WIS

PROJECT ID: 6370-00-72

COUNTY: MARATHON

12

JUNE 2022

ORDER OF SHEETS

TOTAL SHEETS = 112

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STRATFORD - MOSINEE

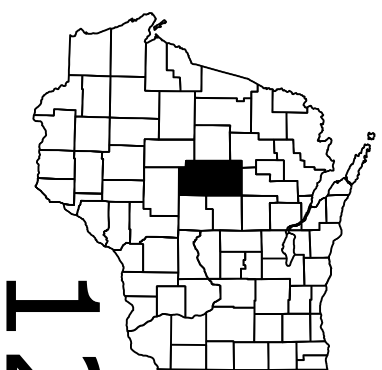
STH 107 - RANGELINE RD

STH 153

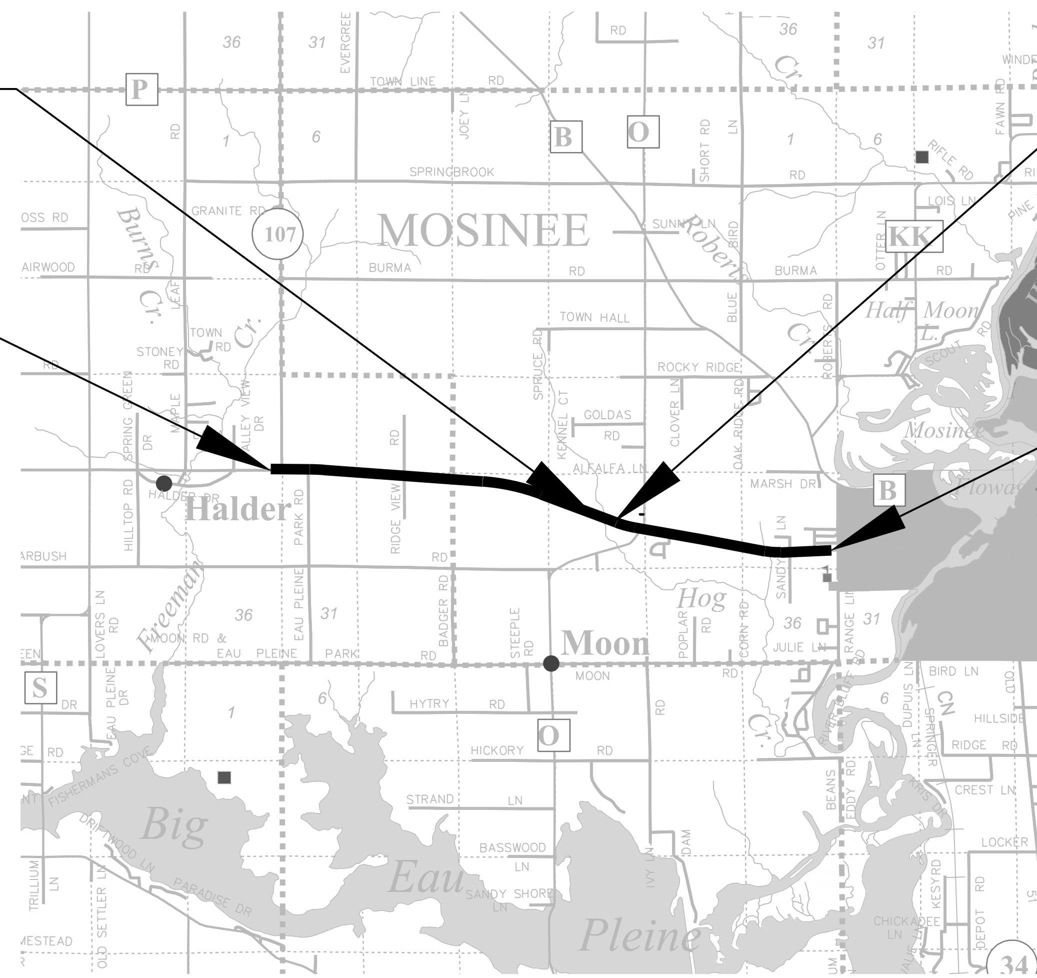
MARATHON COUNTY

STATE PROJECT NUMBER
6370-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6370-00-72	WISC 2022423	1



N



BEGIN EXCEPTION TO NET CENTERLINE LENGTH 6370-00-72
STA 823+25.88

END EXCEPTION TO NET CENTERLINE LENGTH 6370-00-72
STA 824+31.52

BEGIN PROJECT 6370-00-72
STA 640+50.00
Y= 144120.569
X= 225137.312

END PROJECT 6370-00-72
STA 954+31.16

LAYOUT

SCALE 0 — 2 MI

TOTAL NET LENGTH OF CENTERLINE = 5.923 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MARATHON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

DESIGN DESIGNATION

A.A.D.T.	2021	=	3500
A.A.D.T.	2031	=	3700
D.H.V.		=	389
D.D.		=	60/40
T.		=	13.6%
DESIGN SPEED		=	55MPH
ESALS		=	928,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC — E —
- FIBER OPTIC — FO —
- GAS — G —
- SANITARY SEWER — SAN —
- STORM SEWER — SS —
- TELEPHONE — T —
- WATER — W —
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

ORIGINAL PLANS PREPARED BY

AECOM

WISCONSIN
MICHELLE M. GUOIN
E-37165
KRONENWETTER WIS.
PROFESSIONAL ENGINEER

DATE: 02-22-2022 Michelle M. Guoin
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DONALD BUZA, PLS
Designer	MICHELLE GUOIN, PE
Project Manager	WENDY ARNESON, PE
Regional Examiner	ZACHARY GRULING, PE
Regional Supervisor	MIKE KRETSCHMER, PE

APPROVED FOR THE DEPARTMENT

DATE: 2/24/22 Wendy Arneson (Signature)

E

GENERAL NOTES

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

THE ITEM QUANTITY FOR BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON. THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE FIELD ENGINEER.

RIGHT OF WAY SHOWN IN THE PLANS WAS CALCULATED USING RECORDED TRANSPORTATION PROJECT PLAT 6370-01-01 DATED AUGUST 24, 2004 AND APPROVED ON SEPTEMBER 15, 2004 AND SEPTEMBER 27, 2004.

UTILITY CONTACTS

AMERICAN TRANSMISSION COMPANY (ATC)
ELECTRICITY-TRANSMISSION
CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187
OFFICE: (262) 506-6884
CDAILEY@ATCLLC.COM

MOSINEE MUNICIPAL WATER AND SEWER UTILITY
WATER
KEVIN BREIT
225 MAIN STREET
MOSINEE, WI 54455
OFFICE: (715) 693-3840
MOBILE: (715) 573-1756
PUBLICWORKS@MOSINEE.COM

WISCONSIN PUBLIC SERVICE
GAS/PETROLEUM
SHANE SARKKINEN
1700 SHERMAN STREET
WAUSAU, WI 54402
OFFICE: (715) 848-7387
MOBILE: (715) 966-1040
SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM

CHARTER COMMUNICATIONS
COMMUNICATION LINE
SCOTT OLSON
853 MCINTOSH STREET
WAUSAU, WI 54403
OFFICE: (715) 301-4079
MOBILE: (715) 216-6204
SCOTT.OLSON@CHARTER.COM

TDS TELECOM
COMMUNICATION LINE
JEFF SHAW
525 JUNCTION ROAD
MADISON, WI 53717
OFFICE: (715) 748-6970
MOBILE: (715) 323-8464
JEFF.SHAW@TDSTELECOM.COM

MOSINEE MUNICIPAL WATER AND SEWER UTILITY
SEWER
KEVIN BREIT
225 MAIN STREET
MOSINEE, WI 54455
OFFICE: (715) 693-3840
MOBILE: (715) 573-1756
PUBLICWORKS@MOSINEE.COM

