restaurants, and the local County Health Department.

(d) Camping

1. The camping facility is located within 5 miles of the exit ramp terminal;
2. Is equipped with a minimum of 25 rental camp sites (RV and tent not just one or the other);
3. Is equipped with indoor sanitary toilet and bathing facilities;
4. Has a telephone available for public use; and
5. Is licensed by the local County Health Department.

(e) Hospital Emergency Room Service

1. General service signs for hospital emergency room services will be erected in rural and urban areas in advance of an interchange; and
2. The purpose of the hospital sign is to provide direction to motorists in need of immediate medical services. Hospital general service signs shall be erected in advance of the interchange which provides the most practical route to that facility when the hospital facility has an emergency room open 24 hours, 7 days a week.
3. Where more than one hospital meeting the criteria is available from any one interchange, only the hospital located closest to the exit point shall be signed or trailblazed.
4. The hospital facility shall not be located more than 10 miles from the exit ramp terminal; and
5. In the event a hospital meets the criteria, but another hospital is closer by continuing along the limited access facility to another exit, the first hospital will not be signed.

(f) Tourist Information Centers

1. Tourist information centers shall be signed as a general service with the word legend "INFO" and
2. Signs for tourist information centers will be erected when the center is located on a direct route from the limited access facility and not more than 1 mile from the exit ramp; and
3. Tourist information center signs will be erected when:
 - a. The general service signing requests are received from local government; and
 - b. The destination provides continuous, professionally staffed service for a minimum of 8 hours, 7 days a week; and
 - c. The destination, located within 1 mile of the interchange, is operated exclusively by a non-profit organization, or is approved by local government to operate as a tourist information center.
4. If the tourist information center is operated on a seasonal basis, the general service signs

shall be removed during the off season.

5. All trailblazers on the non-limited access facility shall be installed by the local government agency through the Department's permit system.

(g) Telephone. Symbol signs will be erected when:

1. The telephone is a public telephone available for use 24 hours, 7 days a week; and
2. The telephone is located within the immediate interchange area, not more than 1/2 mile from the interstate or exit ramp, and the immediate interchange is located in an isolated rural area; and
3. The interchange does not have gas, food, lodging, or camping (located within 1 mile of the interchange) identified.

(h) Pari-mutuels associated with jai-alai, horse tracks, or dog tracks shall display word legend JAI-A'LAI, HORSE TRACK, or DOG TRACK. The state standard symbol shall not be displayed on limited access facilities. The registered name of a qualifying pari-mutuel facility shall only be displayed with documentation that a distinction is necessary for safe navigation and travel confirmation for its patrons.

(i) Park and Ride areas shall qualify for general service on limited access facilities when they are governmentally owned and operated as part of a car pool, van pool, or other public transportation program. The facility shall have parking spaces available for patron use.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

PART III GUIDE SIGNS ON NON-LIMITED ACCESS FACILITIES

14-51.030 Destination Guide Signs

(1) General

- (a)** The criteria referenced for destinations listed in Table 4 are used to determine which destinations will be signed for on non-limited access facilities.
- (b)** For pari-mutuel facilities that offer gaming, trip generation that may be attributed to the draw of the gaming activity alone are not eligible to qualify that facility for destination guide signing on the basis of trip generation.

(2) Standards

- (a)** Not more than six eligible destinations, including cities, shall be signed at any intersection approach. Exception for community wayfinding guide sign systems and TODS guide signing are found in Rule Chapter 14-51, Part V and Part VI, F.A.C. These eligible destinations shall not be indicated on more than two separate signs, with no more than three lines of legend on each sign.
- (b)** If there are four destinations to be signed at a given intersection, all four destinations should be included on one sign, unless lateral restrictions limit sign panel square footage.
- (c)** Destination guide signs shall be located in advance of the intersecting roadway that is the most direct or desirable route to the facility. Local government recommendations on the most desirable route will be considered because the most direct route may have roadway safety features that are less desirable than the longer route.

(3) Guidelines

- (a)** Any state or national park, or state forest; open to the public and offering multiple recreational activities with ADA access and accommodations, including restrooms and paved handicapped parking, shall be eligible. Countdown trailblazers permitted in rural areas for route confirmation. Sign panels, installation, and maintenance shall be provided by the park or forest destination. Advance signs shall not be located more than 10 miles from the park entrance.
- (b)** "DOWNTOWN" signs shall meet the following criteria in order to be considered for destination guide signing.
 - 1.** "DOWNTOWN" signs will be considered for municipalities with a population of 5,000 or more.
 - 2.** The non-limited access facility route shall traverse the municipal limits.
 - 3.** A distinct central business district must exist. Strip development, business centers, mixed-use development, or re-development shall not be considered as "downtown" or as a qualifying destination for guide signing unless it was historically identified as the "downtown".
 - 4.** Only one such sign will be permitted for each direction of travel to provide the most practical route to the central business district.
- (c)** The criteria referenced in Table 4 shall be used to determine which destination to add to an existing destination guide sign.
- (d)** Hospitals are eligible for destination guide signing when the hospital does not have access from the state highway system, and is not located more than three miles from the intersection to be signed (other than trailblazers from a limited access facility).

Table 4 – Criteria for Signing Destinations on Non-limited Access Facilities				
Type of Destination	Criteria	Guidelines		
		Major Metro Areas¹	Urban Areas²	Rural Areas³
State Colleges and Universities	Nearest intersection to the state highway system.			
Private Colleges and Universities	Number of Trips Generated Annually ^c	550,000 ^{ad}	550,000 ^{ad}	300,000 ^{ad}
		1,200,000 ^{bd}	750,000 ^{bd}	450,000 ^{bd}
Private Vocational/Technical Schools	Number of Trips ⁴ Generated Annually	675,000 ^d	550,000 ^d	300,000 ^d
Military Bases	Number of Trips ⁴ Generated Annually ^c	5,000,000 ^c	4,000,000 ^c	3,000,000 ^c
Arenas, Auditoriums, Amphitheaters, Civic Centers, Convention Halls, Stadiums, Major Tourist Attractions (Fairgrounds, Amusement Parks, Zoos, etc.)	Number of Trips ⁴ Generated Annually	37,500 trips plus 3,750 per mile of distance from intersection		
State and National Parks, and State Forest Recreational Areas	Nearest intersection to the state highway system.			
Youth Camps (YMCA, Scouts, etc.)	Signing only in rural areas, with facilities for a minimum of 50 persons on an overnight basis and in operation for at least 6 months of the year.			
Mental Health and Medical Facilities	Minimum of 500 beds in urban and suburban areas. Nearest state highway system Exit. Bed minimum can be lowered for hospitals with access off the state highway system serving isolated, rural county populations.			
Downtown	There must be a clear central core commonly considered the downtown area that is located on an intersecting road a maximum of 3 miles off the state road. This excludes requests for signing new development or re-development zones as “downtown” that were not historically the “downtown” prior to new construction or rehabilitation.			
Drivers License	Nearest intersection only.			
State Agency Buildings	Number of Trips ⁴ Generated Annually	260,000	100,000	1,500
¹ Over 50,000 population (Section 334.03, F.S.).				
² 5,000 to 49,999 population (Section 334.03, F.S.).				
³ Under 5,000 population.				
⁴ Trip: a single or one-direction vehicle movement either to or away from the traffic generator.				
^a Annual Trips = Number of Enrolled Students (who physically attend classes on campus) x 1.5 (college or university without dormitories, each student equals 1.5 trips) x Number of semesters per year x Number of weeks per semester x 5 days per week. Figures based on AASHTO'S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^b Annual Trips = Number of Enrolled Students (who physically attend classes on campus) x 2.0 (college or university with dormitories, each student equals 2 trips) x Number of semesters per year x Number of weeks per semester x 5 days per week. Figures based on AASHTO'S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^c One employee or military personnel equals 0.9 trips. Figures based on AASHTO'S 2001 Selection of Supplemental Guide Signs for Traffic Generators.				
^d Trip: a single or one-direction vehicle movement either to or away from the traffic generator.				

