

# GUIDELINES FOR SIGNING ON STATE TRUNKLINE HIGHWAYS



**PREPARED BY  
TRAFFIC AND SAFETY**

Effective June 27, 1988  
Revised November 2023

*"Serving and connecting people, communities, and the economy through transportation."*

## **Attention Department Users**

Refer to the Department's Website to verify the accuracy and current version of these guidelines.

# MICHIGAN DEPARTMENT OF TRANSPORTATION

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## FORWARD

In accordance with the State Transportation Commission, individual requests for installation of official highway signs will be evaluated in accordance with the approved Department Guidelines contained herein, *Michigan Manual on Uniform Traffic Control Devices*, Michigan Vehicle Code, and Federal Standards.

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# INTRODUCTION

## DEPARTMENT FUNCTIONS AND RESPONSIBILITIES

The Michigan Department of Transportation (hereinafter referred to as Department) has the primary responsibility to develop, maintain, and operate a statewide trunkline highway system designed to move traffic from one destination to another in a safe, efficient, and expeditious manner. Erecting and maintaining highway traffic signs on the state highway system are a part of this responsibility and a requirement in Section 609 of the Michigan Vehicle Code (MVC).

Standards for the design and application of all highway traffic signs erected on public highways are specified in the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) which, in turn, is required by Section 608 of the MVC to conform to national standards on highway signing.

## NEED FOR SIGNING GUIDELINES

Enactment of the Highway Advertising Act of 1972 (Act 106 of the Public Acts of 1972) and its subsequent amendments have placed severe restrictions on billboard advertising, thus increasing the demand on the Department to place additional directional information signs within highway right-of-way. In order to respond to all sign requests in a fair and consistent manner, the State Transportation Commission recognizes the need to establish signing guidelines that will address all aspects of highway signing while maintaining a safe and logical sequence of informational displays along state trunkline highways. Further information on Act 106 of the Public Act of 1972 and its impacts can be found in the Department's Highway Advertising Manual.

Although the aforementioned MMUTCD contains standards for design and application of traffic control devices, it does not contain specific criteria on the following subjects for all signs: (1) allowable sign messages, (2) qualifications which allow placement of highway signs for various facilities and/or activities, or (3) priority (ranking) of the various sign groups on the basis of highway user needs which, in turn, should determine the selection process for sign installations.

The guidelines set forth in this publication address these subjects and provide criteria to understand all highway signing requests and to ensure that information is not displayed that has little value to general highway users.

## **HUMAN FACTORS**

As vehicles move along a highway each driver is confronted with many elements competing for his attention; e.g., presence of other vehicles, roadway alignment and other design features, billboards, official traffic signs, traffic signals, pavement markings, commercial development, rural and urban environs, different levels of lighting, and adverse weather conditions. Any or all of these factors may affect highway safety, as well as the driver's ability to see, assimilate, and react to pertinent highway sign messages.

Studies of human behavior have shown that a driver can focus attention on only one thing at a time, but can respond rapidly to several stimuli. However, receiving too much information in a short time can adversely affect the driver's ability to process the information effectively, causing information overload. Information overload is a condition where the driver is unable to perceive and/or use the information displayed. When this condition occurs, the driver will shift attention from one source of information to another and may miss critical sign messages.

Considering the large number of highway elements and complexities confronting each driver it is apparent that the amount of information which can be effectively conveyed by traffic signs is limited. For this reason, it is necessary to have guidelines for traffic signs and priorities to avoid information overload and to ensure that essential signs are in place for the general motorist.

## **SIGNING PRIORITIES**

Basic concepts of traffic engineering recognize that the primary functions of traffic signs are to warn, regulate, and guide traffic. Sign spacing and the amount of information displayed have an impact on the driver's ability to read and respond to sign messages in an expected, predictable manner.

Accordingly, the primary function of traffic signs is to enable drivers to react promptly, naturally, and safely to the traffic and design conditions encountered, to inform on the regulations and use of streets and highways, to warn of unexpected highway conditions which require extra care in driving and to provide guidance to major destinations.

Secondary functions of traffic signs are to advise drivers of various services normally required to complete an extended journey (emergency services, motorist services, public transportation), and of supplemental services, such as recreational facilities, places of interest and attractions.

Traffic signs can be classified into eight basic sign groups. Following is the order of priorities adopted by the national committees of the American Association of State Highway and Transportation Officials and Institute of Transportation Engineers for these sign groups, and a brief description of the function of each sign group:

- | <b>Group No.</b> | <b>Sign Type</b>   |
|------------------|--|
| 1.               | REGULATORY SIGNS - Inform the driver of traffic or regulations concerning vehicle operation on the highway (i.e.; stop, yield, speed limit signs, etc.).   |
| 2.               | WARNING SIGNS - Advise the driver of unexpected highway conditions which require extra care in driving (i.e.; curve, stop ahead, Chevron signs, etc.).   |
| 3.               | NAVIGATIONAL GUIDE SIGNS - Identify the route or routes that the driver may follow to complete a trip, including directions and distances to cities and other destinations (standard guide signs; i.e., route markers, distance and destination, exit direction, etc.). Advise the driver of destinations accessible other than those shown on standard guide signing (i.e.; township supplemental freeway signing). |
| 4.               | EMERGENCY SERVICES SIGNS - Advise and direct the driver to facilities providing emergency services or assistance. Such facilities include hospitals providing emergency medical treatment and state, county or local enforcement agencies  |
| 5.               | MOTORIST SERVICES SIGNS - Advise and direct the driver to basic services normally needed to complete a long trip (i.e.; gas, food, lodging, and camping, tourist information centers, welcome centers, and rest areas).  |
| 6.               | PUBLIC TRANSPORTATION SIGNS - Advise and direct the driver to facilities that provide commercial and public passenger travel service (i.e.; airports, train stations, bus stations, vehicle ferry docks).  |
| 7.               | TRAFFIC GENERATOR SIGNS - Advise and direct the driver to activities, facilities or special points of interest which attract a significant number of people who are unfamiliar with the local area and/or access routes.   |
| 8.               | GENERAL INFORMATION SIGNS - Advise the driver of information that may be of interest and in most instances a geographic reference, although not directly necessary for travel (i.e.; political boundary limits, landmarks, Historic Site, Adopt-A-Highway, Pure Michigan Byways, Memorial Signing, Tourist Oriented Directional Signs (TODS), etc.).   |

Within a certain distance in advance of an interchange or intersection, signing needs will be evaluated and signs installed in descending priority providing that a minimum standard spacing between signs is maintained, thus avoiding informational overload and potential driver confusion.

It may be necessary to rank signs within a single priority group. An example of this situation would be where there are more qualifying traffic generators than can be accommodated under the established guidelines. In this circumstance, the qualifying generators will be ranked according to attendance and those exceeding the warrants the most will be given priority.

## **SIGNING PRINCIPLES**

The design (shape, size, and color) of traffic signs used in Michigan need to comply with national sign standards. Uniform use and standardization of traffic signs are desirable to ensure instant recognition and uniform interpretation by all drivers.

A traffic sign should be installed only if it fulfills a specific need. In order to be effective, a sign should have attention value, a clear simple message, be well maintained, and be located such that drivers have adequate time to see, comprehend and respond appropriately.

Information overload may result from too many signs, nonessential signs, insufficient spacing between signs, excessive lines of legend, inadequate conspicuity or legibility, or a combination of these factors.

Regulatory and warning signs should be installed only where mandated or warranted so that their effectiveness will not be diminished by excessive use.

Guide signs should be installed when they are essential to the motorist or are beneficial to a significant number of drivers.

In general, guide signs along a highway are necessary for motorists who are unfamiliar with the route and need guidance to reach their destinations. The most important guide signs are those which provide guidance to major metropolitan areas and/or highway routes or places of national prominence.

Signs serving other destinations (excluding cities, villages, routes, etc.) are classified as supplemental guide signs. Sign priority groups 4 through 8 are considered supplemental guide signs. Supplemental guide signs are secondary to principal signing (groups 1 through 3) needs and should be used sparingly. Supplemental guide signs are used to guide motorists who are seeking a specific traffic generator facility. Installation of supplemental signs may be justified when visitation or attendance volumes are high and a significant percentage of motorists seeking a traffic generator are unfamiliar with its

location and access routes. Supplemental guide signs are not intended to advertise or to promote a facility, or to increase its visitation or attendance volumes. "As per the Federal Manual on Uniform Traffic Control Devices, both Specific Service (Logo) Signs and Tourist Oriented Directional Signs (TODS) provide business identification and directional information for essential motorist services and for businesses deriving a major portion of income and/or visitors from motorists not residing in the immediate area respectively. Both sign programs are mandated by Michigan statute."

Supplemental guide signs can reduce the effectiveness of other essential signing. For this reason, the Department has established minimum warrants for such signing which considers such factors as area population, attendance, interchange complexity, distance from the highway and the importance of the destination or facility.

Placement of supplemental guide signs for a traffic generator should be limited to the closest state highway providing the most direct and appropriate access. Signing which would require a motorist to travel on the crossroad beyond another state highway and/or through a community is not allowed. Supplemental signs shall not be installed in advance of an interchange connecting two freeways or at an intersection of two non-freeways unless permitted by these guidelines.

Supplemental guide signs for traffic generators located within a community should not be installed outside the corporate limits of that community. A motorist traveling from a rural area must first be guided to the community before having need for traffic generator signing. The standard guide signing for communities currently serves this primary MDOT permit function. An exception to this rule may be made for freeways when it becomes necessary to differentiate between multiple interchanges serving the same community. In that case, supplemental guide signs may be allowed outside the corporate limits in order to guide traffic to the most efficient access route to a facility.

If the principles herein discussed are to be preserved, limits must be imposed and priorities established for highway signing. These guidelines have been developed to accomplish this objective.

## **SIGN SPACING**

Actual sign installation will depend on whether there is sufficient longitudinal space to accommodate the new sign installation without violating the minimum allowable spacing between signs. The minimum spacing between standard guide signs should not be less than 800 feet on rural freeways and 600 feet on urban freeways. For non-freeways, the minimum spacing is 350 feet in rural areas and 200 feet in urban areas. This minimum spacing between principal guide signs will not be violated for the purpose of signing to traffic generator facilities.

On the state trunkline system, there are limits for the placement of signs pertaining to freeway interchanges and non-freeway intersections. For freeways, the limit for signs in advance of an interchange is the allowable advance guide signing distance for that interchange or two miles maximum.

For interchanges spaced closer than two miles, the first sign may be placed closer than the two miles maximum but should not overlap the signing for the previous interchange. This is what is known as allowable advance guide signing distance.

For non-freeways, the limit for signs in advance of an intersection is 2,500 feet or not beyond a previous intersection, whichever distance is less.

## **SIGN SUPPORTS**

All signs within the Department right-of-way shall be mounted on supports in accordance with the Department's Sign Support Typical Plans. These supports are designed to maintain rigidity against wind forces and other non-impact loads but, for roadside installations, will breakaway or yield when struck by a vehicle. For overhead cantilever and truss signs, the supports within the clear zone must be protected by guardrail, barrier, or an energy absorbing system. Such characteristics for the supports decrease the potential for injury or fatal crashes if a vehicle were to strike the sign support or its protecting device.

Wood and steel are the two materials used for roadside sign supports. Wood posts come in two sizes; 4 in x 6 in and 6 in x 8 in and must be drilled perpendicular to the traffic flow to allow the post to break away when struck, as illustrated in the typical plans<sup>1</sup>.

Steel posts are either the U-channel (or commonly known as 3 lbs/ft posts) or the square tubular post. The U-channel post is the commonly used support for small roadside signs due to its ease of installation<sup>2</sup>. Square tubular steel posts are primarily intended for use in urban areas, channelization islands, and other specified locations requiring multiple sign panel installations. These are also used in the Perforated Steel Square Tube

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<sup>1</sup> [SIGN-210 – Wood Posts](#)

<sup>2</sup> [SIGN-200 – Steel Posts](#)

Breakaway System<sup>3</sup>, where the system is designed to allow the support to breakaway near ground level upon impact by a vehicle.

Steel column breakaway posts are used for the larger roadside sign installations. The breakaway feature is accomplished by adding a slotted plate to the top of the foundation post and another slotted plate to the bottom of the sign post, and by cutting the post just below the sign panel and adding a hinge system. The bottom plates are then bolted together at a specified torque. When struck, the post slips off the foundation at the bottom, and rotates around the hinge plate below the sign panel. This allows the vehicle to safely pass under the sign after impact.

There are also various miscellaneous signing connections such as a banding connection used to mount signs on a pole. For installation of signs over the roadway, bridge mounts, cantilevers, and trusses are used. Each of these supports is made of steel. The selection of the appropriate overhead support will depend on the available room, roadside or bridge structure, and the message being displayed.

## **NON-CONFORMING SIGNS**

Highway traffic signs already installed which are not in compliance with these guidelines or provisions contained within the Michigan Manual on Uniform Traffic Control Devices, shall be removed when they are damaged or in need of maintenance. The affected person or agency will be notified, if possible, of the Department's intent at least 30 days prior to sign removal. If any non-conforming sign is a safety hazard, it shall be removed immediately.

## **UNAUTHORIZED SIGNS**

All highway traffic signs installed without the approval of the Region Traffic and Safety representative as per the guidelines and Section 609 of the MVC will be considered unauthorized and therefore may be removed immediately by the Department without prior notice. For a listing of non-facility signs prohibited on state trunklines see Section 9.

## **TEMPORARY SIGNS**

Signs of various types such as political candidate, open house, or special event directional signs are sometimes placed within the Department right-of-way. These types of signs are temporary, but are still encroachments and *may* be a safety hazard to the motorist. The following addresses temporary signs. For more information, please see the MDOT Permit Gateway<sup>4</sup>.