WISCONSIN PUBLIC SERVICE
ELECTRICITY
CLAYTON VIRCKS
P.O. BOX 1166
WAUSAU, WI 54402
OFFICE: (715) 848-7317
MOBILE: (715) 573-7806
CLAYTON.VIRCKS@WISCONSINPUBLICSERVICE.COM

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

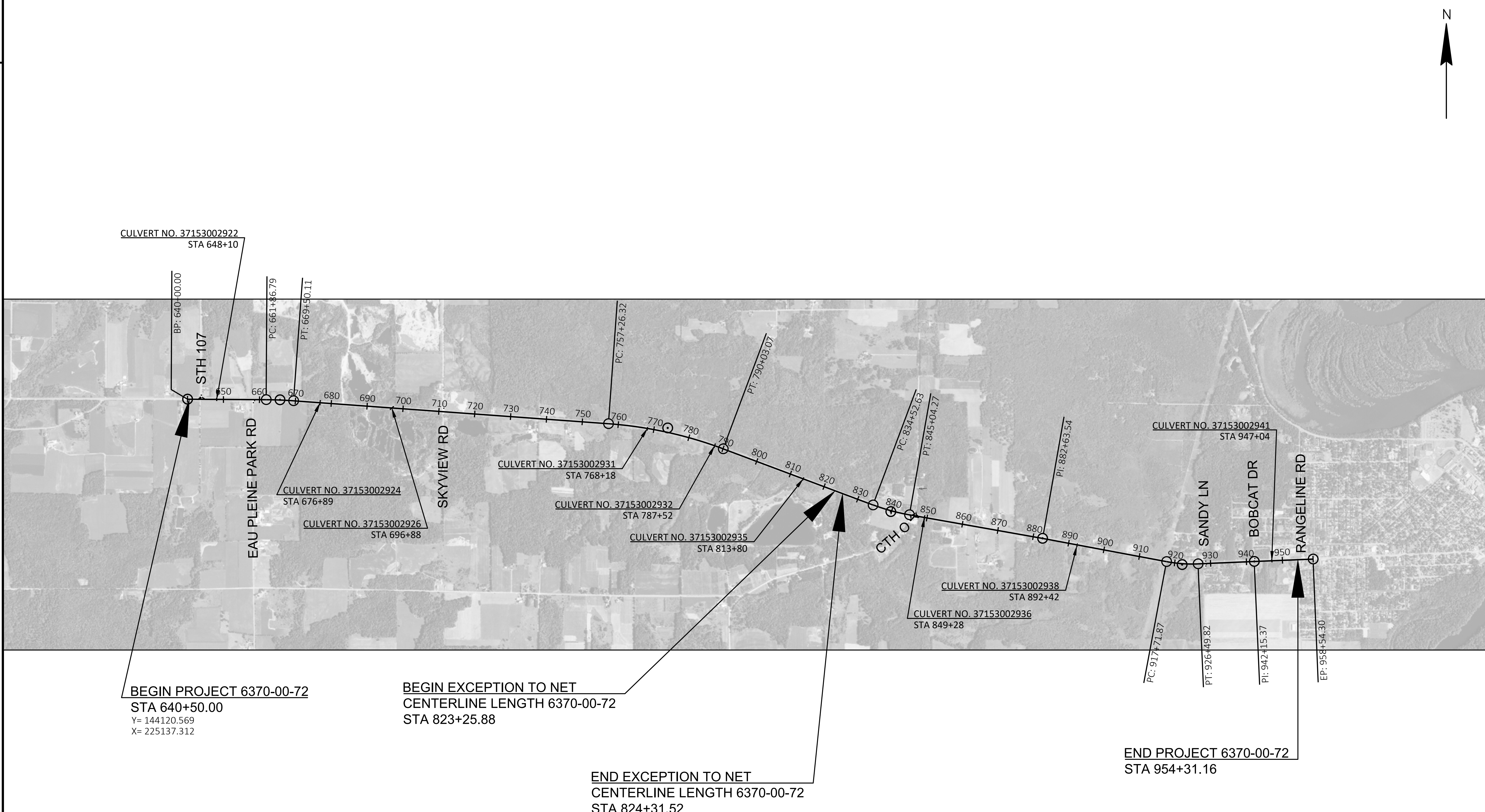
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP- TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE- TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 97.2 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.6 ACRES

OTHER CONTACTS

WDNR
CASEY JONES
625 E. COUNTY ROAD Y
OSHKOSH, WI 54901
715-213-6571
CASEY.JONES@WISCONSIN.GOV



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PROJECT OVERVIEW	SHEET 3	E

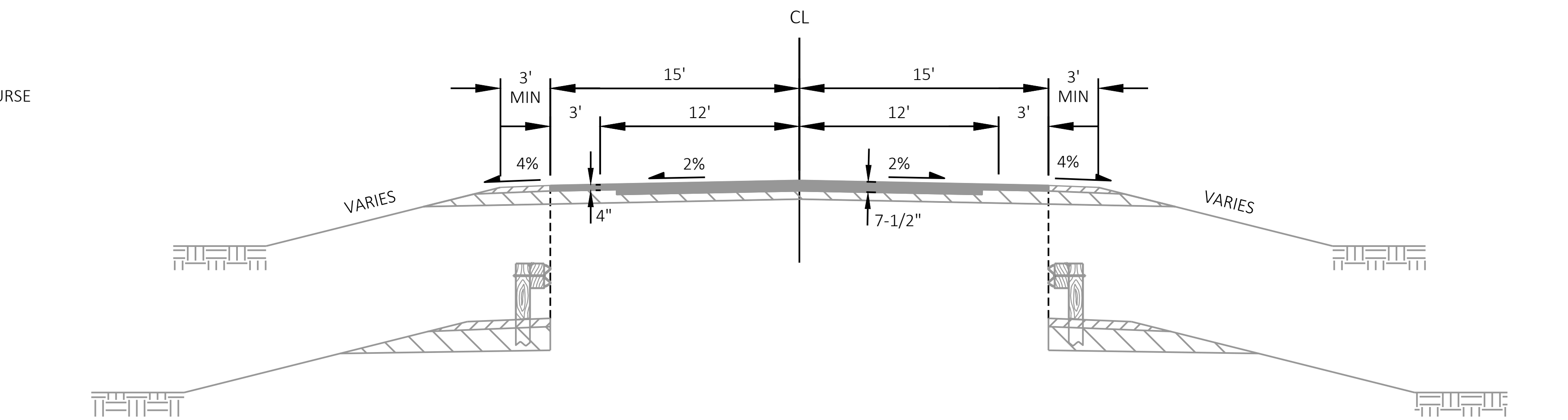
2

LEGEND

EXISTING BITUMINOUS SURFACE

4" EXISTING CRUSHED AGGREGATE BASE COURSE

EXISTING BASE COURSE



TYPICAL EXISTING SECTION - STH 153

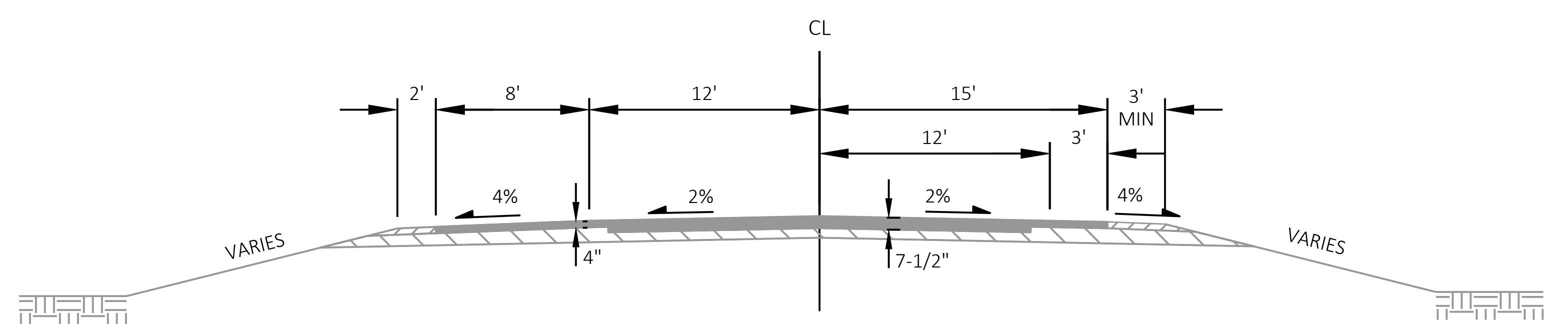
STA 640+50 - STA 823+25.88
STA 824+31.52 - STA 917+96

