

specify that, for the purposes of determining eligibility for the "food" category under the specific information sign program, bakery items produced by the retailer shall be counted toward the types of food that are counted towards the 50% minimum of food sales that an establishment must have to qualify for placement of a sign.

26. *Environmental Impact Statement for East Arterial Highway and Bridge.* Require the Department of Transportation to begin an environmental impact statement (EIS) in the 2013-15 biennium for a proposed east arterial highway running from the intersection of STH 54 and STH 73 in Port Edwards to the intersection of STH 54 and Wood County CTH W in Wisconsin Rapids, including a new crossing of the Wisconsin River. Require the Department to fund the EIS from the major highway development program and specify that the current law requirement that the Transportation Projects Commission provide prior approval of an EIS do not apply to this study.

27. *Environmental Impact Statement for USH 12 in Walworth County.* Require the Department of Transportation to begin an environmental impact statement (EIS) in the 2013-15 biennium for a proposed project on USH 12 from Elkhorn to Whitewater in Walworth County. Require the Department to fund the EIS from the major highway development program and specify that the current law requirement that the Transportation Projects Commission provide prior approval of an EIS do not apply to this study.

28. *Relocation of Outdoor Advertising Signs.* Modify current law provisions related to outdoor advertising signs that are classified as "nonconforming" with respect to a local ordinance and that are caused to be "realigned" as the result of a highway project, and that require local governments to make a payment to DOT equal to the cost of sign condemnation (minus relocation costs) in cases where the sign is condemned rather than realigned, as follows: (a) eliminate the term "realignment" (meaning the relocation of the sign on the same site) and replace it with the term "relocation," defined as the dismantling and moving of a sign to a new location within the same municipality or the removal of a sign and erection of a replacement sign, constructed of new materials, at a new location within the same municipality; (b) specify that the owner of a nonconforming sign that would be affected by a highway project may elect to relocate a sign within the municipality; (c) define the term "municipality" for the purpose of this provision, as a city, village, or town; and (d) specify that the relocation of a nonconforming sign (instead of, under current law, sign realignment) does not affect the sign's nonconforming status. Specify that if a highway project causes the relocation of a nonconforming sign, all of the following apply with respect to the relocation: (a) the size of the sign face and the number of sign faces on the sign after relocation shall be the same as prior to relocation; (b) the height of the sign, as measured from road-grade level of the highway from which motorists are intended to view the sign, after relocation shall be equal to or greater than prior to relocation; and (c) the new location for the sign shall meet all requirements for a sign permit, to the extent the Department issues permits for signs. Specify that these provisions first apply to signs relocated on the 30<sup>th</sup> day after the effective date of the bill.

29. *Regulation of Golf Carts by Municipalities and Counties.* Specify that a municipality or county may, by ordinance, allow the operation of golf carts on any highway that has a speed limit of 25 miles per hour or less and that is located within the territorial boundaries of the municipality or county, as applicable, regardless of whether the municipality or county has jurisdiction, for