- (e)** Unincorporated areas shall meet the criteria as shown in Rule 14-51.041, F.A.C., in order to qualify for signing. Counties may develop a program to sign the boundaries of unincorporated communities with historic or cultural interest that are not on the Official Florida Transportation Map, through the Department's permit system. Standard white-on-green geographic identification signs may be placed within the Department's right-of-way. All custom place name signs for unincorporated communities must be located outside the right-of-way.
- (f)** Recreational, historical, or cultural attractions funded by federal, state, or local governments are eligible for destination guide signing. Such attractions shall meet the following specific criteria in order to be eligible for signing:

 - 1. Historical attractions shall be listed in the National Register of Historic Places and be open to the general public year round.
 - 2. Cultural attractions shall be open to the general public year round.
 - 3. Signs shall be limited to the nearest intersection to the state highway system.
 - 4. Recreational attractions shall be operated on a non-profit basis and include multiple activities such as picnicking, camping, hiking, swimming, fishing, or boating.
 - 5. All recreational, historical, or cultural attractions shall have multiple activities, restrooms, ADA access and paved handicapped parking facilities.
- (g)** Signs shall be installed to identify designated, developed parking areas for state or local recreational trails only. To be eligible for destination guide signing, the recreational trail must be ADA accessible and the parking ADA compliant. These signs are for traffic control purposes only, and are not intended for advertisement.
- (h)** Rail Terminals shall be eligible for destination guide signing when the following criteria are met:

 - 1. Intercity rail (Amtrak, commuters, etc.) shall provide regularly scheduled passenger service and have parking spaces for patron use.
 - 2. Intra-urban rail shall provide regularly scheduled service, and have parking spaces for patron use.
- (i)** Destination guide signing for a non-charter interstate bus service shall only include the standard general service signing for a Greyhound bus station and/or bus stop. The purpose of the standard Greyhound symbol sign is to assist motorists who are trying to locate a bus station which is inside a building, or a published, scheduled stop that is not serviced by any ticket agent at that remote stop.
- (j)** Seaports, deep water public cargo, or passenger ports (for Port Authority locations) are eligible for destination guide signing on non-limited access facilities.
- (k)** Airports are eligible for signing when the following criteria are met:

 - 1. Air carrier airports are those which are served regularly by scheduled airlines. The airport symbol shall also be used with the airport name.
 - 2. General aviation (open to public use) destination guide signs are allowed in each direction along the state highway system in advance of an intersecting roadway that provides direct access to the airport property. Signing shall be limited to an intersection within five miles of the airport. The facility may be named on an auxiliary panel with the general service airport sign. The directional arrow panel is mandatory. The airport general service sign should be pointed such that the tip of the airplane is pointed in the same direction of the arrow panel.
- (l)** Certified Florida Farm Wineries shall be eligible for destination guide signing pursuant to

Section 599.004, F.S. The Florida Farm Winery logo with supplemental name panel shall be installed at the nearest state highway intersection based on space availability for certified wineries. There is a fee associated with this signing.

- (m)** Regional malls or regional shopping centers (1,000,000 square feet or more) shall be eligible for destination guide signing through the permit system when safety or operational problems can be attributed to unclear directions and when the criteria established in Rule 14-51.013, F.A.C., are met. Safety and operational problems, where signing will improve corridor safety or relieve congestion and affects both site destined and other traffic, shall be documented by a Professional Engineer registered in the State of Florida.
- (n)** Colleges and Universities

 - 1.** State-funded community college, vocational/technical center, or university main campuses are eligible to request destination guide signing. Satellite campuses are eligible if the curriculum allows students to obtain an associate of arts (AA) degree, or higher, attending classes at that campus (no travel to another campus or web-based courses to complete coursework in standard schedule). Name changes on existing destination guide signs made within four years of existing sign panel installation will be allowed at the expense of the college or university. The board shall be responsible to contract with a private vendor for the sign replacement panel, or overlay at their own expense. The Department will install and maintain the updated panel. The Department will provide an approved sign design that can be accommodated on the existing structure. Modifications, such as abbreviations to the desired legend text may be necessary. If a pictograph is used, the sign shall be installed and maintained through the Department's permit system.
 - 2.** Private and all for-profit colleges and universities that meet the trip generation referenced in Table 4 are eligible for signing through the Department's permit system, if they meet the criteria outlined in Rule 14-51.013, F.A.C. Private universities with existing signs will be retained so long as they remain active. Private and for-profit universities shall only be eligible for destination guide signing to distinct college campuses, when the core baccalaureate degree requirement courses are available in traditional classroom settings at that site and meet the trip generation criteria.
 - 3.** Schools licensed by the Department of Education's Commission for Independent Education are not eligible for signing to any site unless they meet the trip generation criteria referenced in Table 4.
- (o)** Signing for multi-modal transportation facilities is considered destination guide signing, except for those that qualify as a general service.

 - 1.** Multi-modal facilities are airports (air carrier and general aviation), seaports (passenger and cargo), rail terminals, intercity bus, parking lots, garages, and Park and Ride.
 - 2.** A destination guide signing plan for multi-modal facilities shall be submitted.
- (p)** Veterans' Hospitals designated as the regional treatment center or State Veterans' nursing homes are eligible for destination guide signing on non-limited access facilities.
- (q)** Medical facilities/research providing by advance appointment, specialized surgery or treatment of human diseases, providing both in-patient and out-patient services, are eligible for destination guide signing on non-limited access facilities.
- (r)** Requests for destination guide signing by local government agencies shall be approved through the Department's permit system. The Department shall allow local governments to fabricate

and install the following destination guide signs pursuant to Department standards and direction. The following facilities are eligible for destination guide signing when they do not have direct state road access. The signs shall be erected at the intersection nearest the facility and shall not interfere with official traffic control devices:

- 1.** Post Offices, including small businesses that are under contract with the United States Postal Service (USPS) are eligible for destination guide signing, when requested by local government and signed through the Department's permit system. In order to qualify for signing they shall have a contract with the USPS and provide a confirmation letter from the USPS along with their written request for signing. The destination guide signs shall be green background with white lettering and have the appropriate directional arrow;
- 2.** Libraries;
- 3.** Recycling Drop-Off Centers;
- 4.** Courthouses;
- 5.** Publicly-owned Vocational/Technical Schools that meet criteria established in Table 4;
- 6.** Parks;
- 7.** High Schools;
- 8.** Constitutional Officials, such as Tax Collectors;
- 9.** Chamber of Commerce; Tourist information;
- 10.** Animal Shelters;
- 11.** City/Town Halls;
- 12.** Landfills; Transfer Stations;
- 13.** Bus and Rail Stations;
- 14.** National Veterans Cemeteries;
- 15.** Veterans Community Treatment Centers;
- 16.** Multi-use developments/redevelopment areas, such as Town Centers, when it is demonstrated that the majority of traffic is generated by tourism;
- 17.** Temporary signing for access to polling stations;
- 18.** Tourist Oriented Directional Signing Systems in qualifying counties;
- 19.** Place name signs for unincorporated communities;
- 20.** Community Wayfinding Guide Sign Systems;
- 21.** Custom Place name signs;
- 22.** Public parking, parking lots and garages shall be eligible for destination guide signing if they are open to the public, with non-reserved parking spaces available daily, and not more than one mile from the intersection. The green and white "P" parking symbol sign shall be used without the name of the parking facility;
- 23.** Destination guide signing for an intercity bus service shall consist of the standard single post local bus stop signs. Permit applications are not required, but all signs must be installed outside the clear zone and may not interfere with priority traffic control devices;
- 24.** City historical areas or districts that are officially declared by either city or county resolution.