LEGEND

EXISTING BITUMINOUS SURFACE

4" EXISTING CRUSHED AGGREGATE BASE COURSE

EXISTING BASE COURSE

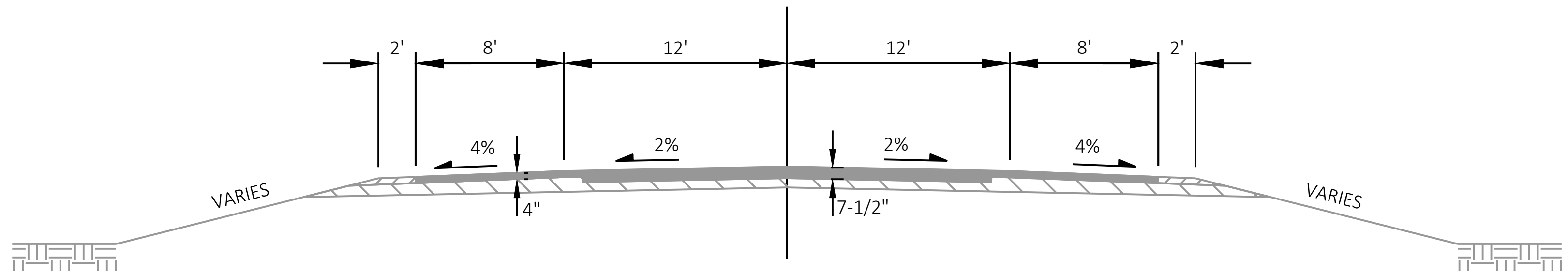


TYPICAL EXISTING SECTION - STH 153

STA 917+96 - STA 928+96

LEGEND

- EXISTING BITUMINOUS SURFACE
- 4" EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING BASE COURSE

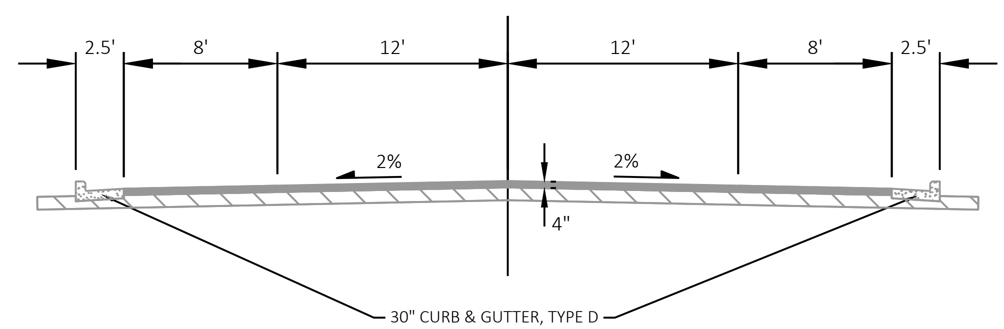


TYPICAL EXISTING SECTION - STH 153

STA 928+96 - STA 953+46

LEGEND

- EXISTING BITUMINOUS SURFACE
- 8" EXISTING CRUSHED AGGREGATE BASE COURSE

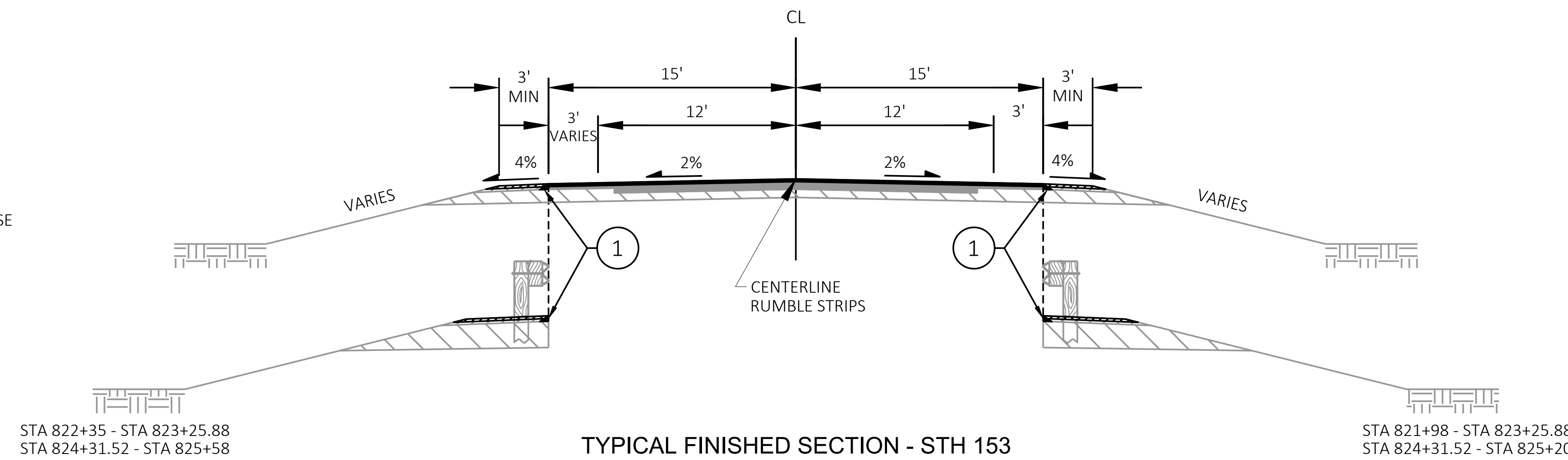


TYPICAL EXISTING SECTION - STH 153

STA 953+46 - STA 954+31.16

LEGEND

- 2" REMOVING ASPHALTIC SURFACE MILLING
  2" HMA PAVEMENT 4 MT 58-28 S
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BITUMINOUS SURFACE
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING BASE COURSE



