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Sheet No. -	Cross Sections

TOTAL SHEETS = 11

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

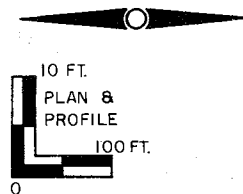
C.T.H. "O" - U.S.H. 51

(KENNEDY CREEK CURVES)

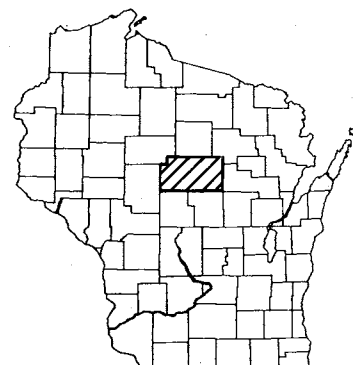
C.T.H. "NN"

MARATHON COUNTY

STATE PROJECT NUMBER
6663-00-71



SCALES



DESIGN DESIGNATION

A.D.T.	1985	=	1100
A.D.T.	2005	=	1600
D.H.V.	2005	=	192
D.		=	60-40
T.		=	4% OF A.D.T.
V.		=	50 M.P.H.

BEGIN PROJECT 6663-00-71

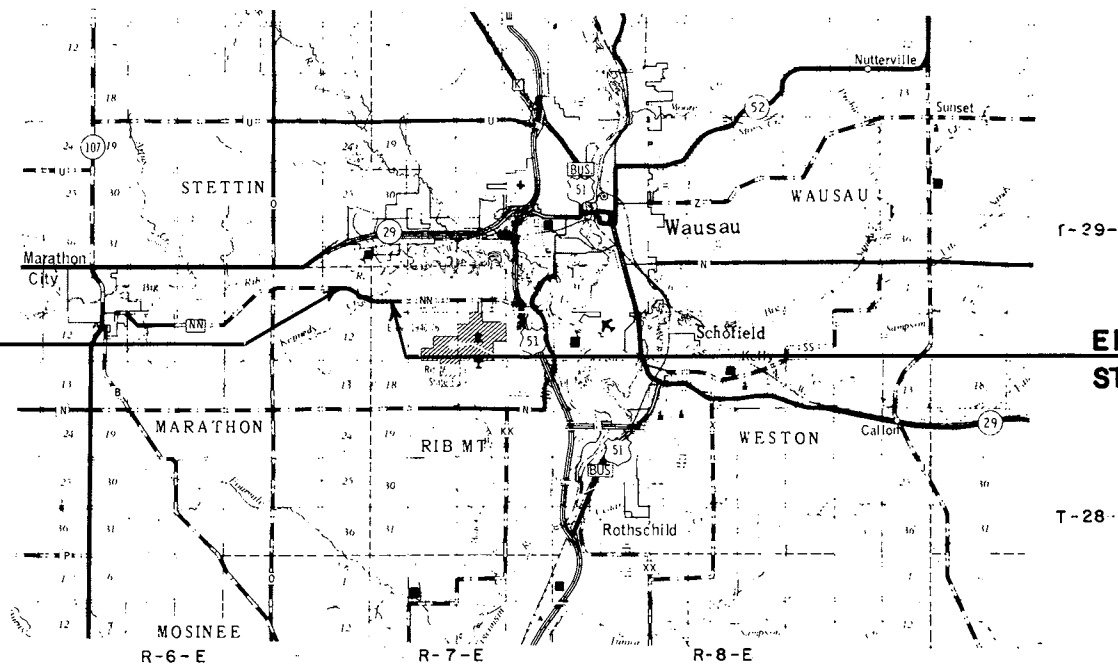
STA 279+03.83

N 402,800 (±200')

E 2,068,500 (±200')

END PROJECT 6663-00-71

STA. 330+00



LAYOUT
SCALE 0 2 MI.

COORDINATES SCALED FROM U.S.G.S TOPOGRAPHIC MAP
WAUSAU, WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.

TOTAL NET LENGTH OF CENTERLINE = 0.962 MI. RURAL

CONVENTIONAL SIGNS

COUNTY LINE	-----	COMBUSTIBLE FLUIDS (UNDER PRESSURE)	
CORPORATE LIMITS	-----	UNDERGROUND UTILITIES	
PROPERTY LINE	-----	GAS	— G —
LOT LINE	-----	ELECTRIC	— E —
LIMITED HIGHWAY EASEMENT	-----	TELEPHONE	— T —
EXISTING RIGHT OF WAY	-----	SERVICE PEDESTAL	— P —
NEW RIGHT OF WAY	-----	CABLE MARKER	— C —
REFERENCE LINE	-----	POWER POLE	— P —
SLOPE INTERCEPT	-----	TELEPHONE POLE	— T —
ORIGINAL GROUND	-----	RAILROADS	— R —
MARSH OR ROCK PROFILE	-----	MARSH	— M —
CULVERT IN PLACE	-----	WOODED AREA	— W —
CULVERT REQUIRED	-----		
CULVERT REQUIRED (Profile)	-----		

APPROVED FOR:	
<u>MARATHON</u> COUNTY	
DATE: <u>3/14/86</u>	<u>Duane Koan</u> COMMISSIONER
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
Surveyor <u>MARATHON COUNTY</u>	District Checker <u>N.L.D.</u>
Designer <u>MARATHON COUNTY</u>	C.O. Checker <u>RJC</u>
District Supervisor <u>WRN</u>	C.O. Coordinator <u>TEG</u>
APPROVED:	
DATE: <u>4/1/86</u>	<u>H. G. Gindale</u> DISTRICT TRANSPORTATION DIRECTOR
APPROVED:	
DATE: <u>5-19-86</u>	<u>D.D. Strand</u> STATE DESIGN ENGINEER FOR HWYS.
APPROVED:	
DATE: <u>5/20/86</u>	<u>E.J. Byrkit</u> DIRECTOR OF ENGINEERING DEVELOPMENT
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION	
APPROVED:	
DATE: _____	DIVISION ADMINISTRATOR

MARATHON

6663-0-71
AJP

GENERAL NOTES:

BITUMINOUS WASTE MATERIALS RESULTING FROM VARIOUS OPERATIONS UNDER THIS CONTRACT SHALL BE ENTIRELY REMOVED AND PROPERLY DISPOSED OF AT TIME OF OCCURRENCE.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

UNLESS OTHERWISE SHOWN ALL INTERSECTIONS SHALL BE TYPE "C" MODIFIED.

WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND OF THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

STANDARD DETAIL DRAWING

- 13B 5-4 PAVEMENT MARKING
- 14B 2-8 A&B CLASS "A" STEEL PLATE BEAM GUARD
- 15C 1-7 CONSTRUCTION BARRICADES & STANDARD SIGNS
- 15C 2-1 TRAFFIC CONTROL TO CLOSE HIGHWAY UNDER CONSTRUCTION
- 9A 1-5 SIDE ROAD AT-GRADE INTERSECTION

CRUSHED AGGREGATE BASE COURSE

LOCATION	TONS	REMARKS
279+04 - 330+00	9261	8" BASE COURSE
279+04 - 330+00	1005	SHOULDERS
INTERSECTIONS	130	
PE'S	132	

PAVEMENT MARKING, COLD PAINT

TYPE	4" YELLOW, L.F.	4" WHITE, L.F.
NO PASSING ZONE	6,600	
CENTERLINE	840	
EDGE LINE		10,154

UTILITIES

GENERAL TELEPHONE ATTN. RONALD KOLTON
413 MC CLELLAN ST. (715) 847-1511
WAUSAU, WIS. 54401

WIS. PUBLIC SERVICE CORP. ATTN. LARRY SANDERS
1700 W. SHERMAN ST. (715) 845-7261
WAUSAU, WIS. 54401

BITUMINOUS QUANTITIES

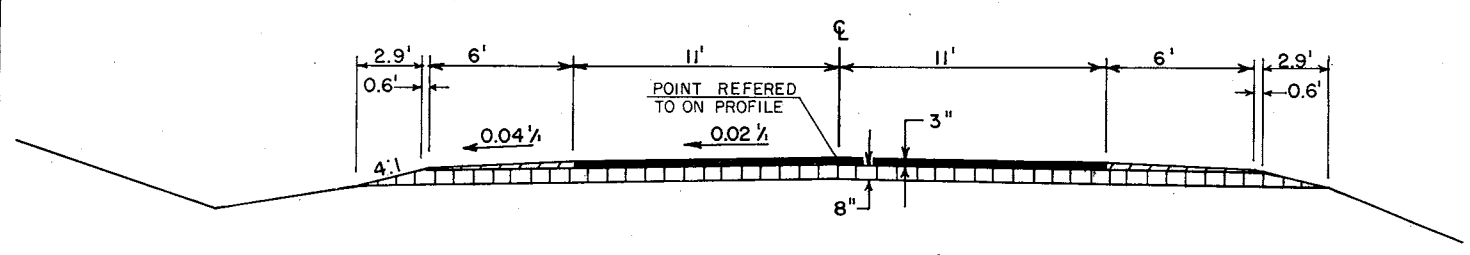
LOCATION	SINGLE AGGREGATE BITUMINOUS SURFACE TONS	BITUMINOUS MATERIAL FOR PLANT MIXES TONS
279+04 - 330+00	2048	123
INTERSECTIONS & PE'S	96	6

BEAM GUARD, CLASS A

LOCATION	L.F.	ANCHORAGES EACH
294 + 36 - 301+52 LT.	716	2

CULVERT REPLACEMENT, STATION 308+25

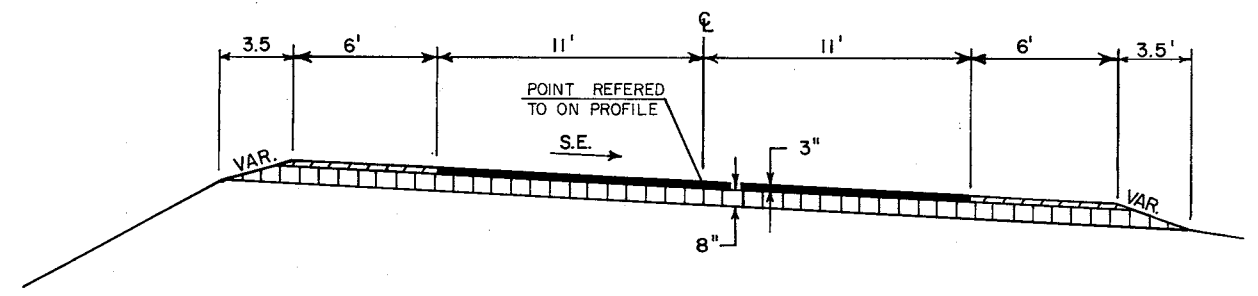
MATERIAL	LUMP SUM
20' SPAN S.P.P.A. 120 FT.	1



