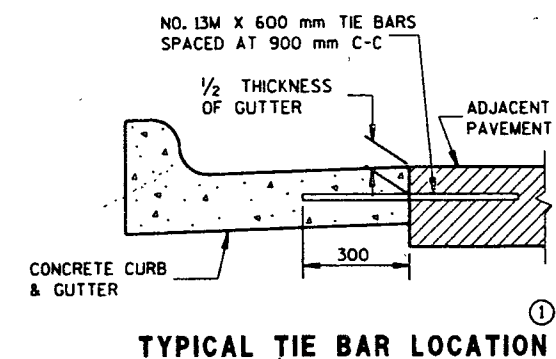
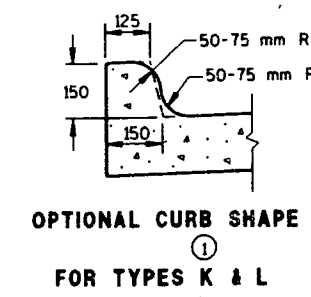
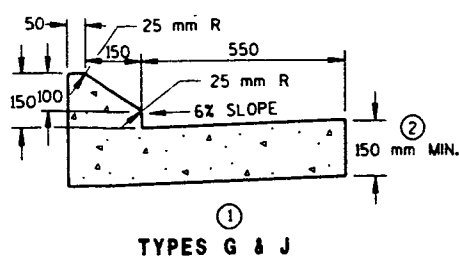
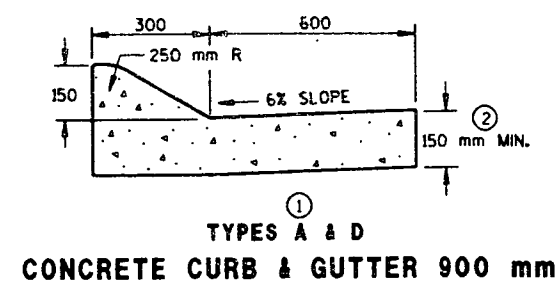
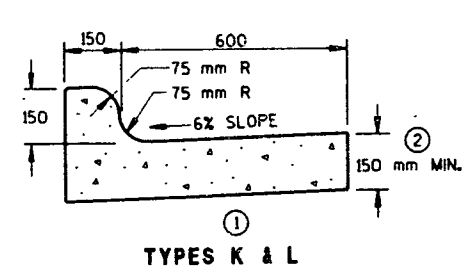
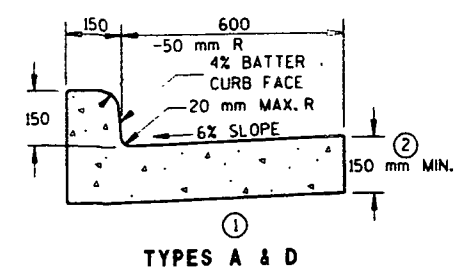
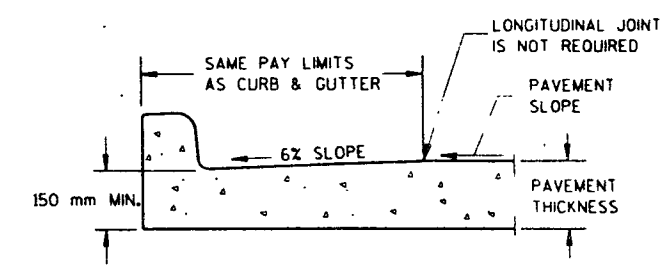
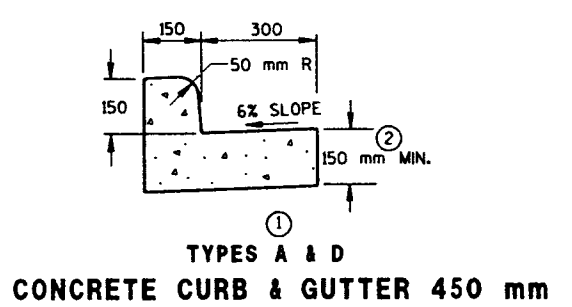
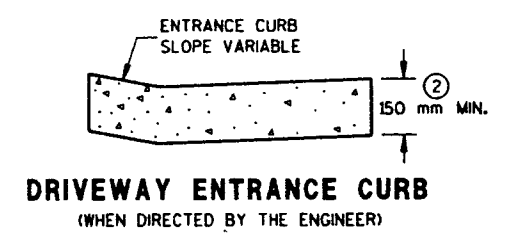
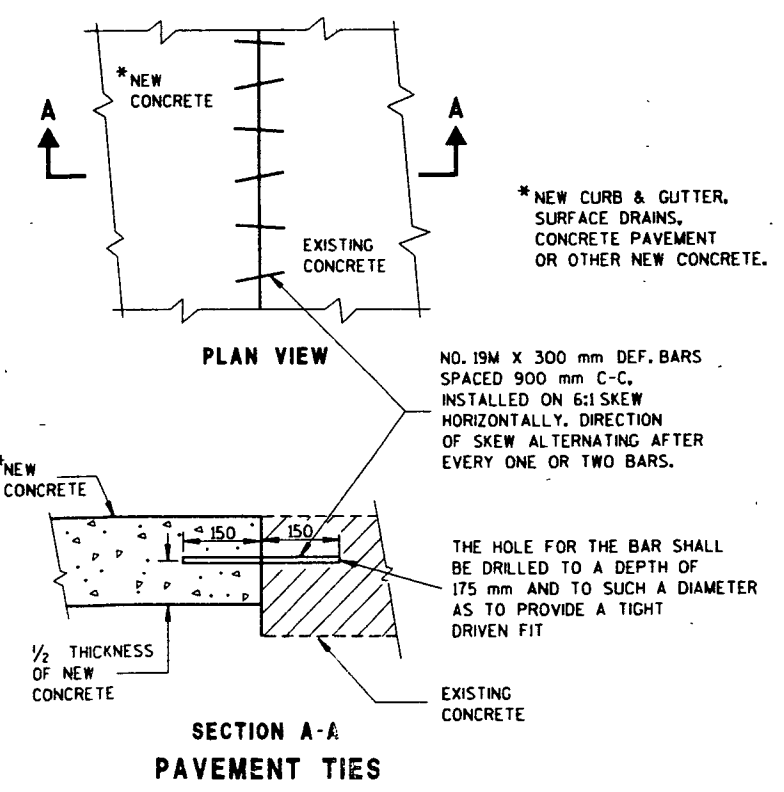


LEVELS ON - 2.3.4, 5.6.7.8, 9.10.11, 12.13.14.15, 16.17.18.19, 20.21.22, 23.24, 25, 26.27, 28.29, 30.31, 32.33, 34.35, 36.37.38, 39, 40.41, 42, 43, 44, 45, 46, 47, 48, 49, 50.51, 52.53.54, 55.56, 57, 58, 59, 60, 61, 62.63

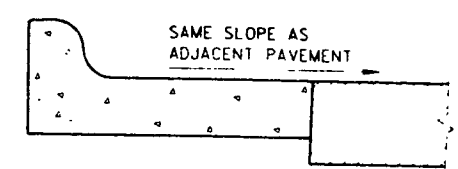


CONCRETE CURB & GUTTER 750 mm

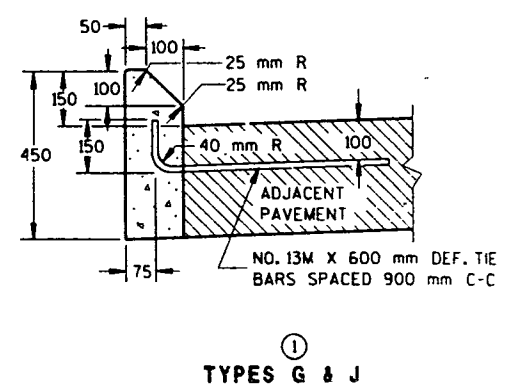
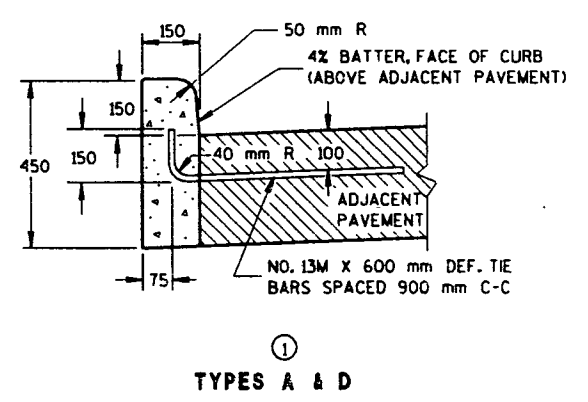
TYPICAL TIE BAR LOCATION