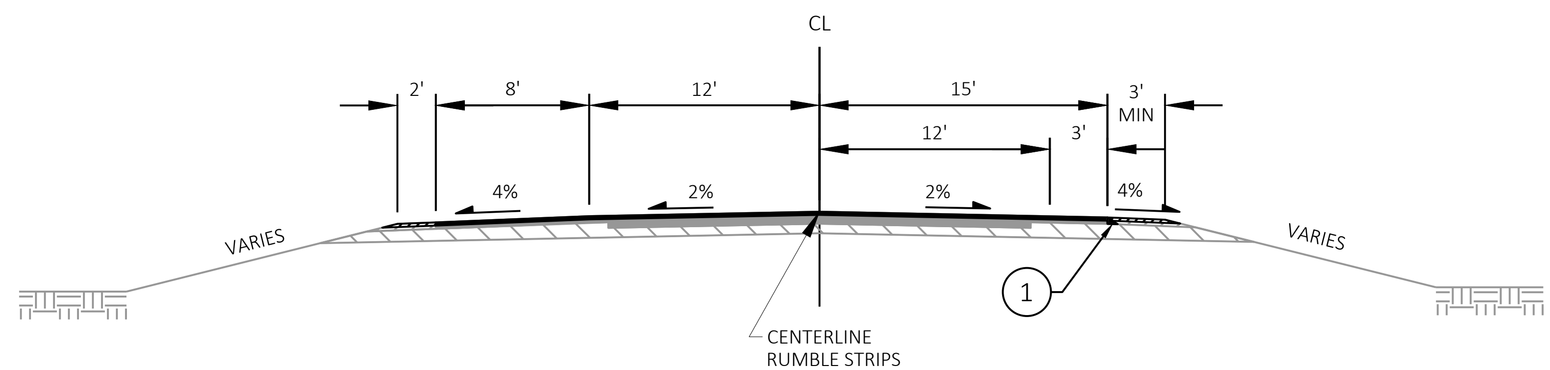
1 SAFETY EDGE

TYPICAL FINISHED SECTION - STH 153

STA 640+50 - STA 823+25.88
STA 824+31.52 - STA 917+96

LEGEND

- 2" REMOVING ASPHALTIC SURFACE MILLING
  2" HMA PAVEMENT 4 MT 58-28 S
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BITUMINOUS SURFACE
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING BASE COURSE



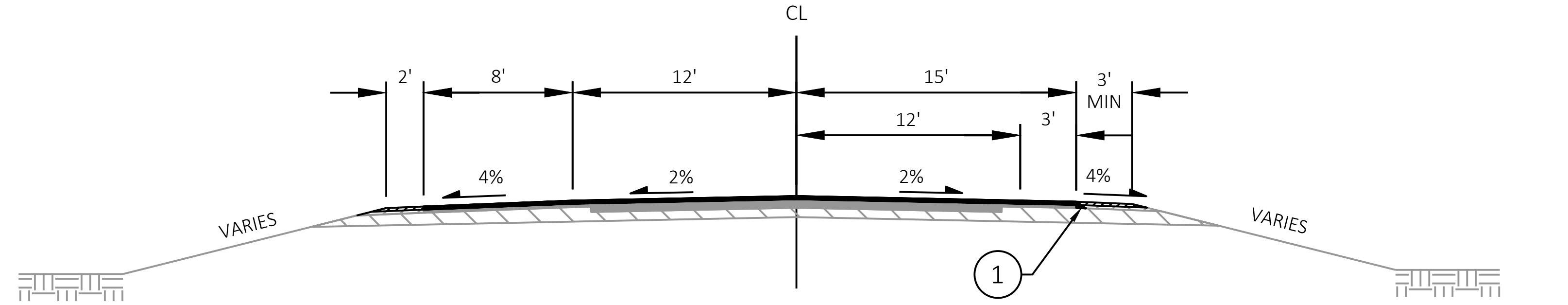
1 SAFETY EDGE

TYPICAL FINISHED SECTION - STH 153

STA 917+96 - STA 928+04

LEGEND

- 2" REMOVING ASPHALTIC SURFACE MILLING
  2" HMA PAVEMENT 4 MT 58-28 H
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BITUMINOUS SURFACE
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING BASE COURSE



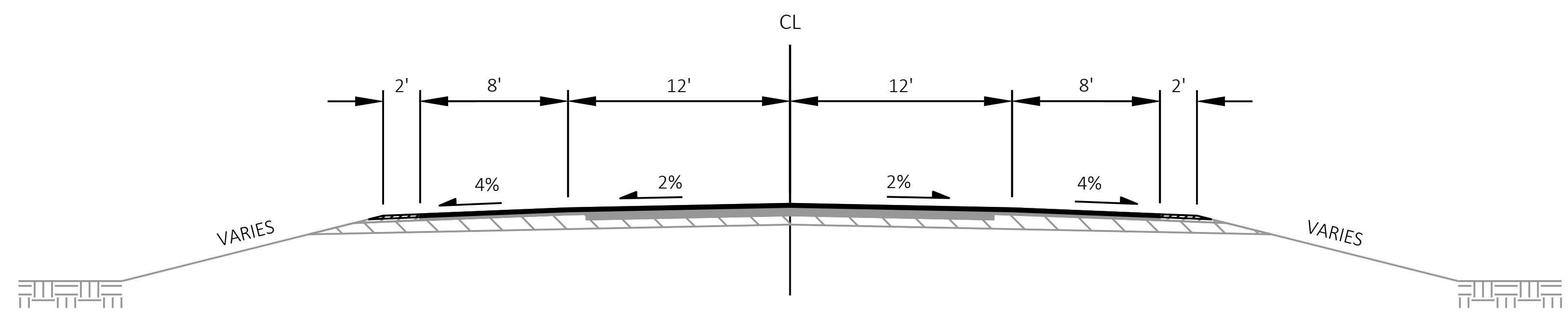
(1) SAFETY EDGE

TYPICAL FINISHED SECTION - STH 153

STA 928+04 - STA 928+96

LEGEND

- 2" REMOVING ASPHALTIC SURFACE MILLING
  2" HMA PAVEMENT 4 MT 58-28 H
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING BITUMINOUS SURFACE
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING BASE COURSE

