



Traffic Guidelines Manual

ORIGINATOR Director, Office of Traffic		13-5-10
CHAPTER 13	Traffic Regulations	
SECTION 5	Speed Limits	
SUBJECT 10	Declarations - Format	

FORMAT OF DECLARATIONS

The speed zone declarations are recorded as individual actions for each individual highway, and are numbered consecutively. Each speed zone declaration is prepared in paragraph form and will either establish a new speed zone or rescind an earlier numbered action and usually recreate it.

The region will number the declaration using the next chronological number in the speed zone declarations database.

Following are typical examples of speed zone declarations, depicting some of the more common situations encountered and portraying the general written format and style.

Note: All distances *should* be in decimals of a mile, to the nearest 0.01-mile.

Example of an action to establish a new speed zone:

- State Trunk Highway 57, Town of Liberty Grove, Door County

Forty-five miles per hour from a point 0.16 of a mile south of its north intersection with County Trunk Highway "Q", northerly for a distance of 0.37 of a mile.

Example of an action taken to simply remove a speed zone:

- U.S. Highway 51, Town of Dunn, Dane County

Rescind Speed Zone Declaration No. 3119, approved by the Commission on February 11, 1976.

Example of an action taken to change a speed zone:

####- State Trunk Highway 31, Town of Caledonia and Mt. Pleasant, Racine County

Rescind Speed Zone Declaration No. 3905, approved by the Department on November 11, 1982, and substitute the following:

- a) Forty-five miles per hour from its intersection with State Trunk Highway 32, southerly to its intersection with County Trunk Highway "MM".
- b) Thirty-five miles per hour from its intersection with County Trunk Highway "MM", southerly to its intersection with State Trunk Highway 11.
- c) Forty-five miles per hour from its intersection with State Trunk Highway 11, southerly to its intersection with Lincolnshire Drive.

The preceding example is a typical speed zone declaration. It begins with a title line that included the Speed Zone Declaration number, followed by the identification of the highway, the local governmental unit(s) in whose jurisdiction the zone is located and the county/counties involved.

The title line is followed by a line describing the action to be taken as it relates to any previous action(s) by either the former Wisconsin Highway Commission (all actions before July 1, 1977), or the Department. This line is omitted if a new speed zone is being established.

This is followed by the declaration itself. All distances are referenced to readily recognizable landmarks (in this instance, CTH "MM"), which are itemized in the "STH Roadway Log". Landmarks that are not of sufficient importance to be recognized in the STH Roadway Log *should not* be used in describing a speed zone. Landmarks that change (construction limits, city limits, railroad names, etc.,) *should* also not be used.

If in the preceding example, STH 31 intersected STH 32, in both the Town of Caledonia and the Town of Mt. Pleasant, paragraph (a) would need to be revised to specify which intersection was involved as follows:

- (a) Forty-five miles per hour from its intersection with State Trunk Highway 32, in the town of Caledonia, southerly to its intersection with County Trunk Highway "MM".

As long as all local governmental units are specified in the title line, and there could be no misinterpretation of specific intersection(s) involved, there is no need to repeat the "city of _____", "village of _____", "town of _____", appellation in the Declaration itself.

Note that use of capitalization is in accord with general usage: State Trunk Highway 32, County Trunk Highway "MM" (and the letter designation is in quotes), Lincolnshire Drive, etc. In addition, had there only been one descriptive subparagraph, the (a), (b) and (c) identifiers would have been eliminated.

To ensure that there are no misunderstandings concerning the speed limit on those "rural" or unzoned segments of STH within a local unit's corporate limits, a subparagraph is included to define the limits of all 55 mph zones within limits of incorporation:

- (c) The speed limit on all other portions of U.S. Highway 12 within the corporate limits of the village of Elk Mound **shall** be 55 miles per hour.

School speed zones other than 15 mph **shall** have individual declarations:

- (b) Twenty-five miles per hour "When Children are Present", from a point 150 feet east of its intersection with Range Line Road, westerly to a point 350 feet west of said intersection, pursuant to Section 349.11(7), Wisconsin Statutes.

This example depicts the use of seasonal speed limits:

- (d) Thirty-five miles per hour from its intersection from Sunset Drive, northerly to its intersection with Beach Road, except that from the Friday before Memorial Day through the Sunday after Labor Day each year, the speed limit **shall** be twenty-five miles per hour.

The Regions are responsible for keeping electronic records in the statewide speed zone declaration database. For more information, contact the Bureau of Highway Operations Traffic Section.