



Traffic Signal Design Manual

ORIGINATOR Director, Bureau of Highway Operations		3-3-2
CHAPTER 3	Project Scoping Process & Geometric Design Considerations	
SECTION 3	Intersection Geometrics	
SUBJECT 2	Right-of-Way	

THIS SECTION OFFERS INTERIM GUIDANCE ONLY

Public right-of-way at STH intersections needs to accommodate design geometrics (for existing & future conditions), operations-related infrastructure, and adequate sight distance. All WisDOT maintained signal & electrical equipment **shall** be located within the public right-of-way. Such signal equipment typically includes cabinet bases, signal/lighting bases, vehicle detection, associated conductor runs, and *may* also include temporary signal support guy lines.

As a last resort when equipment cannot be located within the public right-of-way (i.e., far loops in mall entrances), it **shall** be necessary to have an established permitted limited easement (PLE) to access private lands before electrical staff can perform associated maintenance activities. *Note: This could be problematic if it is necessary to install additional equipment or if repairs are time sensitive.*

Consideration *should* also be given to future capacity expansion. Examples of this *may* include: right- & left-turn lanes, widened medians, sidewalk, bike lanes, roundabouts or interchanges. Because of these issues, Regional Traffic Engineering staff **shall** be involved in identifying required right-of-way at signalized intersections early in the design process.