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



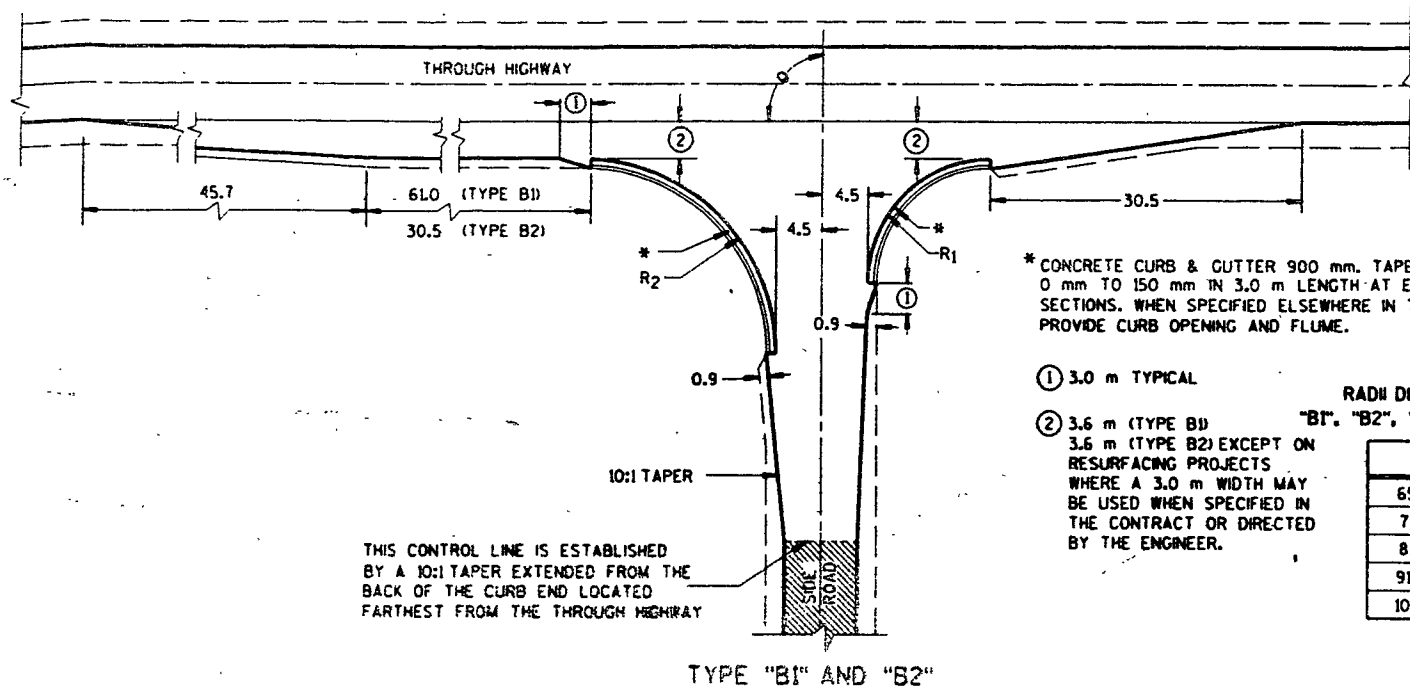
REVERSE SLOPE GUTTER (TYPICAL FOR ALL CURB & GUTTER TYPES)



CONCRETE CURB



CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	CHIEF ROADWAY DEVELOPMENT ENGINEER



\* CONCRETE CURB & GUTTER 900 mm. TAPER CURB HEIGHT 0 mm TO 150 mm IN 3.0 m LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

- ① 3.0 m TYPICAL
- ② 3.6 m (TYPE B1) 3.6 m (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 3.0 m WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

RADI DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

0	R <sub>1</sub> m	R <sub>2</sub> m
65-70	10.7	21.3
71-80	12.2	21.3
81-90	12.2	18.3
91-100	15.2	16.8
101-110	18.3	13.7

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

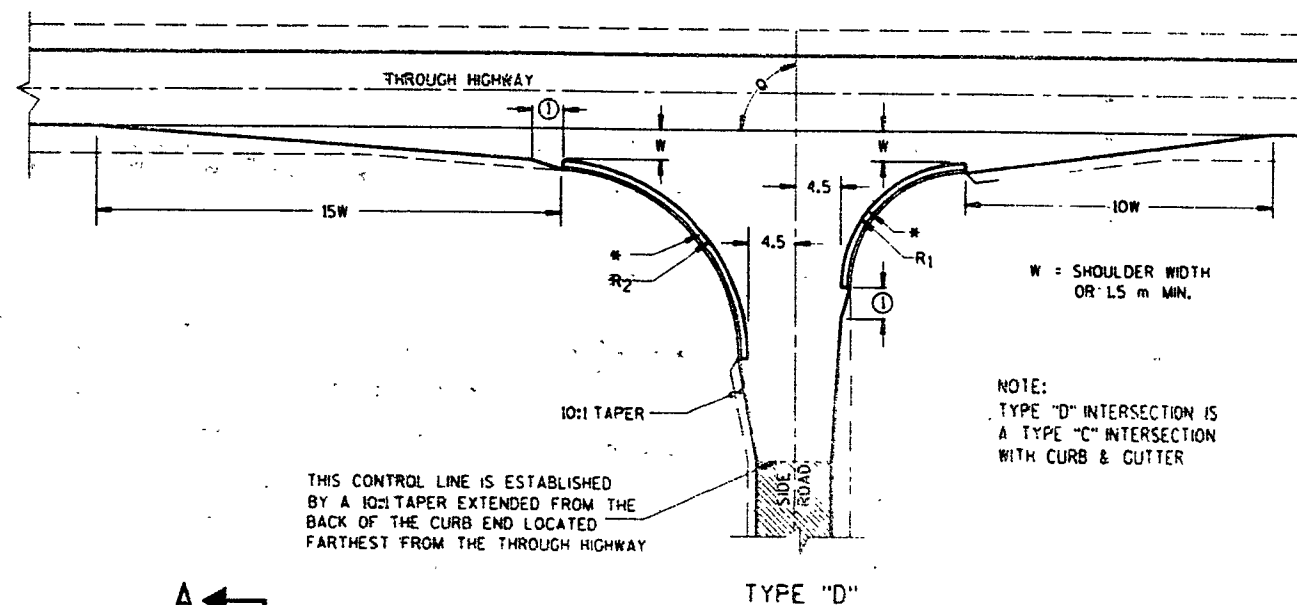
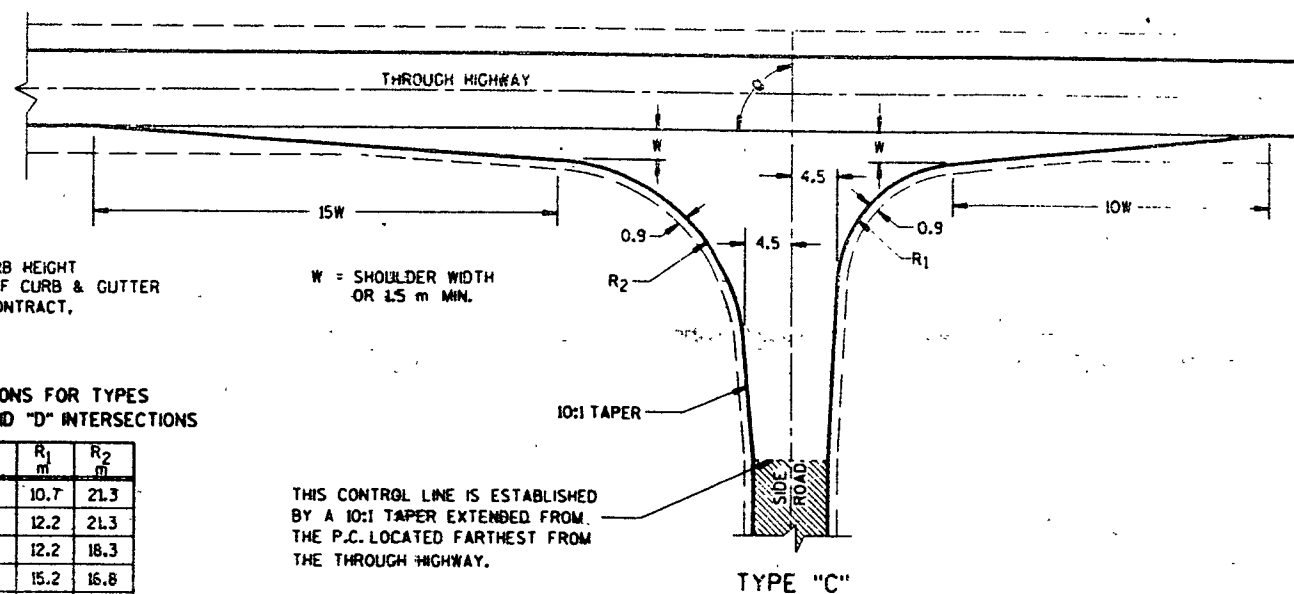
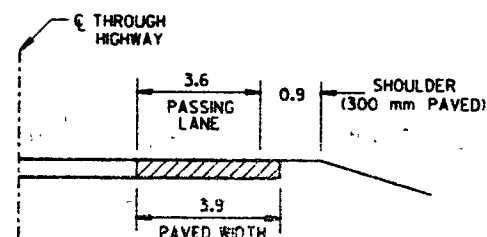
### SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