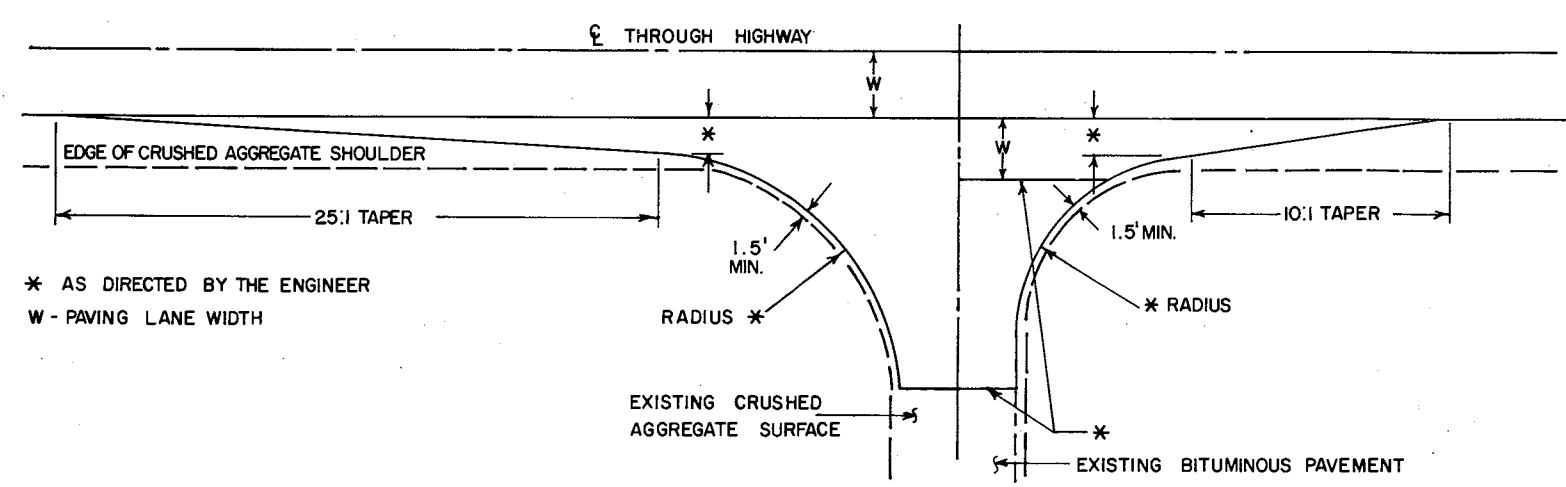
TYPICAL TANGENT SECTION

LEGEND

- SINGLE AGGREGATE BITUMINOUS
- CRUSHED AGGREGATE BASE COURSE
- CRUSHED AGGREGATE BASE COURSE, SHOULDERS

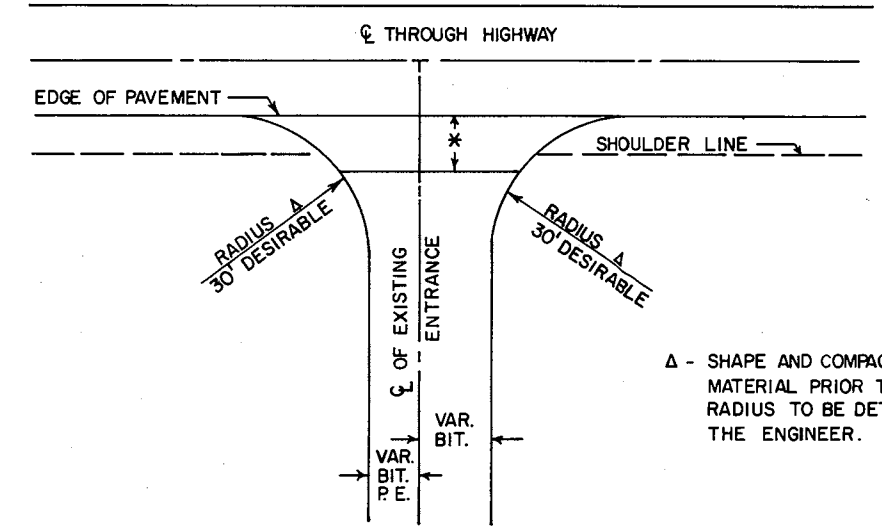


TYPICAL SUPERELEVATED SECTION



DETAIL OF INTERSECTION TYPE "C" MODIFIED

* AS DIRECTED BY THE ENGINEER
W - PAVING LANE WIDTH



PAVING DETAIL FOR EXISTING BITUMINOUS ENTRANCES

Δ - SHAPE AND COMPACT SHOULDER MATERIAL PRIOR TO PAVING. RADIUS TO BE DETERMINED BY THE ENGINEER.

ESTIMATE OF QUANTITIES

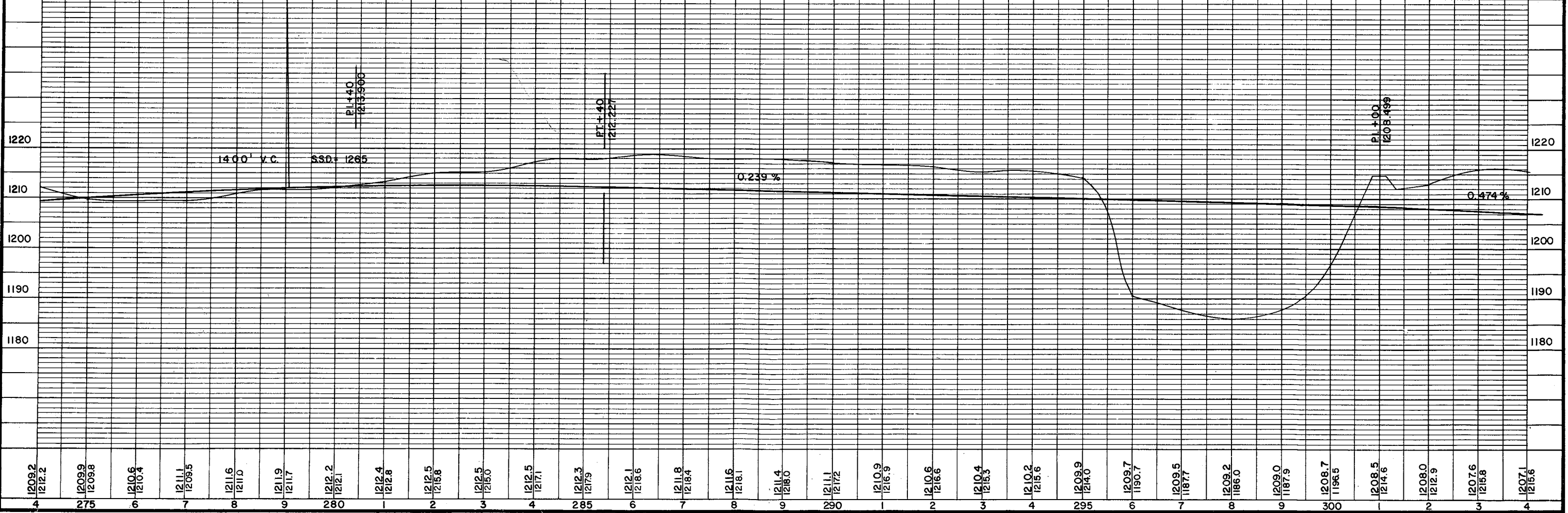
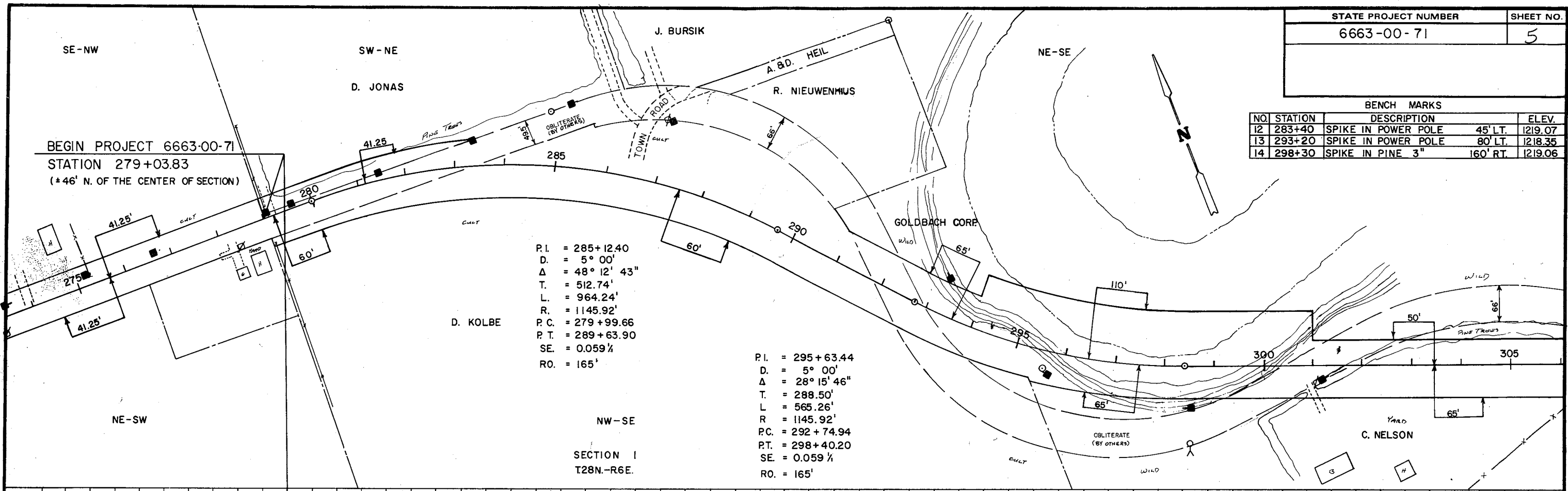
DATE 05/28/86