- (4) Destinations Not Eligible for Signing on Non-Limited Access Facilities.** Except as provided in Rules 14-85.004 or 14-51.021, F.A.C., destination guide signing shall not be provided for the following destinations shown in Table 5.

Businesses	Television/radio station, theaters, motels/hotels/inns, travel trailer parks, industrial parks and plants, office parks, shopping districts, strip malls; mixed-use developments (retail, restaurant, office, residential in any combination).
Cemeteries	Local, state, public, private.
Community Facilities	Civic groups (Kiwanis, Lions, Rotary, etc.), churches, subdivision, mixed use facilities, business districts.
Government	State, local and regional political offices or boundaries.
Schools	K through 9.
Medical	Infirmaries, out-patient or residential treatment centers; county, fraternal or non-Veterans nursing homes, retirement facilities, specialized short or long term treatment or rehabilitation facilities, ambulatory surgical center, specialty hospitals or clinics.
Recreation/Conservation	Water and soil conservation district boundaries, water sheds, habitat or natural resource protection zones, recreation centers (community centers, swimming pools, baseball/softball fields, tennis courts, etc.), training centers, country clubs, private golf courses, tree nurseries/arboretums (including those sponsored by government services).

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

14-51.031 General Services Signs

(1) General Criteria

- (a)** General service signing is used when the general services provided are infrequent, and not within sight of the intersection.
- (b)** Requests for General Service Signing (except Logo signing) shall be directed to the District Traffic Operations Engineer.
- (c)** Signing for general services is considered supplemental to overall signing.
- (d)** General service signs, including signing for state agency buildings, such as DRIVERS LICENSE, shall have a white legend on blue background; multi-modal and pari-mutuel general service signs are white-on-green, and recreational attractions are white-on-brown.
- (e)** The name of the operating agency, community, group, individual, or enterprise shall not appear on the general service sign, except for state agency buildings and facilities meeting the criteria established in this section.
- (f)** Symbol signs for hospital, airport, Amtrak, Greyhound, cruise-based seaports, and commuter rail are authorized by the District Traffic Operations Engineer in urban or rural areas based on

criteria established in Rule 14-51.013, F.A.C.

- (g) In no case shall general service signing be erected that would function primarily as an advertisement for a business.
- (h) General service signing shall not be displayed until trailblazers have been installed to direct motorists from the intersection to the service.
- (i) Not more than one general service sign with a directional arrow for a particular service shall be displayed, in each direction, in advance of the intersection facility. General service signs shall only be located in advance of the intersecting road which is the best and most direct route to the facility.
- (j) General signs on non-limited access facilities shall not be installed within competitive range of participating Logo sign program enterprises offering similar services.

(2) Standards

- (a) Police, sheriff, and highway patrol stations that are staffed and open 24 hours are eligible for general service signing. Guidance to a closed facility, even one with a “hotline” contact telephone, may increase danger or increase response time in an emergency.
- (b) Hospitals are eligible for general service signing when the hospital emergency room is located not more than five miles from an intersection (other than trailblazing from a limited access facility).
- (c) When requested, general service signs for a hospital shall be erected on the state highway system in advance of the intersection which provides the most practical route to that facility when the hospital has an emergency room open 24 hours, 7 days a week. When more than one hospital meeting the criteria is available from any one intersection, only the hospital located closest to the exit point shall be signed or trailblazed.
- (d) Tourist information centers are eligible for general service signing when the center is located less than one mile from the state highway system. Tourist information center signs qualify for signing on the state highway system when:
 - 1. The signing request and permit application is received from local government; and
 - 2. The center gives continuous service at least 8 hours, 7 days a week; and
 - 3. The center is operated exclusively by a non-profit organization and is approved and receives funding by the local government to operate as a tourist information center.
 - 4. If the tourist information center is operated on a seasonal basis, the signs shall be removed during the off season. If the tourist information center sign is approved under the criteria referenced above, it shall be installed under the Department’s permit system by local government.
- (e) Boat ramp and camping facilities open to the general public and free of charge are eligible for general service signing in advance of intersecting roads in rural areas with direct access to the facility provided the entrance is less than one mile from the state highway system and is open year round. If the facility is associated with a local park or recreation system, it shall be signed by the sponsoring agency through the Department’s permit system.
- (f) Signing will be provided to state agency buildings with auditorium facilities where public meetings are hosted or generate significant daily traffic from large numbers of the general public’s vehicular access. The sign panels will be supplied by the applicant and installed by Department Maintenance where space allows on the state highway system. The applicant shall

supply replacement panels when necessary. The sign shall be installed adjacent to the building on the state highway system. If the building is located more than one mile from the state highway, then the sign shall be placed at the nearest intersection, and trailblazers to the destination will be supplied by the applicant. Signing will be provided to those state agency buildings where the need for directional information is based on emergency situations, such as emergency evacuation shelters, permits, and/or a state gas facility, is necessary. All other state agency buildings shall meet the following criteria:

1. The number of non-employee trips generated by the building shall meet the criteria established in Table 4.
 2. Meeting space for a minimum of 30 people.
- (g) Pari-mutuels associated with jai-alai, horse tracks, or dog tracks are eligible for general service symbol signing on non-limited access facilities. The state standard symbol will be displayed on the non-limited access facility. The registered name of a qualifying pari-mutuel can be included if it is trailblazing from a limited access facility supplemental guide signing that displays the name. If the Department installs the word message general service panel on the limited access facility, the local government may choose to display the official operating name of the pari-mutuel at the nearest state road intersection as an auxiliary to the standard general service sign, as an assembly, through the Department's permit system.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

PART IV PLACE NAME SIGNS ON NON-LIMITED ACCESS FACILITIES

14-51.040 Exclusions

- (1)** Place name signs other than for geographic features and boundaries of counties, municipalities, or unincorporated areas found on the Official Florida Transportation Map shall not be erected on non-limited access facilities.
- (2)** Place name signs for other governmental or quasi-governmental boundaries including, but not limited to, water management districts, school districts, voting districts, commissioner districts, and fire districts, shall not be erected on the state highway system.
- (3)** Place name signs shall not be installed for urban subdivisions unless they appear on the full size Official Florida Transportation Map (not on the urban area enlargements).
- (4)** “Exiting” or “Leaving” added to a place name signs shall not be permitted.
- (5)** Overhead signs/structures shall not be permitted.
- (6)** Place name sign requests originated by organizations or persons other than the local government shall not be considered.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

14-51.041 Criteria for Unincorporated Areas

- (1)** If an unincorporated area appears on the Official Florida Transportation Map, place name signing shall be provided on non-limited access facilities by the Department upon request by the county.
- (2)** Place name signs for sovereign lands or an unincorporated area not appearing on the current Official Florida Transportation Map will be eligible for signing through the Department’s permit system upon written request of the county. Such requests must demonstrate the following:
 - (a)** A clearly identifiable localized development in the area.
 - (b)** The community must lie on or along the state highway system.
 - (c)** A community, for the purpose of place name signing, must have an identifiable boundary. The boundary and area name may not be coincidental to platted or unplatted subdivisions. The community must be demonstrated to have historical or cultural significance, not recreational significance. The community must not be associated with a specific developer, specific development theme, corporate business or investment, or entities such as a private golf course or resorts.
 - (d)** The county must demonstrate that the unincorporated community has significant historical, cultural, or educational value, that the county has an investment in preserving.
 - (e)** The county has installed or agreed to install place name signs on its roads traversing the area.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