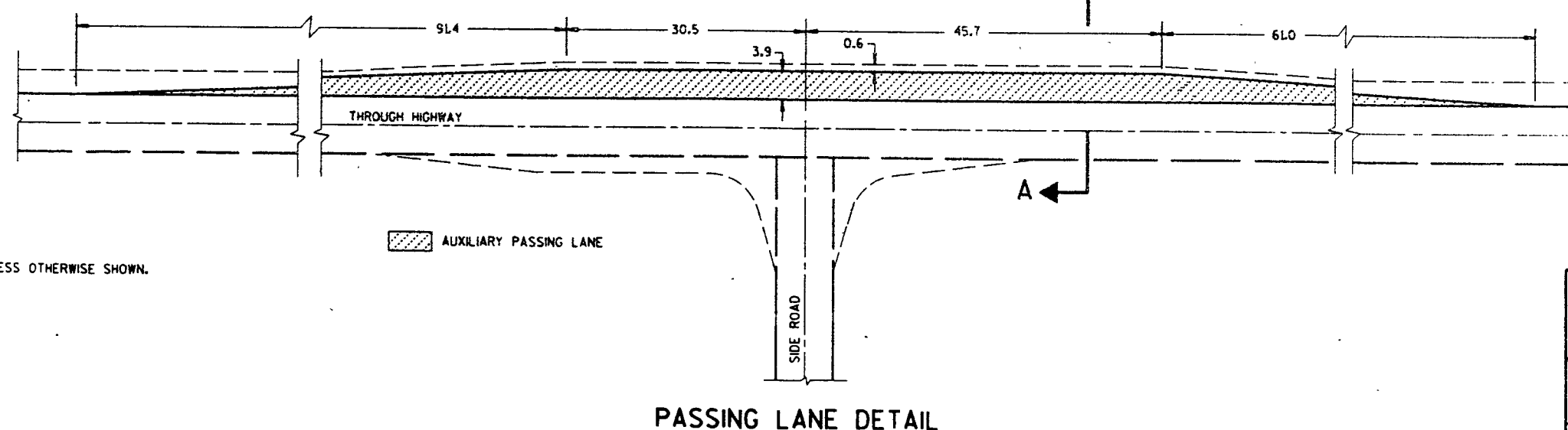
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING SURFACE



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER



## NOTE:

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND PASSING LANE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

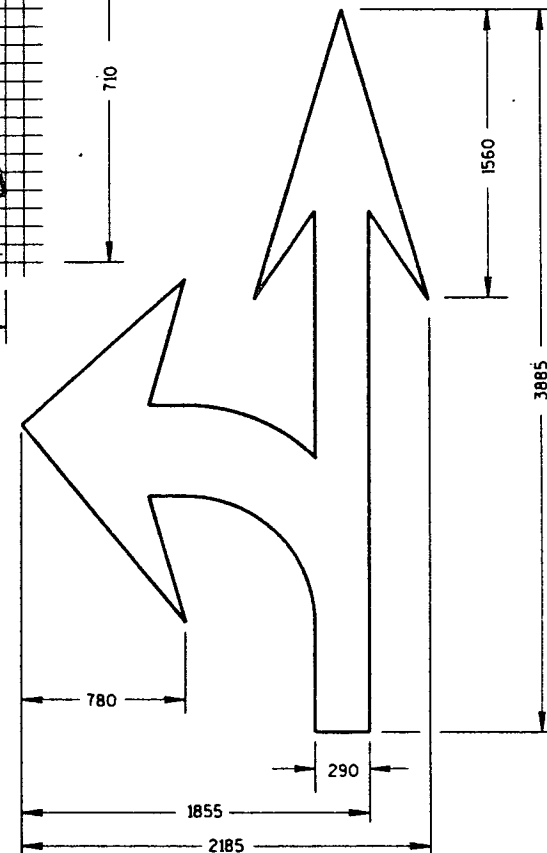
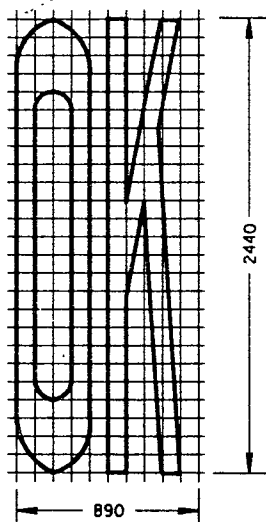
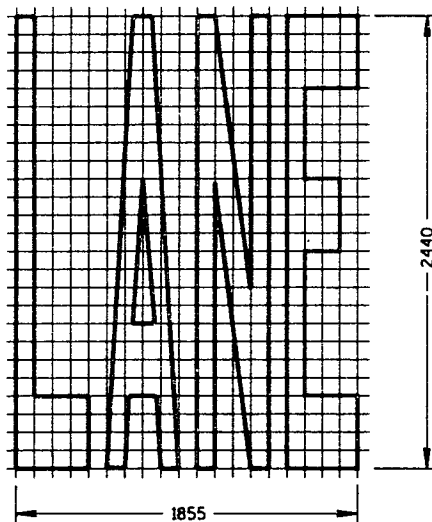
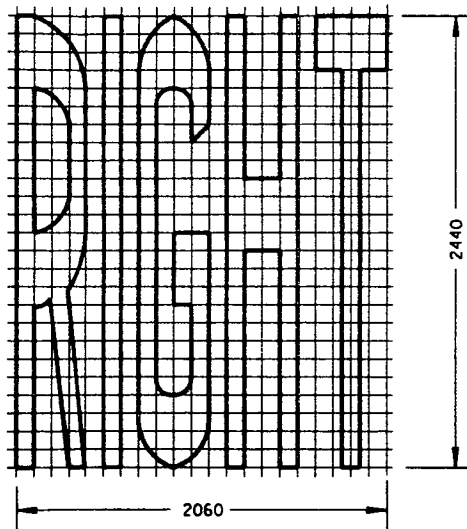
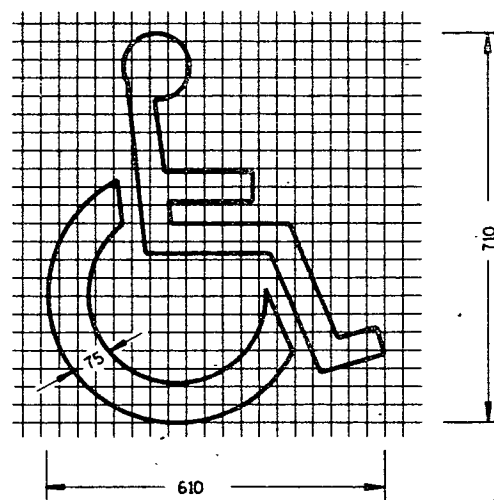
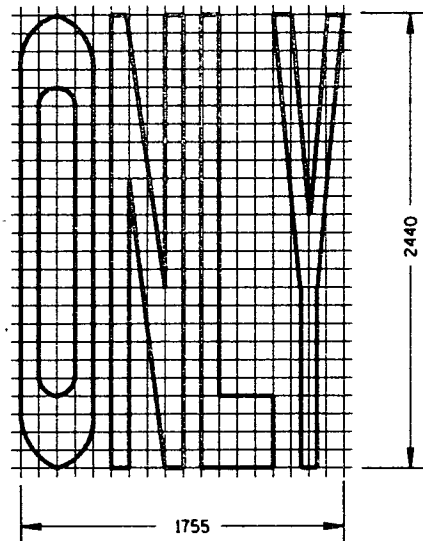
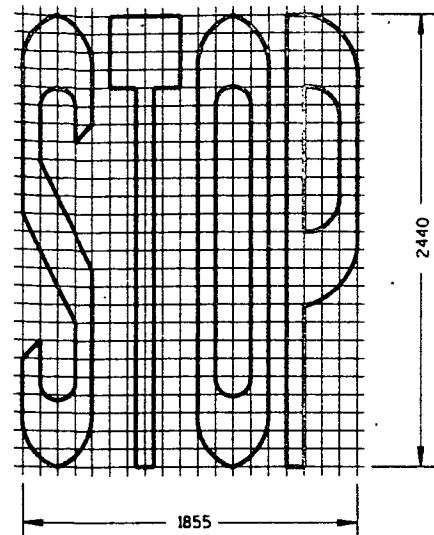
APPROVED