- A. This type of signing is allowed by the Department if it meets one of the following conditions:

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<sup>3</sup> [SIGN-207 – Perforated Square Steel Tube Breakaway System](#)

<sup>4</sup> [MDOT Permit Gateway](#)

1. For uncurbed non-freeways, temporary signs must be more than 30 feet from the edge of the thru travelled way, or roadway (white line) or no nearer than an existing utility pole line if less than 30 feet.
2. For barrier curbed non-freeways, temporary signs must be more than 3 feet from the back of curb.

All temporary signs which do not meet one of the above conditions shall be removed. In addition, all temporary signs within the Department's right-of-way as described below will be removed.

1. Temporary signs within a marked clear vision area at intersections
2. Temporary signs that interfere with the sight distance for a vehicle at intersections or commercial driveways.
3. Temporary signs on freeways, including ramps.
4. Temporary signs remaining within the right-of-way more than ten days after an election or event.

Removed signs shall be tagged and marked indicating the location from which they were removed, the distance from the roadway, and the date of removal. A Notice and Order to Remove Encroachment<sup>5</sup> may be used as a tag. A removed sign should be stored at the nearest maintenance garage for at least seven days after which it may be disposed of.

- B. If any sign in the right-of-way is a permanent-type structure, political or otherwise, it should be treated as an encroachment. An encroachment notice should be served with a 30-day notice to remove the structure unless the permanent sign is a safety hazard, then it may be removed immediately.

Refer to the MDOT Permit Gateway<sup>7</sup> for further information on addressing non-traffic sign requests and/or concerns.

**The following Sections 1 through 8 presents a brief description of the function, design, and warrants for each of the aforementioned highway sign groups.**

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<sup>5</sup> [MDOT Forms Repository](#)

<sup>7</sup> [MDOT Permit Gateway](#)

## REGULATORY SIGNS

### 1.1 Function

Regulatory signs inform the driver of traffic laws or regulations concerning vehicle operation on the highway.

### 1.2 Design

Except for stop and yield signs, Regulatory signs are rectangular and generally have black or red legend on white background.

### 1.3 Classification and Warrants

The application of regulatory signs is governed by the current edition of the Michigan Manual on Uniform Traffic Control Devices, the Michigan Vehicle Code, and Department instructional memoranda.



## WARNING SIGNS

### 2.1 Function

Warning signs advise the driver of unexpected highway conditions which require extra care in driving.

### 2.2 Design

Most warning signs are diamond-shaped and have black legend on yellow background although there are a few exceptions. Warning signs in construction or maintenance work zones have black legend on orange background.

### 2.3 Classification and Warrants

The application of warning signs is governed by the current edition of the Michigan Manual on Uniform Traffic Control Devices, the Michigan Vehicle Code, and Department instructional memoranda.



## NAVIGATIONAL GUIDE SIGNS

### 3.1 Function

Navigational guide signs identify the destination and route number as well as distances and directions to communities or other places of interest (standard guide signs). Supplemental navigational guide signs (i.e.; township freeway signing) advise the driver of destinations accessible other than that shown on standard guide signing.

### 3.2 Design

Except for route markers, navigational guide signs are rectangular in shape and have white legend on green background. Route marker shields vary in shape and color depending on the route identified.



### 3.3 Classification and Warrants

The application of navigational guide signs is governed by the current edition of the Michigan Manual on Uniform Traffic Control Devices, the Michigan Vehicle Code, and Department instructional memoranda.

### 3.4 City Freeway Signing

Trunkline interchanges shall use the destination major and/or minor control cities regardless of the warrants and shall take priority regardless of distance.

Cities and villages, for purposes of this section, may be placed on navigational guide signs for non-trunkline interchanges. City names will be considered supplemental signing and placed as supplemental guide signs if the number on the navigational sign exceeds the maximum allowed by the MMUTCD. No more than three cities shall be signed for in any one direction with the closest cities meeting the warrants getting priority. In order to qualify for freeway signing, cities must meet the following warrants:

1. Must have a 1000 population minimum according to current census.
2. Must be shown on the official department state transportation map.
3. Must be located within five miles of the freeway.
4. Must be signed with trailblazer signing if not on a direct roadway.
5. Only the most direct path will be signed for any one freeway segment. If multiple exits are needed, use Community interchange signing or NEXT # EXITS

### 3.5 Township Freeway Signing

Signing for townships on freeways is considered supplemental signing. Therefore, these signs should be ground-mounted and have the legend “\_\_\_\_\_ Township NEXT \_\_\_\_\_ EXITS” or “\_\_\_\_\_ Township EXIT \_\_\_\_\_.”

In order to qualify for freeway signing, townships must meet the following warrants:

1. The township must have a population of 25,000 based on the latest U.S. census.
2. The township must be shown on the official Department state transportation map.

3. The township must have a central business district or downtown area.
4. The township's center must be within five miles of the freeway exit and needs to be signed by the county if not on a direct roadway.
5. The central business district or downtown area must not be known by some other name.
6. Townships over 25,000 population that have freeways passing through them shall be signed the same as cities.
7. The township must request a guide sign by official township board resolution.
8. The township must have a different name than a city, village, or community located within it.

### 3.6 Designation of Destinations

State trunkline freeways and non-freeways offer superior traffic service to population centers located on or near them. For this reason, the direction of a roadway and the major destinations or "control cities" along it must be clearly identified through the use of appropriate destination legends. Successive guide signs shall provide continuity in destination names and consistency with available map information. At any decision point, a given destination shall be indicated by way of only one route.

The determination of major destinations or control cities is important to the quality of service provided by the freeway. Control city legends should be used in the following situations along a freeway:

1. At interchanges between freeways
2. At separation points of overlapping freeways routes
3. On directional signs on intersecting routes, to guide traffic entering the freeway
4. On Pull Thru signs
5. On the bottom line of post interchange distance signs

On non-freeways, control city legends should be used in the following situations:

1. On destination signs
2. On the bottom line of post municipality and major intersection distance signs

For the Interstate, the “List of Control Cities for Use in Guide Signs on Interstate Highways” as published by the American Association of State Highways and Transportation Officials designates what control cities are to be used on guide signs. On non-interstate freeways and non-freeways, the Department has determined the control cities.

Control cities are major destinations and population centers located on or near the freeway or non-freeway, thus they are referred to as major control cities. Although these cities are listed sequentially along specific routes, it is desirable to select additional minor control cities whose location may be more readily recognized by the traveler than to the city which may be listed next in the sequential order. To provide continuity and consistency, control cities should remain the same on all successive signs throughout the length of the route until that destination is reached. Continuity in signing for control cities should be maintained as a route continues into another state.

The following is the list of the major and minor control cities for freeway and non-freeway:

FREEWAYS

<b>Route No.</b>	<b>Major Control Cities</b>	<b>Minor Control Cities</b>
I-69	Ft. Wayne, IN, Lansing, Flint, Port Huron	Angola, IN, Coldwater, Marshall, Charlotte, Lapeer, Imlay City
I-75	Toledo, OH, Detroit, Flint, Saginaw, Sault Ste. Marie	Monroe, Pontiac, Bay City, West Branch, Grayling, Gaylord, Mackinaw City, St. Ignace
I-94	Chicago, IL, Detroit, Port Huron	New Buffalo, Benton Harbor, Paw Paw, Kalamazoo, Battle Creek, Marshall, Jackson, Ann Arbor
I-96	Muskegon, Grand Rapids, Lansing, Detroit	Howell, Brighton
I-194	Battle Creek	-----
I-196	Chicago, IL., Holland, Grand Rapids	Benton Harbor
I-275	Toledo, OH, Flint	-----
I-475	Flint	-----
I-675	Saginaw	-----
I-696	Lansing, Port Huron	Roseville, St. Clair Shores, Novi, Farmington Hills
US-10	Midland, Bay City, Clare	Ludington
US-23	Toledo, OH, Flint	Ann Arbor, Brighton
US-31	South Bend, IN, Muskegon, Traverse City	Niles, Holland, Grand Haven, Ludington, Manistee, Charlevoix, Petoskey, Mackinac City
US-127	Jackson, Lansing, Clare	Bryan, OH, Mason, St. Johns, Ithaca, Mt. Pleasant, Harrison, Grayling
US-131	Grand Rapids, Cadillac	Three Rivers, Kalamazoo, Big Rapids, Petoskey
M-6	Holland, Lansing (Pending completion. . .)	-----
M-14	Ann Arbor, Livonia	Detroit
M-53	Detroit	Imlay City, Bad Axe, Port Austin
M-59	Pontiac	Utica, Mt. Clemens, Howell

NON-FREEWAY

Route No.	Final Major Control Destination(s)	Final Minor Control Destination(s)
M-1	Detroit, Pontiac	Royal Oak
M-102	M-5, I-94	I-75, M-10
M-106	Jackson, Stockbridge	M-36
M-11	Walker, Kentwood	Wyoming
M-115	Frankfort, Clare, Cadillac	Mesick
M-116	Ludington, Ludington State Park	-----
M-117	Newberry, Engadine	-----
M-119	Cross Village, Harbor Springs	-----
M-120	Muskegon, Hesperia	Holton
M-121	Zeeland, Grandville	-----
M-123	Newberry, I-75	Trout Lake, Paradise, M-28
M-124	Brooklyn, US-12	-----
M-125	Toledo OH, Monroe	-----
M-129	Sault Ste. Marie, Cedarville	Pickford
M-13	Flint, Bay City, Saginaw	Pinconning, Standish
M-134	I-75, De Tour Village	Cedarville, Drummond
M-138	M-24, M-15	-----
M-139	St. Joseph, Niles	Berrien Springs
M-140	South Haven, Niles, I-94	-----
M-142	M-25, Harbor Beach	Bad Axe, Pigeon
M-15	Clarkston, Bay City	Davison
M-150	Rochester Hills, M-59	-----
M-153	Ann Arbor, Detroit	I-275, M-39
M-156	Clayton, Morenci	OH State line
M-179	Hastings, US-131	-----
M-18	US-10, M-72	Gladwin, Prudenville, Roscommon
M-183	Fayette, US-2	-----
M-185	-----	-----
M-189	Iron River	Long Lake, WI
M-19	New Haven, Bad Axe	I-69, Sandusky
M-20	US-31, Midland	White Cloud, US-131, Big Rapids, Mount Pleasant
M-203	Hancock, Calumet	-----
M-21	Grand Rapids, Flint	Ionia, St. Johns, Owosso
M-22	Manistee, Traverse City	Frankfort, Empire, Leland, Suttons Bay, Glen Arbor, Northport
M-221	Brimley	-----
M-24	Pontiac	Lapeer, Unionville
M-25	Bay City, Port Huron	Sebewaing, Port Austin, Harbor Beach, Port Sanilac
M-26	Copper Harbor, Ontonagon, Bruce Crossing, Houghton	Mass City, Eagle River, Lake Linden, Calumet

Route No.	Final Major Control Destination(s)	Final Minor Control Destination(s)
M-27	Indian River, Cheboygan	-----
M-28	Ironwood, Marquette, Sault Ste. Marie	Wakefield, Bergland, Bruce Crossing, Seney, I-75, Ishpeming, Munising, Newberry
M-29	New Baltimore, Port Huron	I-94, Algonac, Marine City, St. Clair
M-3	Detroit, Mount Clemens	Roseville
M-30	US-10, West Branch	M-20, M-61
M-311	M-60, Battle Creek, I-94	-----
M-32	East Jordan, Gaylord, Alpena	Atlanta
M-33	I-75, Cheboygan	Rose City, Mio, Atlanta, Onaway
M-34	Hillsdale, Adrian	Hudson
M-35	Menominee, Escanaba, Marquette, Gladstone	Gwinn
M-36	Mason, Whitmore Lake	M-52, Pinckney
M-37	Battle Creek, Grand Rapids, Traverse City	Hastings, Newaygo, White Cloud, Baldwin, Mesick
M-38	Baraga, Ontonagon	M-26
M-40	Holland, US-12	Allegan, Paw Paw
M-43	Kalamazoo, Lansing, South Haven	Hastings, I-96
M-44	Grand Rapids, Ionia	Belding
M-45	US-31, Grand Rapids	Allendale
M-46	Muskegon, Saginaw	Cedar Springs, Alma, Sandusky
M-47	Midland, Saginaw	-----
M-48	I-75, M-134	Rudyard, Pickford
M-49	Litchfield, IN State Line	Reading
M-5	Detroit	-----
M-50	Grand Rapids, Monroe	Charlotte, Jackson, Eaton Rapids, Dundee
M-51	Niles, I-94	Dowagiac
M-52	Saginaw, Adrian	I-96, Owosso, Chelsea, Stockbridge
M-53	Port Austin, Romeo, Utica, Detroit	Imlay City, Marlette, Bad Axe, Warren
M-54	Birch Run, Flint	Grand Blanc
M-55	Tawas City, Manistee	Cadillac, West Branch, Houghton Lake
M-553	Gwinn, Marquette	KI Sawyer
M-57	US-131, I-75	Greenville, Chesaning
M-59	Utica, Mt. Clemens, Howell, Pontiac	-----
M-60	Jackson, Niles	Three Rivers, I-69, Cassopolis
M-61	M-115, Standish	Harrison, Gladwin
M-62	Berrien Springs, Edwardsburg	Dowagiac, Cassopolis
M-63	St. Joseph, I-196, I-94	-----
M-64	Ontonagon, US-2	Bergland, Silver City, M-28, Marenisco
M-65	US-23	M-32, M-55, M-72 W, M-72 E
M-66	Battle Creek, Charlevoix	Sturgis, Ionia, US-10, Kalkaska
M-68	Alanson, Rogers City	Onaway, Indian River
M-69	Crystal Falls	M-95, Felch, Escanaba, Sagola, US-2