14-51.042 Sign Characteristics

- (1)** Place name signs shall have a white legend on a green rectangular background.
- (2)** Place name signs shall be retro-reflectorized and shall conform to the MUTCD standards and specifications for guide signs and general information signs.
- (3)** Place name sign information shall be limited to the name of the place, except for a pictograph representing a special award.
- (4)** Only one place name sign shall be permitted in each approach direction. The signs shall be located

at, or in proximity to, the geographical boundary of the county, municipality, or unincorporated area.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

14-51.043 Customized Place Name Signs

- (1)** No place name signs within limited access facilities will be permitted for custom treatment, other than the addition of a pictograph to the standard white-on-green sign.
- (2)** On limited access rights-of-way, no customized treatment may be constructed to stand individually, or as an assembly, such that it resembles a place name sign, nor shall a place name be included as part of any landscape structure or design within limited access rights of way.
- (3)** Customized treatment of county, municipal, sovereign lands, and unincorporated area place name signs shall be considered only on non-limited access facilities.
- (4)** The preferred location of all customized place name signs is off the state highway system right of way, where increased lateral clearance can be used. In such instances, the property owner's permission is required. Custom place name signs may be permitted by the county for sovereign lands and unincorporated areas that are identified on the Official Florida Transportation Map, only where they will be located outside non-limited access facilities right of way. Place name signs located off the state highway system right of way shall conform to Section 479.16 F.S.
- (5)** The Department will not assume responsibility for vegetation management.
- (6)** The custom place name sign and structure or other treatment shall be located at or in absolute proximity to, the geographical boundary of the county, municipality, sovereign nation or unincorporated area in the approach direction only.
- (7)** The proposed installation shall not interfere in any manner with other traffic control devices in the area.
- (8)** Existing standard geographic boundary guide signs, and/or nonofficial signs or structures, at or near the location shall be removed.
- (9)** All custom place name signs installed under these provisions are traffic control devices and shall be made of retroreflective material or be lighted. Supporting structures shall be designed, constructed, and installed to meet the Department's clear zone and safety criteria including breakaway features, when located within the state right of way or located where there is limited lateral clearance from the travel lanes. The design shall be signed and sealed by a Professional Engineer registered in the State of Florida.
- (10)** Sign size and lettering shall be appropriate for driver readability without decreasing speed.
- (11)** Sign information shall be limited to the name of the county, municipality, sovereign nation, or eligible unincorporated area, a pictograph, the words "Welcome To," and where applicable, a regional designation or phrase approved by local resolution. The "regional designation or phrase" is the only opportunity to chose and indicate an association with any one community designation or initiative program, including national and local grant, planning, or development. Highway signing is intended for traffic control only.
- (12)** The sign and structure shall be completely devoid of any commercial advertising, sponsorship, or the name of any political candidate, and be of such design and color as to be in good taste and aesthetically pleasing.
- (13)** In urban areas, the primary location for custom place name signs shall be along the roadside behind curb and gutter sections. Medians will only be considered if all other approach, right

roadside locations, either on or off state highway rights of way, are not physically possible. Median spaces shall not be used to accommodate design size or aesthetic preference.

- (14)** Installations in any median shall meet the Department's appropriate clear zone and safety criteria. Signs shall not be installed in both the median and roadside at a given location.
- (15)** Displays shall be fixed. Flashing lights, colored lights, or changeable messages shall not be used. However, customized treatment, including interior or exterior illumination, is allowable. In the absence of lighting, all sign face components shall be retroreflective.
- (16)** Upon approval of a customized place name sign request, the Department and the local government shall execute an agreement providing for the local government to install and maintain the customized sign/sign supports and all landscaping and shrubbery associated with the installation, as well as to defray the cost of any electrical energy necessary for operation of the sign display. The agreement shall clearly indicate that the Department reserves the right to have the installation modified or removed from the state highway right of way.
- (17)** Unincorporated areas that are not on the Official Florida Transportation Map are not eligible for custom place name signs.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 3-27-05, Amended 11-24-11.

PART V COMMUNITY WAYFINDING GUIDE SIGNS

14-51.051 Standards

- (1) This rule chapter provides statewide criteria for community wayfinding guide signs to be installed on the state highway system.
- (2) All regulatory, warning, and general service signs within the community wayfinding guide system plan shall conform to the MUTCD. Community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and higher priority signs. Community wayfinding guide signs shall not be installed in a position where they could obscure the road users' view of other traffic.
- (3) Local governments shall develop and approve through local resolution the criteria for the destinations shown on the community wayfinding guide sign system plan. Local governments may use the criteria established in Rule 14-51.030, F.A.C. The intent is to provide guidance and navigation information to local cultural, historical, recreational, and tourist activities. No destination may be displayed for the purpose of advertising.
- (4) Communities eligible for community wayfinding guide signs must be on the Official Florida Transportation Map. Community wayfinding guide signs not appearing on the Official Florida Transportation Map are eligible to participate with written acceptance of full responsibility by the local government. Such requests shall follow the process outlined in subsection 14-51.041(2), F.A.C.
- (5) Existing community wayfinding guide signs that were installed on the state highway system prior to this rule becoming effective shall be allowed to remain or be replaced until a new community wayfinding guide sign system is approved by the local government and designed and installed in accordance with this rule chapter.
- (6) Community wayfinding guide signs shall be limited to non-limited access facilities. Community wayfinding guide signs shall not be allowed within the right of way of limited access facilities, including ramps and frontage roads.
- (7) Community wayfinding guide signs shall be designed, installed, and maintained in accordance with the standards referenced in subsections 14-51.014(7) and (8), F.A.C.
- (8) The planning, design, installation, and maintenance of all community wayfinding guide signs and their assemblies are the responsibility of the local government, including those on the state highway system.
- (9) Community wayfinding guide signs shall not be used to provide direction to primary destinations or to highway routes or streets. Destination or other guide signs shall be used for this purpose, as described in Section 2D of the MUTCD, and shall have priority over any community wayfinding guide sign.
- (10) Community wayfinding guide signs shall not be mounted overhead.
- (11) The local government shall submit their community wayfinding guide sign system plan to the appropriate District Traffic Operations Office to initiate the Department's permit system.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 5-8-06, Amended 11-24-11.

14-51.052 Design

- (1) Red, yellow, orange, purple, or the fluorescent versions thereof, fluorescent yellow-green, or fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize confusion with critical, higher-priority regulatory, warning, construction, or

incident management sign color meanings readily understood by road users.

- (2) Background colors, other than those stated in subsection (1), shall be allowed on community wayfinding guide signs.
- (3) A minimum contrast value of legend color to background color of 70 percent is required for community wayfinding guide signs (ADA minimum contrast value).
- (4) Enhancement markers may be used, at the option of the applicant, as a means of visually identifying the sign as a part of an overall system of community wayfinding guide signs. The size 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.
- (5) The area of an identification enhancement marker shall not exceed 1/5 the area of the community wayfinding guide sign with which it is mounted in the same sign assembly.
- (6) A pictograph designed appropriately for use on traffic control devices may be incorporated into the overall design of a community wayfinding guide sign. 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.
- (7) Except for pictographs, symbols that are not approved in the MUTCD for use on guide signs shall not be used on community wayfinding guide signs.
- (8) There shall be a maximum of four destinations shown on each community wayfinding guide sign.
- (9) All lettering used on community wayfinding guide signs on the state highway system shall be highway gothic fonts or other FHWA approved fonts. 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 submitted by the local government and approved by the Department 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.
- (10) The minimum specific ratio of letter height to legibility distance shall comply with provisions of Section 2A.14 of the MUTCD. The size lettering used for destination and directional legends on community wayfinding guide signs shall comply with the provisions of minimum letter heights as provided within Section 2D.06 of the MUTCD.
- (11) The lettering for destinations on community wayfinding guide signs shall be a combination of lower-case letters with initial upper-case letters. All other word messages on community wayfinding guide signs shall be in all upper-case letters.
- (12) 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.
- (13) The arrow location and priority order of destinations shall follow the provisions described in Section 2D.08 and Section 2D.34 of the MUTCD. The positioning of arrows relative to the destinations shown shall be in accordance with Section 2D.34 of the MUTCD.
- (14) Community wayfinding guide and pedestrian wayfinding signs and their supporting structures shall be designed, constructed, and installed to meet the Department's clear zone and safety criteria, including breakaway features. The design shall be signed and sealed by a Professional Engineer registered in the State of Florida.
- (15) All messages, borders, legends, and backgrounds of community wayfinding guide signs and any