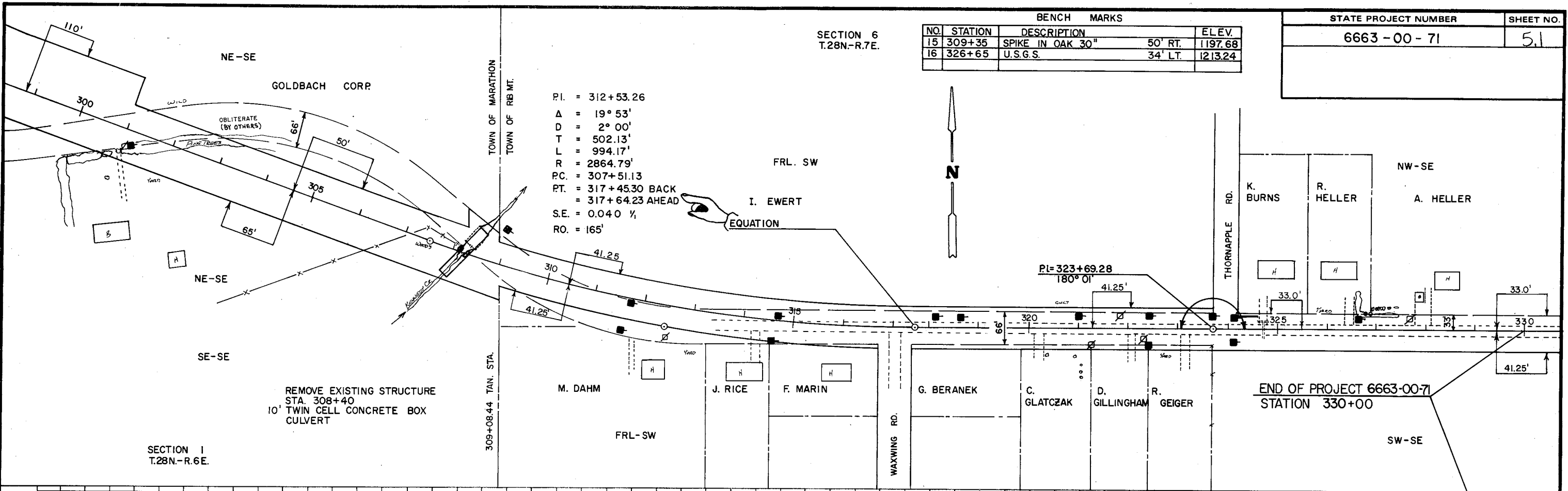
PROJECT ID: 6663-00-71
 MARATHON COUNTY
 C.T.H. "0" - U.S.H. "51"
 (KENNEDY CREEK CURVES)
 C.T.H. "NN"

ITEM.	ITEM DESCRIPTION	UNIT	TOTAL	6663-00-71 QUANTITY
30404	CRUSHED AGGREGATE BASE COURSE	TON	10,528.00	10,528.00
40501	BITUMINOUS MATERIAL FOR PLANT MIXES	TON	129.00	129.00
40607	SINGLE AGGREGATE BITUMINOUS PAVEMENT	TON	2,144.00	2,144.00
61406	ANCHORAGES FOR STEEL PLATE BEAM GUARD	EACH	2.00	2.00
61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	716.00	716.00
<hr/>				
61910	MOBILIZATION	L.S.	1.00	1.00
64210	FIELD LABORATORY	L.S.	1.00	1.00
64402	PAVEMENT MARKING, COLD PAINT	L.F.	17,594.00	17,594.00
90001	LOCATING NO PASSING ZONE	MI.	.96	.96
90002	CULVERT REPLACEMENT, STATION 308+25	L.S.	1.00	1.00

STATE PROJECT NUMBER	SHEET NO.
6663-00-71	5

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
12	283+40	SPIKE IN POWER POLE 45' LT.	1219.07
13	293+20	SPIKE IN POWER POLE 80' LT.	1218.35
14	298+30	SPIKE IN PINE 3" 160' RT.	1219.06





SECTION 6
T.28N.-R.7E.

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
15	309+35	SPIKE IN OAK 30"	50' RT. 1197.68
16	326+65	U.S.G.S.	34' LT. 1213.24

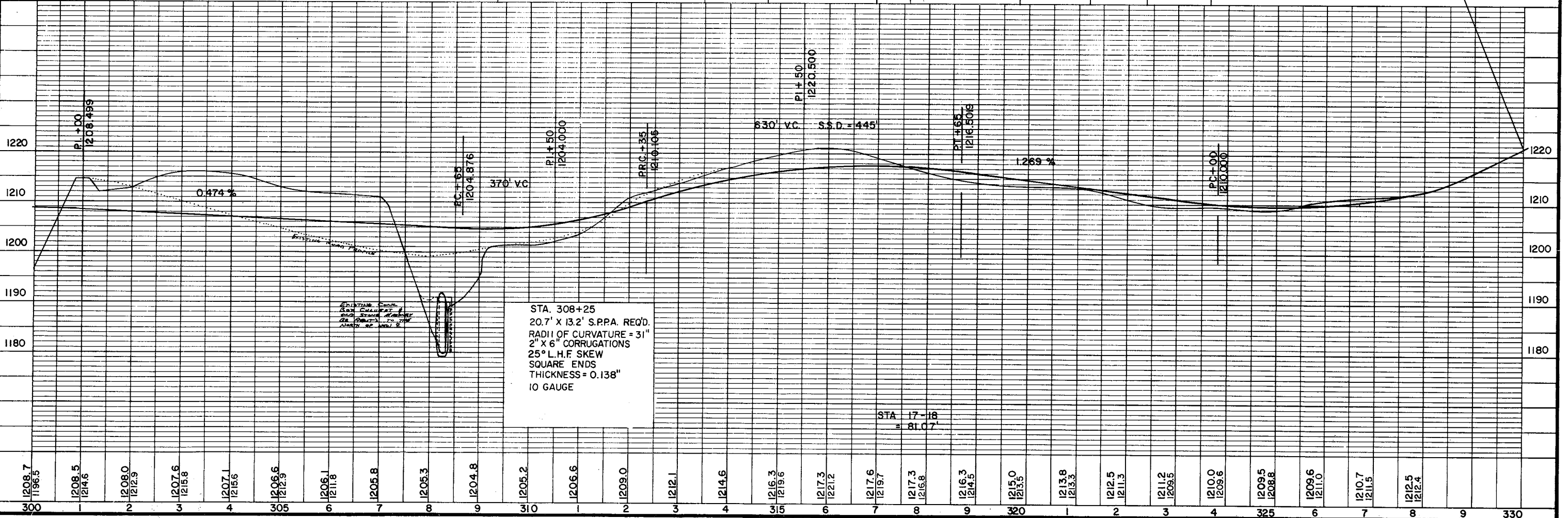
STATE PROJECT NUMBER	SHEET NO.
6663-00-71	5.1

P.I. = 312+53.26
 $\Delta = 19^\circ 53'$
 $D = 2^\circ 00'$
 $T = 502.13'$
 $L = 994.17'$
 $R = 2864.79'$
 $P.C. = 307+51.13$
 $P.T. = 317+45.30 \text{ BACK}$
 $= 317+64.23 \text{ AHEAD}$
 $S.E. = 0.040 \frac{1}{2}$
 $R.O. = 165'$

SECTION 1
T.28N.-R.6E.