Route No.	Final Major Control Destination(s)	Final Minor Control Destination(s)
M-72	Traverse City, Harrisville	Grayling, Mio, Kalkaska, Empire
M-73	Iron River, Crandon, WI	-----
M-77	Grand Marais, US-2	Seney, Germfask
M-78	M-66, I-69	Bellevue
M-79	Hastings, Charlotte	Nashville
M-80	I-75	Kincheloe
M-81	Saginaw, Cass City	Caro
M-82	Fremont, Howard City	Newaygo
M-83	Birch Run, Frankenmuth	M-15
M-84	Bay City, Saginaw	-----
M-85	Detroit	-----
M-86	Three Rivers, Coldwater	-----
M-88	Eastport, Mancelona	Bellaire
M-89	Saugatuck, Battle Creek	Allegan, Plainwell
M-90	M-24, Lexington	Brown City
M-91	Lakeview, Belding	Greenville
M-94	Manistique, Gwinn	Munising, US-41, Shingleton, Chatham, KI Sawyer
M-95	Iron Mountain, US-41	Sagola, M-69 E, Republic
M-96	Kalamazoo, Marshal, Battle Creek	Galesburg
M-97	Detroit, Mt. Clemens	-----
M-99	Lansing, Hillsdale	Jonesville, Albion, Eaton Rapids
US-10	Ludington, Clare	Baldwin, Reed City, Scottville
US-12	New Buffalo, Detroit	Niles, Sturgis, Coldwater, Ypsilanti, Saline
US-127	St. Johns, Ithaca, Jackson, Lansing	Bryan, OH
US-131	Cadillac, Petoskey, Grand Rapids, Three Rivers, Kalamazoo	Manton, Kalkaska, Mancelona
US-141	Crystal Falls, Covington, Baraga, Iron Mountain	US-41
US-2	Ironwood, Escanaba, St. Ignace, Iron Mountain	Iron River, Manistique, Crystal Falls, Powers
US-223	US-127, US-23	Adrian
US-23	Standish, Alpena, Mackinaw City	Tawas City, Harrisville, Rogers City, Cheboygan
US-24	Toledo OH, Pontiac	Monroe, Clarkston
US-31	Ludington, Mackinaw City, Petoskey, Holland, Grand Haven	Manistee, Traverse City, Charlevoix
US-41	Menominee, Marquette, Houghton	Escanaba, Copper Harbor, Baraga, Calumet, Gladstone, Powers
US-45	Ontonagon	Land O Lakes, WI, Bruce Crossing, Watersmeet

### 3.7 Advance Road and Street Name Signs

Placement and maintenance of all advance road name signs on state trunklines are the responsibility of the Department. The name chosen for display on any road name sign shall be the one officially designated by the county or, where appropriate, the street administrator of a municipality having jurisdiction at the location.

Street name signs, located at the point of a street/highway intersection, are the responsibility of the local governmental agency having specific political jurisdiction at the location.

On rural non-freeways, crossroad signs may be used in advance of major hard surfaced crossroads. Such signs may also be used in advance of other rural and urban intersections on non-freeways if deemed necessary by the Region Traffic and Safety representative. (Note: Black on yellow crossroad signs may be used in lieu of white on green crossroad signs on non-freeways only. If used, the black on yellow crossroad sign shall be combined with a warning sign.)

On freeways, crossroad signs are normally installed on overpassing bridge structures or at the roadsides where roadways pass beneath freeways. These signs may be omitted at interchanges where the road name has been displayed on advance exit signing.

## **EMERGENCY SERVICES SIGNS**

### 4.1 Function

Emergency service signs advise and direct the driver to facilities providing emergency service or assistance. Such facilities include hospitals providing emergency treatment and state, county or local enforcement agencies.

### 4.2 Design

Emergency services signs have white legend or symbol on blue background and are rectangular in shape.

### 4.3 Classification

Emergency services signs are classified as follows:

Medical treatment (hospital emergency). As used in this subsection, “hospital” means a health facility that is licensed under Part 215 of the Public Health Code, 1978 PA 368, MCL 333.21501 to 333.21568 (Act 47 of the Public Acts of 1972).

Enforcement agencies (state police, sheriff and/or local enforcement).

#### 4.4 Warrants

Emergency services signs are installed to benefit and assist motorists in emergency situations; they are not intended for purposes of advertising or promoting a facility.

Emergency services signs are not allowed in advance of an interchange connecting two freeways.

An Application for Emergency Service Signing<sup>8</sup> must be completed by the owner or agent of the facility and returned to the appropriate Region Office for processing.

The appropriate emergency services signs may be installed for those facilities meeting the following requirements:

##### 1. HOSPITAL

- a. The facility must be designated as a hospital by the Michigan Department of Licensing and Regulatory Affairs ([LARA](#)) and have a valid license.
- b. The facility must provide 24-hour emergency services, seven days per week, 365 days a year and have a doctor on duty (or emergency care nurse on duty with a doctor on call).
- c. The facility must be located on the intersecting crossroad or be properly trailblazed by the roadway agency having jurisdiction over affected roadways before signs are installed on the state highway.
- d. An on-premise sign identifying the facility is required and informational pamphlets and brochures must include a map of the facility.
- e. If hospital symbol signs are requested only the closest facility providing the most direct and appropriate route with minimal turns by the driver will be signed.

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<sup>8</sup> [MDOT Forms Repository - Form 1501](#)

- f. A roadside trailblazer (hospital symbol) sign must be installed at the entrance to the facility when the emergency driveway is difficult to detect from the highway.
- g. The proximity qualifications of the facility are as follows:

Freeway – The facility must be located within ten miles of the freeway to qualify for a hospital symbol sign.

If a hospital is within two miles from a freeway, the hospital may request to have its name or the name of the non-profit corporation which owns or operates the facility on the freeway exit emergency service sign.

A maximum of two signs indicating the name of the hospital facility may be installed at the closest interchange providing the most direct and appropriate route, with minimal turns by the driver to the hospital facility. If there are other interchanges within two miles of the hospital, the department may allow one additional interchange to be signed with the hospital symbol sign if the additional interchange also provides a direct alternate route to the hospital facility with minimal turns.

For placement of hospital name signs, the hospital shall assume the cost of fabrication, installation, and maintenance of the sign. The Department shall be compensated before installation of the sign. A request for a hospital sign may be denied if the Department's priorities for sign installation cannot be met.

The design of the sign shall meet Department standards. Signs displaying a hospital name shall be limited to a maximum 3 lines of legend, including the exit number or distance to exit.

Non-Freeway – The facility must be located within one mile of the non-freeway (except when trailblazing from freeways).

The hospital name may be placed with the hospital symbol sign.

For placement of hospital name signs, the hospital shall assume the cost of fabrication, installation, and maintenance of the sign. The Department shall be compensated before installation of the sign. A request for a hospital sign may be denied if the Department's priorities for sign installation cannot be met.

The design of the sign shall meet Department standards. Signs displaying a hospital name shall be limited to a maximum 1 line of legend.



## 2. FREE-STANDING EMERGENCY MEDICAL CENTER

- a. The free-standing facility must be under the valid license as designated Michigan Department of Licensing and Regulatory Affairs ([LARA](#)) as one of the following:
  - A freestanding surgical outpatient facility licensed under MCL 333.20811.
  - An off-campus emergency department of a hospital licensed under MCL 333.21511.
- b. The facility must provide 24-hour emergency services, seven days per week, 365 days a year and have a doctor on duty (or emergency care nurse on duty with a doctor on call).
- c. The facility must be located on the intersecting crossroad or be properly trailblazed by the roadway agency having jurisdiction over affected roadways before signs are installed on the state highway.
- d. An on-premise sign identifying the facility is required and informational pamphlets and brochures must include a map of the facility.
- e. If emergency medical service symbol signs are requested only the

closest facility providing the most direct and appropriate route with minimal turns by the driver will be signed.

- f. A roadside trailblazer (emergency medical service symbol) sign must be installed at the entrance to the facility when the emergency driveway is difficult to detect from the highway.
- g. The proximity qualifications of the facility are as follows:

Freeway – The facility must be located within ten miles of the freeway to qualify for a emergency medical service symbol sign.

If a free-standing emergency medical center is within two miles from a freeway, the center may request to have its name or the name of the non-profit corporation which owns or operates the facility on the freeway exit emergency service sign.

A maximum of two signs indicating the name of the free-standing emergency medical center may be installed at the closest interchange providing the most direct and appropriate route, with minimal turns by the driver to the center. If there are other interchanges within two miles of the center, the department may allow one additional interchange to be signed with the emergency medical service symbol sign if the additional interchange also provides a direct alternate route to the center with minimal turns.

For placement of emergency medical service symbol signs, the free-standing emergency medical center shall assume the cost of fabrication, installation, and maintenance of the sign. The Department shall be compensated before installation of the sign. A request for a emergency medical service symbol sign may be denied if the Department's priorities for sign installation cannot be met.

The design of the sign shall meet Department standards. Signs displaying a free-standing emergency medical center name shall be limited to a maximum 3 lines of legend, including the exit number or distance to exit.

Non-Freeway – The facility must be located within one mile of the non-freeway (except when trailblazing from freeways).

The free-standing emergency medical center name may be placed with the emergency medical service symbol sign.

For placement of emergency medical service symbol signs, the

free-standing emergency medical center shall assume the cost of fabrication, installation, and maintenance of the sign. The Department shall be compensated before installation of the sign. A request for a emergency medical service symbol sign may be denied if the Department's priorities for sign installation cannot be met.

The design of the sign shall meet Department standards. Signs displaying a free-standing emergency medical center name shall be limited to to a maximum 1 line of legend.



### 3. STATE POLICE, SHERIFF AND/OR LOCAL ENFORCEMENT

- a. The facility must be located on the intersecting crossroad or be properly trailblazed by the roadway agency having jurisdiction over affected roadways before signs are installed on the state highway.
- b. The proximity qualifications of the facility are as follows:

Freeway – The facility must be located within ten miles of the freeway.

Non-freeway – The facility must be located within one mile of the non-freeway (except when trailblazing from freeways).



## MOTORIST SERVICES SIGNS

### 5.1 Function

Motorist services signs display and direct the driver to those basic services normally needed to complete a long trip (i.e.; gas, food, lodging, camping, welcome centers, tourist information centers, and rest areas).

### 5.2 Design

Motorist services signs have white legend on blue background and are rectangular in shape. The legends are word messages or symbols.

### 5.3 Classification

Motorist services signs are classified as follows:

- a. Rest areas, roadside parks, tourist information centers, and welcome centers.
- b. Gas, food, lodging, and camping (Specific Service [Logo] Signing).
- c. Camping (those facilities not eligible for Logo or TODS signing).

### 5.4 Warrants

Motorists Services signs are not allowed in advance of an interchange connecting two freeways or at an intersection of two non-freeways.

The appropriate Motorist Services signs may be installed for those facilities meeting the following requirements:

#### 1. REST AREA

All state-owned rest area sites servicing freeway or non-freeway state highway right-of-way shall be signed.



## 2. ROADSIDE PARK

- a. Freeway - Not applicable.
- b. Non-freeway - All public roadside parks within state highway right-of-way shall be signed.

## 3. WELCOME CENTERS AND TOURIST INFORMATION CENTER

- a. All state-owned welcome centers servicing freeway and non-freeway state highway right-of-way shall be signed.
- b. Local tourist information centers may have signs erected on the freeway or non-freeway if they meet the following requirements:
  - The tourist information center must be located within one mile of a freeway exit point or within one mile of a non-freeway.
  - Adequate parking facilities must be provided in the immediate vicinity of the tourist information center for passenger cars, recreational vehicles, and vehicles pulling trailers.
  - The facility must be operated by a nonprofit organization and be open to the public between the hours of 9 a.m. and 5 p.m., six days per week for at least six months each year.

The facility must provide, at no charge, those services normally received at official welcome centers that are owned by the state. These services include at least one counter attendant or receptionist, appropriate maps and brochures for the area, information relating to food and lodging accommodations, listing of locations where vehicle services are available, information regarding emergency health facilities, and have public rest rooms on the premises.

- Trailblazer signs, when required, shall be the responsibility of the roadway agency having jurisdiction over the affected roadway. When required on local roads, these signs must be in place before signs are installed on freeways or non-freeways.
- An on-premise sign identifying the facility is required.

## SPECIFIC SERVICE (LOGO) SIGNING PROGRAM

The Specific Service (Logo) Signing Program provides for installation and maintenance of logo signs at non-metropolitan interchanges on the freeway system.<sup>9</sup> The logo signs are erected to provide identification and directional information to the traveling public for eligible business establishments offering services for gas, food, lodging, camping, pharmacies, and attractions. The business can provide this information by contracting to have a logo sign placed on the specific service signs structure. The specific service sign structures are to be placed in the order of attractions, pharmacy, camping, lodging, food, and gas as observed in the direction of travel. The Department has contracted with Michigan Logos, Inc. to administer the Specific Service (Logo) Signing Program for the State of Michigan.<sup>10</sup> This program replaces the generic symbols formerly furnished by the Department.

Mainline logo signs are placed along the freeway within one mile of the exit. Ramp signs, which can be placed on the right or left side, indicate the direction and mileage to the service. Trailblazing signs, when required, must be approved by the roadway agency having jurisdiction over the affected roadway before the logo sign can be placed on the state freeway.