enhancement markers shall be retroreflective and in accordance with Section 994 (Retroreflective and Nonreflective Sign Sheeting) of the Standard Specifications for Road and Bridge Construction 2010, referenced in subsection 14-51.014(9), F.A.C.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 5-8-06, Amended 11-24-11.

14-51.053 Pedestrian Wayfinding Signs

- (1) Pedestrian wayfinding signs that are designed as a part of a community wayfinding guide sign system plan are intended to provide direction to pedestrians or other users of a sidewalk or other roadside area and should be located to minimize their conspicuity to vehicular traffic. If used, 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 shall 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.
- (2) To minimize their conspicuity to vehicular traffic during nighttime conditions, pedestrian wayfinding signs shall not be retroreflective.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 11-24-11.

14-51.054 Informational Guide Signs

- (1) At the boundaries of the geographical area within which community wayfinding guide signing is used, an informational guide sign may be posted to inform road users about the presence of community wayfinding guide signs and to identify the meanings of the various color codes or pictographs that are being used.
- (2) This informational guide signs shall have a white legend and border on a green background and shall have a design similar to that illustrated in Section 2D.03 of the MUTCD and shall be consistent with the basic design principles for guide signs. These informational guide signs shall not be installed on limited access facilities.
- (3) 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 sign. 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 squares 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 of the sign.

- (4)** 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.
- (5)** Color-coded community wayfinding guide signs may be used with or without the boundary informational guide sign displaying corresponding color-coding panels described in this subsection.

Rulemaking Authority 316.0745, FS. Law Implemented 316.0745, FS. History—New 11-24-11.

PART VI TOURIST-ORIENTED DIRECTIONAL SIGNS (TODS)

14-51.061 Program Implementation

- (1)** Part VI of this rule chapter provides eligible local governments with the criteria for Tourist-Oriented Directional Signs (TODS) and guidance for the installation of TODS on non-limited access facilities on the state highway system in accordance with the MUTCD.
- (2)** Prior to the installation of a TODS the Department must approve, by permit, the design, location, and placement based on the criteria established in this rule chapter.
- (3)** Prior to requesting a permit to install TODS on the state highway system, a local government shall have established, by ordinance, criteria for TODS program eligibility including participant qualifications and location regulations.

Rulemaking Authority 479.262, FS. Law Implemented 479.262, FS. History—New 6-24-08, Amended 11-24-11.

14-51.062 General Criteria

- (1)** Development of a TODS program is limited to rural counties meeting the Rural Economic Development Initiative (REDI) criteria as referenced in Section 288.0656, F.S.
- (2)** To qualify as a TODS destination, the tourist-oriented businesses, services, or activities shall meet the following minimum conditions:
 - (a)** The major portion (51%) of income or visitors during the normal business season shall be from tourists not residing within 20 miles of the destination. A business shall not qualify if admission or access is based on a membership fee or other means of exclusive admission, or where minors are excluded.
 - (b)** All state and local building and occupational permits, licensing, and registrations shall be current and in good standing.

Rulemaking Authority 479.262, FS. Law Implemented 479.262, FS. History—New 6-24-08, Amended 11-24-11.

14-51.063 Location and Placement

- (1)** TODS may be installed on the state highway system only after permitted by the Department.
 - (a)** TODS shall not be permitted by the Department if they interfere with the effectiveness of other traffic control devices.
 - (b)** TODS shall only be permitted at the nearest intersection providing the most direct practical route to the eligible facility. An additional sign may be approved at the closest state road intersection with a roadway on the Strategic Intermodal System (SIS) when the nearest state road intersection is not on an SIS facility.
 - (c)** Each destination is limited to one sign panel in each direction of travel on the state highway system.
 - (d)** The maximum distance from the business to where a TODS may be placed on the state highway system shall be 25 miles.
 - (e)** If a facility with state road frontage is more than 10 miles from the nearest state highway system intersection suitable for TODS installation, the jurisdiction with TODS authority may apply for a permit to sign for this facility with a "ONE MILE" advanced TODS sign. This is the only instance an advanced sign may be permitted on the state highway system.

- (2) TODS shall be limited to placement on rural conventional roads, as stated in the MUTCD. TODS shall not be placed within the right of way of limited access facilities. TODS shall not be located in the right of way of a limited access facility interchange regardless of jurisdiction or local road classification.
- (3) The location of other official traffic control devices shall take precedence over the Location of TODS. TODS shall have standard spacing with other traffic control devices shown in Table 1.
- (4) The Department will remove without notice, and with no obligation to relocate the sign or compensate for its removal, any TODS on the state highway system for highway safety or operational purposes or activities including construction, reconstruction, or maintenance.

Rulemaking Authority 479.262, FS. Law Implemented 479.262, FS. History—New 6-24-08, Amended 11-24-11.

14-51.064 Trailblazers

- (1) In accordance with Rule 14-51.012, F.A.C., trailblazers shall be required if a motorist must navigate one or more turns to get from a local road intersection to the destination. All trailblazers required for guidance to a destination shall be in place on the local road system prior to installation of the TODS on the state highway system.
- (2) TODS and trailblazers, on either the state or local road system, shall not be permitted within the boundaries of a community wayfinding guide sign system plan. Removal of TODS within the boundaries of a proposed community wayfinding guide sign system plan is a mandatory condition of community wayfinding guide sign permit approval.

Rulemaking Authority 479.262, FS. Law Implemented 479.262, FS. History—New 6-24-08, Amended 11-24-11 .

14-51.065 Design

- (1) The planning, design, installation, and maintenance of TODS and their supporting structures are the responsibility of the local government and must conform to the criteria in subsection 14-51.014(8), F.A.C., Design Standard Index 17354 and the applicable sections of the MUTCD.
- (2) If different supporting structures are proposed for use on the state highway system, they shall be designed, constructed, and installed to meet the Department’s clear zone and safety criteria, including breakaway features. The design shall be signed and sealed by a Professional Engineer registered in the State of Florida.
- (3) TODS assemblies shall have a maximum of five panels on two posts. TODS assemblies that are designed for a single post shall have a maximum of two panels. Sign panels shall be rectangular in shape and have white lettering on a blue background. The optional top panel may have the text “TOURIST ACTIVITIES” and a pictograph that identifies the TODS program jurisdiction. The other four panels are reserved for qualifying destinations. The panel legend is limited to one destination identification, a pictograph or in its place a cultural, recreational, or general service symbol, the directional arrow, and destination distance. There is a maximum of two lines of legend per destination panel.
- (4) General service, recreational, and cultural interest symbols may not be added as individual auxiliary sign panels to the TODS assembly, but may be contained in the individual panel with the business identification text, in the place of a pictograph. No other type of sign or legend may be added to a TODS assembly.
- (5) After proper notice to the local government, the Department will remove any non-conforming panel.