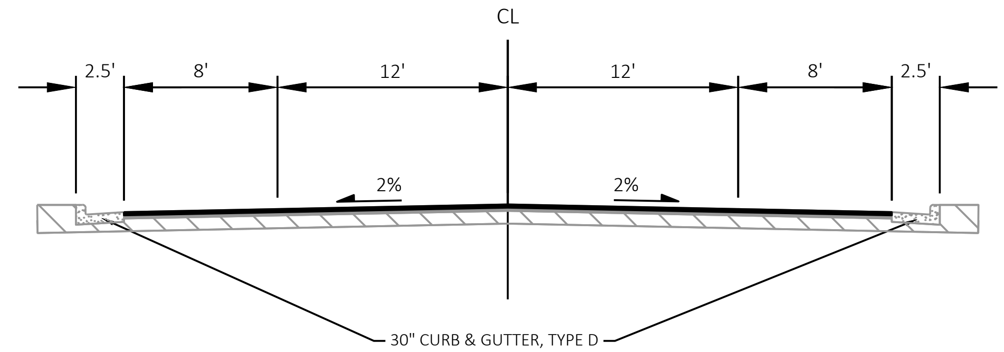


TYPICAL FINISHED SECTION - STH 153

STA 928+96 - STA 953+46

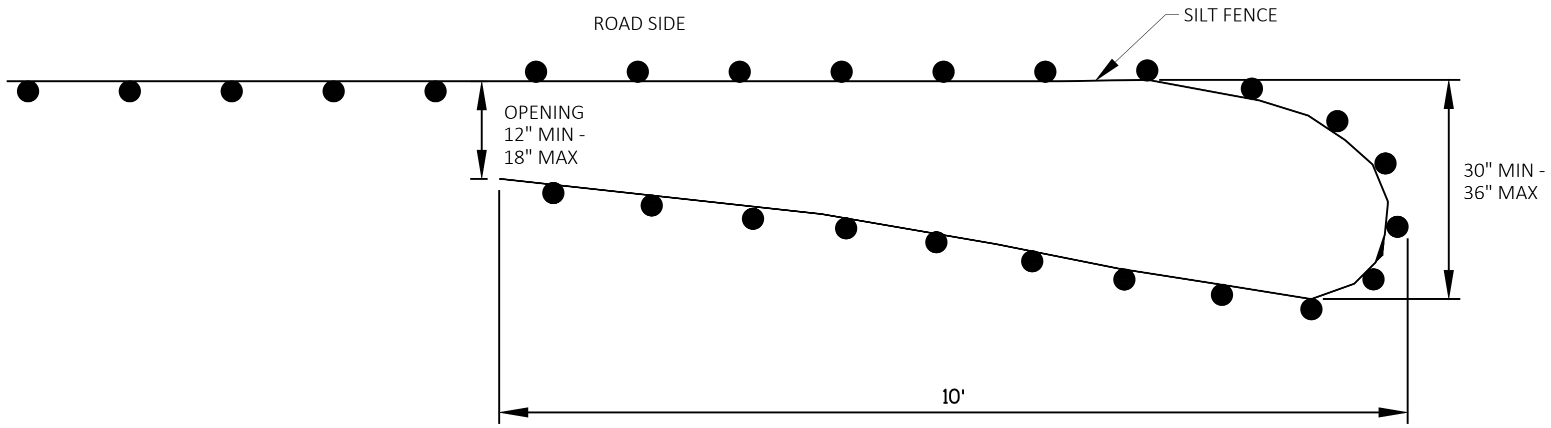
LEGEND

- 2" REMOVING ASPHALTIC SURFACE MILLING
  2" HMA PAVEMENT 4 MT 58-28 H
- EXISTING BITUMINOUS SURFACE
- EXISTING CRUSHED AGGREGATE BASE COURSE



TYPICAL FINISHED SECTION - STH 153

STA 953+46 - STA 954+31.16



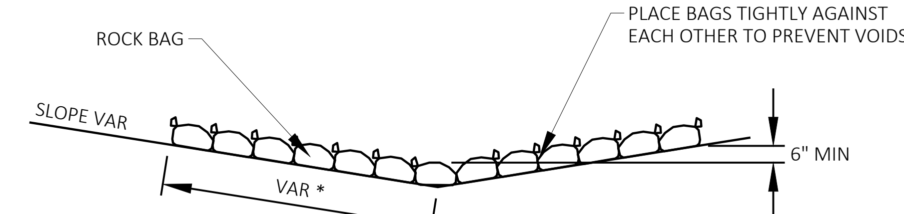
PLAN VIEW

GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND. AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

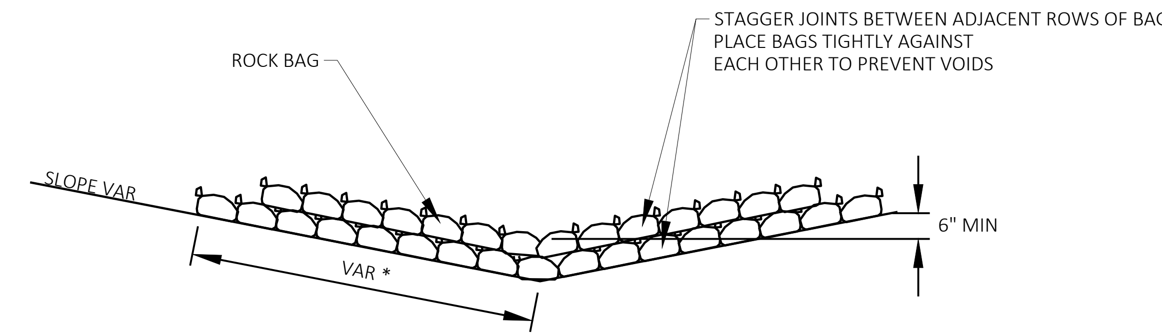
SEE PLANS FOR SILT FENCE LOCATIONS. INSTALL TURN-AROUND AT END OF SHOWN FENCING.

ROADSIDE OFFSETS DEPENDENT ON LOCATION.

TEMPORARY SMALL ANIMAL TURN-AROUND

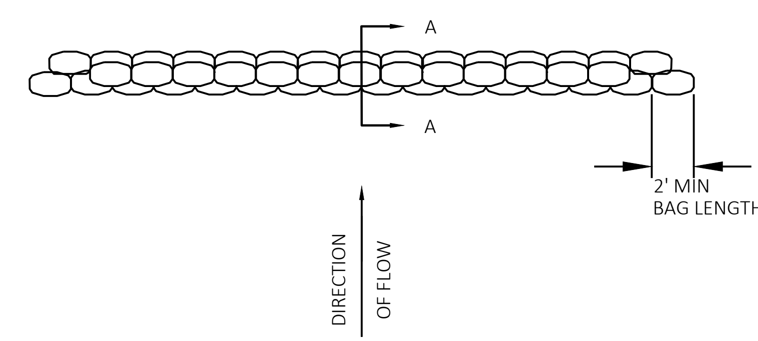


SIDE VIEW (SINGLE LAYER)

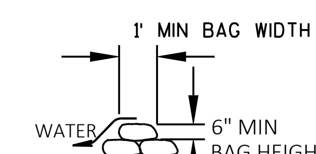


* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

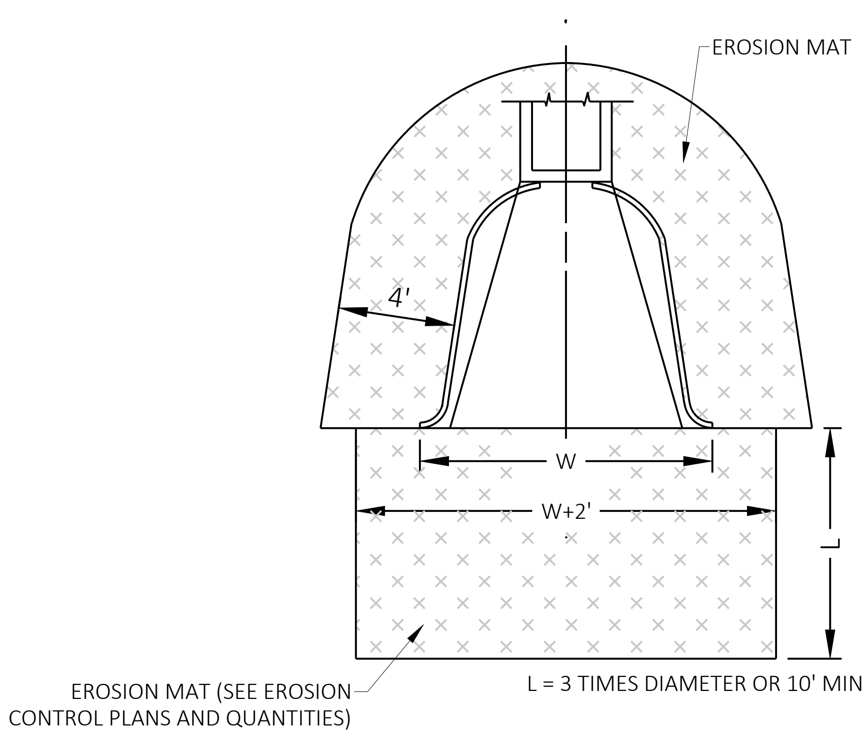


TOP VIEW (MULTIPLE LAYER)