<sup>9</sup> [MMUTCD Section 2J.01](#)

<sup>10</sup> [Michigan Specific Service \(Logo\) Signing Program](#)

## **Camping (non-Logo or non-TODS) Signing**

Camping facilities may be allowed generic symbol signing in all areas along freeways and non-freeways provided the minimum requirements are met. Two sign programs offered by the Department, Logo signing and TODS, do provide signing for camping facilities. However, these programs are not applicable to all state roadways or publicly owned facilities due to their intent or legislation. Private camping facilities located within an incorporated city or village do not qualify for TODS signing. For such facilities, traditional camping signs may be erected if such facilities are not a part of a wayfinding system.

Signing for camping facilities will be limited to the nearest state highway; consideration will be given to displaying information along a second state highway when the camping facility is within the specified distance for signing and the route also offers convenient access. However, signing which would require motorists to travel on the crossroad beyond another state highway and/or through a community will not be allowed.

On non-freeways, mileage to the campground may be displayed on the camping signs; however, this will not be allowed on camping signs installed at interchange ramp terminals. Installation of trailblazing signs, when required for camping facilities, on roadways that are not owned by the state, will be the responsibility of the roadway agency having jurisdiction over the affected roadway and must be in place prior to camping sign installation on state highways. When both Modern and Rustic campgrounds (as defined on the next page) are available at the same interchange or intersection, only the Modern campground sign (trailer) should be used.

An Application for Motorist Service Signing<sup>11</sup> must be completed by the owner or agent of the facility and returned to the appropriate Region Office for processing.

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<sup>11</sup> [MDOT Forms Repository – Form 1501](#)

In addition to the foregoing conditions, camping signs may be erected for those facilities meeting the following requirements:

1. MODERN (TRAILER, CAMPER AND TENT CAMPING)

- a. Licensed by the Department of Environmental Quality.
- b. Located within ten miles of the freeway interchange and/or non-freeway, and be trailblazed on local roads, if necessary.
- c. Have 25 or more camp sites available for overnight short-term use.
- d. Have electricity, drinking water supply, showers, flush toilets, and a public telephone.



**MODERN**

2. RUSTIC - TENT CAMPING ONLY

- a. Licensed by the Department of Environmental Quality.
- b. Located within ten miles of the freeway interchange, and/or non-freeway, and be trailblazed on local roads, if necessary.
- c. Have 25 or more camp sites available for overnight short-term use.
- d. Have drinking water supply.
- e. Have pit or flush toilets.



**RUSTIC**

## **PUBLIC TRANSPORTATION SIGNS**

### **6.1 Function**

Public transportation signs advise and direct the motorist to facilities providing commercial passenger travel service (airports, railroad stations, bus stations, vehicle ferry docks).

### **6.2 Design**

Public transportation signs have white legend on green background and are rectangular in shape. The legends are either word messages or symbols. The use of the facility name is permitted for airports.

### **6.3 Classification**

Public transportation signs are classified as follows:

- a. Airports
- b. Railroad stations
- c. Bus stations
- d. Vehicle ferry docks
- e. Bus stops (intercity or intracity)
- f. Carpool parking lots

### **6.4 Warrants**

Trailblazer signs, when required, shall be the responsibility of the roadway agency having jurisdiction over the affected roadway. When required on local roads, these signs must be in place before signs are installed on state highways.

An on-premise sign identifying the facility is required.

A sign may be installed on the highway fronting the public transportation facility if the driveway to the facility is difficult to detect from the highway.

In addition to the foregoing conditions, the appropriate public transportation signs may be installed for those facilities meeting the following requirements:

1. AIRPORT - AIR CARRIER

- a. Facility must provide scheduled commercial flights.
- b. Must be located within ten miles of the freeway or non-freeway.
- c. Be licensed as an air carrier airport by Michigan Aeronautics Commission.

Note: Overhead Guide Signing to international airports will be evaluated on an individual basis. The use of the international airport symbol is permitted on guide signs for international airports.



2. AIRPORT - GENERAL UTILITY/BASIC UTILITY

- a. Facility must accommodate freight, charter, and private aircraft.
- b. Must be located within ten miles of the freeway or non-freeway.
- c. Must be licensed as a general utility or basic utility airport by the Michigan Aeronautics Commission.
- d. Must have a minimum of five year-round based aircraft.

3. RAILROAD STATION, BUS STATION, VEHICLE FERRY, AND DOCK

Facility must provide regularly scheduled passenger service and be located within five miles of the freeway or non-freeway.



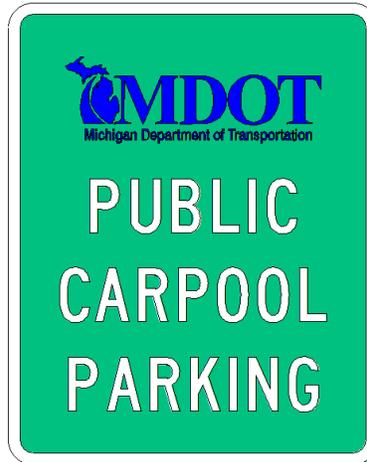
4. BUS-STOP

- a. Freeway - Not applicable.
- b. Non-freeway -
  - 1. The Department may install intercity (between cities) bus-stop signs for those communities that do not have a bus station.
  - 2. Intracity (within the city) bus-stop signs may be installed at designated locations determined by the local transit authority and approved by the Department. Sign erection and maintenance shall be the responsibility of the local transit authority.



5. MDOT CARPOOL PARKING LOTS

- a. Freeway - Facility must be located within one mile of the freeway or non-freeway and provide free public parking.
- b. Non-freeway - Facility must be located within one mile of the non-freeway and provide free public parking.



## TRAFFIC GENERATOR SIGNS

### 7.1 Function

A traffic generator is defined as any facility, activity, or special point of interest which attracts large numbers of people, a significant portion of whom are unfamiliar with the local area and/or access routes.

Traffic generator signs advise of and direct the driver to any private or public attraction that qualifies as a traffic generator.

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

### 7.2 Design

Traffic generator signs have two basic designs. Those used to provide directional information for public-owned recreational facilities have white legends on brown backgrounds, while those used for other facilities have white legends on green backgrounds. Examples of white on brown signs are linear rail trails, recreational areas, and state parks. Examples of white on green signs are auditoriums, stadiums, and universities. The sign legend identifies a traffic generator by its specified name. All traffic generator signs are rectangular in shape.

### 7.3 Classification

Traffic generator signs are classified by the type of facility. Examples are given in Table I and II.

### 7.4 Warrants

Facilities which do not qualify for freeway or non-freeway signing are shown in Table III and IV respectively. In general, these facilities serve local residents or a specific group of motorists who are familiar with their location and signing is not considered necessary. Table I is in basic agreement with criteria adopted by the American Association of State Highway and Transportation Officials and the Institute of Transportation Engineers in their respective reports on signing criteria for traffic generators. Any existing highway signs for facilities listed on Table I shall be removed when the sign or sign support requires routine maintenance.

An Application for College/University Signing or Application for Traffic Generator Signing<sup>12</sup> must be completed by the owner or agent of the facility and returned to the appropriate Region Office for processing.

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<sup>12</sup> [MDOT Repository Forms – Form 1501](#)

In order to qualify for signing, traffic generators must meet specific criteria listed in Tables I and II in addition to the following warrants:

1. A significant portion of the traffic volumes generated by the facility must be unfamiliar with the local area and/or access routes to the facility. The adverse effects on state highway operations created by motorists seeking a facility that does not have guide signing in place will also be taken into consideration.
2. Signs will not be permitted in advance of an interchange connecting two freeways or in advance of an intersection of two non-freeways. This practice will minimize the possibility of creating information overload at complex decision points and reserve available sign space for primary traffic signs.
3. Sufficient longitudinal sign spacing must exist in order to accommodate the proposed signing without detracting from primary traffic signs.
4. Facilities abutting and readily visible from non-freeways do not warrant traffic generator signing. Appropriate on-premise signs are recommended as an alternate and are prerequisite to consideration of installing any highway signing for a facility.
5. All trailblazing signs required for a facility on local roads must be approved and installed by the roadway agency having jurisdiction over affected roadways before signs for the facility are installed on state highways.
6. When two or more qualifying facilities are affiliated with the same agency or institution and share a common access, only one specific name will be allowed on the sign to identify the conglomerate.
7. No more than two traffic generator facilities will be signed at any one interchange or intersection. Should more than two facilities qualify; the two exceeding the prime criterion by the greatest percentage will be given priority for signing.
8. Signing for qualified facilities located within the corporate boundaries for a community identified by standard guide signs, shall be confined to locations within those boundaries. An exception to this rule may be made for freeways when it becomes necessary to differentiate between multiple interchanges serving the same community. In that case, supplemental guide signs may be permitted outside the corporate limits in order to guide traffic onto the most efficient access route to a facility.

9. Signing for qualified facilities will be limited to the closest state highway providing the most direct and appropriate access. Consideration will be given to displaying signs along a second state highway when the facility is within the specified distance for signing and the route also offers convenient access. Signing which would require a motorist to travel on the crossroad beyond another state highway and/or through a community will not be allowed.
10. Facilities often include detailed directions and maps to their location through advertising and direct mailings. Evidence that this material includes directional information must be provided before consideration of traffic generator signing. If a facility does not provide such directional information, it must demonstrate it will before consideration of traffic generator signing.
11. Signing for the following facilities may be erected within 10 miles of a freeway or non-freeway, in accordance to the above warrants, without having to satisfy minimum visitation or attendance volumes subject to the discretion of the Department:
  - a. Federal Parks
  - b. State Parks
  - c. Major County Parks or Recreational Areas
  - d. Places of National Prominence or Recognition
  - e. Trailheads of Linear State Parks/Linear Rail Trails shown on the official Department State Transportation map
  - f. Federally recognized Tribal Government Complexes
12. Signing for the following facilities may be erected within 5 miles of a non-freeway, in accordance to the above warrants, without having to satisfy minimum visitation or attendance volumes subject to the discretion of the Department:
  - a. Federal and State Forest camping sites
  - b. Public access for boat launches on lakes and rivers
  - c. County Parks
  - d. Municipal Parks
  - e. Trailheads of Linear Rail Trails/Multi-Use Trails shown on the Michigan Trails and Greenways Alliance (MTGA) map

For Warrants 11 and 12, the requesting party shall be responsible for all work and costs associated with the sign fabrication, sign supports, and installation. Upon receipt of payment to the Department, the Region Traffic and Safety representative will arrange installation.

Linear State Parks differ from major State Parks with multiple access points to be signed. These points are defined as trail heads. Linear State Parks are shown on the official Department State Transportation map along with their trail limitations.

Linear Rail-Trails are not shown on the official Department State Transportation map due to access limitations. Linear Non-Motorized Trails are Open Multi-Use Trails, but according to the MTGA map, “. . . not all of the trails are exclusive of motorized use; some trails also permit ORV and/or snowmobile use.”

There are a number of different types of trails on the MTGA Map. They, along with MDNR, need clarifying because access, maintenance, trail type, and allowable uses vary and these differences will be a concern for users. Therefore, the Department is limiting consideration for signing for facilities listed on the official Department State Transportation map.

Facilities within Federally Recognized Tribal Governmental areas are not eligible for traffic generator signing if the facility is within an area which is signed under Warrant 11.

TABLE I				
CRITERIA FOR SIGNING TRAFFIC GENERATORS ON FREEWAYS				
TYPE OF FACILITY	SPECIFIC CRITERIA	POPULATION OF METROPOLITAN AREA <sup>1</sup>		
		OVER 400,000	50,000 - 400,000	UNDER 50,000 OR RURAL AREA
Colleges, Universities, & Military Bases	Minimum No. of Annual Visitors	250,000	250,000	100,000
	Distance from Interchange (Mi.)	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>2</sup>
Arenas Auditoriums Convention Halls	Minimum Annual Attendance	300,000	250,000	200,000
Stadiums Monuments Fairgrounds	Minimum No. of Seats (if applicable)	6,000	5,000	4,000
Amusement Parks Zoos, etc.	Distance from Interchange (Mi.)	5 <sup>2</sup>	5 <sup>2</sup>	5 <sup>2</sup>
<sup>1</sup> The metropolitan population figures and area limits pertain to the area limits and projection growth as defined by the Department. <sup>2</sup> Distance may be increased one mile for each 10 percent over the minimum annual visitors, customers, or attendance listed up to the maximum of 10 miles.				

TABLE II					
CRITERIA FOR SIGNING TRAFFIC GENERATORS ON NON-FREEWAYS					
TYPE OF FACILITY	SPECIFIC CRITERIA	POPULATION OF METROPOLITAN AREA <sup>1</sup>			
		OVER 400,000	50,000 - 400,000	20,000 - 50,000	UNDER 20,000 OR RURAL AREA
Colleges, Universities, & Military Bases	Minimum No. of Annual Visitors	125,000	125,000	50,000	50,000
	Distance from Intersection (Mi.)	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>2</sup>
Arenas Auditoriums Convention Halls	Minimum Annual Attendance	175,000	125,000	50,000	20,000
Stadiums Monuments Fairgrounds	Minimum No. of Seats (if applicable)	3,800	2,500	1,000	2,000
Amusement Parks Zoos, etc.	Distance from Intersection (Mi.)	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>2</sup>
<sup>1</sup> The metropolitan population figures and area limits pertain to the area limits and projection growth as defined by the Department. <sup>2</sup> Distance may be increased one mile for each 10 percent over the minimum annual visitors, customers, or attendance listed up to the maximum of 10 miles.					