- (6)** If a destination qualifies for a business logo under Rule Chapter 14-85, F.A.C., it shall not be displayed on an existing TODS, even where it cannot be accommodated by the LOGO sign program. TODS may not be used to trailblaze for LOGO participants.

Rulemaking Authority 316.0745, 479.262, FS. Law Implemented 316.0745, 479.262, FS. History—New 6-24-08, Amended 11-24-11 .

SECTION 7

APPENDICES

APPENDIX C VENDOR ESTIMATES

Salescorp of Florida, Inc.
Sumter County Public Works
T&D Concrete

Salescorp Of Florida

PO Box 1137 | 34020 N. E. 37th Place

Wildwood, Florida 34785

Phone: (352)748-1818 | Fax: (352)748-1030



Estimate

Date	Estimate #
9/14/2012	6030

Name / Address
SUMTER COUNTY PUBLIC WORKS 319 EAST ANDERSON BUSHNELL, FL 33513

Ship To
SUMTER COUNTY PUBLIC WORKS 319 EAST ANDERSON BUSHNELL, FL 33513

P.O. No.	JOB	Project

Description	Qty	Rate	Total
Secondary Gateway / Double Post Assy. Structure w/ Decroitive Pole Bases Powder Coated Black	16	3,215.00	51,440.00
Vehicular Directional / Small / Single Post Assy. Structure w/ Decroitive Pole Bases Powder Coated Black	5	2,450.00	12,250.00
Vehicular Directional / Large / Single Post Assy. Structure w/ Decroitive Pole Bases Powder Coated Black	31	2,915.00	90,365.00
Aluminum Decorative Icon for top of Signs	52	200.00	10,400.00
EST. Engineering Fees and Design Calculations Engineering Fees can be avoided if Wade Trim does Engineering	1	9,000.00	9,000.00
<p>*** Signs will be designed to break away per FDOT Standards / 130 mph wind load</p> <p>Estimate Does Include: *** In ground Concrete column with mounting embed *** All break-a-way components and hardware.</p>			

Subtotal		\$173,455.00
Sales Tax (7.0%)		\$0.00
Total		\$173,455.00

Sumter County Public Works

Date: 08/30/12

Contact Person: Jonathan Beasley, 352-569-6726, Jonathan.Beasley@sumtercountyfl.gov

Sumter County Wayfinding Signage

14)	4'x 8' "Welcome to Sumter County EST 1853"	\$140.61 each X 14 = \$1968.54
29)	4'x 6' "Fairgrounds, Webster Market District, Green Swamp WMA, Richloam WMA (Strait ahead arrow)"	\$105.12 each X 29 = \$3048.48
29)	1'x 6' "Fairgrounds, Webster Market District, Green Swamp WMA, Richloam WMA (Strait ahead arrow)"	\$26.28 each X 29 = \$762.12
2)	4'x 5' "Fairgrounds, Webster Market District, Green Swamp WMA, Richloam WMA (Strait ahead arrow)"	\$88.00 each X 29 = \$176.00
20)	Labor Hours	\$325.00

TOTAL = \$6280.14

T & D CONCRETE, INC.

1969 COUNTY ROAD 228
WILDWOOD, FL 34785-8644

ESTIMATED COST FOR SUMTER COUNTY GATEWAYS

Date: 09/10/12

Contact Person: Dan Watson, (352) 748-6655, danwatson@tdconcrete.com

Description:

ESTIMATE INCLUDES ITEMS AS DESCRIBED BELOW:

- ENGINEERING AND FULL SCALE DIMENSIONED DRAWINGS
- SOD REMOVAL/MINOR GRADING
- CONCRETE FOOTING/BASE/BLOCK WORK
- SUMTER COUNTY SPLIT STONE ON THREE SIDES
- CAST IN PLACE CAP
- 36" X 36" X 60" TALL LIGHT HOUSE BOX MADE FROM AZEK TYPE PRODUCTS OPEN ON 3 SIDES WITH
- SAFETY GLASS INSERTS
- 5' HIGH X 12' FLAT REINFORCED ALUMINUM SIGN AREA WITH RAISED LETTER WITH FONT AND SIZE TBD.
- LASER CUT-OUT REINFORCED ALUMINUM FIGURINES AS DEPICTED ON ART WORK AND VECTOR DRAWING
- 24" X 24" 5 WATT OUTPUT SOLAR PANEL COMPLETE WITH BATTERY CONTROLLER, TIMER AND BATTERY
- 24" X 3" – 12 VOLT LED WHITE LIGHT STRIP COMPLETE WITH MOUNTING BRACKETS
- COLORS AND TEXTURES TBD AND APPLIED TO FACE AND SIDES WITH SINGLE COLOR PRIMER ON REAR

NOT INCLUDED IN PROPOSAL:

NO PERMITS

NO LANDSCAPING OR SOD RESTORATION OF ANY KIND

NO UTILITIES RELOCATED

**FINAL ESTIMATED COST BASE ON CURRENT AVAILABLE INFORMATION \$24,700.00
FOR THE FIRST SIGN WITH EACH ADDITIONAL GATEWAY ESTIMATED AT \$18,500.00**

SECTION 7

APPENDICES

APPENDIX D

NEW SIGN INVENTORY - DATA COLLECTION AND ANALYSIS

See 'Data Collection and Analysis Master Spreadsheet' accompanying this plan as a Microsoft Excel File named SCWSMP_DataCollectionAnalysis.xlsx.

Sumter County Wayfinding Signage Master Plan | 10.01.2012

New Sign Inventory

Primary Gateways

SID	Description	Sign Type	Image	Map	Sign Legend	Authority	Permitting
P-01	US 301 SB at County Line	Primary Gateway	US301 at N County Line	28.960128 -82.040562	Welcome to Sumter County	FDOT	Yes
P-02	SR 44 WB at County Line	Primary Gateway	SR44 County Line East	28.820736 -81.954299	Welcome to Sumter County	FDOT	No ¹

Secondary Gateways

SID	Description	Sign Type	Image	Map	Sign Legend	Authority	Permitting
S-01	CR 475 SB at County Line	Secondary Gateway	N County Line at CR475	28.960006 -82.119899	Welcome to Sumter County	County	No
S-02	SR 441 SB at County Line	Secondary Gateway	View Street Level Image	28.960104 -81.965621	Welcome to Sumter County	FDOT	Yes
S-03	SR 441 NB at County Line	Secondary Gateway	View Street Level Image	28.949387 -81.954167	Welcome to Sumter County	FDOT	Yes
S-04	CR 466 WB at E County Line	Secondary Gateway	View Street Level Image	28.917018 -81.957223	Welcome to Sumter County	County	No
S-05	CR 466A WB at E County Line	Secondary Gateway	View Street Level Image	28.863549 -81.953235	Welcome to Sumter County	County	No
S-06	CR 470 WB at E County Line	Secondary Gateway	View Street Level Image	28.755385 -81.953957	Welcome to Sumter County	County	No
S-07	CR 48 WB at E County Line	Secondary Gateway	CR48 E at County Line	28.680402 -81.954168	Welcome to Sumter County	County	No
S-08	SR 50 WB at E County Line	Secondary Gateway	E County Line at SR50	28.580733 -81.954377	Welcome to Sumter County	FDOT	Yes
S-09	CR 471 NB at S County Line	Secondary Gateway	S County Line at CR471	28.312997 -82.05581	Welcome to Sumter County	FDOT	Yes
S-10	SR 50 EB at SW County Line	Secondary Gateway	W County Line at SR50	28.524642 -82.096723	Welcome to Sumter County	FDOT	Yes
S-11	US 301 NB at S County Line	Secondary Gateway	S County Line at US301	28.572683 -82.155319	Welcome to Sumter County	FDOT	Yes
S-12	CR 476 EB at W County Line	Secondary Gateway	E County Line at CR476	28.644616 -82.257625	Welcome to Sumter County	County	No
S-13	CR 48 EB at County Line	Secondary Gateway	W County Line at C48	28.724127 -82.242364	Welcome to Sumter County	County	No
S-14	SR 44 EB at County Line	Secondary Gateway	SR44 County Line West	28.851507 -82.222289	Welcome to Sumter County	FDOT	No ²
S-15	FL Turnpike at NB Svc Plaza	Secondary Gateway	View Street Level View	28.788836 -81.984381	Welcome to Sumter County	FDOT/Tpk	Yes ³
S-16	I-75 at NB Rest Area	Secondary Gateway	View Street Level Image	28.585652 -82.211135	Welcome to Sumter County	FDOT	Yes ⁴