DATE

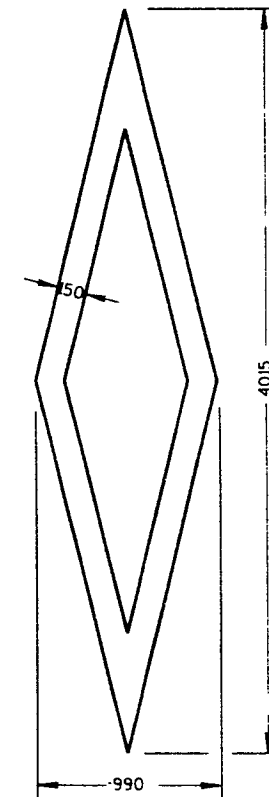
10/16/96

CHIEF ROADWAY DESIGN ENGINEER

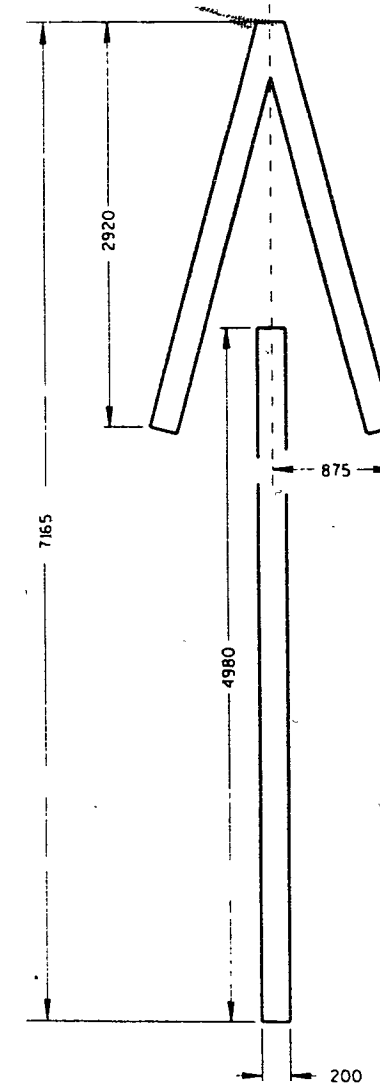
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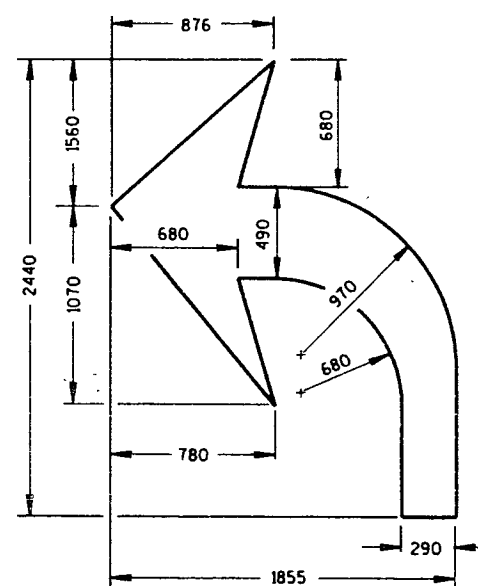
TYPE 3



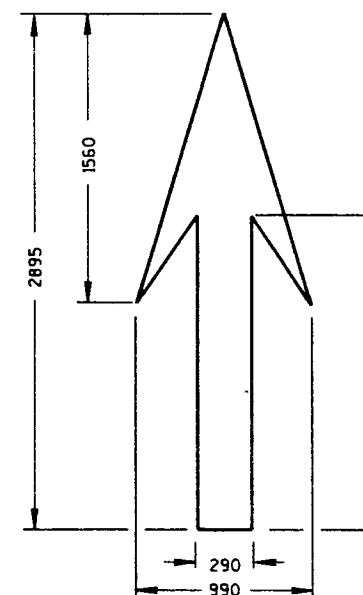
PREFERENTIAL  
LANE SYMBOL



TYPE 4



TYPE 2



TYPE 1

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

# NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

PAVEMENT MARKING SYMBOLS

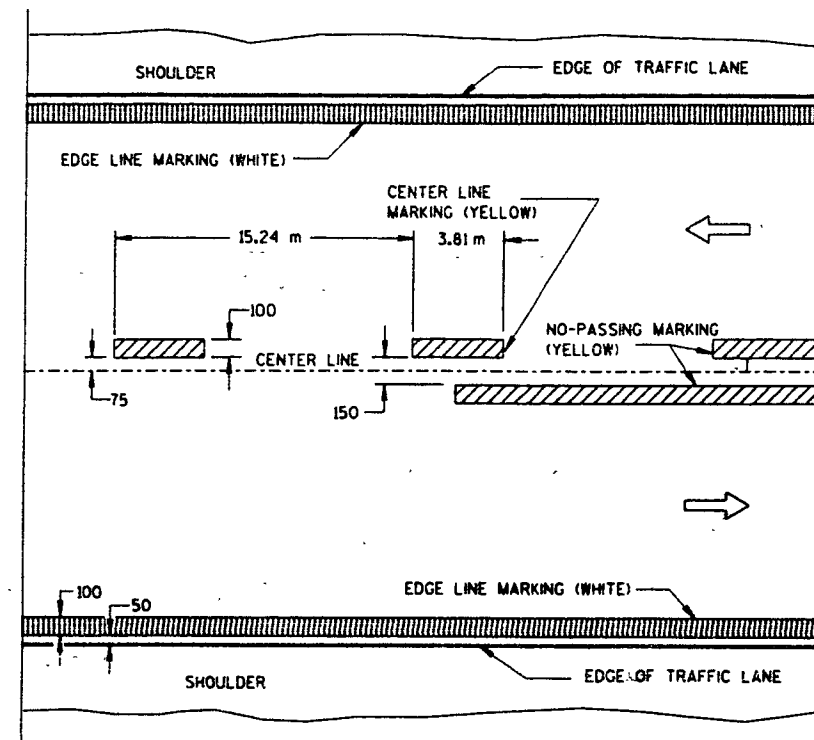
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