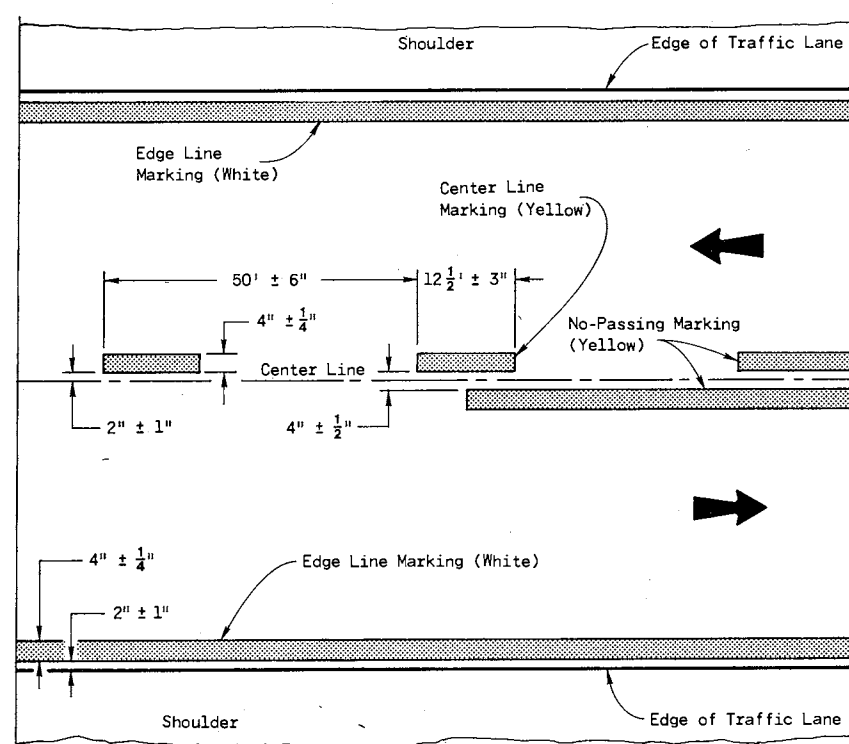
REMOVE EXISTING STRUCTURE
STA. 308+40
10' TWIN CELL CONCRETE BOX
CULVERT

END OF PROJECT 6663-00-71
STATION 330+00

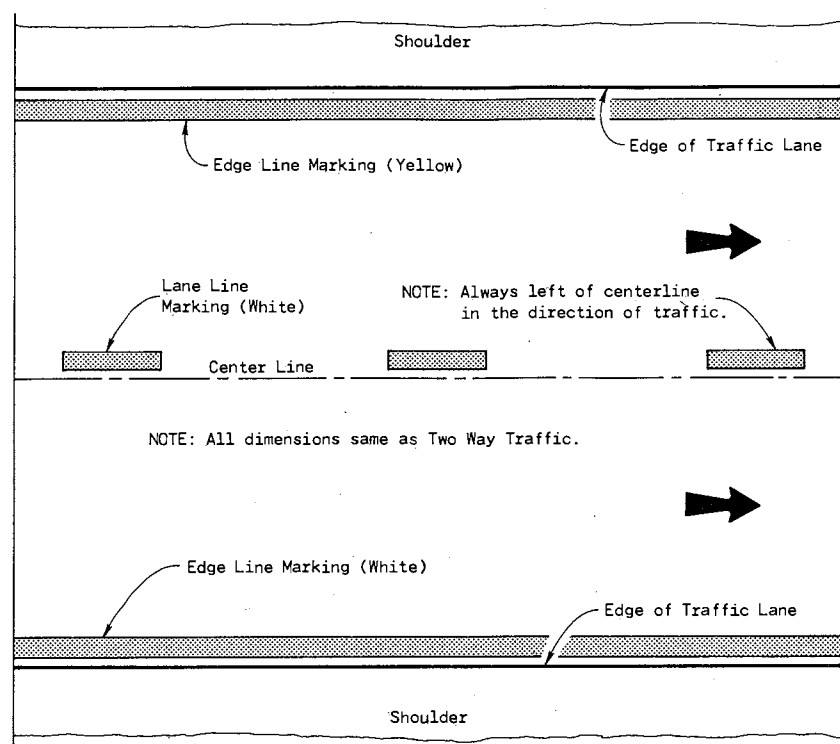


STA. 308+25
 20.7' X 13.2' S.P.P.A. REQ'D.
 RADI OF CURVATURE = 31"
 2" X 6" CORRUGATIONS
 25° L.H.F. SKEW
 SQUARE ENDS
 THICKNESS = 0.138"
 10 GAUGE

STA. 17-18
= 810.7'

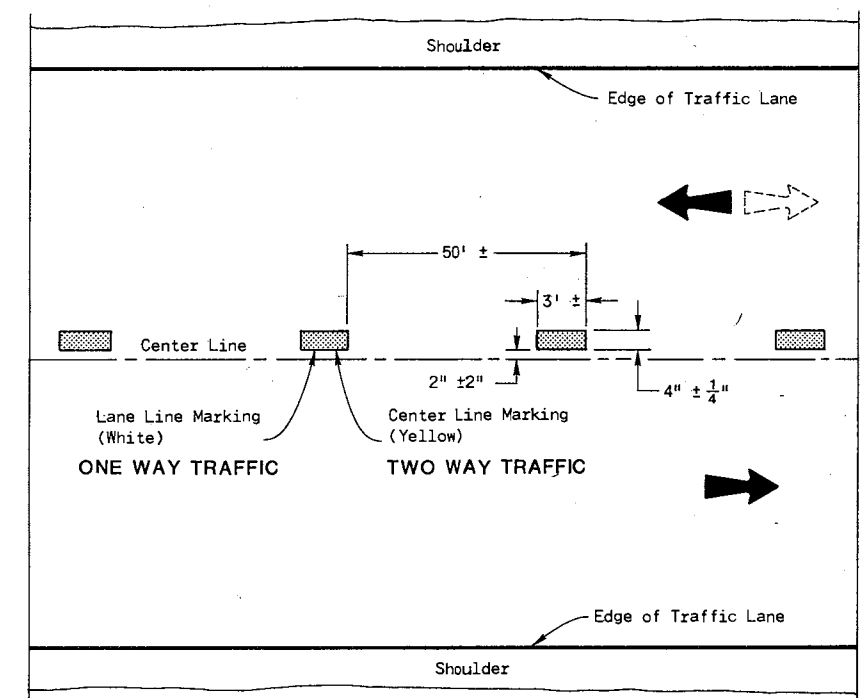


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

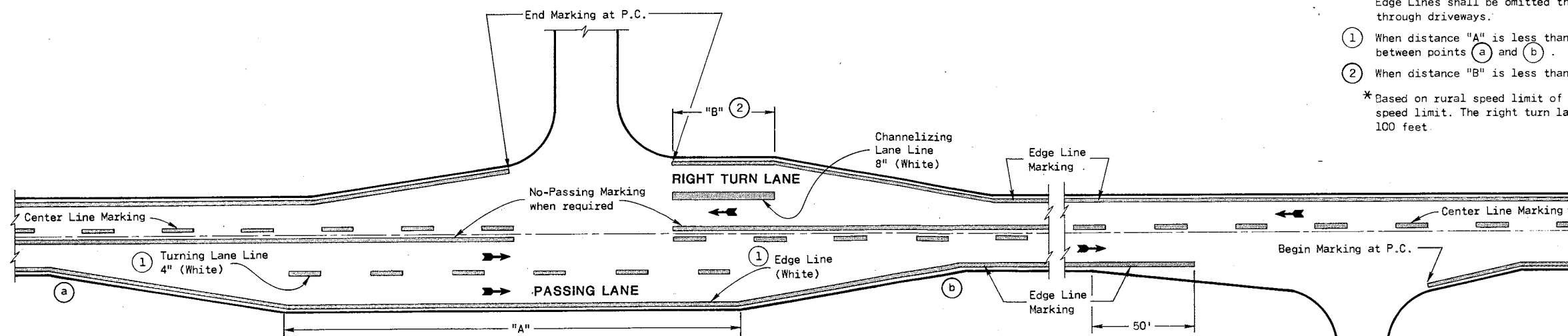
GENERAL NOTES

Details of construction not shown on this drawing shall conform to Standard Specifications and Special Provisions.

Edge Lines shall be omitted through intersections. Edge Lines shall be continued through driveways.

- ① When distance "A" is less than 250* feet, omit Turning Lane Marking and Edge Line between points (a) and (b).
- ② When distance "B" is less than 150* feet, omit Channelizing Lane Line.

*Based on rural speed limit of 55 MPH. Reduce values in proportion to posted speed limit. The right turn lane should have a desirable minimum length of 100 feet.



MAJOR INTERSECTION

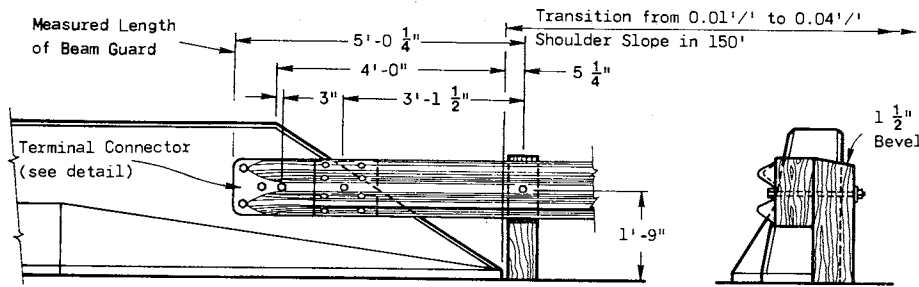
MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

S.D.D. 13 B 5-4

PAVEMENT MARKING	
State of Wisconsin Department of Transportation	
APPROVED 1-25-85 DATE	 CHIEF TRAFFIC ENGINEER
FHWA	

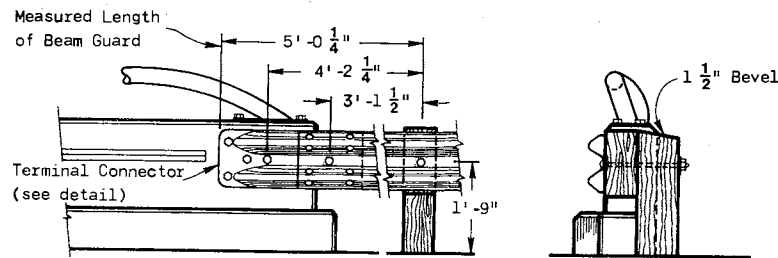
S.D.D. 13 B 5-4



FRONT VIEW

END VIEW

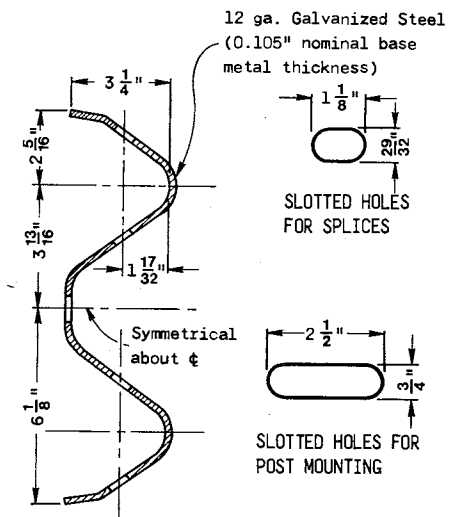
SLOPED FACE PARAPET



FRONT VIEW

END VIEW

VERTICAL FACE PARAPET



SECTION THRU RAIL ELEMENT

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, the applicable Special Provisions

The type of anchorage and the exact location of the beginning and end of each beam guard installation shall be as shown on the plans or as directed by the Engineer.

Shoulder widening to accommodate the anchored end of the beam guard shall be accomplished at a rate of widening not to exceed 5 to 1.

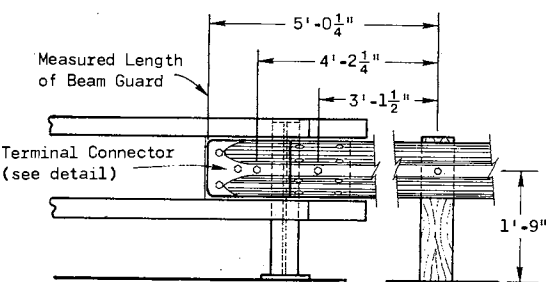
Standard Anchorages - Upon approval of the Engineer, the 6 foot offset may be reduced to nothing where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

The "Post Footing Details at Piers" shall be used when beam guard posts are over structure footings and less than 3 feet-6 inches of earth is provided over the top of the footing.

- ① The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet-1 1/2 inches C-C.
- ② This section shall include at least one 12'-6" Rail Element and a Terminal Connector or W-Three Beam Transition Section as required for structure mounting.