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Vehicular Directional

SID	Description	Sign Type	Image	Map	Sign Legend		
V-01	US 301 Southbound at CR 466	Vehicular Directional	View Street Level Image	28.928597 -82.037359	<ul style="list-style-type: none"> ← Lk Sumter Landing ↑ Lk Miona Pk ↑ Lk Panasoffkee WMA ↑ Brownwood Town Sq 	FDOT	Yes
V-02	CR 466 Westbound at US 301	Vehicular Directional	View Street Level Image	28.927556 -82.035772	<ul style="list-style-type: none"> ← Lk Okahumpka Pk ← Lk Panasoffkee Pks ← Coleman Landing ← Webster Market District 	County	No
V-03	US 301 Northbound at CR 466	Vehicular Directional	View Street Level Image	28.926678 -82.037226	<ul style="list-style-type: none"> → Lk Sumter Landing ← Royal Pk 	FDOT	Yes
V-04	CR 466 Eastbound at US 301	Vehicular Directional	View Street Level Image	28.927345 -82.038538	<ul style="list-style-type: none"> ↑ Lk Sumter Landing → Brownwood Town Sq → Lk Okahumpka → Coleman Landing 	County	No
V-04B	US 301 SouthBound at CR 462	Vehicular Directional	View Street Level Image	28.888378 -82.037214	<ul style="list-style-type: none"> → Royal Park 	County	No
V-04C	US 301 NorthBound at CR 462	Vehicular Directional	View Street Level Image	28.886457 -82.036828	<ul style="list-style-type: none"> ← Royal Park 	County	No
V-05	SR 44 Eastbound at CR 470	Vehicular Directional	View Street Level Image	28.858337 -82.17558	<ul style="list-style-type: none"> → Wysong Park → Marsh Bend → Lk Panasoffkee Pks ↑ Brownwood Town Sq 	FDOT	Yes
V-06	SR 44 Westbound at CR 470	Vehicular Directional	View Street Level Image	28.858952 -82.172318	<ul style="list-style-type: none"> ← Wysong Park ← Marsh Bend ← Lk Panasoffkee Pks ↑ Brownwood Town Sq 	FDOT	Yes
V-06B	CR 470 Northbound at SR 44	Vehicular Directional	View Street Level Image	28.857543 -82.173708	<ul style="list-style-type: none"> ← Rutland Park → Lk Panasoffkee WMA → Brownwood Town Sq → Lk Okahumpka 	County	No
V-07	SR 44 WB at I-75 SB Off-Ramp	Vehicular Directional	View Street Level Image	28.874538 -82.095255	<ul style="list-style-type: none"> ↑ Rutland Park ↑ Wysong Park ↑ Marsh Bend Pk ↑ Lk Panasoffkee WMA 	FDOT	Yes

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V-08	SR 44 EB at I-75 NB Off-Ramp	Vehicular Directional	View Street Level Image	28.871564 -82.086174	<ul style="list-style-type: none"> ↑ Brownwood Town Sq ↑ Lk Okahumpka Pk ↑ Lk Deaton Pk 	FDOT	Yes
V-09	US 301 Southbound at SR 44	Vehicular Directional	View Street Level Image	28.849833 -82.045573	<ul style="list-style-type: none"> ← Brownwood Town Sq ← Lk Okahumpka Pk ↑ Coleman Landing ↑ Webster Markets 	FDOT	Yes
V-10	SR 44 Westbound at US 301	Vehicular Directional	View Street Level Image	28.847375 -82.043458	<ul style="list-style-type: none"> ↑ Lk Panasoffkee Pks/WMA ← County Fairgrounds ← Webster Markets ← Bass Cons. Center 	FDOT	Yes
V-11	US 301 Northbound at SR 44	Vehicular Directional	View Street Level Image	28.84505 -82.045276	<ul style="list-style-type: none"> → Brownwood Town Sq → Lk Okahumpka Pk → Lk Deaton Pk ↑ Lk Sumter Landing 	FDOT	Yes
V-12	SR 44 Eastbound at US 301	Vehicular Directional	View Street Level Image	28.847119 -82.048326	<ul style="list-style-type: none"> ↑ Brownwood Town Sq ↑ Lk Okahumpka Pk ↑ Lk Deaton Pk → Coleman Landing 	FDOT	Yes
V-13	US 301 Southbound at CR 514	Vehicular Directional	View Street Level Image	28.799916 -82.069424	<ul style="list-style-type: none"> ↑ Coleman Landing ← County Fairgrounds ← Webster Markets 	FDOT	Yes
V-14	CR 470 WB at I-75 Off-Ramp	Vehicular Directional	View Street Level Image	28.75484 -82.10411	<ul style="list-style-type: none"> ↑ Marsh Bend Pk ↑ Wysong Park ↑ Rutland Park ↑ Lk Panasoffkee Pk 	County	No
V-15	CR 475 at I-75 Off-Ramp (Directly across the street)	Vehicular Directional	View Street Level Image	28.752939 -82.101644	<ul style="list-style-type: none"> → Dade Battlefield → Webster Markets ← Shady Brook Pk ← Lk Panasoffkee Pks 	County	No
V-16	US 301 SB at CR470/471	Vehicular Directional	View Street Level Image	28.755113 -82.060533	<ul style="list-style-type: none"> ↑ Lk Panasofkee Pks ↑ Dade Battlefield ← County Fairgrounds ← Webster Markets 	FDOT	Yes
V-17	CR 470 Westbound at US 301	Vehicular Directional	View Street Level Image	28.756768 -82.059202	<ul style="list-style-type: none"> ← Dade Battlefield ← Webster Markets ← Bass Conservation Center → Coleman Landing 	County	No

