



Traffic Engineering, Operations & Safety Manual

Chapter 13 Traffic Regulations

Section 1 Through Highway Declarations

13-1-1 Statutory Authority

October 1995

The fundamental principle of the Through Highway Declarations is that no STOP sign **shall** be erected facing traffic on a state trunk highway nor **shall** traffic on any non-state trunk highway be permitted to enter a state trunk highway without stopping, unless specifically provided for in the Declarations.

AUTHORITY

[Section 349.07](#), Wis. Stats., provides the Department with the authority to "...declare any state trunk highway or connecting highway or portion thereof to be a through highway."

A "through highway" is defined in s. [340.01\(67\)](#), Wis. Stats., as:

"...every highway or portion thereof which has been declared by the state or local authorities pursuant to s. 349.07 to be a through highway and at the entrances to which vehicular traffic from intersecting highways is required by traffic control signals or stop signs to stop."

On November 30, 1950, the Highway Commission took action pursuant to the existing statutory authority and implemented a systematic method for establishing and documenting all of its declared through highways. This action was as follow:

"The Commission took up for consideration the matter of declaring all state trunk highways to be arteries for through traffic. Attention was directed to the fact that many state trunk highways are now arterials, that it will be necessary to coordinate the old and new arterial declarations, and that all highways cannot immediately be signed as arterials."

"It was moved, seconded, and carried that all state trunk highways and the urban extensions thereof (designated by the statutes as 'connecting streets') be declared arteries for through traffic pursuant to Section 85.68, Wisconsin Statutes, and that arterial STOP signs be erected stopping traffic on all county trunk highways, town roads, and local city and village street entering said state trunk highway routes unless specifically excepted in this or subsequent actions of the Commission."

"It was further moved, seconded, and carried that traffic on any state trunk highway (and connecting street) **shall not** be required to stop at the intersection with any other state trunk highway (or connecting street), or at the intersection with a county trunk highway, town road, or local city or village street unless specifically required to stop at such intersection by this or subsequent actions of the Commission..."

Following these brief introductory paragraphs was the listing of the highways declared as arteries for through traffic and the descriptive paragraphs delineating the exceptions to each. These descriptive paragraphs (the exceptions) defined all instances where traffic on a state trunk highway was required to stop and where traffic on other streets/highways was permitted to enter a state trunk highway without stopping.

On November 13, 1962, the Highway Commission delegated its statutory authority to declare and regulate through highways to the Chief Traffic Engineer, and established the Chief Traffic Engineer as being responsible for maintaining the official records.

Since that time, the title of Chief Traffic Engineer has been changed to Director, Bureau of Traffic Operations. The Director has notified the Regions that, as of October 16, 1995, the approval authority for Through Highway Declarations is delegated to the Regions. The Regional Transportation Directors were requested to appoint an approval authority and inform the Director of BTO as to the appointment.

13-1-2 Approval Process

October 1995

CHANGES TO THE DECLARATIONS

From time to time, it becomes necessary to make changes in the Declarations. Changes *may* be required due to additions to the state trunk system, deletions from the system, rerouting or renumbering of highways, reconstruction of intersections, or changes in traffic conditions.

Since the exceptions are arranged in geographic order it is desirable that the exceptions for concurrent routes be listed under each appropriate highway number, not just the lowest numbered route. Intersecting state trunk

highways must be investigated and exceptions corrected where necessary, under each appropriate highway number.

THE APPROVAL PROCESS

Whether a proposal involves creation of a new exception paragraph, or the revision or deletion of an existing paragraph, the Region prepares their recommended exception paragraphs for each through highway route and intersection involved. The authority for approval resides with the designated Region approval authority. A copy of the approved declaration is to be sent to the Central Office of Traffic to serve as information for others, and to provide a backup record.

TEMPORARY CHANGES DUE TO CONSTRUCTION

Where construction activities result in necessary temporary changes in arterial arrangements, it is suggested that the Regional office write the changes in the form of declarations as a memo to file. It is not necessary to send a copy to the Central Office.

13-1-5 Declaration Format

April 1996

NUMBERING OF THE DECLARATIONS

The delegation of the authority to approve through highway declarations also carries with it the responsibility for numbering the exception paragraphs in a uniform and sensible manner. The following is a recommendation on a uniform system of numbering which *should* give all the information necessary to find the paragraphs, keep them in order and identify the location to ourselves and others.