NOTE:

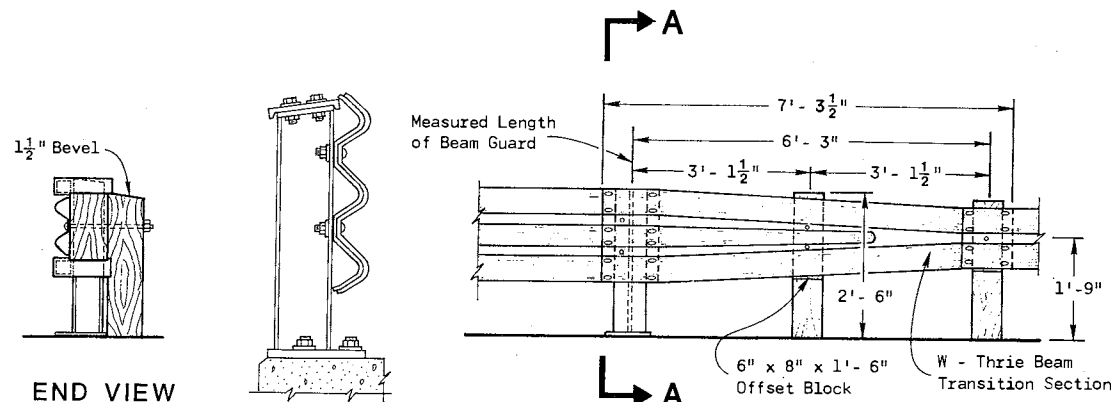
Drill all holes in mounting bracket $\frac{7}{8}$ " ϕ .
Use $\frac{3}{8}$ " minimum thickness ASTM A 36 steel plate for all pieces and galvanize after fabrication & drilling.



FRONT VIEW

END VIEW

RAILING TYPE "F"

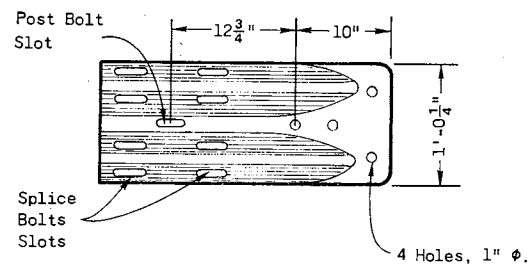
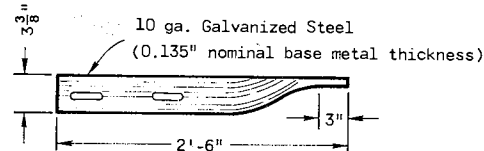


FRONT VIEW

SECTION A-A

RAILING TYPE "W"

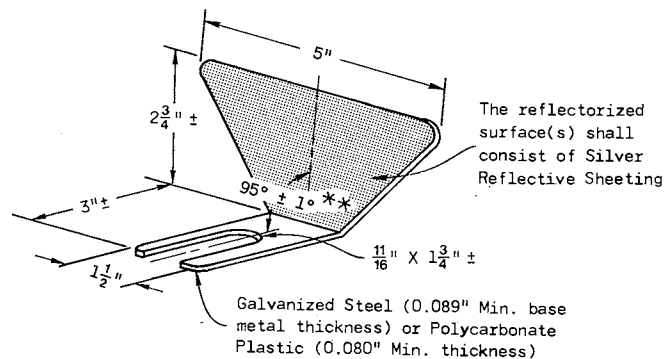
STRUCTURE MOUNTING DETAILS



NOTE:

1" I.O., 2" O.D. (0.134" Nominal thickness) galvanized metal washer required under the head of splice bolts used in the Terminal Connector only.

TERMINAL CONNECTOR

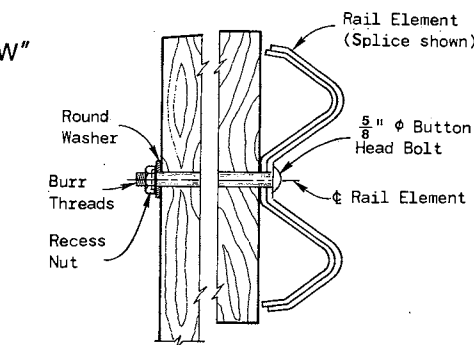


REFLECTOR SPACING				
	Beam Guard Length	Reflector Spacing	No. Surfaces Reflectorized	Min. No. Reflectors
One Way Traffic	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	3
Two Way Traffic	< 200' *	25' C-C	1 *	6
	> 200' *	50' C-C	1 *	6
Two Way Traffic	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	3

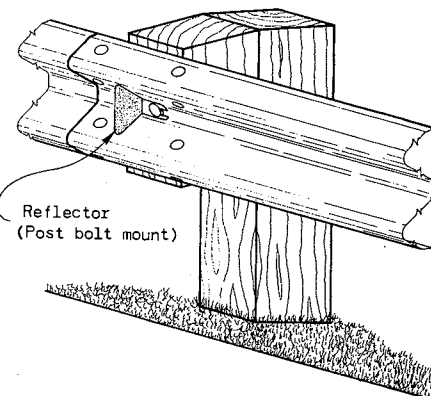
* Every other reflector reversed for 2-way visibility. Contractor may furnish two-sided reflectors in lieu of one-sided reflectors.

** Angle of bend to be 90° ± 1° for two-sided reflectors.

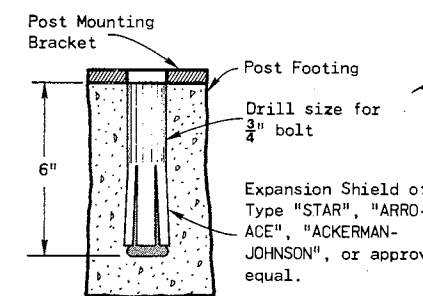
REFLECTOR DETAIL



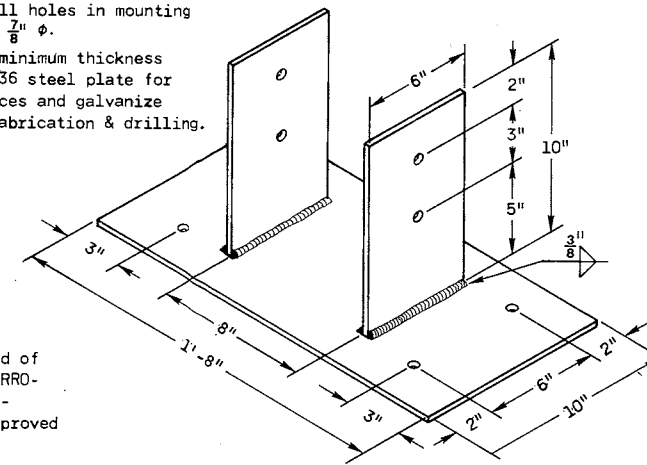
BUTTON HEAD BOLT DETAIL



TYPICAL INSTALLATION

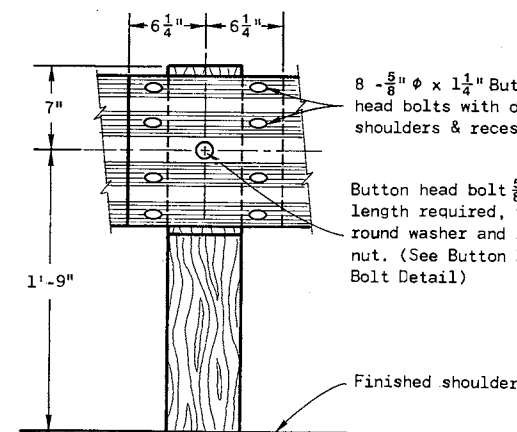


EXPANSION SHIELD DETAIL



POST MOUNTING BRACKET

POST FOOTING DETAIL AT PIERS



RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL

NOTE:

THIS STANDARD DETAIL DRAWING CONSISTS OF TWO SHEETS AND BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN CONTRACT PLANS.

CAUTION: WHEN SPECIAL ANCHORAGES ARE SPECIFIED, SHEET 8c IS ALSO REQUIRED

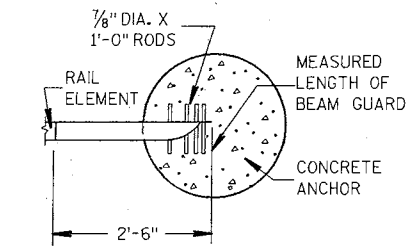
CLASS "A"
STEEL PLATE BEAM GUARD

State of Wisconsin
Department of Transportation

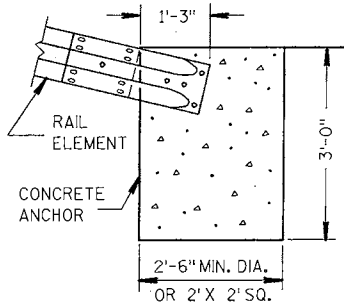
APPROVED
1-31-85
DATE

D. J. Strand
CHIEF DESIGN ENGINEER

FHWA

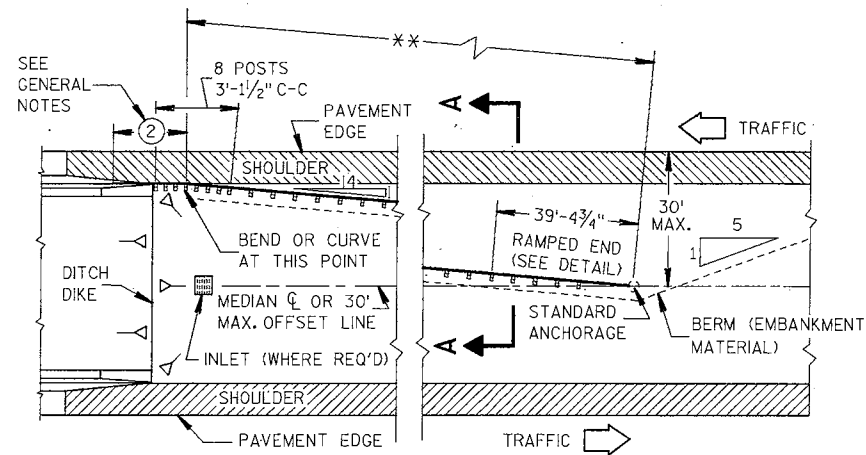


PLAN VIEW IN SECTION



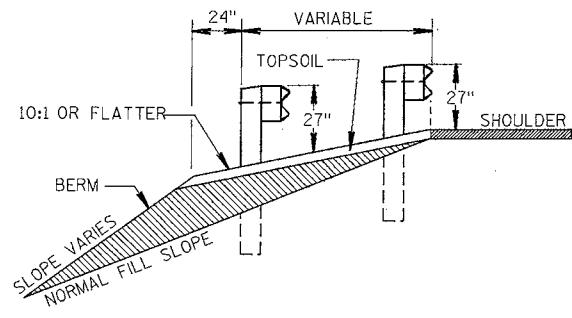
FRONT VIEW IN SECTION
STANDARD ANCHORAGE DETAIL

(STANDARD SPECIFICATION ITEM 'ANCHORAGE FOR STEEL PLATE BEAM GUARD')