SECTION A-A

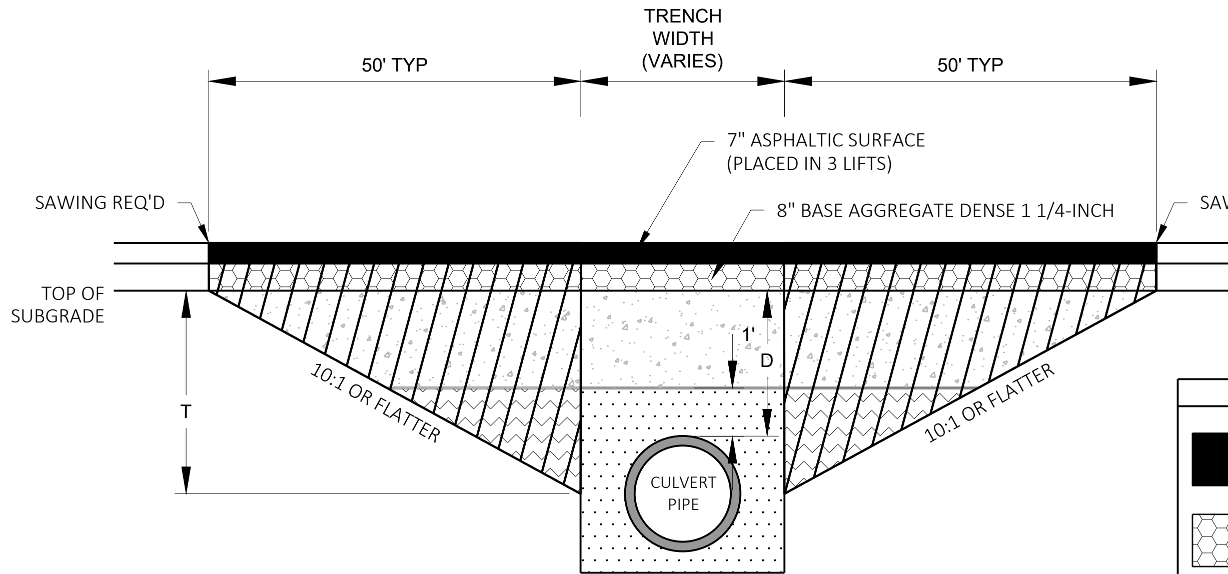
ROCK BAGS USED FOR DITCH CHECKS



EROSION MAT AT CULVERT END

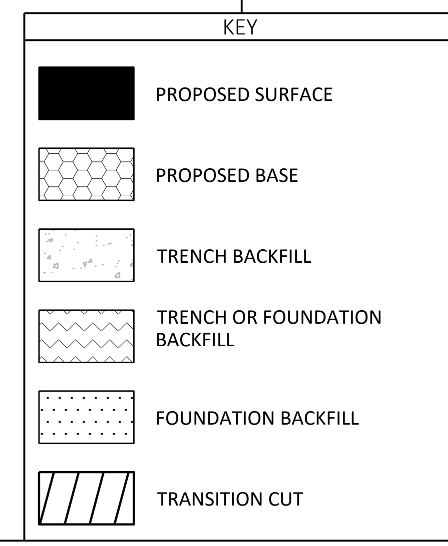
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CONSTRUCTION DETAILS	SHEET 9	E

2

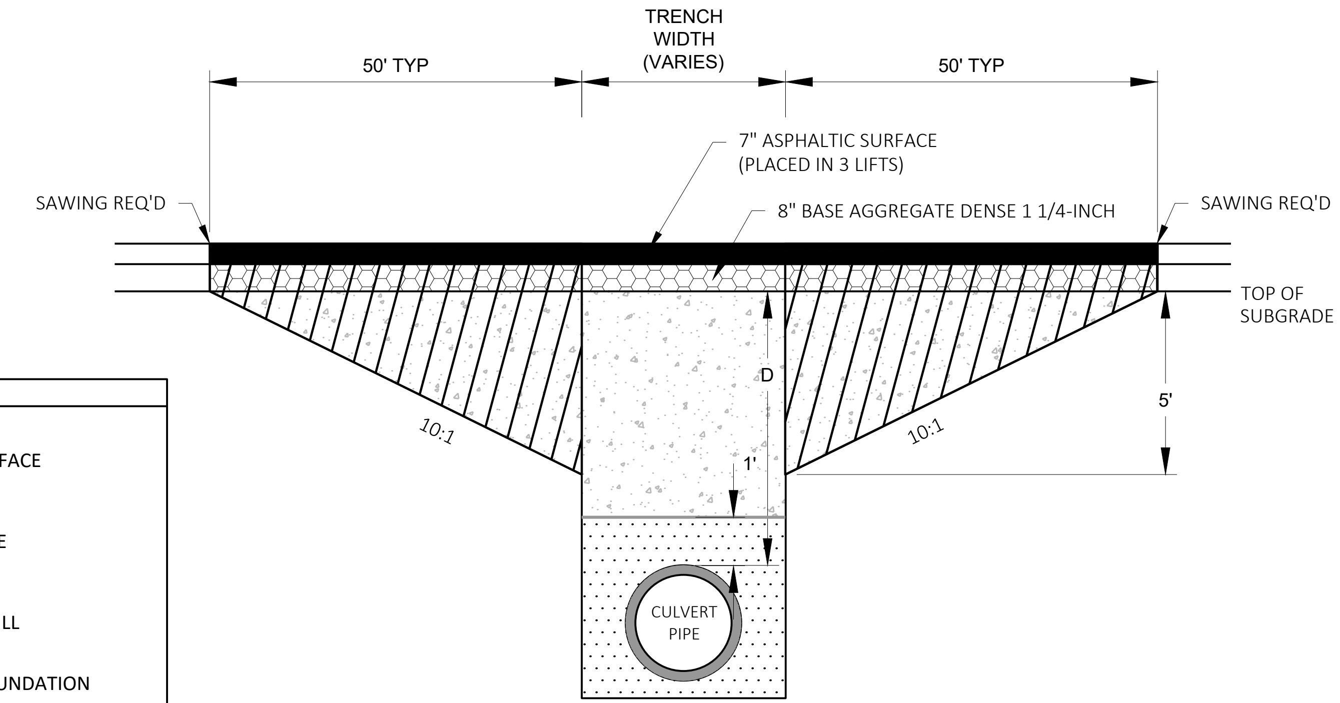


TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

DEPTH D < 6 FT



2



DEPTH D ≥ 6 FT

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

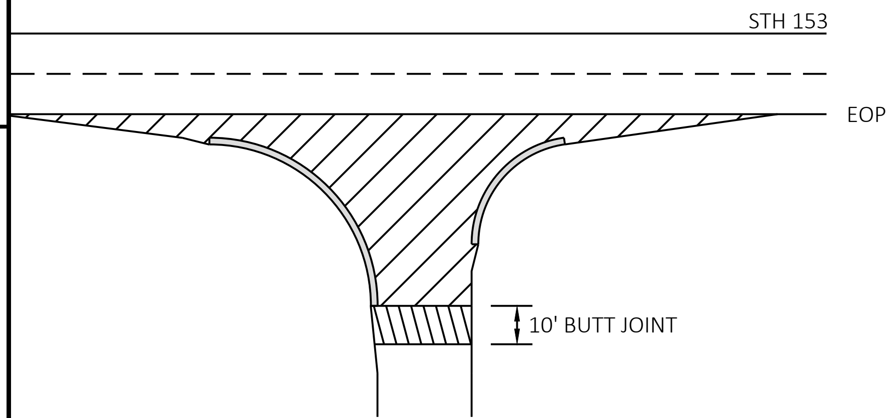
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.