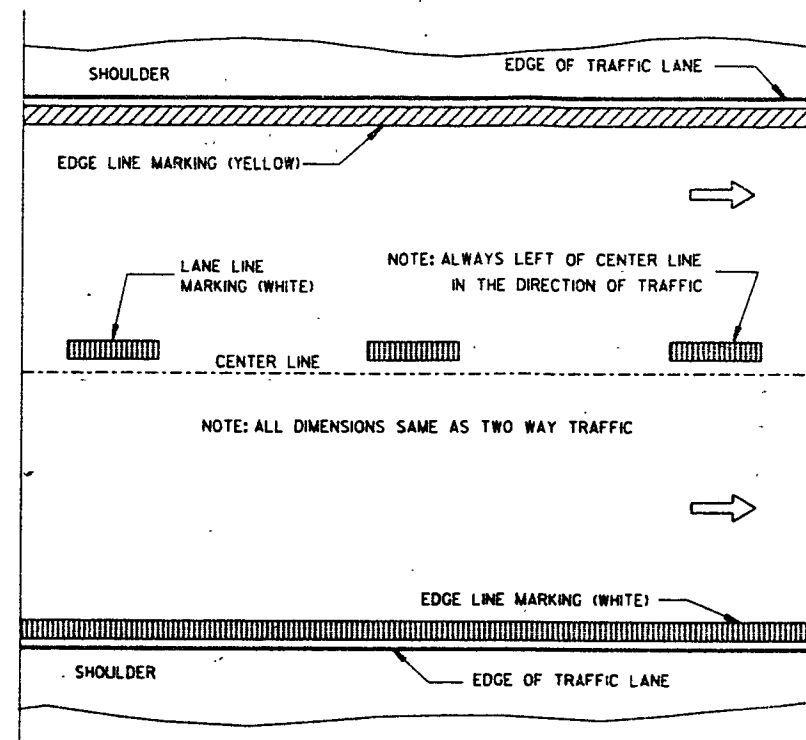
7-28-85  
DATE

*Chas. J. Spary*  
for DIRECTOR, OFFICE OF TRAFFIC

M

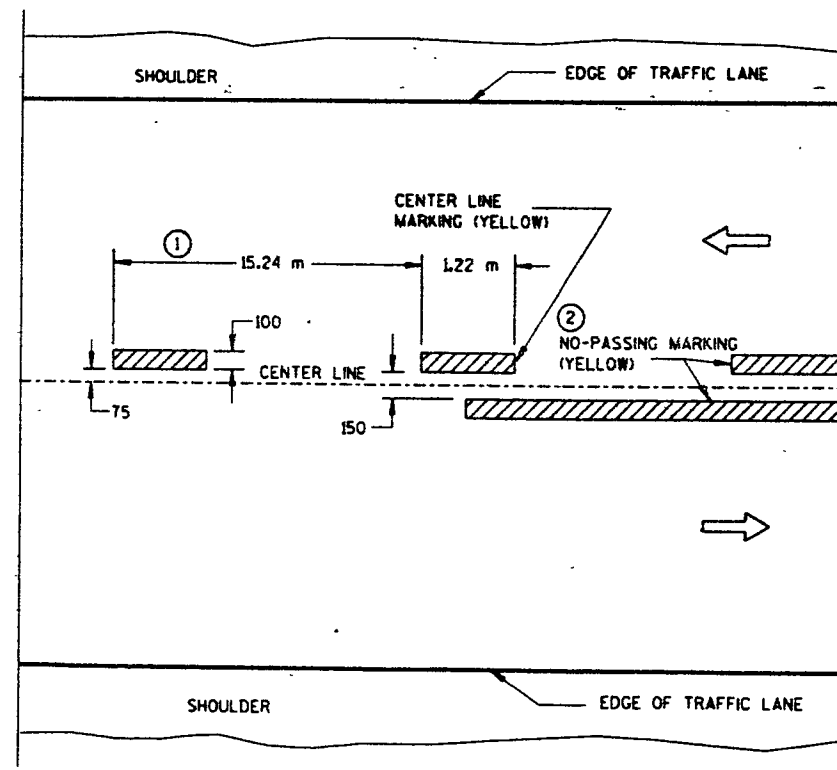


TWO WAY TRAFFIC

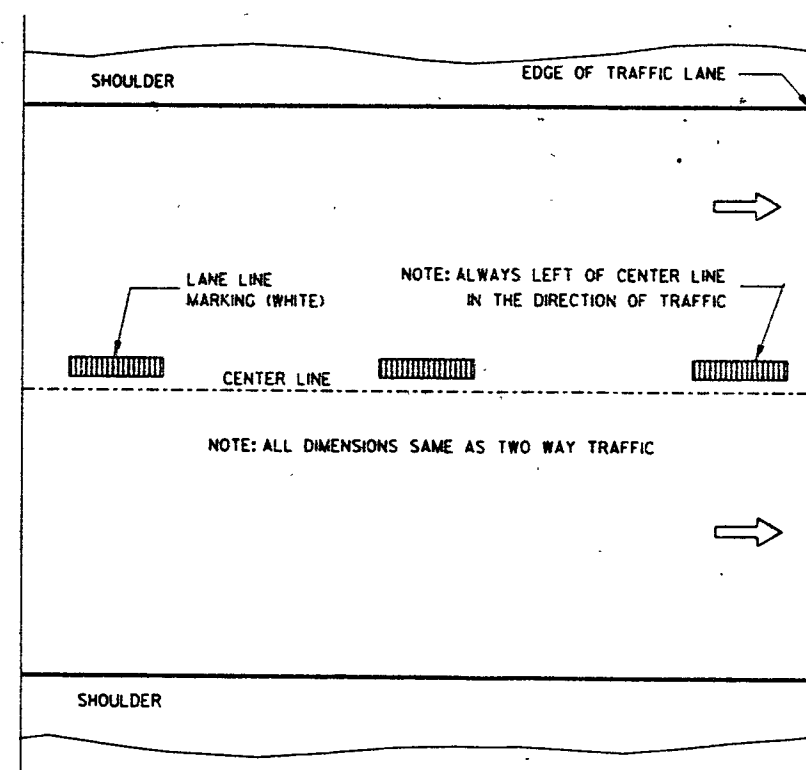


ONE WAY TRAFFIC

### PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

### TEMPORARY (INTERMEDIATE) PAVEMENT MARKING (SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

### GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (7.62 m±) WITH 600 mm MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

### NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

PAVEMENT MARKING  
(MAINLINE)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