TABLE III	
FACILITIES THAT DO NOT QUALIFY FOR TRAFFIC GENERATOR SIGNING ON FREEWAYS	
<p><b><u>BUSINESSES</u></b>            Shopping Centers            TV/Radio Stations            Conventional Theaters            Trailer Parks            Industrial Parks &amp; Plants</p> <p><b><u>CEMETERIES</u></b>            Local or State            Private/Public            Military</p> <p><b><u>COMMUNITIES</u></b>            Libraries            Churches            Subdivisions            Senior Citizen Centers            Fraternal Organizations            Chamber of Commerce</p> <p><b><u>GOVERNMENTAL</u></b>            Research/Experimental            Courthouses            Driver's License Centers            Jails/Prisons            Civil Defense Facilities            Maintenance Facilities            Post Offices            City Halls            Township Halls            Economic Development Offices</p>	<p><b><u>MEDICAL</u></b>            Mental Facilities            Research Facilities            Sanitariums            Infirmaries or Treatment Centers            County, Fraternal, or Nursing            Homes            Retirement Facilities            Humane Facilities            Assisted Living Care Facility</p> <p><b><u>MILITARY</u></b>            Sites or Detachments            Armories            Arsenals</p> <p><b><u>RECREATIONAL/CONSERVATION</u></b>            Country Clubs &amp; Golf Courses            Fish Hatcheries, Game Farms,            Preserves, &amp; Refuges            Tree Nurseries/Arboretums            General Points of Interest            Private Camps: Scout,            Church, 4-H Youth,            YMCA/YWCA, Etc.</p> <p><b><u>SCHOOLS</u></b>            Grade/High            Vocational/Trade/Technical            Seminaries</p> <p><b><u>HISTORICAL</u></b>            Individual Homes &amp; Buildings            Privately-Owned Facilities</p>
<p>Note:    Emergency Services - See Section 4            Gas, Food, Lodging, Camping, Attractions,                      &amp; 24-Hour Pharmacy - See Section 5            Public Transportation - See Section 6            Prohibited Signs - See Section 9.</p>	

TABLE IV	
FACILITIES THAT DO NOT QUALIFY FOR TRAFFIC GENERATOR SIGNING ON NON-FREEWAYS	
<p><u>BUSINESSES</u></p> <ul style="list-style-type: none"> <li>Shopping Centers</li> <li>TV/Radio Stations</li> <li>Conventional Theaters</li> <li>Trailer Parks</li> <li>Industrial Plants</li> </ul> <p><u>CEMETERIES</u></p> <ul style="list-style-type: none"> <li>Local or State</li> <li>Private/Public</li> <li>Military</li> </ul> <p><u>COMMUNITIES</u></p> <ul style="list-style-type: none"> <li>Churches</li> <li>Subdivisions</li> <li>Senior Citizen Centers</li> <li>Fraternal Organizations</li> <li>Chamber of Commerce</li> </ul> <p><u>GOVERNMENTAL</u></p> <ul style="list-style-type: none"> <li>Research/Experimental</li> <li>Courthouses</li> <li>Driver's License Centers</li> <li>Jails/Prisons</li> <li>Civil Defense Facilities</li> <li>Post Offices</li> <li>City Halls</li> <li>Township Halls</li> <li>Chamber of Commerce</li> <li>Economic Development Office</li> </ul>	<p><u>MEDICAL</u></p> <ul style="list-style-type: none"> <li>Mental Facilities</li> <li>Research Facilities</li> <li>Sanitariums</li> <li>Infirmaries or Treatment Centers</li> <li>County, Fraternal, or Nursing Homes</li> <li>Retirement Facilities</li> <li>Humane Facilities</li> <li>Assisted Living Care Facility</li> </ul> <p><u>MILITARY</u></p> <ul style="list-style-type: none"> <li>Sites or Detachments</li> <li>Armories</li> <li>Arsenals</li> </ul> <p><u>RECREATIONAL/CONSERVATION</u></p> <ul style="list-style-type: none"> <li>Country Clubs &amp; Golf Courses</li> <li>Game Farms, Preserves, &amp; Refuges</li> <li>Tree Nurseries/Arboretums</li> <li>General Points of Interest</li> <li>Private Camps: Scout, Church, 4-H Youth, YMCA/YWCA, Etc.</li> </ul> <p><u>SCHOOLS</u></p> <ul style="list-style-type: none"> <li>Grade/High</li> <li>Vocational/Trade/Technical</li> <li>Seminaries</li> </ul> <p><u>HISTORICAL</u></p> <ul style="list-style-type: none"> <li>Individual Homes &amp; Buildings</li> <li>Privately-Owned Facilities</li> </ul>
<p>Note:    Emergency Services - See Section 4  Public Transportation - See Section 6  Historical Sites and/or Districts - See Section 8.5  Tourist Attractions &amp; Camping – See Section 8.9  Prohibited Signs - See Section 9.</p>	

## GENERAL INFORMATION SIGNS

### 8.1 Function

General information signs advise the driver of information that may be of interest and in most instances a geographic reference, although they are not directly necessary for travel.

### 8.2 Design

General information signs normally have white legend on green background except for Adopt-A-Highway, Pure Michigan Byways, and Tourist Oriented Directional signs. Although they may vary somewhat, all signs are designed to be simple and in general conformance with navigational guide signs.

### 8.3 Classification

General information signs are classified as follows:

- Political boundaries (state, county, township, and municipal limits)
- Landmark identifications (lakes, rivers, and creeks)
- Miscellaneous (Historic Site, Adopt-A-Highway, Pure Michigan Byways, and Memorial Signing and Tourist Oriented Directional signs.)

### 8.4 Warrants on Freeways

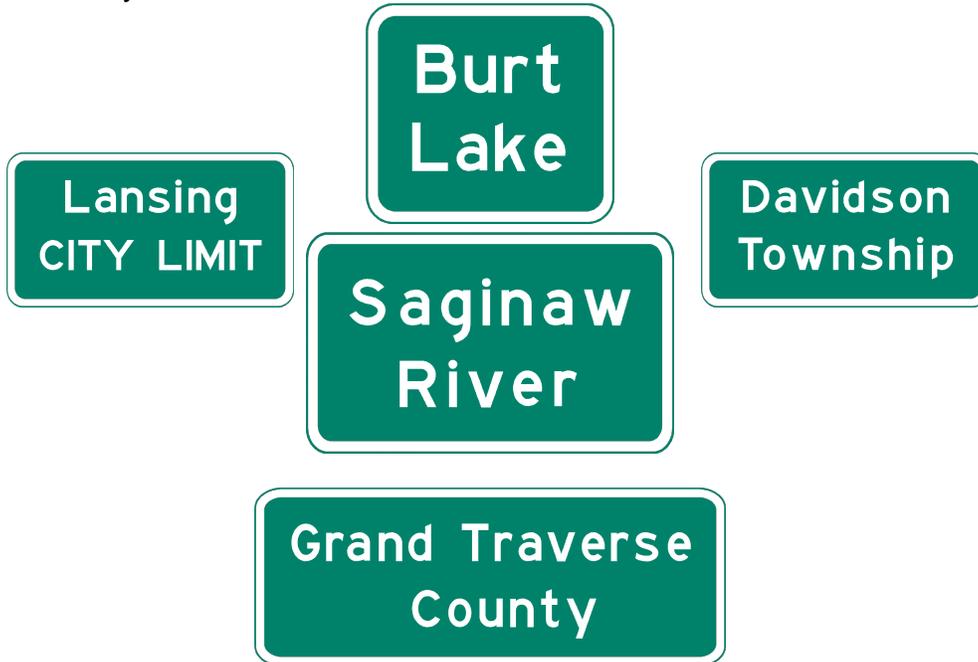
#### Political Boundary Signs for Local Units of Government

The Department will install and maintain standard municipal and county limit signs to mark the boundaries of these governmental units. Upon official request by township authorities, the Department will also install township limit signs on freeways. A township official must provide a written request for a sign to the Region Office. Boundary signs shall have white legend on green background. The legend of each sign shall contain only the official name of the governmental unit. Only one boundary sign per direction of travel will be allowed. Boundary signs are to be located at or near the point where the limit line intersects the freeway.

### Landmark Identification Signs

Where a freeway crosses a river or creek, an identification sign displaying the official river or creek name may be installed on the roadside.

Where a lake is adjacent to and visible from a freeway, an identification sign may be installed on the same side of the freeway as the lake or a back-to-back sign in the freeway median.



### Historical Sites and/or Districts

Signs identifying historical sites or districts are not permitted on freeways.

#### 8.5 Warrants on Non-Freeways

##### Political Boundary Signs for Local Units of Government

The Department will furnish, install, and maintain standard municipal and county limit signs to mark the boundaries of these governmental units.

The Department will also furnish, install, and maintain standard township limit boundary signs on non-freeways upon official request by township officials. A township official must forward a written request for the sign to the Region Office.

## Slogan/Distinctive Boundary Sign Options for Local Units of Government

In addition to the political boundary sign, the Department provides two other highway traffic signing options which can be used at the boundaries of municipalities and counties. These two options are slogan signing and distinctive boundary signing. In order to employ one of these options, the affected governmental units must make their preference known and agree to provide the funds needed to implement the request. These funds would cover the entire cost for the sign fabrication, sign posts, and installation.

If one of the options outlined herein is implemented, it will be the responsibility of the requesting local governmental agency to furnish sign replacements when needed or to pay the costs incurred by the Department to maintain the signs. If the local governmental agency fails to supply such replacements or fails to provide the funds for the replacement, the Region Traffic and Safety representative shall authorize the removal of the signs.

Sign minimum bottom heights, as outlined in the MMUTCD, shall be adhered to for both signing options.

1. SLOGAN SIGNING - Upon request of a local governmental agency to the Region Office, the Department will fabricate, install, and maintain one special slogan panel, mounted below the standard municipal or county boundary limit sign subject to the following requirements:
  - a. There should be one message per slogan sign with a maximum of three lines of legend.
  - b. The special slogan panel will display legend approved by local authorities and be of a white-on-green design. The legend approved for the panel must utilize letters that are 4-inch minimum in height and be limited in wording so that the size of the slogan panel blends aesthetically with the standard boundary limit sign.
  - c. The maximum area of the slogan sign will be 24 square feet.
  - d. Only one slogan sign on each trunkline entrance is allowed. Different slogans may be erected at different boundary sign locations.
  - e. Slogan signs may be changed at the discretion of the local governmental agency and after review and approval by Region Traffic and Safety Representative. All slogan signs, including state championships, may be removed one year after installation.

2. **DISTINCTIVE BOUNDARY SIGNING** - Upon request, the Department will allow the local governmental agency to furnish their own distinctively designed boundary signs for Department installation, subject to the following requirements:
  - a. The signs shall be furnished by the local governmental agency, at their expense.
  - b. The design of the sign, and its location, shall be approved by the Region Traffic and Safety representative before fabrication begins.
  - c. The maximum area of each sign will be 24 square feet.
  - d. The width of the sign shall not be less than the height or more than three times the height.
  - e. The sign legend shall consist of reflectorized white letters and display the municipal or county name in 6-inch minimum letters, with supplemental word messages as appropriate, in 4-inch minimum letters on a green reflectorized background. The sign legend may be supplemented with a symbol of any color, considered representative of the idea the local governmental agency desires to portray.
  - f. Any supplemental political jurisdiction symbol or logo should be such that it is not considered as advertising for some particular company or group.
  - g. The name(s) of local official(s) will not be allowed on this sign.
  - h. The sign shall not have internal or external illumination or animation.
  - i. After the signs are fabricated, they shall be delivered to a location specified by the Region Traffic and Safety representative, who will arrange for the installation of the signs.
  - j. If the local governmental agency elects to furnish their own distinctive designed boundary signs, all existing boundary signs are to be removed at that boundary.
3. **NON-TRAFFIC GOVERNMENTAL SIGNING** - In lieu of highway traffic signing to mark a governmental unit boundary, the local governmental agency may request installation of a non-traffic sign within the Department right-of-way to promote their county, municipality, or township. Such

requests shall be processed through the MDOT Permit Gateway.<sup>13</sup>

The Department's position is that off-premise advertising within Department right-of-way shall not be allowed to the extent that the Department has the authority to regulate such advertising. However, signs requested by governmental agencies *may* be considered if such signs do not interfere with the operation and maintenance of the roadway and serve a general public interest. Because a proliferation of such signs *may* well be considered a circumvention of the intent of the Highway Advertising Act, this type of signing is not to be encouraged or promoted.

Governmental signing may be approved for those agencies meeting the following requirements:

- a. The proposed use shall not interfere presently or in the foreseeable future with the construction, reconstruction, operation, and maintenance of the non-freeway involved. Permit applications will only be considered from governmental agencies; i.e., municipalities, townships, counties, etc.
- b. Any requests for signs must be accompanied by a resolution of support from the governmental agency and will include a commitment of that agency to the maintenance and permit obligations of the sign.
- c. Any proposed construction or use must conform to Department standards with respect to setback requirements as well as to standards for breakaway or yielding type sign supports.
- d. The sign message shall be worded in a general manner without providing commercial advertising or names of local officials.
- e. Use of Department right-of-way shall require approval through the permit process<sup>14</sup>.
- f. Signing shall not be allowed on freeways.
- g. It shall be the responsibility of the permittee to secure any other necessary approvals from underlying fee owners or other parties of interest.
- h. All permit applications shall be reviewed by the Region Traffic and Safety representative for compliance with traffic operational and safety requirements.