CULVERT PIPE TRANSITION

ROUTE	STATION (STA)	DEPTH D (FT)	PIPE DIA (IN)	COMMON EXC (CY)
STH 153	648+10	3.3	36	575
STH 153	676+89	13.2	36	617
STH 153	696+88	5.3	36	617
STH 153	768+18	3.9	24	617
STH 153	787+52	11.1	30	617
STH 153	813+80	3.1	24	617
STH 153	849+28	8.3	60	617
STH 153	947+04	3.9	24	626
				TOTAL: 4,903

2



REMOVING ASPHALTIC SURFACE MILLING 2-INCH

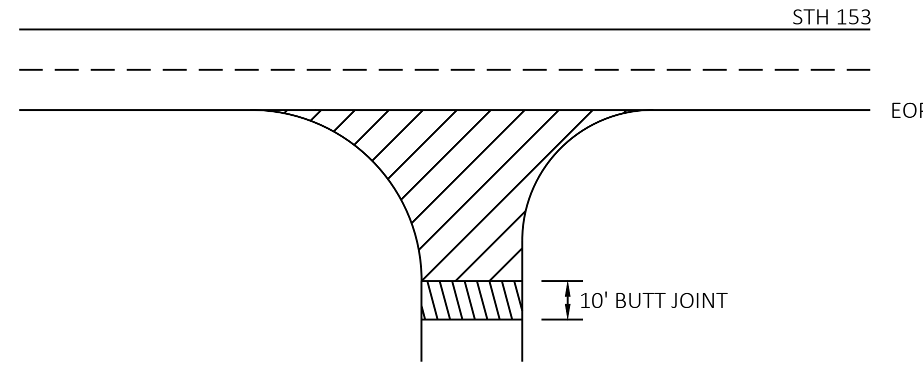
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

STH 107
EAU PLEINE PARK RD.
CTH O (N)
CTH O (S)
SANDY LN. (N)
SANDY LN. (S)
BOBCAT DR.



REMOVING ASPHALTIC SURFACE MILLING 2-INCH

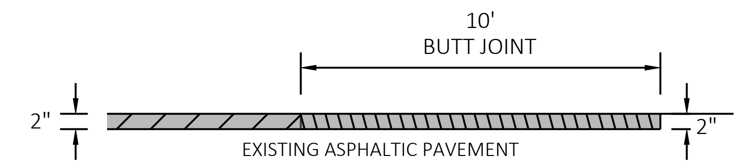
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITHOUT CURB AND GUTTER

SKYVIEW RD. (N)



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

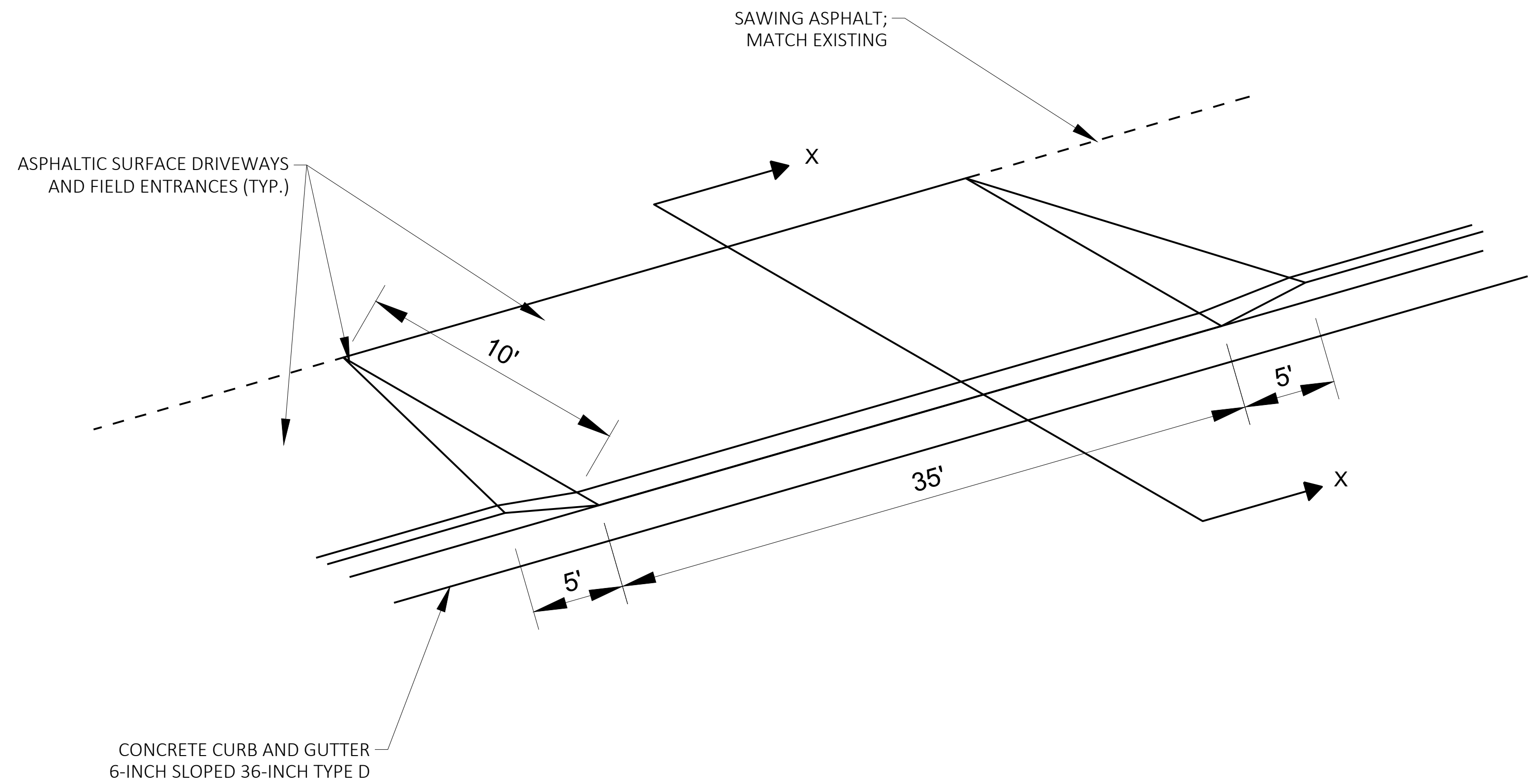
MAINLINE AND SIDE ROADS

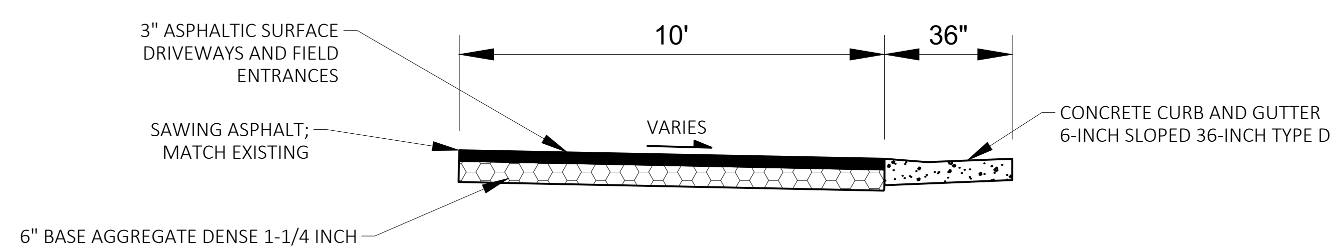
2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CONSTRUCTION DETAIL - MAINLINE/SIDE ROAD BUTT JOINTS	SHEET 11	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0210-CD.DWG
LAYOUT NAME - 021003-cd
PLOT DATE : 4/4/2022 10:38 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