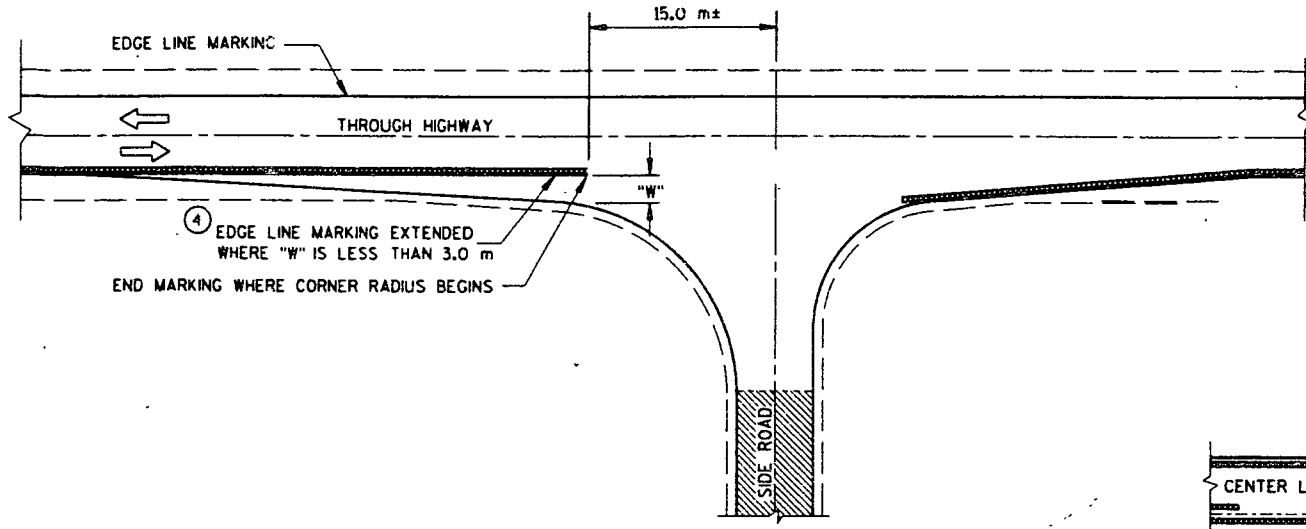
DATE

*Chris J. Seng*  
DIRECTOR, OFFICE OF TRAFFIC

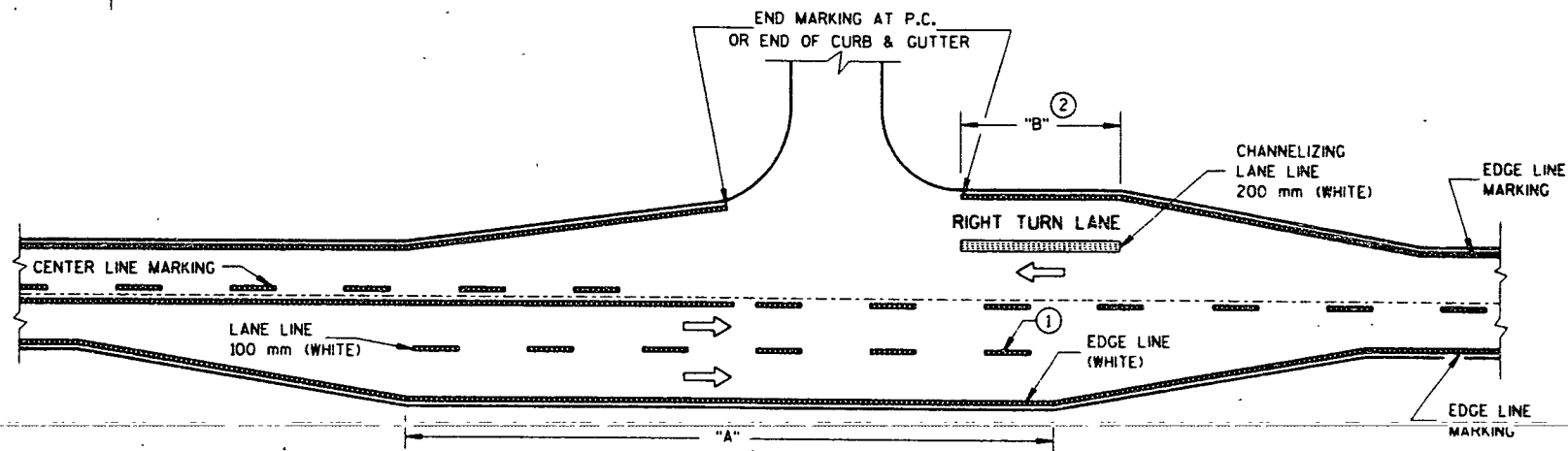
M

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

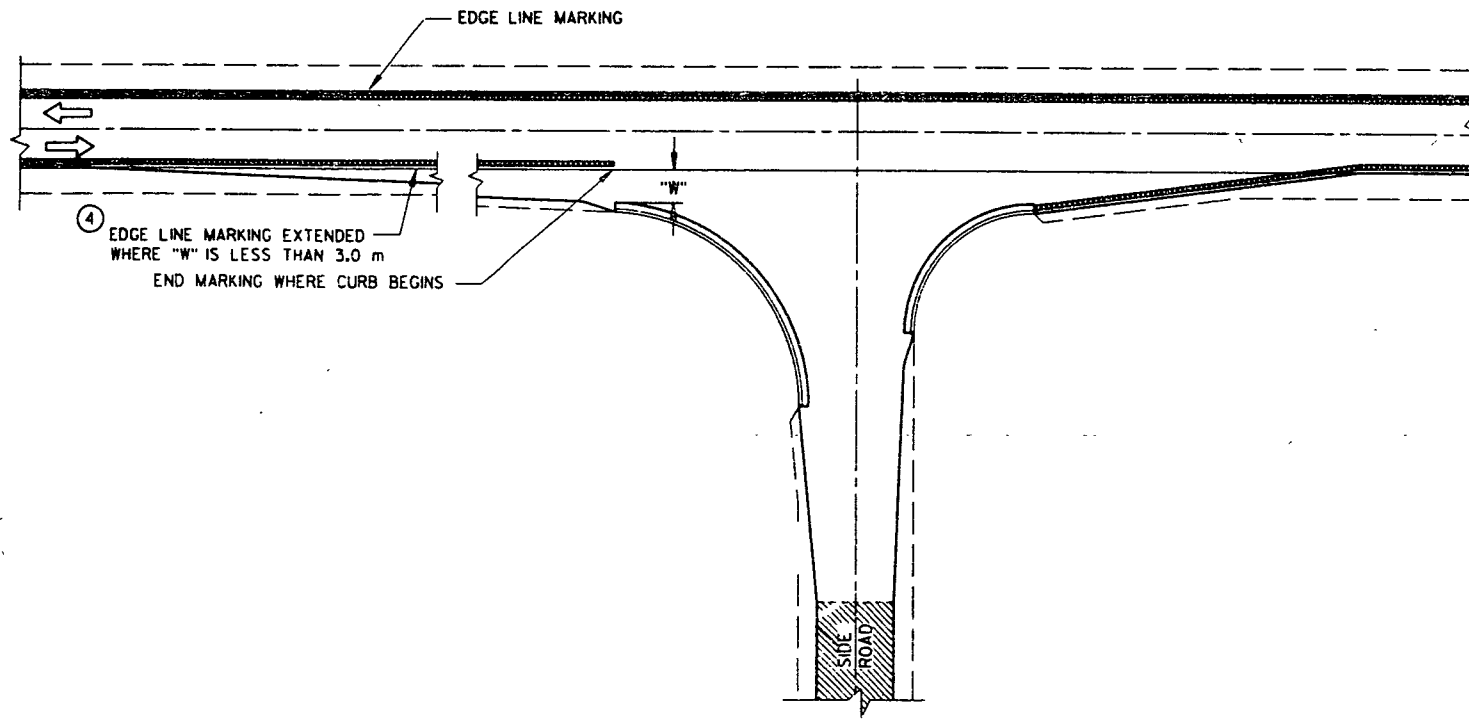
- ① WHEN DISTANCE "A" IS LESS THAN 76 m, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 30 m, OMIT CHANNELIZING LANE LINE.
- ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
- ④ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 3.0 m OR MORE.