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<sup>13</sup> [MDOT Permit Gateway](#)

<sup>14</sup> [MDOT Repository – Form 22050](#)

### Signing to Non-Governmental Communities

These communities lack governmental boundary lines yet may qualify for signing. The community must be shown on the official Department state transportation map. The Department will furnish and install these signs at the obvious community boundary at Department cost. These signs will be installed or removed only upon receipt of an official request of the jurisdictional authority to the Region Traffic and Safety representative.

### Landmark Identification Signs

Signs may be installed to identify rivers, creeks, and lakes along non-freeways in accordance with the guidelines established for freeways.

### Historical Sites and/or Districts

Historical sites and/or districts may be signed on non-freeways if the local governmental agency and/or local historical organization assume the cost of fabrication, installation and maintenance of the signs. Trailblazer signs, when required, shall be the responsibility of the roadway agency having jurisdiction over the affected roadway. When required on local roads, these signs must be in place before signs are installed on non-freeways.

They must also meet Conditions 1 and 2 listed below:

1. Location Requirements:
  - a. In areas with population less than 20,000, the historical site or district must be fronting the non-freeway or fronting the crossroad within five miles of the non-freeway to be eligible for signing.
  - b. In areas with populations greater than 20,000, the historical site or district must be fronting the non-freeway or fronting the crossroad within one mile of the non-freeway to be eligible for signing.
2. Site or District Requirements:
  - a. The site or district shall be listed in the State Register of Historic Sites or the National Register of Historic Places.
  - b. Have a historic structure or structures or other historic object visible to the public or be an archaeological or historic site or district explained by on-site signs or other devices.
  - c. Have sufficient parking space to meet existing and anticipated needs to avoid creating a traffic hazard along the highway.

A qualified site fronting a non-freeway may have signs erected in advance of the site, in each direction of travel.

A qualified historical district intersected by a non-freeway may have signs erected at or near the district boundary in each direction of travel. Distinctive logos may be used as an alternate to identify historic districts.

To obtain Michigan Historical Marker<sup>15</sup> or National Register<sup>16</sup> criteria and an application, refer to the websites.

## 8.6 Adopt-A-Highway Program

Adopt-A-Highway is a Department program designed to help keep the state's highway roadsides clean and attractive. Participants adopt both sides or a section of state highway roadside to clean up over a two-year period. A minimum two-mile stretch of roadway is recommended. All types of state highways may be adopted, including two-lane roads, freeways, boulevards, and business routes.

Any group of at least three people is eligible to participate in the program. Many groups, including scout troops, church organizations, and senior citizen groups are participating in this program. Crew members must be a minimum of 12 years old. Children between the ages of 12 and 17 must have adult supervision at a ratio of one adult to every three children.

Participants are asked to pick up litter three times a year from the highway roadsides in their designated area. The goal of the program is to clean the roadsides before mowing cycles and tourism periods (April through October). Designated pickup dates and times will be determined by the Department at the beginning of each year to facilitate and schedule pickup of bagged trash.

There is no fee required to participate in the Adopt-A-Highway program. Groups will need to provide their own transportation to the adoption site. The Department will provide bags for the litter and will pick up the filled bags. The Department will supply vests for each member upon acceptance in the program. Thereafter, the adopting group will be asked to replace any vests at its own expense. Bags, vests, and safety materials can be picked up at designated locations.

The name of the group will be identified on Adopt-A-Highway signs to be displayed near the roadside area. In addition, the group will receive a certificate of participation to display in your lobby or business.

Requests for specific roadside areas will be handled on a first-come, first-serve basis between the requesting group and the Region coordinator. All attempts will be made to match the first choice, or a segment that is closest to the requesting group's community.

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<sup>15</sup> [Michigan Historical Marker Program](#)

<sup>16</sup> [National Register of Historic Places](#)

An application for Adopt-A-Highway can be obtained from the Region Coordinator or on the department's Website.

All Adopt-A-Highway participants are required to conduct a safety meeting before each pickup. All participants are required to wear an high visibility reflective orange or fluorescent yellow vest while working along the roadside.

Refer to the website<sup>17</sup> for applications and additional information, including adopt-a-highway contacts and additional safety information.

## 8.7 Pure Michigan Byways

Pure Michigan Byways emphasizes cooperation among local residents, their government officials, landowners, and interested groups to preserve unique scenic, historic, or recreational state highways. Pure Michigan Byways is a grass roots program, requiring involvement by local residents to ensure that their highway and its roadsides remain in their natural and unspoiled conditions.

The application process<sup>18</sup> for a Pure Michigan Byway designation consists of two steps.

- First, the sponsor must prepare a pre-application. This is done by verifying the route is on state trunkline and provide evidence of support from local units of government along the proposed byway. The pre-application will also require listing the noteworthy scenic, historic, recreational, cultural, archaeological, or natural qualities of the route and verifying that the route is on the state road system.
- Second, after the initial review of the route eligibility and potential, the Department will supply the sponsor with a full application packet. This in-depth application requires maps, photos, detailed mile-by-mile inventory of resources and qualities seen from the road, and a collaborative management plan specifying how the integrity of those resources will be maintained.

Once designated, the local community could then promote the route and its corridor to enhance tourism. Signs will be installed to identify the distinctive characteristics of the Pure Michigan Byway, linking recreational or cultural features with a common theme, such as the historic iron ore mining in the Upper Peninsula or perhaps a scenic and recreational link in another part of the state. Additionally, future editions of Michigan's official transportation map will identify the Pure Michigan Byway.

Refer to the website<sup>19</sup> for additional information.

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<sup>17</sup> [Adopt A Highway Program](#)

<sup>18</sup> [Pure Michigan Byways Application](#)

<sup>19</sup> [Pure Michigan Byways Program Details](#)

## Function

Pure Michigan Byways signs advise of and direct the driver along designated Pure Michigan Byways.

## Design

The Department will furnish, install, and maintain standard Pure Michigan Byways signs at the approach of the designated route. Signing will be limited to one sign per direction of the designated route and at intersections with state highways. The signs will be placed below the route marker. Examples of route markers are shown in Section 3.2. No signs will be placed on intersecting state highways since the route will be shown on the Michigan official transportation map. The sponsor is encouraged to place route information in the closest Welcome Center or rest area.

The Standard Pure Michigan Byways sign is 24 inches by 24 inches. The new markers incorporate the popular Pure Michigan campaign logo and the word “Byway,” which is used nationwide in 45 other state programs.

## Additional Byway Programs

There are three additional byway programs. The byways are broken down into four tiers: The All American Road, the National Scenic Byway, the state’s Pure Michigan Byway, and the National Forest Service’s own Scenic Byway program. The first two tiers are awarded by the U.S. Department of Transportation’s Federal Highway Administration, based on a rigorous application process and development of a “corridor management plan” by the destination marketing organizations and byway committee. The third follows a similar application process at the state level. The last, designated by the U.S. Forest Service, as a scenic route within a National Forest.



In lieu of the standard Pure Michigan Byways sign, the Department will allow the sponsor of the designated route to furnish their own distinctively designed signs for Department installation, subject to the following requirements:

1. The signs shall be furnished by the sponsor at their expense. The sponsor will also assume the maintenance of the signs. The sponsor will provide a new sign and assume all cost related to installation for those signs that are damaged or stolen.
2. The design of the sign shall be approved by the Region Traffic and Safety representative before fabrication begins.
3. The signs shall be 24 inches by 24 inches. The legend, logos, and background shall be reflectorized per the Department's Standard Specifications for Construction Reflective Sheeting material requirements. The sign substrate shall be 0.080-inch-thick aluminum sheet.
4. The name(s) of local official(s) will not be allowed on the signs. No advertising on the signs will be permitted.
5. The sign shall not have internal or external illumination or animation.
6. After the signs are fabricated, they shall be delivered to a location specified by the Region Traffic and Safety representative, who will arrange for the installation of the signs.

## 8.8 Memorial Highways and Bridges

The Department has developed guidelines for the signing of Memorial Highways and Bridges. The standards set in the Federal Manual on Uniform Traffic Control Devices and the State of Michigan's Manual (MMUTCD) discourages the signing of memorial names to highways and bridges. As additional signing on Michigan's highways, memorial signing can reduce the effectiveness of essential signing as specified in Michigan's Manual and cause information overload to the motorist.

All highway signing should be in compliance to the Federal Manual on Uniform Traffic Control Devices and all appropriate federal guidelines. Violation of these guidelines may jeopardize federal funds to the State of Michigan.

The Public Act 142 of 2001<sup>20</sup> outlines the conditions that must be met for the Department to install signs for memorial highways and bridges. For additional information refer to the full guidelines.<sup>21</sup>

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<sup>20</sup> [Public Act 142 of 2001](#)

<sup>21</sup> [MDOT Guidelines for Memorial Highway Signing](#)

## 8.9 Tourist Oriented Directional Sign (TODS) Program

TODS is a sign program which provides identification and directional information for tourist oriented activities off of the state rural non-freeway system.<sup>22</sup> A tourist oriented activity is any lawful cultural, historical, recreational, or education activity which is attended annually by 2,000 or more persons and for which a major portion of its income or visitors are derived during the normal business season from motorists not residing in the immediate area. As defined by law, the immediate area is within ten miles of the activity. In the Upper Peninsula, the immediate area is within fifteen miles of the activity. The Department has contracted with Michigan Logos, Inc. to administer the TODS program.<sup>23</sup>

TODS signs are placed along non-freeways within one-half mile of an intersection with another state or local rural non-freeway. Trailblazer signs, when required, must be approved by the roadway agency having jurisdiction over the affected roadway. When required on local roads, these signs must be approved by the agency before the TODS sign can be placed on the state non-freeway.

Do not replace or remove TODS signing. These signs shall be shown as retained on the plans and can only be relocated by Michigan Logos, Inc.



<sup>22</sup> [MMUTCD Section 2K.01](#)

<sup>23</sup> [Tourist Oriented Directional Signs \(TODS\)](#)

## 8.10 Community Wayfinding Signing

### **Function**

Community wayfinding signs are part of a coordinated and continuous system of signs that direct tourists and other road users to numerous key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area. This type of signing is used to support established community-wide plans promoting attractions and destinations within a community. Community wayfinding signs are a type of destination guide sign for conventional roads, with a common color and/or unique header. Such signing shall not be installed on freeways, including interchange ramps. Community wayfinding signing is not meant for a single destination or area within a community. Examples of designs and sign placement used are shown in the figures.

The sign system should be established on a local municipal or equivalent jurisdictional level or 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 signs shall not be used on a regional or statewide basis

Signing for attractions, as noted above, is considered secondary to primary signing needs. Community wayfinding signs shall not interfere with other signs of greater importance as outlined in Signing Priorities and shall not be installed where adequate spacing cannot be provided between the community wayfinding sign and other higher priority signs. Community wayfinding signs shall not be installed in a position where they would obscure the road users' view of other traffic control devices and shall not be mounted overhead.

Highway signing is not intended for the purpose of advertising for the facility, but to direct and guide unfamiliar traffic seeking the attraction or destination. Community wayfinding signs should not be used to provide direction to primary destinations eligible for signs in other sections of this Guideline or highway routes or streets. Destination or other guide signs should be used for this purpose and shall have priority over any community wayfinding sign in placement, prominence, and conspicuity. If destinations that would be eligible for signs in other sections of this Guideline are part of an established community-wide plan, then all existing Department non-freeway signs shall be removed once the community wayfinding signs are in place.

### **Design**

The Department will permit municipalities (cities, villages, and urban townships) or equivalent jurisdictional areas with established community wayfinding plans, to install signs within Department right-of-way, within their jurisdiction, to attractions and other destinations away from the state trunkline system, subject to the following requirements:

1. The proposed use shall not interfere presently or in the foreseeable future with construction, reconstruction, operation, and maintenance of the non-freeway involved. Permit applications will only be considered from municipalities.
2. The municipality requesting the signs shall be responsible for all work and costs associated with sign fabrication, sign supports, installation, and all future maintenance. Any requests for signs shall be accompanied by a resolution of support from the municipality and will include a commitment of the agency to permit requirements, installation, maintenance, and all associated costs of the signs.
3. Use of Department right-of-way shall require approval through the permit process. An Individual Application and Permit<sup>24</sup> must be completed by the municipality for each sign location and returned to the appropriate Transportation Service Center Office for processing.
4. All permit applications shall be reviewed by the Transportation Service Center's Traffic and Safety Representative for compliance with traffic operational and safety requirements before approval. Before any community wayfinding sign system is permitted by the Department, any existing illegal advertising billboards pertaining to attractions and destinations within the established plan shall be removed.
5. The design of the signs and their locations shall be approved by the Transportation Service Center's Traffic and Safety representative before fabrication begins.
6. Any proposed construction or use must conform to Department standards with respect to setback requirements, spacing with other Department signs, as well as standards for breakaway or yielding type supports. Crashworthy supports are required.
7. Community wayfinding signing shall not be installed on freeways including interchange ramps.
8. Color coding or pictographs may be used on community wayfinding signs to help road users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area. Pictographs are a pictorial representation used to identify a governmental jurisdiction, an area of jurisdiction, a governmental agency, a governmental-approved university or college, or a government-approved institution.

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<sup>24</sup> [MDOT Repository Forms – Form 22050](#)

If coding is to be utilized in a community wayfinding system, the color coding or pictograph may be included on signs posted at the boundary of the community wayfinding signing area. This boundary informational sign shall have a white legend and border on a green background.

The color coding or pictographs shall apply to a specific, identifiable neighborhood or geographical subarea within the overall area covered by the community wayfinding system. Color coding or pictographs shall not be used to distinguish between different types of destinations within the same designated neighborhood or subarea. Color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the 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. 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. Except for pictographs, symbols that are not approved for use on guide signs per the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) shall not be used on community wayfinding signs.

