

Filed December 30, 1969
7:45 am

Hy 9, 21

CERTIFICATION

I, B. E. Gehrman, Highway Commission Secretary, do hereby certify the attached is a true and exact copy of an Order adopted and approved by the Commission on December 17, 1969.



B. E. Gehrman
Highway Commission Secretary

Dated at Madison, Wisconsin,

this 23rd day of December, 1969

ORDER OF THE HIGHWAY COMMISSION
AMENDING RULES

Pursuant to authority vested in it by Sections 348.25, 348.26 and 348.27, Wisconsin Statutes, the Commission hereby amends portions of Chapters Hy 9 and Hy 21 as follows:

Section Hy 9.03(2) is amended to read:

TRAFFIC CONTROL SIGNAL. An electro-mechanical device, including colored light indications, by means of which traffic is alternately directed to stop and permitted to proceed.

Section Hy 9.03(3) is amended to read:

FLASHING BEACON. An electro-mechanical device consisting of a yellow or red lens, alternately illuminated and dark, by which traffic is warned of a hazard or directed to stop.

Section Hy 9.03(10) is amended to read:

CHIEF TRAFFIC ENGINEER. The individual so designated by the Commission.

Section Hy 9.03(12) is created as follows:

RAMP METERING SIGNAL. A traffic control signal located on a freeway entrance ramp and used to regulate the flow of traffic entering the freeway.

Section Hy 21.03(2)(a) 1. is amended to read:

Each vehicular signal face, except on a ramp metering signal, shall have at least three but not more than five lenses-red, yellow and green (circular or arrow)--except where a green arrow lens is used alone to indicate continuous movement, or where because of special turning or other movement problems, flashing yellow or flashing and steady red indications are used to supplement an otherwise normal signal installation. Ramp metering signals may have only two lenses-red and green.

Section Hy 21.04(1) is amended to read:

NUMBER OF FACES. There shall be a minimum of 3 vehicular signal faces visible to traffic on each approach to a signalized intersection except that there shall be a minimum of 2 vehicular faces for ramp metering signals. The vehicular faces shall be supplemented by pedestrian signals, where warranted, located at each end of each controlled crosswalk. A single signal face is permissible for the control of an exclusive turn lane. Such a signal face shall be in addition to the minimum of two signal faces for through-traffic. When the indications of a separate signal face or faces controlling an exclusive turn lane will also be

visible to traffic with other allowable movements, a sign "Left (or Right) Turn Signal" shall be located adjacent to such signal face. When the face consists entirely of arrow indications, such a sign is not required. Left turn arrows shall not be used in near-right faces. Right turn arrows shall not be used in far-left faces. A far-side median mount signal shall be considered as a far-left signal for this application.

Section Hy 21.04(2)(b) 1. is amended to read:

There shall be at least 2 signal faces on the far side, one on the far-left and one on the far-right, and one signal face on the near-right side, except for ramp metering signals, where only near-right and near-left signals may be used.

Section Hy 21.04(2)(b) 2. is amended to read:

Required near-right, near-left and far-left signal faces shall be post-mounted.

Section Hy 21.04(3)(a) 1. is amended to read:

The bottom of the housing of a post-mounted signal face shall not be less than 8 feet nor more than 15 feet above the sidewalk or, if none, above the pavement grade of the center of the roadway, except that ramp metering signals may be mounted at a minimum height of 3 feet from the bottom of the housing to the pavement grade.

Section Hy 21.05(1)(b) is amended to read:

A yellow vehicle-clearance interval shall be displayed following each green interval and, where applicable, following each green arrow interval, except that a yellow clearance interval need not be provided by ramp metering signals. The steady yellow indication shall not be used following a steady or flashing red indication.

Section 21.05(1)(d) is amended to read:

The circular yellow vehicular-clearance interval when required shall be not less than 3 seconds, nor more than 6 seconds in length. The yellow arrow clearance interval shall be not less than 2 seconds nor more than 4 seconds in length.

Section 21.05(1)(h) is amended to read:

Every circular green indication, except those on ramp metering signals, shall be followed by a steady circular yellow clearance interval and every green arrow indication shall be followed by a steady circular yellow or yellow arrow vehicle-clearance interval except following a green arrow when the related movement is permitted to continue by the accompanying or immediately forthcoming display of the circular green indication.

Date: DEC 17 1969

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Highway Commission Secretary