



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		13-5-8
CHAPTER 13	Traffic Regulations	
SECTION 5	Speed Limits	
SUBJECT 8	Speed Limits on Approach to Controlled Intersections	

A. General

Reference is made to TGM 13-5-1. At times, questions surface regarding the need to reduce the regulatory speed limit on a STH in the vicinity of isolated intersections controlled by STOP conditions, traffic control signals, or roundabouts. In these situations, the section of highway within approximately one-half mile of the intersection is generally considered.

B. Policy

By this policy, sections of the STH system in the immediate vicinity of a controlled intersection *should not* be considered for a speed zone reduction due strictly to the presence (or planned presence) of an intersection control condition. Intersection control conditions include: STOP conditions (two-way or all-way), traffic control signals, roundabouts, or access restrictions (controlled either by regulatory signs or channelizing islands).

Rather than promoting artificial restrictions in advance of a condition, proper design of the intersection control will be required to address the safety & operational needs of the subject location. Design features typically include:

- STOP Conditions – Proper placement of advance warning signs (per WisMUTCD),
- Traffic Control Signals – Intersection lighting (per TGM 11-12-1) and Dilemma zone detection on high-speed approaches (per TSDM 8-1-6),
- Roundabouts – Proper geometric design of splitter islands, roadway curvature (per FDM 11-26-5) and lighting (per TGM 11-11-1),
- Access Restrictions – Proper geometric design principles (per FDM 7-35-1).
- Yield Conditions – For roundabouts per FDM 11-26-15

C. Support

As indicated by TGM 13-5-1 to be appropriate, speed limits need to be reasonable and enforceable. Just as speed-zoning criteria used on all other portions of the STH system are considered, any section of highway on approach to a controlled intersection *should*

be treated in similar regard.

If requests for a reduced speed in advance of a controlled intersection stem from safety concerns, improvements *should* be considered that pertain to the installation/location itself (e.g. channelized turning movements, extended turn bays, modification to signal phasing or timing, rumble strips, advance warning signs, warning beacons, signing/markings enhancements, etc.).

Speed limit reductions in advance of the installation will likely not influence safety at the condition and *may* even promote poor engineering decisions in the future since certain functions, such as signal timing or sign placement, can be based on posted speeds.

Note: Existing locations that do not comply **shall** be allowed to remain until such time as the intersection is resurfaced or reconstructed.