### Examples of Community Wayfinding Signs

#### A – Community Wayfinding Signs with Headers



#### B – Color Coded Community Wayfinding Signs



Boundary Informational Sign

9. Except for the boundary informational sign, community wayfinding signs may use background colors other than green in order to provide color identification for the wayfinding destinations by geographical area within the overall wayfinding system. Color coded community wayfinding signs may be used with or without the boundary informational sign displaying corresponding color-coding panels described above in number 8. In order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users, the standard highway sign 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 signs.
10. A unique header may be used on a community wayfinding sign assembly, or incorporated into the overall design of a community wayfinding sign, as a means of visually identifying the sign as part of an overall system of community wayfinding signs and destinations. The header consists of a shape, color, and/or pictograph used as a visual identifier for the community wayfinding system for an area. The sizes and shapes of headers shall be smaller than the community wayfinding signs themselves. Headers shall not be designed to have an appearance that could be mistaken by road users as being a traffic control device. The area of the header should not exceed 1/5 of the area of the community wayfinding sign with which it is mounted in the same sign assembly. If a header is to be used, it shall be used on all community wayfinding signs in the system.
11. Community wayfinding signs, exclusive of any header used, should be rectangular in shape. The maximum width of the community wayfinding sign will be 8 feet. The maximum area, exclusive of the header panel, will be 32 square feet. All messages, borders, legends, and backgrounds of community wayfinding signs and any headers shall be retroreflective. The legend for destinations shall be white. The maximum area of the header will be 6 square feet.

Wayfinding signs are limited to three destinations per sign. The closest destination lying straight ahead shall be at the top of the sign and below it the closest destinations to the left and to the right, in that order. Arrows pointing to the right shall be at the extreme right of the sign, and arrows pointing left or up shall be at the extreme left. 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.

Abbreviations should be kept to a minimum and should include only those that are commonly recognized and understood per the MMUTCD.

12. The lettering style used for destination and directional legends shall be Standard Highway Alphabet or Clearview font. A lettering style other than these may be used on community wayfinding signs if an engineering study determines 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.

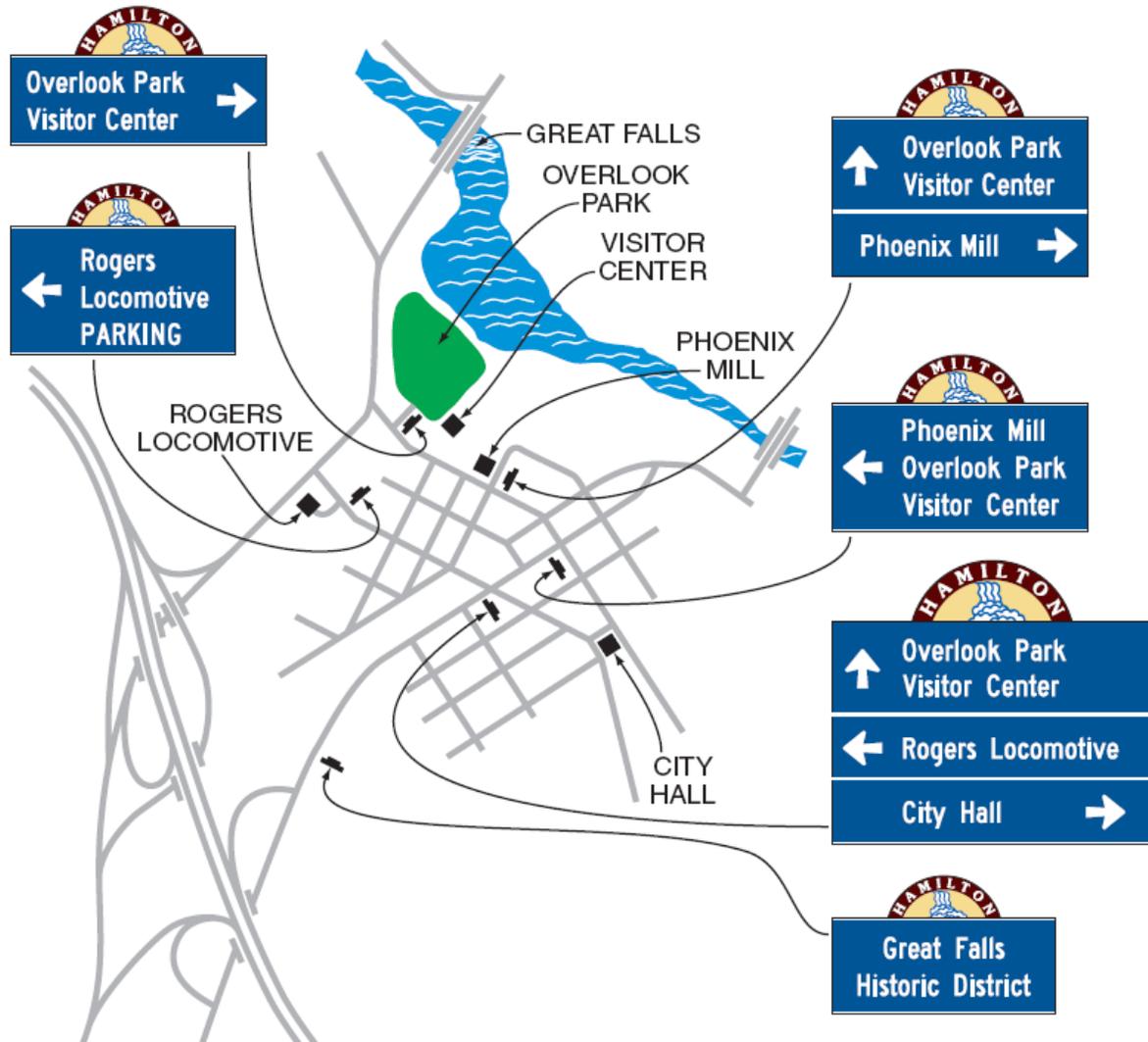
The minimum letter heights are provided below in the table. The lettering for destinations on community wayfinding signs shall be a combination of lower-case letters with initial upper-case letters. All other word messages shall be in upper-case letters. An example of other word messages is PARKING.

Posted Speed (mph)	Minimum Legend Height	
	Destinations	Other Word Messages
30 to 55	6-inch UPPERCASE/ 4.5-inch lowercase	6-inch UPPERCASE
25 or less	4-inch UPPERCASE/ 3-inch lowercase	4-inch UPPERCASE

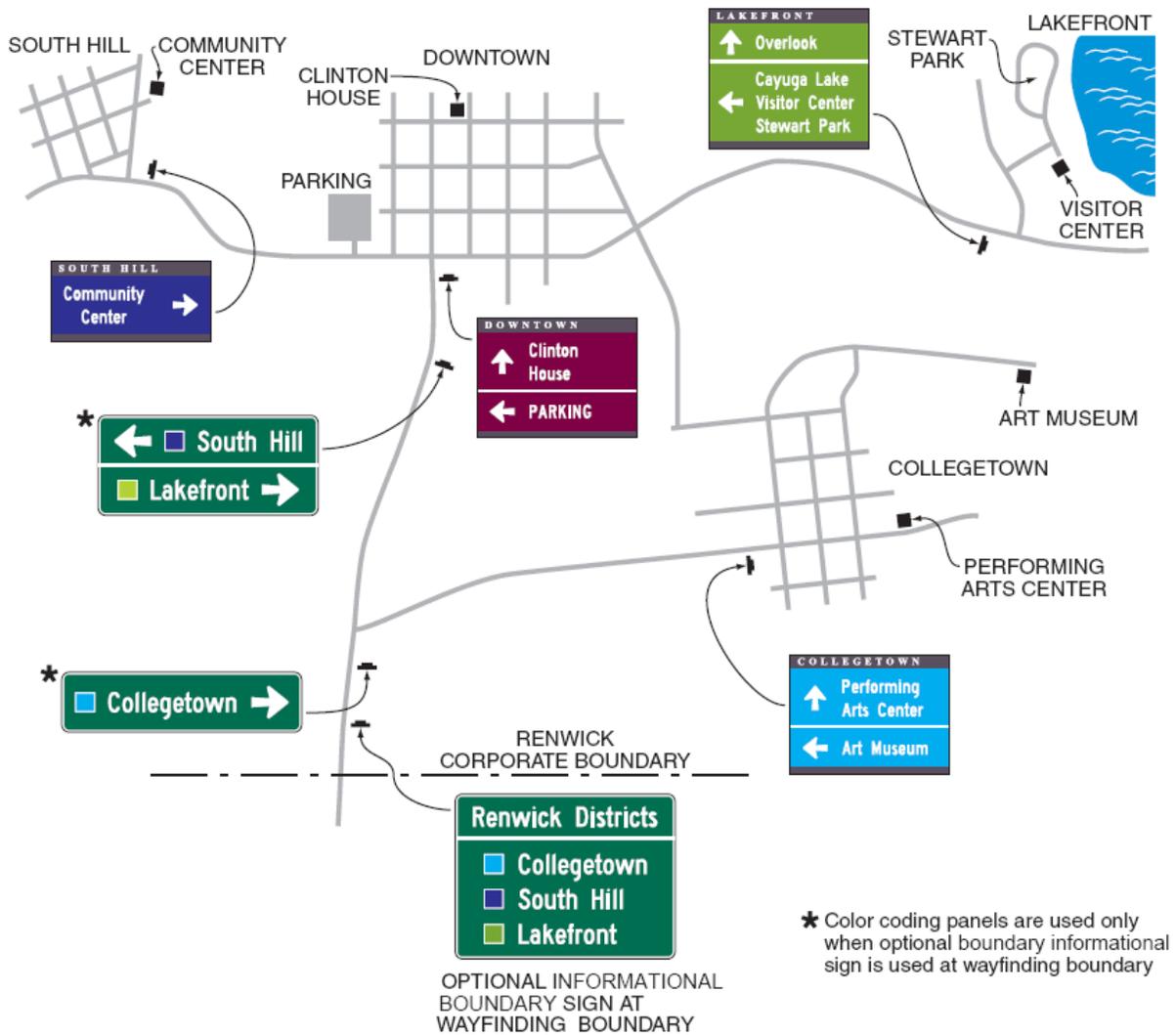
The above requirements do not apply to the header. Smaller legend may be used for wayfinding signs intended only for pedestrians.

13. The name(s) of local official(s), internet and e-mail addresses, including domain names and uniform resource locators (URL) will not be allowed on community wayfinding signing. Business logos, commercial graphics, or other forms of advertising shall not be used on community wayfinding signs.
14. The sign shall not have internal or external illumination or animation.
15. A maximum of two signs per intersection, one per direction will be permitted.

## Example of a Community Wayfinding Sign System



## Example of a Color-Coded Community Wayfinding Sign System



## 8.11 Great Lakes Circle Tour Signing

### Function

Michigan, along with seven other member states and the province of Ontario, participates in the Great Lakes Circle Tour. Established by the Great Lakes Commission in 1987 the Great Lakes Circle Tour promotes tourism in Michigan and showcases the Great Lakes Splendor.

### Circle Tour Routes

Each of the four Circle Tours is associated with major roads or highways closest to the body of water the tour represents. The route for each tour is as follows:

- Lake Erie: I-75, Downtown Detroit from I-375 southerly to the Michigan/Ohio state line.
- Lake Huron: I-75, Sault St Marie to the Mackinac Bridge; US-23 to Bay City; M-25 to Port Huron.
- Lake Superior: I-75, Sault St Marie southerly; M-28 westerly to Wakefield; US-2 to Ironwood.
- Lake Michigan: I-94, the Ohio/Michigan state line easterly; US-31 to Manistee; M-22 to Traverse City; US-31 to Petoskey; M-119 to Cross Village; C-66 easterly to US-31; I-75 northerly across the Mackinac Bridge; US-2 to Escanaba; M-35 to Menominee.

### Design

The Department will furnish, install, and maintain standard Circle Tour signs on state highways at the approach of the designated route. Circle Tour signing will be limited to one sign per direction of the designated route and at intersections with state highways. On freeways, Circle Tour signs shall not be placed on the same supports as other route marker assemblies, on the same supports as guide signs, or banded to sign structure supports per MMUTCD Section 2H.07. In rural areas, the signs may be installed at a minimum of 10-mile increments for both freeways and non-freeways. On non-freeways, the signs will be placed below the route marker and junction signs. Examples of route markers are shown in Section 3.2. No signs will be placed on intersecting state highways since the route will be shown on the official Michigan transportation map. When used in conjunction with navigational guide signs, circle tour signs shall be installed on the support nearest the roadway below the guide sign.

Circle Tour signs are 24 inches by 24 inches with a white border and legend on a green background.

All Auxiliary panels required shall be the same color as the Circle Tour sign. Auxiliary panel sizes shall be consistent with those shown in the Michigan Standard Highway Signs Manual.

## 8.12 Waterway Street Name Signing

### **Function and Use**

Guidance while on Michigan's waterways can be critical in emergencies for directing responders, navigating to the closest access point or knowing what crossroad is present. Waterway Street Name Signs are intended to provide users of Michigan's waterways an understanding of their location.

Municipalities and Counties that request the placement of these sign(s) are responsible for costs associated with the materials, fabrication, installation and future maintenance of them. Requests for these sign(s) must come from either a municipality or county agency. Contact information for the agency requesting the sign(s) shall be submitted to the Michigan Department of Transportation Region Traffic and Safety representative.

At the time of request all required information relative to presence, location and distance to landings or access must also be provided. All such signs shall use a green background with white border and legend. Sign size will determine substrate material. Sign size will also determine the post type, size and quantity per Michigan Department of Transportation standards.