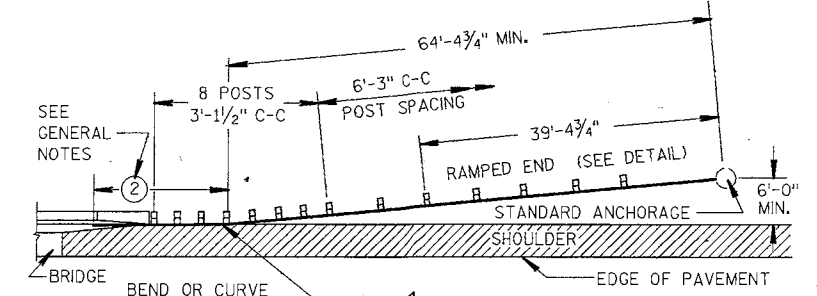
PLAN VIEW

** VARIABLE BASED ON MEDIAN WIDTH OR 30' MAX. OFFSET



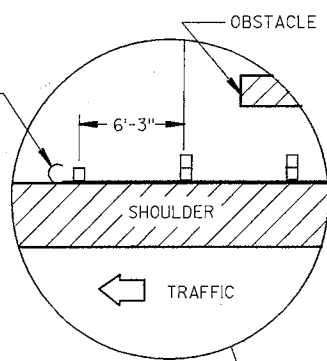
SECTION A-A

TYPICAL MEDIAN INSTALLATION AT STRUCTURES

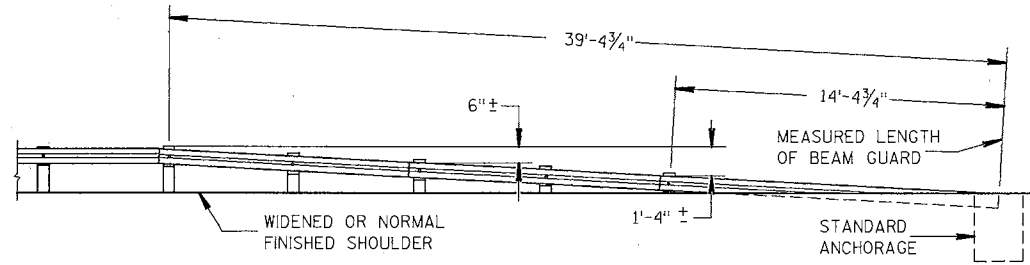


PLAN VIEW

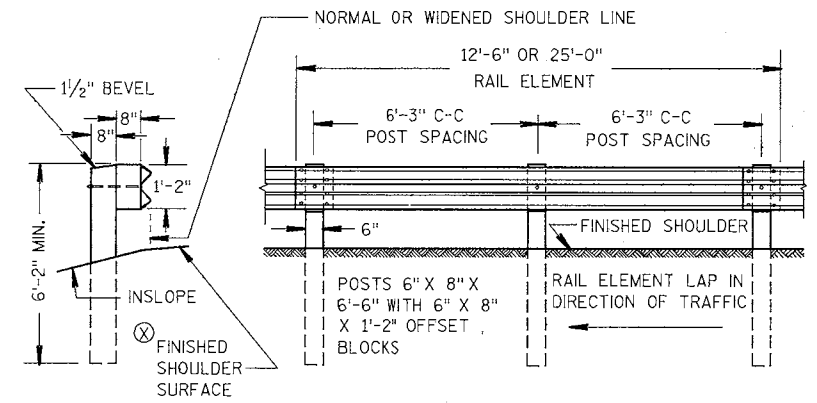
TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES



ON DIVIDED HIGHWAYS TERMINATE GUARD RAIL AT THIS POINT WITH TYPE 2 ANCHORAGE



FRONT VIEW
TYPICAL RAMPED END

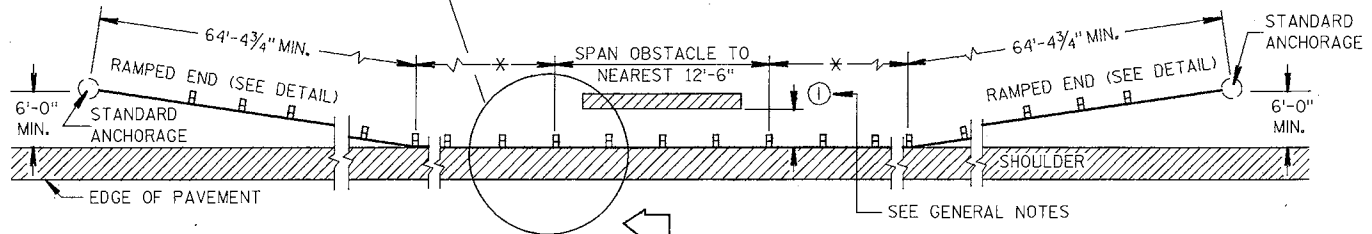


END VIEW

FRONT VIEW

TYPICAL STEEL PLATE BEAM GUARD INSTALLATION

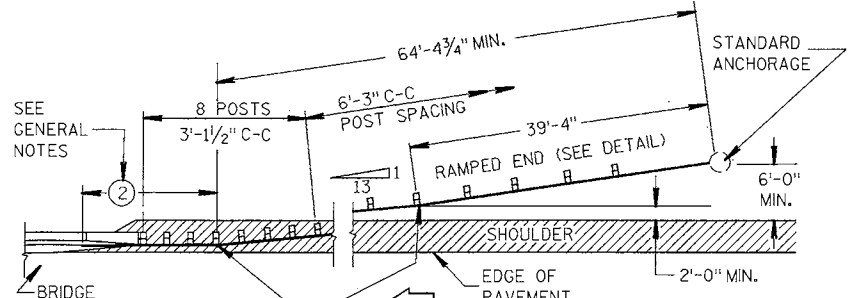
⊗ SHOULDER OR EMBANKMENT SLOPE IN FRONT OF BEAM GUARD SHALL BE 10:1 OR FLATTER



PLAN VIEW

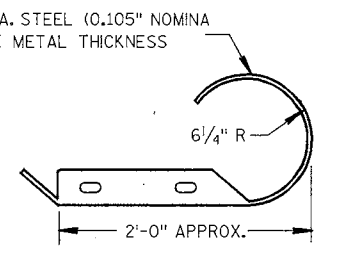
TYPICAL INSTALLATION AT OBSTACLES

* VARIABLE BASED ON SIZE AND LOCATION OF OBSTACLE



PLAN VIEW

TYPICAL INSTALLATION AT NARROW STRUCTURES



PLAN VIEW
END SECTION (ROUNDED)

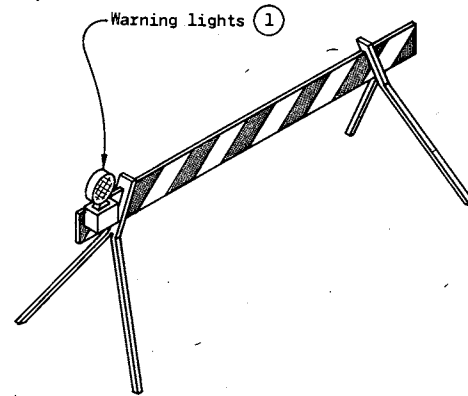
CLASS 'A'
STEEL PLATE BEAM GUARD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

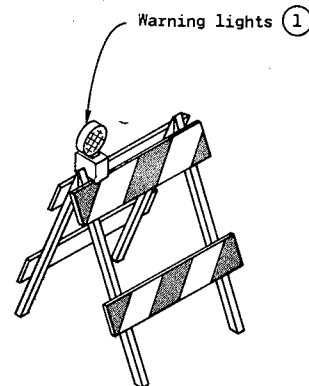
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
*Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum		4' Minimum
**Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

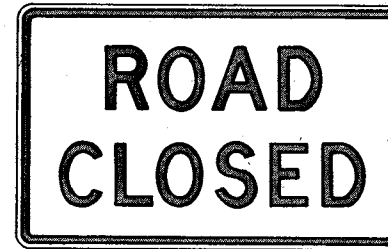
* Nominal dimensions when barricade is constructed of lumber.
 ** Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



R11-2
48" x 30"

Black Lettering on Reflective
White Background
Letter Series "D"
Letter height 8"



W20-3
48" x 48"

Black Lettering on Reflective
Orange Background
Letter Series "D"
Letter height 7"

STANDARD SIGNS - TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the Manual On Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

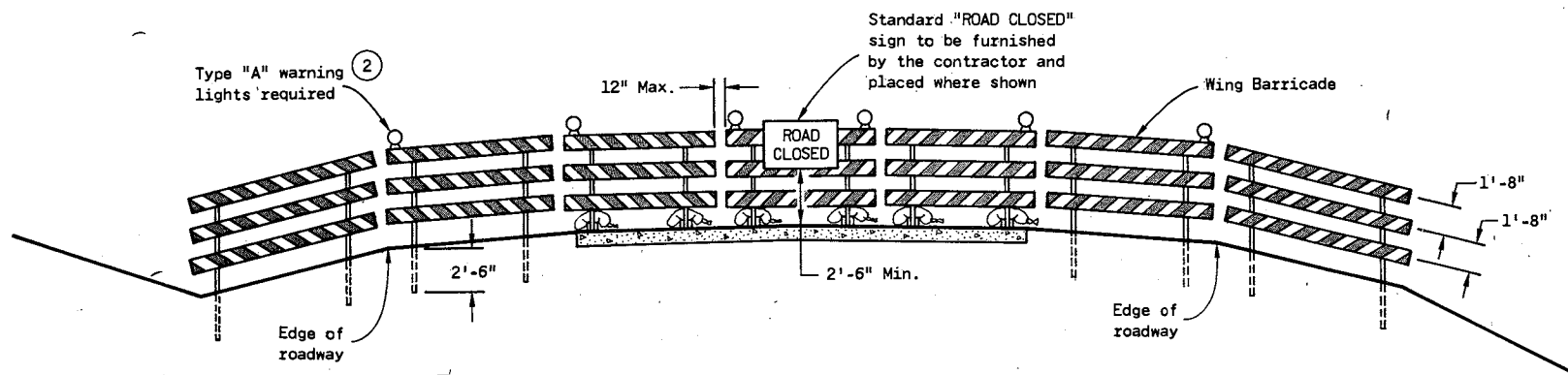
Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 3/4 inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983, all printed information or identification markings shall be shown only on the back side of barricade rails.