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V-18	CR 471 Northbound at CR 470	Vehicular Directional	View Street Level Image	28.75231 -82.059009	<ul style="list-style-type: none"> ← Lk Panasofkee Parks/WMA ↑ Coleman Landing ↑ Brownwood Town Sq ↑ Lk Sumter Landing 	FDOT	Yes
V-19	US 301 Northbound at CR 470	Vehicular Directional	View Street Level Image	28.752065 -82.06079	<ul style="list-style-type: none"> ← Shady Brook Pk ← Marsh Bend Pk ← Wysong Park ← Rutland Park 	FDOT	Yes
V-20	CR 470 Eastbound at US 301	Vehicular Directional	View Street Level Image	28.748754 -82.064202	<ul style="list-style-type: none"> → Dade Battlefield → County Fairgrounds → Webster Market District → Florida National Cemetary 	County	No
V-21	CR 476 Eastbound at CR 476B	Vehicular Directional	View Street Level Image	28.641353 -82.201209	<ul style="list-style-type: none"> ↑ Dade Battlefield → Florida National Cemetary → Webster Market District → Van Fleet Trail 	County	No
V-22	CR 476B NB at CR 476	Vehicular Directional	View Street Level Image	28.639677 -82.203312	<ul style="list-style-type: none"> → Dade Battlefield → County Fairgrounds 	County	No
V-23	CR 476 WB at CR 476B	Vehicular Directional	View Street Level Image	28.640186 -82.204192	<ul style="list-style-type: none"> ← Florida National Cemetary 	County	No
V-24	SR 471 Southbound at CR 48	Vehicular Directional	View Street Level Image	28.651729 -82.054911	<ul style="list-style-type: none"> → Dade Battlefield ↑ Florida National Cemetary ↑ Fairgrounds ↑ Webster Market District 	FDOT	Yes
V-25	CR 48 Westbound at SR 471	Vehicular Directional	View Street Level Image	28.650261 -82.05373	<ul style="list-style-type: none"> ↑ Dade Battlefield ← Florida National Cemetary ← County Fairgrounds ← Webster Market District 	County	No
V-26	CR 471 Northbound at CR 48	Vehicular Directional	View Street Level Image	28.649376 -82.054675	<ul style="list-style-type: none"> ← Dade Battlefield ↑ Lk Panasoffkee Parks/WMA ↑ Coleman Landing ↑ Brownwood Town Sq 	FDOT	Yes
V-27	CR 48 Eastbound at SR 471	Vehicular Directional	View Street Level Image	28.650072 -82.056069	<ul style="list-style-type: none"> → Fairgrounds → Webster Markets → Van Fleet Trail ← Brownwood Town Sq 	County	No

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V-28	CR 48 Westbound at CR 469	Vehicular Directional	View Street Level Image	28.651113 -81.990645	<ul style="list-style-type: none"> ↗ Dade Battlefield ↗ Fairgrounds ↗ Webster Markets ↗ Bass Conservation Center 	County	No
V-29	SR 471 Southbound at SR 50	Vehicular Directional	View Street Level Image	28.556594 -82.054996	<ul style="list-style-type: none"> ← Van Fleet Trailhead ↑ Richloam WMA ↑ Bass Cons. Center ↑ Green Swamp WMA 	FDOT	Yes
V-30	SR 50 Westbound at SR 471	Vehicular Directional	View Street Level Image	28.555312 -82.053323	<ul style="list-style-type: none"> → Webster Market District → Fairgrounds ← Bass Cons. Center ← Van Fleet Trail 	FDOT	Yes
V-31	SR 50 Eastbound at CR 471	Vehicular Directional	View Street Level Image	28.555086 -82.056155	<ul style="list-style-type: none"> ← Webster Market District ← County Fairgrounds ← Lk Panasoffkee Parks/WMA ↑ Van Fleet Trailhead 	FDOT	Yes
V-32	CR 471 Northbound at SR 50	Vehicular Directional	View Street Level Image	28.554106 -82.05461	<ul style="list-style-type: none"> ↑ Webster Markets ↑ County Fairgrounds → Van Fleet Trail 	FDOT	Yes
V-33	CR 476B at FNCemetary Exit (Directly across the street)	Vehicular Directional	View Street Level Image	28.607719 -82.208688	<ul style="list-style-type: none"> ← Dade Battlefield → County Fairgrounds → Bass Cons. Center → Van Fleet Trail 	County	No
V-34	CR 673 at I-75 NB Off-Ramp	Vehicular Directional	View Street Level Image	28.60243 82.200599	<ul style="list-style-type: none"> ← Dade Battlefield ← Fairgrounds ← Bass Conservation Center ← Van Fleet Trail 	County	No
V-35	CR 673 at I-75 SB Off-Ramp	Vehicular Directional	View Street Level Image	28.601713 -82.20816	<ul style="list-style-type: none"> ↑ Florida National Cemetary 	County	No
V-36	US 301 SB at 673	Vehicular Directional	View Street Level Image	28.613024 -82.137122	<ul style="list-style-type: none"> → National Cemetary 	FDOT	Yes
V-37	US 301 SB at 478	Vehicular Directional	View Street Level Image	28.619336 -82.133985	<ul style="list-style-type: none"> ← Webster Markets ← Bass Cons. Center ← Van Fleet Trail ↑ National Cemetary 	FDOT	Yes
V-38	CR 478 WB at US 301	Vehicular Directional	View Street Level Image	28.617585 -82.133213	<ul style="list-style-type: none"> ← National Cemetary → Lk Panasoffkee Parks/WMA → Dade Battlefield 	County	No

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V-39	US 301 NB at 478	Vehicular Directional	View Street Level Image	28.616398 -82.135208	<ul style="list-style-type: none"> ↑ Dade Battlefield → Webster Markets → County Fairgrounds → Bass Cons. Center 	FDOT	Yes
V-40	CR 673 EB at US 301	Vehicular Directional	View Street Level Image	28.611368 -82.13879	<ul style="list-style-type: none"> ← Dade Battlefield ← Webster Markets ← Fairgrounds ← Bass Cons. Center 	County	No
V-41	CR 478 EB at SR 471	Vehicular Directional	View Street Level Image	28.613662 -82.056236	<ul style="list-style-type: none"> ← Webster Markets ← County Fairgrounds → Bass Cons. Center → Van Fleet Trail 	County	No
V-42	SR 471 SB at CR 478	Vehicular Directional	View Street Level Image	28.614839 -82.05482	<ul style="list-style-type: none"> → National Cemetary → Dade Battlefield ↑ Bass Cons. Center ↑ Van Fleet Trail 	FDOT	Yes
V-43	SR 471 NB at CR 478	Vehicular Directional	View Street Level Image	28.612941 -82.054648	<ul style="list-style-type: none"> ← National Cemetary ← Dade Battlefield ↑ Webster Markets ↑ County Fairgrounds 	FDOT	Yes
64	Total System Signs						

Footnotes

1. **P-02** (SR 44 – Westbound at East County Line): Right-of-way for the westbound lanes is severely limited and is not sufficient for the installation of the proposed primary gateway sign. However, private property that is adjacent to the right-of-way is comprised of an abandoned railroad corridor that is now owned by The Villages of Lake-Sumter, Inc. The County should seek to obtain approval from The Villages of Lake-Sumter, Inc. to place the proposed primary gateway sign on the private property. By placing the primary gateway sign on private property, it removes the requirement to obtain a General Use Permit from FDOT for this sign. However, the County should still coordinate with FDOT in the location of this sign on private property due to its proximity to SR 44.
2. **S-14** (SR 44 – Eastbound at County Line): At this location, the County's Rutland Park is located adjacent to SR 44. There is sufficient room at Rutland Park for the installation of the proposed secondary gateway sign. As with the primary gateway sign on the east end of SR 44, by placing the proposed secondary gateway sign on County property and not within the right-of-way of SR 44 removes the requirement to obtain a General Use Permit from FDOT for this sign. Again, the County should still coordinate with FDOT in the location of this sign on County property due to its proximity to SR 44.
3. **S-15** (Turnpike - Northbound at Okahumpka Service Plaza): FDOT's regulations prohibit the placement of wayfinding signs within the right-of-way of the Florida Turnpike. However, a potential alternative is to request permission from FDOT/Florida Turnpike Enterprise to place the secondary gateway sign within the Okahumpka Service Plaza. Placement of the sign at the Okahumpka Service Plaza will require special approval from FDOT/Florida Turnpike Enterprise.

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4. **S-16** (I-75 – Northbound at Service Plaza North of Southern County Boundary): As with the Turnpike, FDOT's regulations prohibit the placement of wayfinding signs within the right-of-way of I-75. However, a potential alternative is to request permission from FDOT to place the secondary gateway sign within the Service Plaza located adjacent to the northbound lanes of I-75 just north of southern county boundary. Placement of the sign at the Service Plaza will require special approval from FDOT.