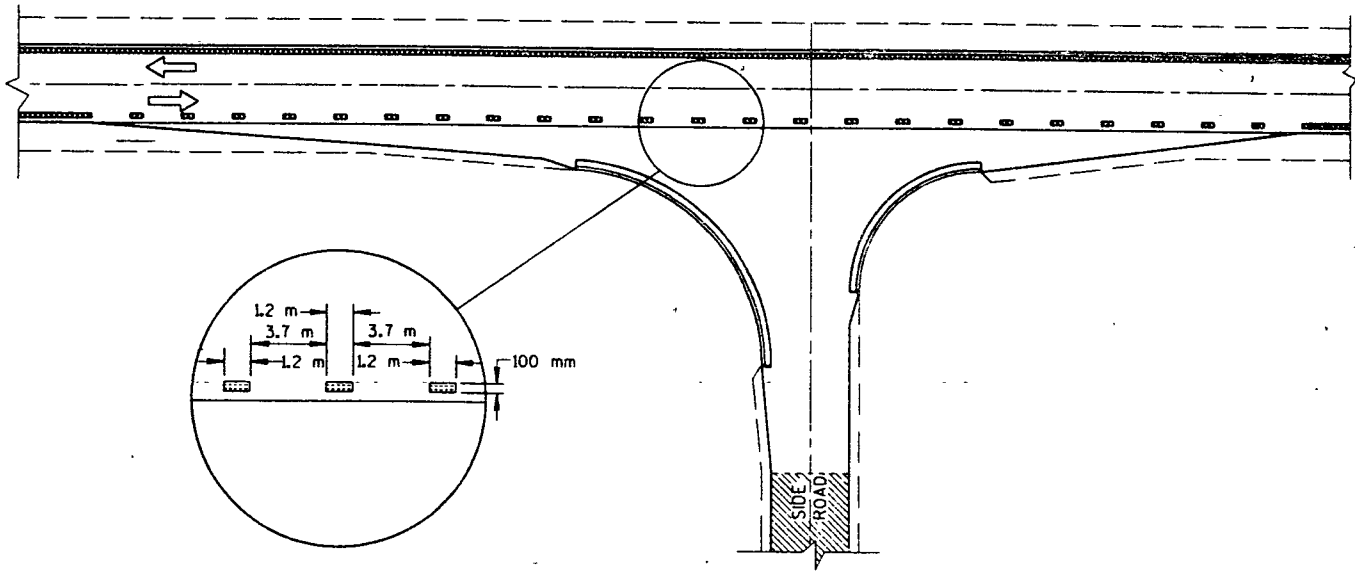
MINOR INTERSECTION WITHOUT CURBS



MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS  
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS  
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

NOTE:  
SDD 15 C 8-7a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

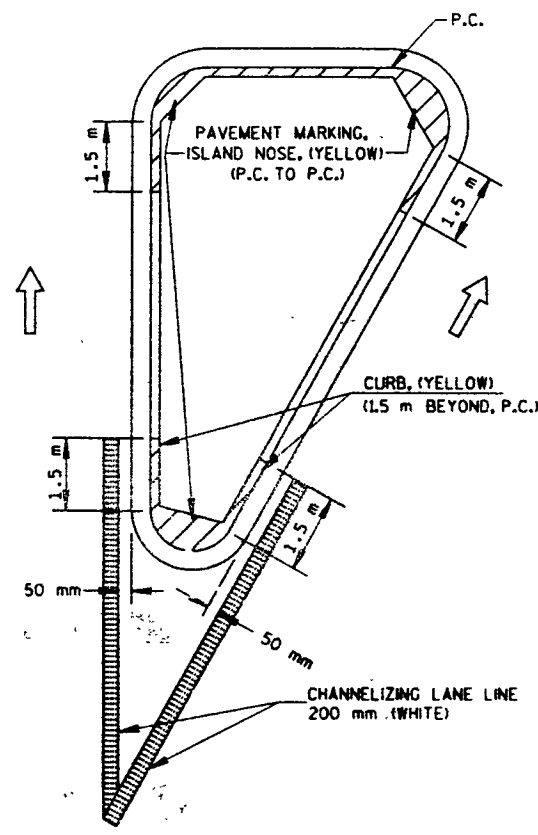
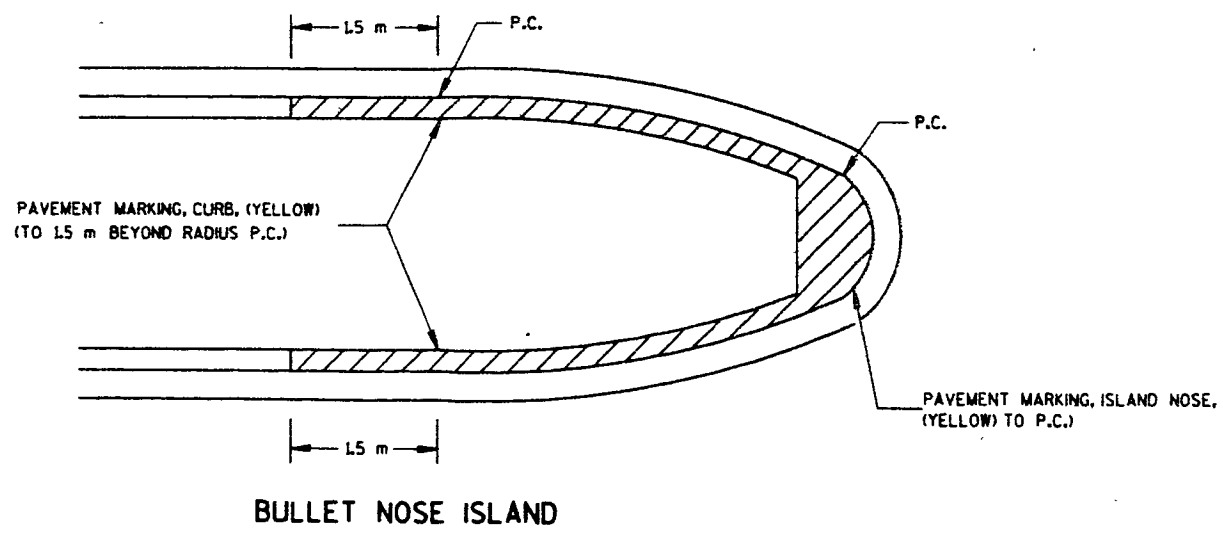
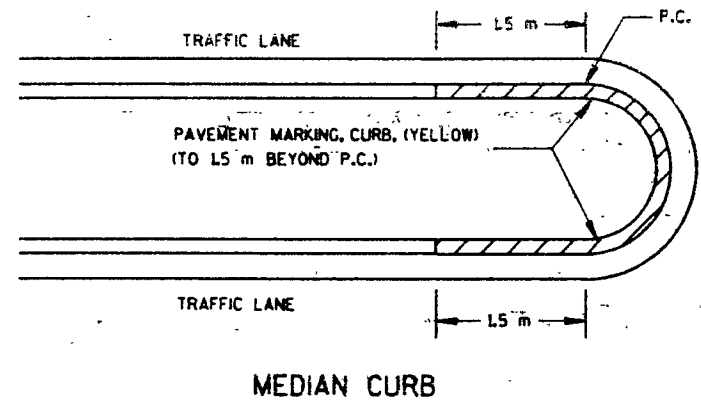
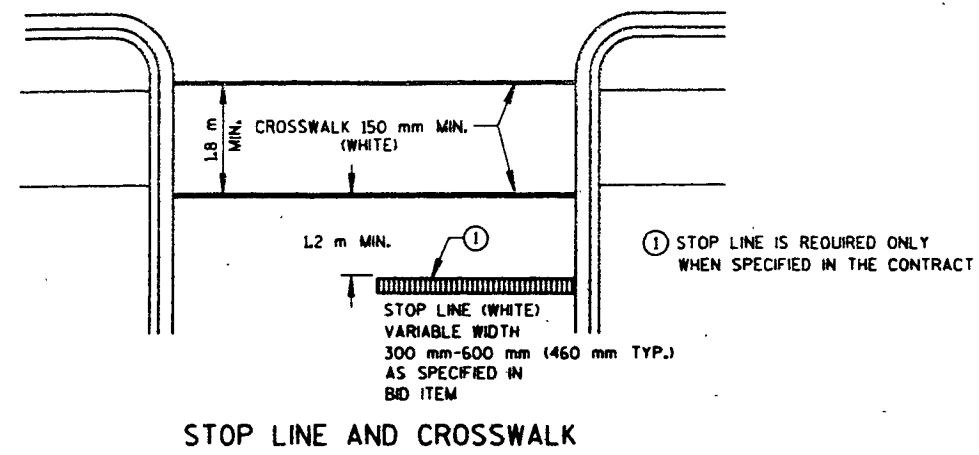
PAVEMENT MARKING  
(INTERSECTIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