Type I Barricades may include other unstriped horizontal panels necessary to provide stability.

On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail.

① Unless otherwise provided elsewhere in the contract, warning lights are required on all barricades which will be located near traffic operations during periods of inclement weather or hours of darkness. Barricades used to shield isolated hazards shall be equipped with Type "A" (low intensity - flashing) lights unless Type "B" (high intensity - flashing) lights are specified elsewhere in the contract documents. Barricades used for channelization or delineation of the travel path shall be equipped with Type "C" (steady burn) lights except for the initial barricade(s) in sequence, which shall be equipped with Type "A" or "B" lights as previously noted.

② Two warning lights shall be provided on the center barricade and at least one warning light shall be provided on each of the other barricades within the roadway limits. Spacing of the warning lights shall be uniform to the edge of roadway as shown.



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE.

CONSTRUCTION BARRICADES

S.D.D. 15 C 1-7

CONSTRUCTION BARRICADES
& STANDARD SIGNS

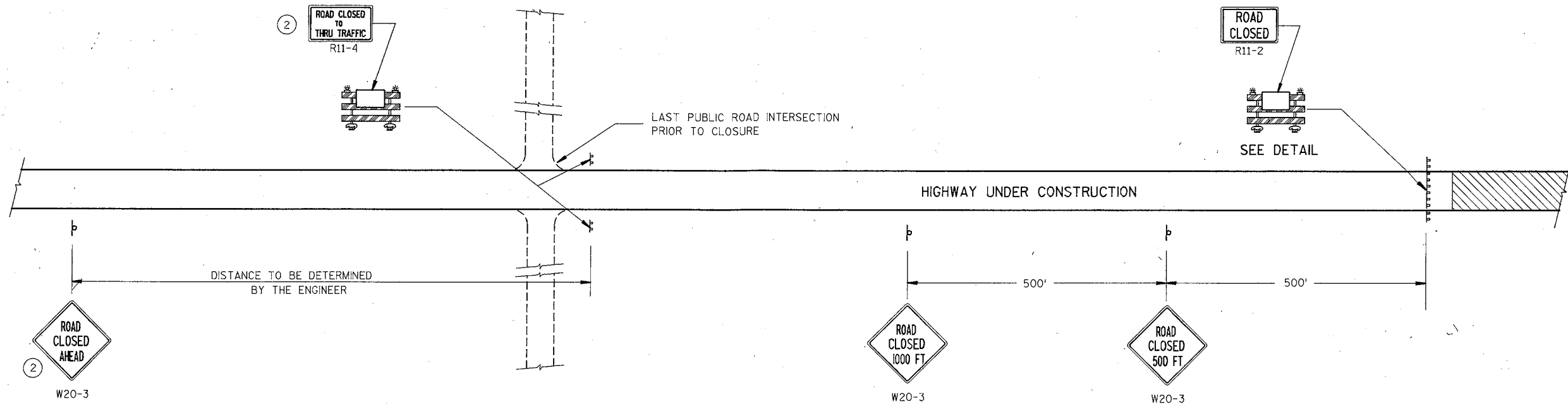
State of Wisconsin
Department of Transportation

APPROVED
9-14-81
DATE

D. J. Alford
CHIEF DESIGN ENGINEER

FHWA

S.D.D. 15 C 1-7



GENERAL NOTES

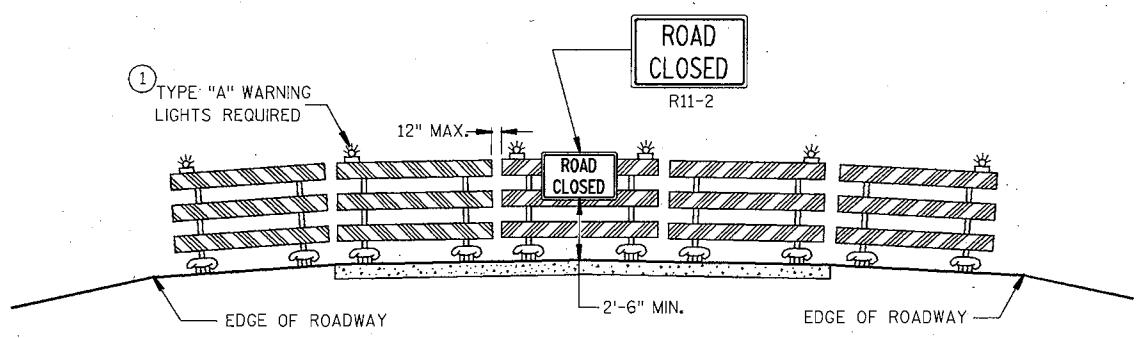
DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL ON TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.
- ② THESE SIGNS ARE NOT REQUIRED IF THE INTERSECTION IS THE BEGINNING OF THE MARKED DETOUR.

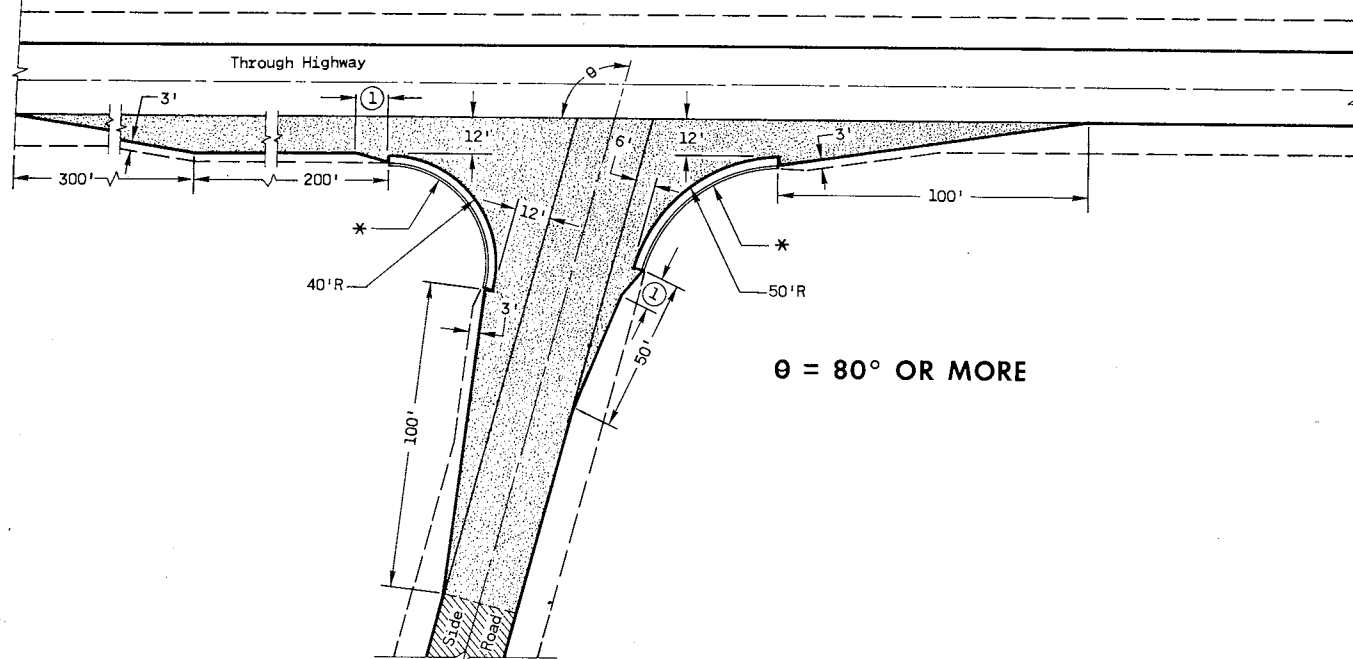
LEGEND

- ⌋ POST MOUNTED WARNING SIGN
- ⌋ TYPE III BARRICADE (TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT(S) REQUIRED FOR NIGHTTIME USE)
- ☀ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT
- ▨ WORK AREA



**APPROACH VIEW
ROAD CLOSURE BARRICADE**

TRAFFIC CONTROL TO CLOSE HIGHWAY UNDER CONSTRUCTION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6-5-85 DATE	 CHIEF TRAFFIC ENGINEER
FHWA	

