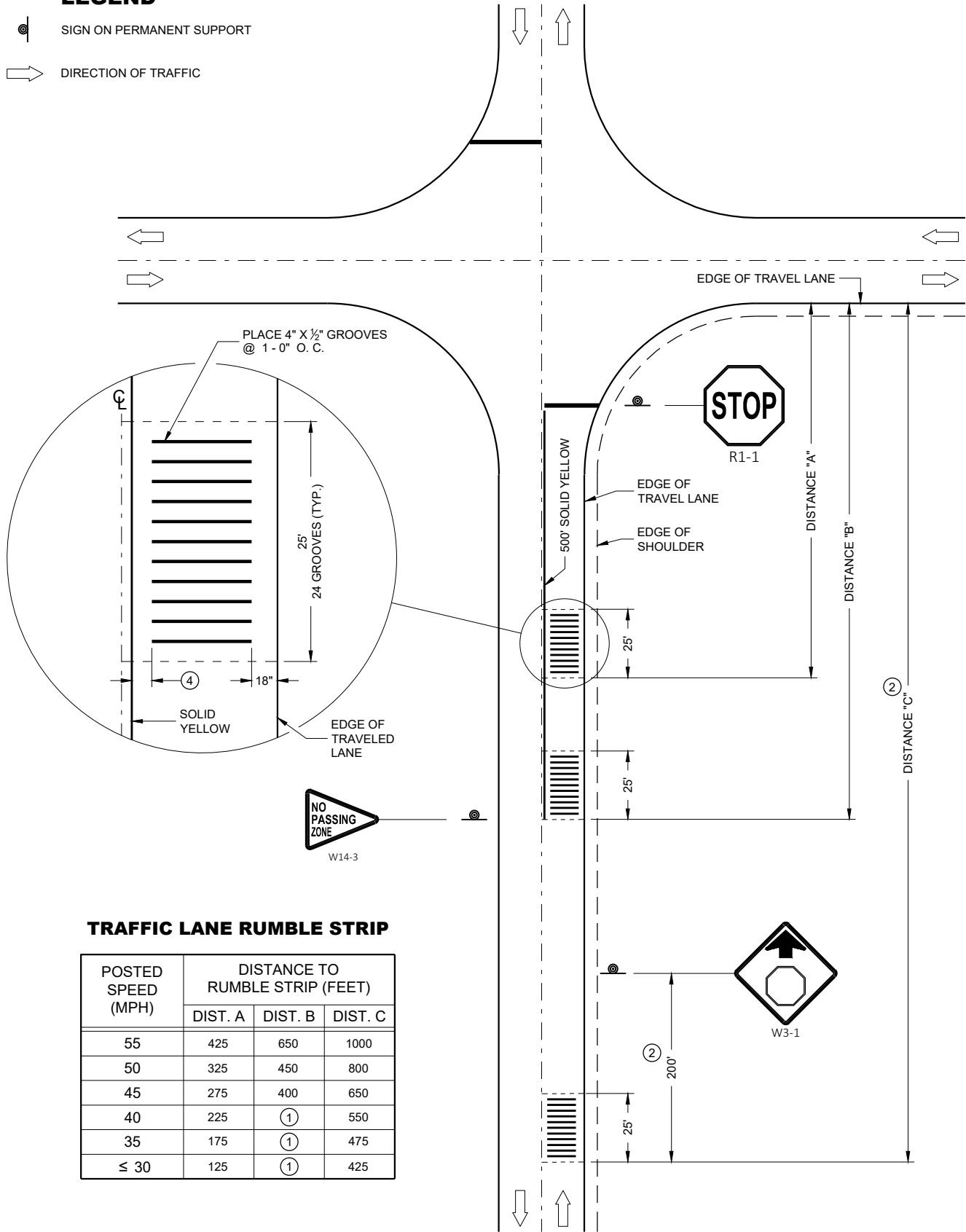


LEGEND

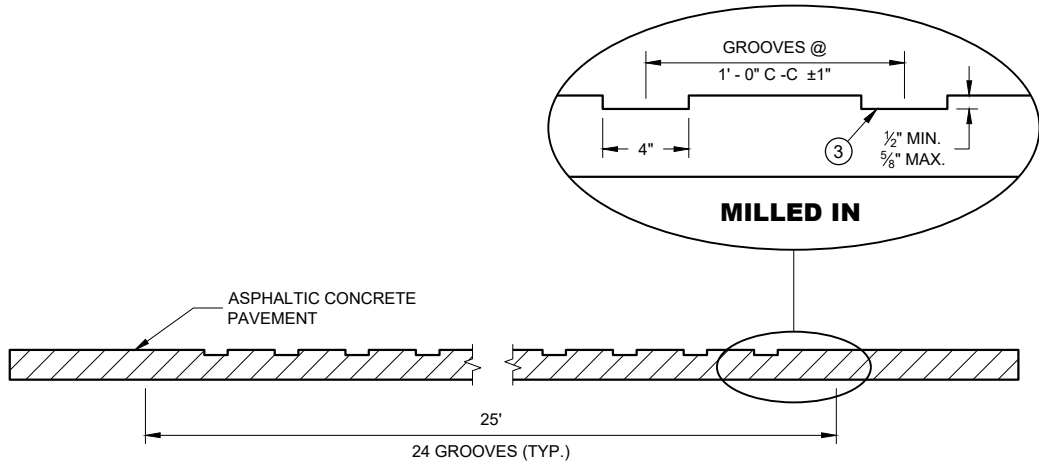
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC



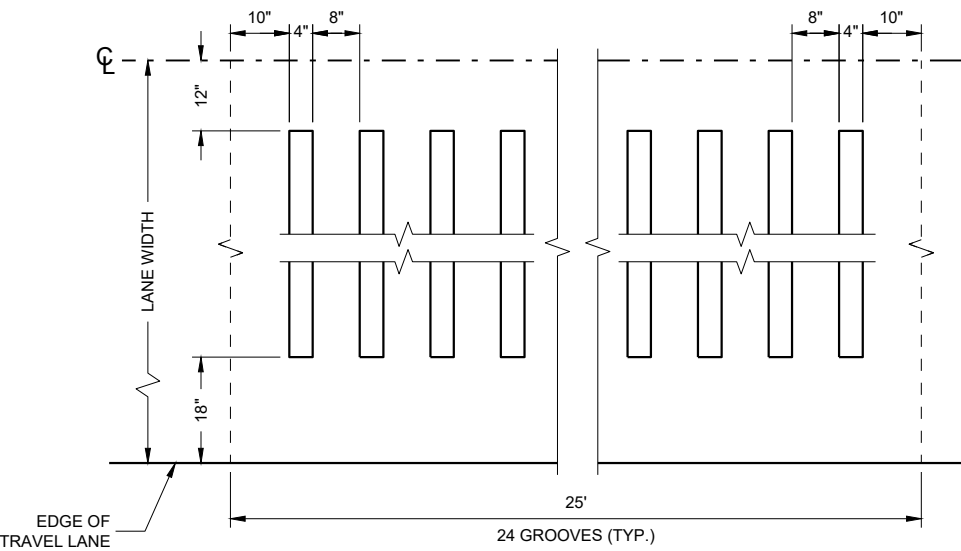
RUMBLE STRIP LOCATION

GENERAL NOTES

- CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.
- WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA, THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.
- PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDE ELSEWHERE IN THE CONTRACT.
- ① ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
 - ② LOCATE RUMBLE STRIP 200 FEET IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE "C".
 - ③ TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY $\frac{1}{16}$ ".
 - ④ 12 INCH CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



PLAN VIEW
ASPHALTIC PAVEMENT MILLED IN

TRANSVERSE RUMBLE STRIPS, ASPHALTIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY DESIGN STANDARDS
UNIT SUPERVISOR
FHWA

*Transverse Rumble Strips, Asphaltic***References:**

NONE

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
465.0580	Transverse Rumble Strips, Asphaltic	SY

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
NONE	

Other SDDs associated with this drawing:

NONE

Design Notes:

This SDD should typically be used where there is a 4-way stop condition or even a 2-way stop condition where there is some fear that the motorist may not see or expect a stop condition ahead.

The designer should be particularly aware of residences in the immediate area of the rumble strips. The sound generated from rumble strips may carry for a long distance, particularly at night when the ambient noise is quieter than in the daytime.

The designer should also be aware of sight obstruction from trees or other signs that may be too close to the proposed W3-1 (STOP AHEAD) sign.

This detail is not intended to address the pavement marking required at the approach to the intersection, the stop bar or other signs such as the No Passing Zone pennant. The designer must address pavement marking and signing details and specifications elsewhere in the contract as the general notes stipulate.

Contact Person:

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