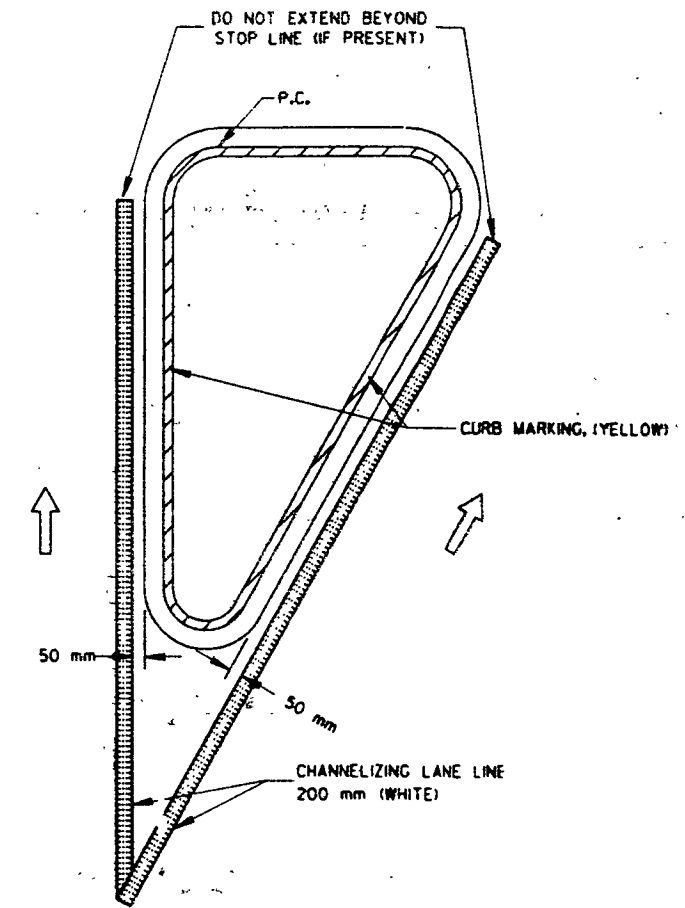
S.D.D. 15 C 8-7b  
LEVELS ON - 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

FILE NAME:

LEVELS ON - 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



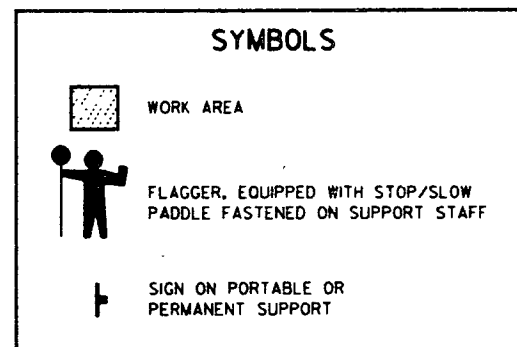
LARGE ISLAND  
(GREATER THAN 15.0 m PERIMETER OR ANY SIDE  
GREATER THAN 8.0 m BETWEEN CURVES)



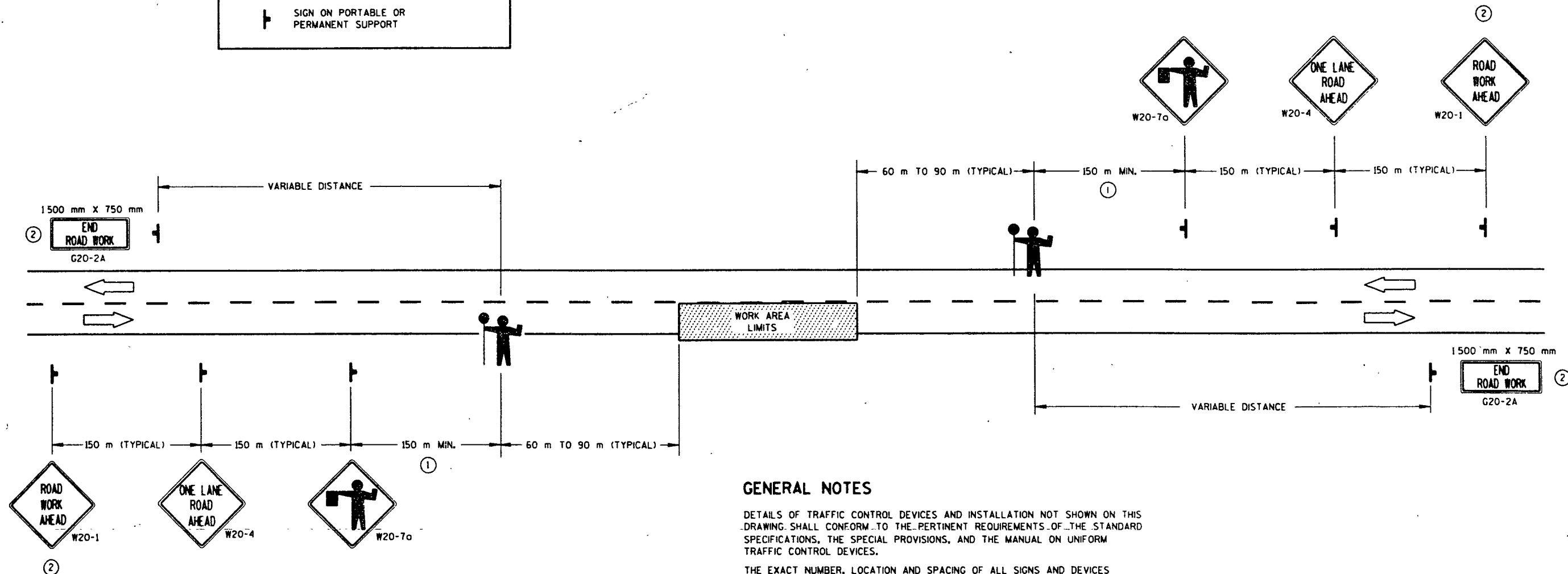
SMALL ISLAND  
(LESS THAN 15.0 m PERIMETER OR ANY SIDE  
LESS THAN 8.0 m BETWEEN CURVES)

NOTE:  
ARROW SYMBOL (→)  
SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8-7-95 DATE	<i>Chris J. Spang</i> DIRECTOR, OFFICE OF TRAFFIC
FILE NAME: <span style="float: right;">M</span>	



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 150 m TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



### GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 1200 mm X 1200 mm UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 1.0 km INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE  
CLOSURE (SUITABLE FOR  
MOVING OPERATIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

8-2-95  
DATE

*Charles J. Spang*  
DIRECTOR, OFFICE OF TRAFFIC

FWA

M