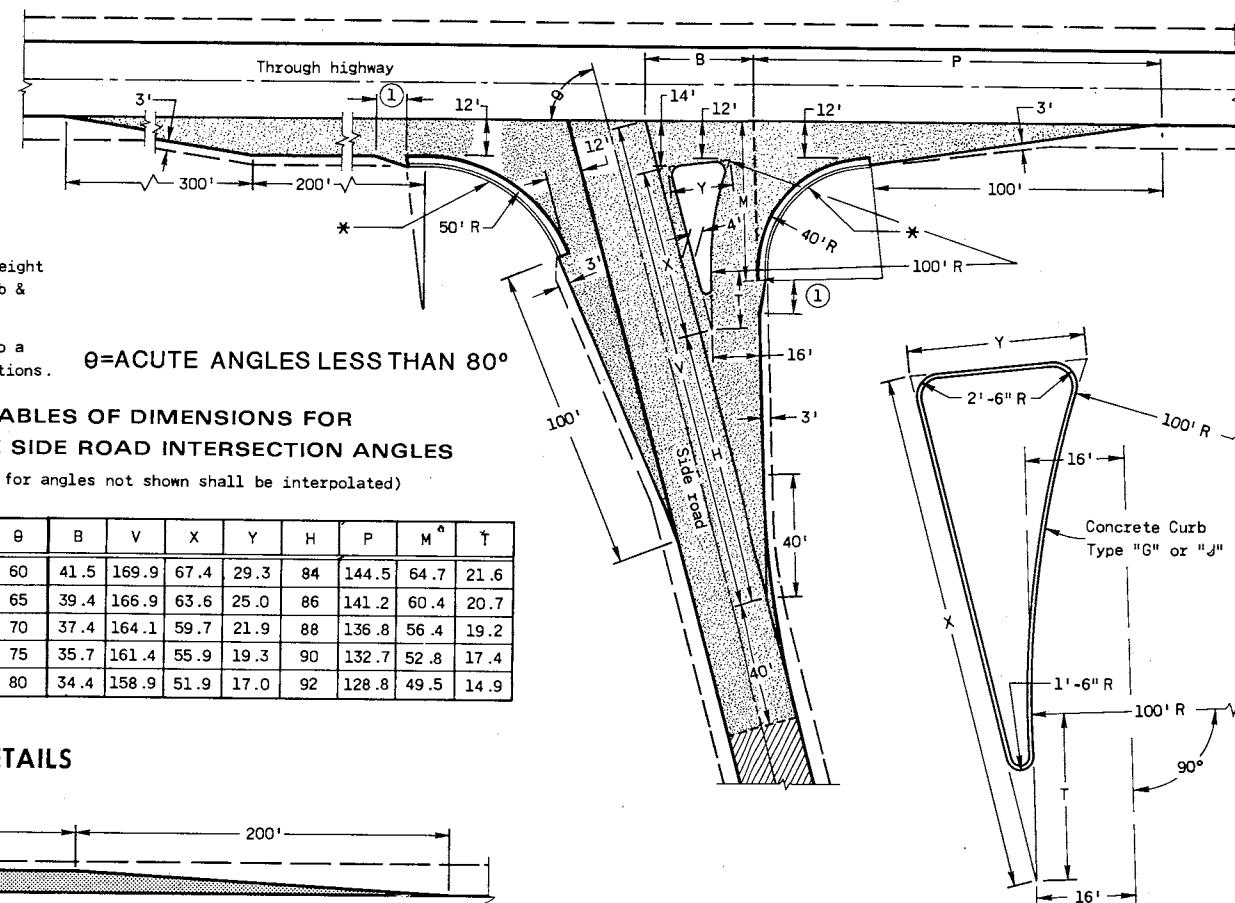


$\theta = 80^\circ$ OR MORE

* Concrete Curb & Gutter 36". Taper curb height 0" to 6" in 10'-0" length at ends of curb & gutter sections.

Provide sod or salvaged topsoil & seed to a 3'-0" width in back of curb & gutter sections.

① 10' Typical

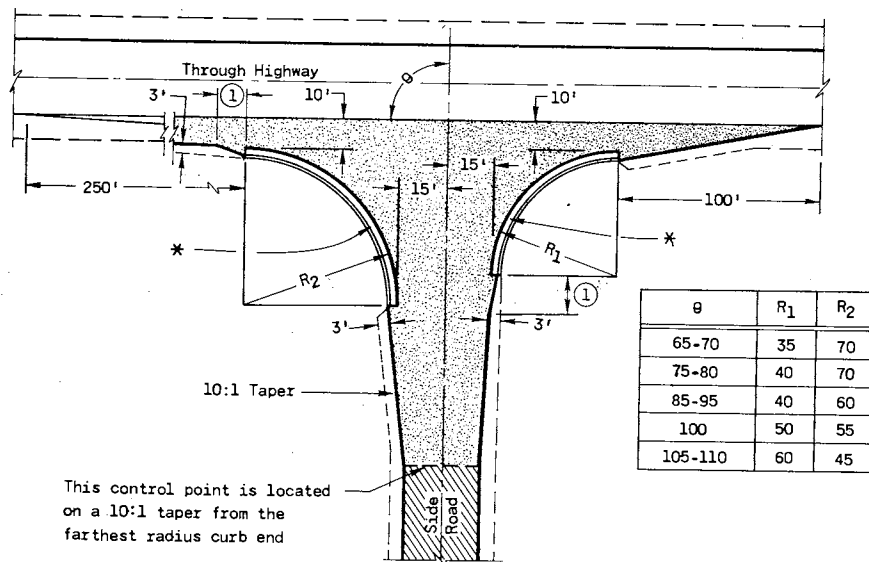


$\theta =$ ACUTE ANGLES LESS THAN 80°

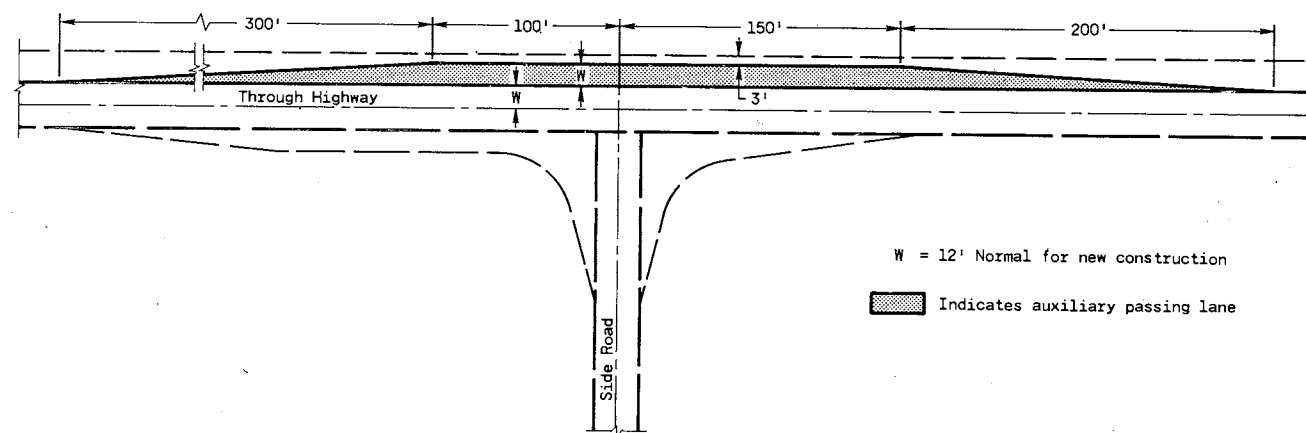
TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(Values for angles not shown shall be interpolated)

θ	B	V	X	Y	H	P	M ^a	T
60	41.5	169.9	67.4	29.3	84	144.5	64.7	21.6
65	39.4	166.9	63.6	25.0	86	141.2	60.4	20.7
70	37.4	164.1	59.7	21.9	88	136.8	56.4	19.2
75	35.7	161.4	55.9	19.3	90	132.7	52.8	17.4
80	34.4	158.9	51.9	17.0	92	128.8	49.5	14.9

TYPE "A" SIDE ROAD INTERSECTION DETAILS



This control point is located on a 10:1 taper from the farthest radius curb end



PASSING LANE DETAIL

W = 12' Normal for new construction

Indicates auxiliary passing lane

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

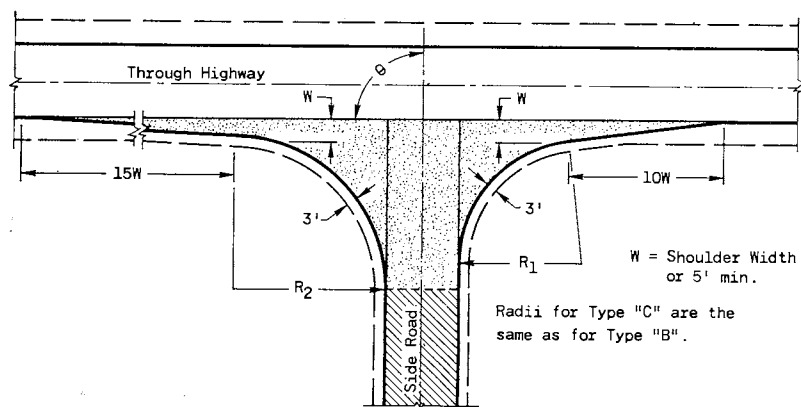
If the side road is not presently paved, pavement shall be placed to the limits shown. In the case where the construction limits are beyond the paving limits, crushed aggregate surfacing shall be placed between the paving limits and construction limits.

If 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.

If the side road is the construction project, the intersection surfacing shall be the same as for the project.

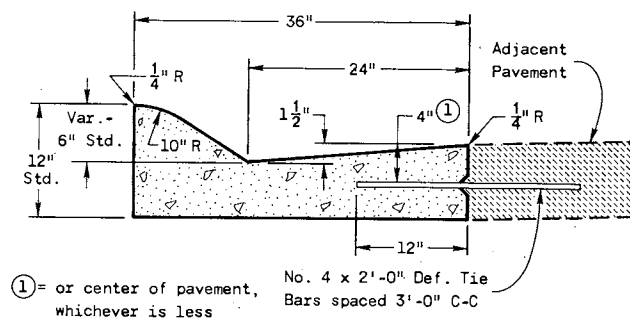
New Pavement
Existing Surface

TYPE "B" SIDE ROAD INTERSECTION DETAILS



Radii for Type "C" are the same as for Type "B".

TYPE "C" SIDE ROAD INTERSECTION DETAILS



① = or center of pavement, whichever is less

No. 4 x 2'-0" Def. Tie Bars spaced 3'-0" C-C

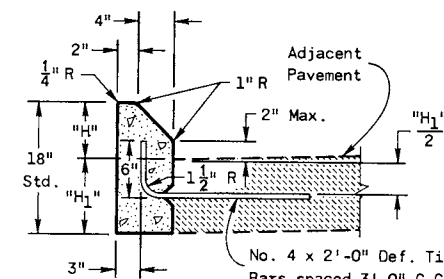
TYPE "A"

(INCLUDING TIE BARS)

TYPE "D"

(EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 36"



H = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.

H₁ = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "G"

(INCLUDING TIE BARS)

TYPE "J"

(EXCLUDING TIE BARS)

CONCRETE CURB

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

State of Wisconsin
Department of Transportation

APPROVED
12-15-80
DATE

CHIEF DESIGN ENGINEER

FHWA