Use of Michigan Department of Transportation right-of-way shall require approval through the permit process. An individual Application and Permit must be completed by the municipality or county for each sign location and returned to the appropriate Michigan Department of Transportation, Transportation Service Center (TSC) office for processing.

### **Design**

One sign should be placed in each direction of the waterway on the right-side bank of the approach to the crossroad bridge. The sign shall be placed laterally in an appropriate position (near the water but elevated away from common flood areas) on the bank to be visible from the waterway as waterways vary. Sign bottom height shall be a minimum of five feet. The signs should not appear on other signs, interfere with other necessary signs or compromise safety. Discretionary clearing of greenery may be required in addition to regular maintenance by the requesting municipality or county to ensure that the sign(s) is remains visible.

**Example of a Standard Waterway Street Name Sign**



**Example of an Enhanced Waterway Street Name Sign**



## PROHIBITED SIGNS

### 9.1 Function

As noted earlier in these guidelines, the primary functions of traffic signs are to warn, regulate, and guide traffic. Signs meeting these functions are discussed in Sections 1 through 8. In addition, there are signs that advise the driver of information that may be of interest, though not necessary for travel (Section 8). These information signs are part of state and federal recognized programs and, in most instances, created by legislation.

### 9.2 Warrants

In order to respond to all sign requests in a fair and consistent manner and still meet the function of traffic signs, the sign type listed in Table V is not permitted on state trunklines. The listed signs are often not destination or site specific; therefore, offer little or no value to a driver.

TABLE V
Prohibited Signs On Freeways and Non-freeways
County Conservation Districts Watersheds Well Point Protection Areas Drug Free School Zones Family Friendly Schools Jake Brake Prohibited Adopt-A-Stream Neighborhood Watch Dune Protection Areas Tree City USA

## PROCEDURE FOR REQUESTING SIGNS

### 10.1 Sign Request

When a person, organization, or governmental unit wants a highway sign (except Logo or TODS) installed, altered, or removed within highway right-of-way under jurisdiction of the Department, a letter of request is to be submitted to the appropriate Region Office. The attached map (page 65) identifies the Regions by geographical areas and lists the address and phone number of the various offices. These offices are staffed with personnel trained to provide assistance, answer questions, and resolve problems. All requests for Logo or TODS signing shall be made to Michigan Logos, Inc. at 888-645-6467.

For new sign installations in sign groups 4, 5, 7, and 8 (partial), the applicant must provide specific information on forms supplied by the Department. These forms are available from the Region Offices upon request or from the Department's website.<sup>25</sup>

General Application for Signing<sup>26</sup>  
Individual Application and Permit<sup>27</sup>

Forms for Logo<sup>28</sup> and TODS<sup>29</sup> signing can be obtained from Michigan Logos, Inc.

For all other signs, a letter of request is to be submitted to the appropriate Region Office as noted above.

### 10.2 Sign Evaluation

After a request is received and pertinent information forms are completed by the applicant, the Department or Michigan Logos, Inc. will evaluate the request on the basis of the criteria contained in this guideline. Facilities which meet minimum warrants will be considered eligible for highway signs.

All information submitted by the applicant on the number of visitors, customers, and/or annual attendance must be supported by officially documented records and copies thereof furnished the Department upon request.

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<sup>25</sup> [MDOT Permit Gateway](#)

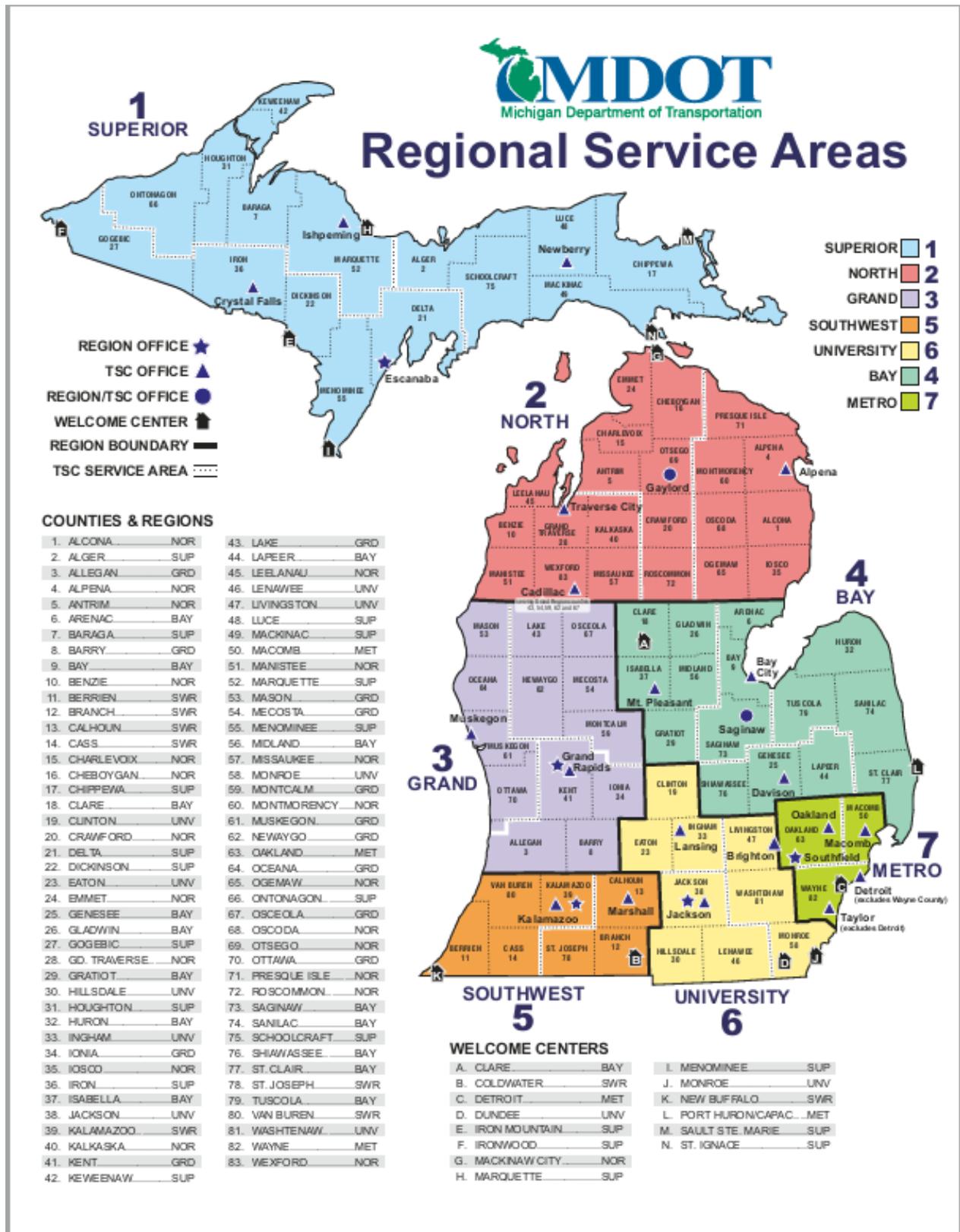
<sup>26</sup> [MDOT Forms Repository – Form 1501](#)

<sup>27</sup> [MDOT Forms Repository – Form 22050](#)

<sup>28</sup> [Michigan Specific Service \(Logo\) Signing Program](#)

<sup>29</sup> [Tourist Oriented Directional Signs \(TODS\)](#)

# MDOT REGIONS AND TRANSPORTATION SERVICE CENTERS MAP



## GLOSSARY

**Adopt-A-Highway:** A Department program designed to help keep the state's highway roadsides clean and attractive. Participants adopt both sides or a section of state highway roadside to clean up over a two-year period. A minimum two mile stretch of roadway is recommended. All types of state highways may be adopted, including two-lane roads, freeways, boulevards, and business routes. The name of the group will be identified on Adopt-A-Highway signs to be displayed near the roadside area.

**Clear Zone:** The total roadside area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The desired width is dependent upon the traffic volumes and speeds and on the roadside geometry.

**Control Cities:** Major destinations used on navigational guide signs which provide motorists additional orientation when entering or exiting the trunkline system beyond directional, route name, and distance information. For the Interstate, the "List of Control Cities for Use in Guide Signs on Interstate Highways" as published by the American Association of State Highways and Transportation Officials designates what the control cities are to be used on guide signs. For all remaining trunklines the Department has designated the control cities. Formerly known as reference hubs, control hubs, or reference cities.

**Crashworthy Supports:** Sign supports that meet MDOT permanent signing standards in accordance to AASHTO and the FHWA.

**Emergency Service Signs:** Signs which advise and direct the driver to facilities providing emergency services or assistance. Such facilities include hospitals providing emergency medical treatment and state, county, or local enforcement agencies.

**Freeway:** A divided roadway with full control of access and with all crossroads separated in grade.

**General Information Signs:** Signs which advise the driver of information that may be of interest and in most instances a geographic reference, though not necessary for travel [i.e., political boundary limits, landmarks, Historic Site, Adopt-A-Highway, Pure Michigan Byways, Memorial Signing, Tourist Oriented Directional Signs (TODS), etc.].

**Great Lakes Circle Tour Signs:** Signs which showcase the Great Lakes Splendor and support tourism associated with the lakes.

**Interchange:** A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways on different levels.

**Intersection:** The area where two or more highways join or cross, including the roadway and roadside facilities for traffic movements within it.

**Michigan Manual on Uniform Traffic Control Devices (MMUTCD):** The MMUTCD sets forth the basic principles that govern the design and usage of traffic control devices. The manual presents traffic control device standards for all streets and highways open to the public travel regardless of type or class or the governmental agency having jurisdiction.

**Michigan Vehicle Code (MVC):** Public Act 300 of 1949 that provides for the registration, titling, sale, transfer, and regulation of vehicles operated upon the public highways of Michigan and other places open to the general public. This act also prescribes the powers and duties of certain state and local agencies and provides for the regulation and use of streets and highways.

**Motorist Services Signs:** Signs which advise and direct the driver to basic services normally needed to complete a long trip (gas, food, lodging, and camping, tourist information centers, welcome centers, and rest areas).

**Navigational Guide Signs:** Signs that identify the route or routes that the driver may follow to complete a trip, including directions and distances to cities and other destinations (standard guide signs). Advise the driver of destinations accessible other than those shown on standard guide signing (i.e., township supplemental freeway signing).

**Non-Freeway:** A roadway with full or partial access.

**Public Transportation Signs:** Signs which advise and direct the driver to facilities that provide commercial and public passenger travel service (i.e., airports, train stations, bus stations, vehicle ferry docks).

**Pure Michigan Byways:** A Department program to preserve unique scenic, historic, or recreational highways. The program is a grass roots program, requiring involvement by local residents to ensure that their highway and its roadsides remain in their natural and unspoiled conditions. Michigan's residents have an opportunity as individuals, groups, or entire communities to become involved in this important effort to preserve Michigan's roadsides with scenic, historic, and/or recreational qualities.

**Regulatory Signs:** Signs which inform the driver of traffic or regulations concerning vehicle operation on the highway (i.e., stop, yield, speed limit signs, etc.).

**Sign Legend:** All word messages, borders, logos, and symbol designs that are intended to convey specific meanings on signs.

**Specific Service (Logo) Signs:** Logos is a sign program which provides identification and directional information to the traveling public for eligible business establishments offering services for gas, food, lodging, and camping. Logo signs are placed on the freeway system at non-metropolitan interchanges.

**Supplemental Guide Signs:** Signs used to guide motorists who are seeking a specific destination other than cities, villages, routes, etc. Installation of supplemental signs may be justified when visitation or attendance volumes are high and a significant percentage of motorists seeking a traffic generator are unfamiliar with its location and access routes. This type of signing is secondary to principal signing needs and should be used sparingly.

**Tourist Oriented Directional Signs (TODS):** TODS is a sign program which provides identification and directional information for tourist oriented activities off from the state rural non-freeway system. A tourist oriented activity is any lawful cultural, historical, recreational, or education activity that is attended annually by 2,000 or more persons and for which a major portion of its income or visitors are derived during the normal business season from motorists not residing in the immediate area. As defined by law, the immediate area is within ten miles of the activity.

**TODS Review Board:** Established as part of TODS legislation to consider and grant or deny applications for the waiver of the distance requirements in the TODS program. The board is comprised of representatives from the Departments of Agriculture and Transportation, Travel Michigan, and the general public who are engaged in tourist-oriented activities.

**Traffic Generator:** Any facility, activity, or special point of interest which attracts large numbers of people, a significant portion of whom are unfamiliar with the local area and/or access routes.

**Trailblazer:** A complementary directional sign or signs to an initial directional guide sign on the state trunkline for a warranted facility. For most situations, trailblazers are located on local roadways to assist drivers to the facility once they have left the state trunkline. In order for a directional guide sign to be placed on a state trunkline, all trailblazing signs on the local roads must be in place to ensure the driver can reach the facility. Trailblazers are permitted on state trunkline non-freeways when signing is in place on the freeway for Emergency Services (Hospital, law enforcement), Welcome Centers, and Specific Services (LOGOS).

**Traffic Generator Signs:** Signs which advise and direct the driver to activities, facilities or special points of interest which attract a significant number of people who are unfamiliar with the local area and/or access routes.

**Trunkline:** A roadway under the jurisdiction of the Michigan Department of Transportation.

**Warning Signs:** Signs which advise the driver of unexpected highway conditions which require extra care in driving (curve, stop ahead, chevron signs, etc.).

**Wayfinding Signs:** Signs used to direct the driver to any private or public attraction off the state trunkline system within a municipality.