An example of the first page of each highway's declarations is given below:

Through Highway Declarations - State Trunk Highway System

Northcentral Region, Waushara County

File: TH 469073

| | |
|---------------|--|
| TH-4-69-073.1 | Northbound traffic on State Trunk Highway 73 shall stop before entering the east junction of State Trunk Highways 73 and 21. |
| | Approved Date: 02/24/85 Installed Date: 03/31/86 |
| TH-4-69-073.2 | When the traffic control signal at the intersection of State Trunk Highways 73 - 21 (Main Street) and Saint Marie Street in the City of Wautoma, is not operating, traffic on Saint Marie Street shall stop before entering the intersection. |
| | Approved Date: 07/26/89 Installed Date: |

The title indicates to others what the document is, such as when it is mailed out or brought into court. The file number is condensed to be usable in Word Perfect. Each paragraph has a number which contains all the information necessary to identify its location, so that each page stands by itself. The prefix indicates it is Through Highway; the first number is the Region; the second two digits are the county number (which is listed in Figure 1); the next three digits are the highway; and the decimal is the paragraph sequence number.

Following the paragraph it is recommended that the approval date and the installation date be shown. It has also been recommended but not shown at this time that the RP number can be added for future look-up convenience, such as with a GIS system. This would certainly be a Region option.

For sections which have concurrent highways, duplicate paragraphs will be necessary under each highway.

EXCEPTIONS

The exceptions appear in the list following each designated through highway. One descriptive paragraph is devoted to each intersection where an exception occurs and the paragraphs are sequentially numbered geographically for each route. If an intersection is not addressed in the exceptions, the fundamental principle of the Declarations applies: The state trunk highway does not STOP and all non-state trunk highways do.

Approved Date: xxx

Installed Date: yyy

Exceptions for simple interchanges

For simple interchanges the interchange can be considered as single intersection for the purpose of writing the exception. This eliminates the need to prepare an exception for each ramp intersection in the interchange. Shown below are three examples of such interchanges.

TH-4-37-051.20 North and southbound traffic on the ramps in the southeast and northwest quadrants of the interchange of U.S. Highway 51 and State Trunk Highway 153, **shall** stop before entering the intersections of the ramps and State Trunk Highway 153.

Approved Date: xxx

Installed Date: yyy

This exception paragraph was included under the Through Highway listing for U.S. Highway 51, as the traffic required to stop is identifiable as U.S. Highway 51 ramp traffic. No entry is included under the Through Highway listing for STH 153, as STH 153 traffic is not required to stop at these intersections.

TH-4-49-051.15 North and southbound traffic on the ramps in the southeast and northeast quadrants of the interchange of U.S. Highway 51 and County Trunk Highway "B", **shall** stop before entering the intersections of the ramps and County Trunk Highway "B".

Approved Date: xxx

Installed Date: yyy

Note that this paragraph mentions nothing about arterial controls on CTH "B". This is because CTH "B" stops at those locations and the fundamental principle of the declarations is that all non-STH traffic will be required to stop unless specifically accepted in the declarations.

TH-3-36-043.10 North and southbound traffic on the ramps in the southeast and northwest quadrants of the interchange of Interstate Highway 43 and County Trunk Highway "JJ" **shall** stop before entering the intersections of the ramps and County Trunk Highway "JJ", but eastbound and westbound traffic on County Trunk Highway "JJ" **shall not** be required to stop.

Approved Date: xxx

Installed Date: yyy

The through movement on "JJ" had to be covered.

Exceptions of interchanges with multiple controls

The following is an example of a descriptive paragraph dealing with an individual ramp terminal within an interchange.

TH-2-67-094.12 Eastbound traffic on the ramp in the southwest quadrant of the interchange of Interstate Highway 94 and Moorland Road, in the city of Brookfield, **shall** stop before entering the intersection of the ramp and the southbound roadway of Moorland Road, but eastbound traffic turning right to go south on Moorland Road **shall** yield before entering the southbound roadway of Moorland Road. Southbound traffic on Moorland Road **shall not** be required to stop.

Approved Date: xxx

Installed Date: yyy

No turn on red

TH-1-13-051.18 North and southbound traffic on U.S. Highway 51 in the city of Madison controlled by the traffic control signal at its intersection with U.S. Highway 151 **shall not** turn right during steady red signal indications.

Approved Date: xxx

Installed Date: yyy

CHANGES IN THE DECLARATIONS