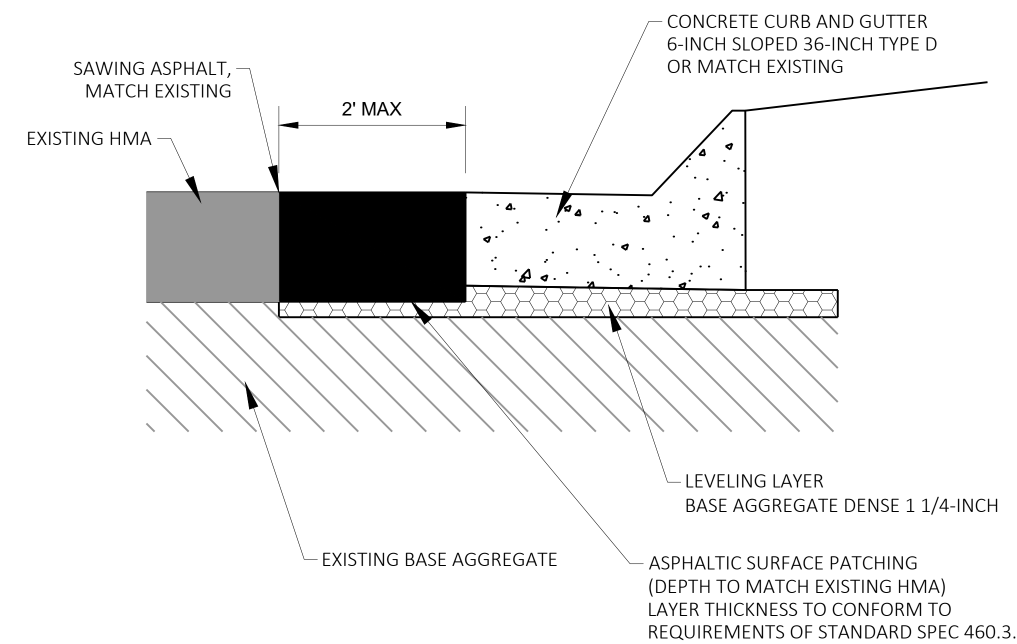
2





SECTION X-X

COMMERCIAL DRIVEWAY DETAIL



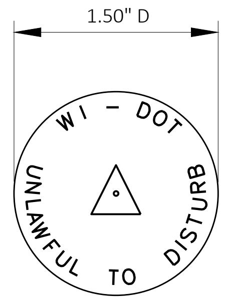
SECTION VIEW

PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS

2

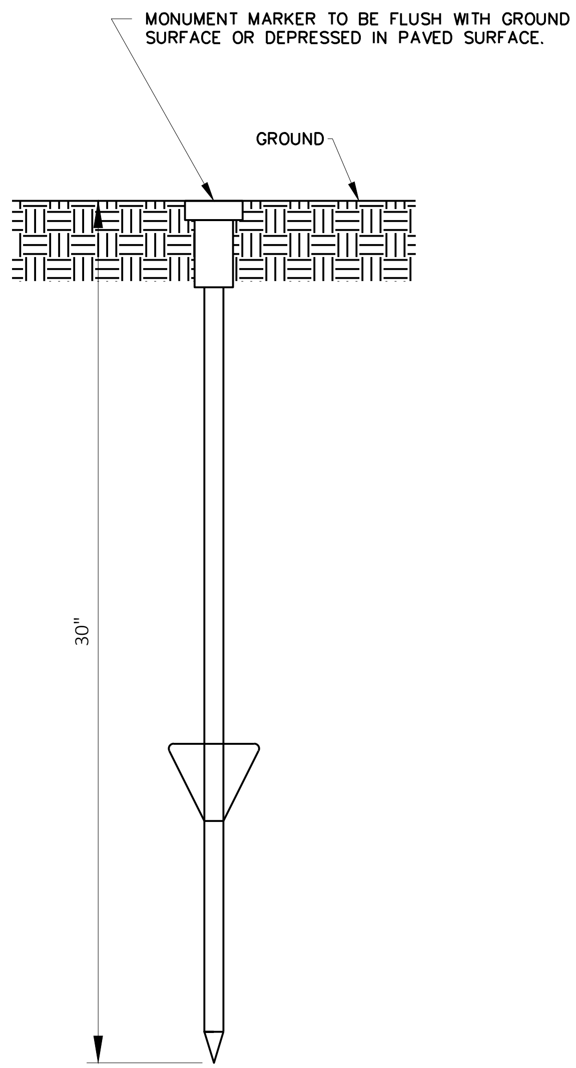
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CONSTRUCTION DETAIL - COMMERCIAL DRIVEWAYS, PAVEMENT REPLACEMENT	SHEET 12	E

2



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

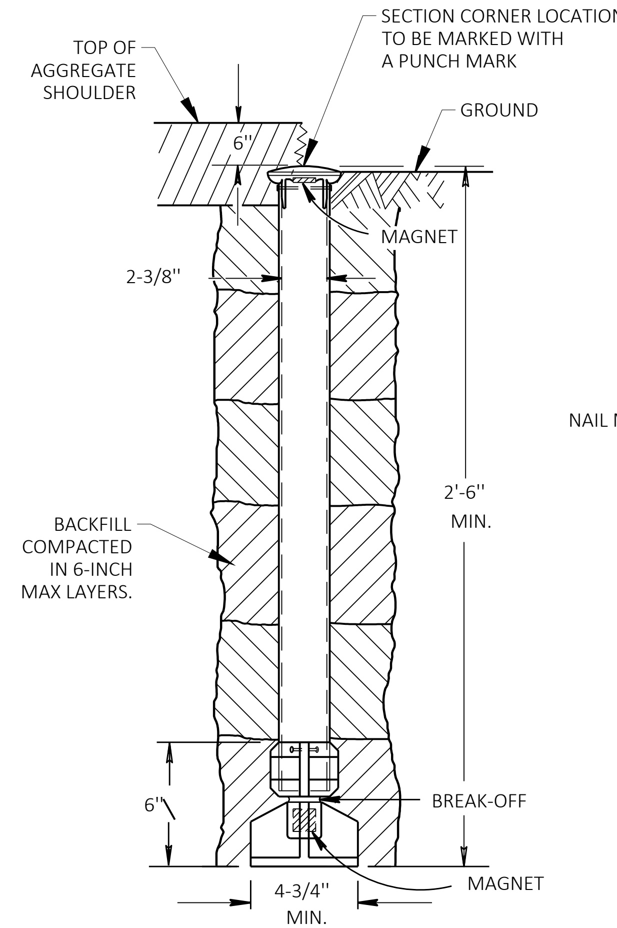
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS
WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

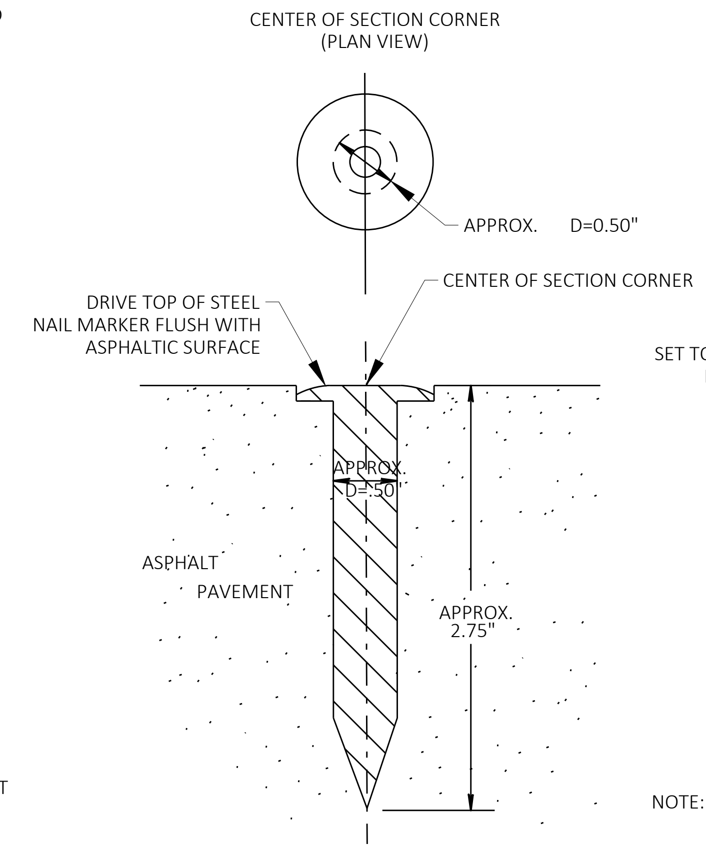
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

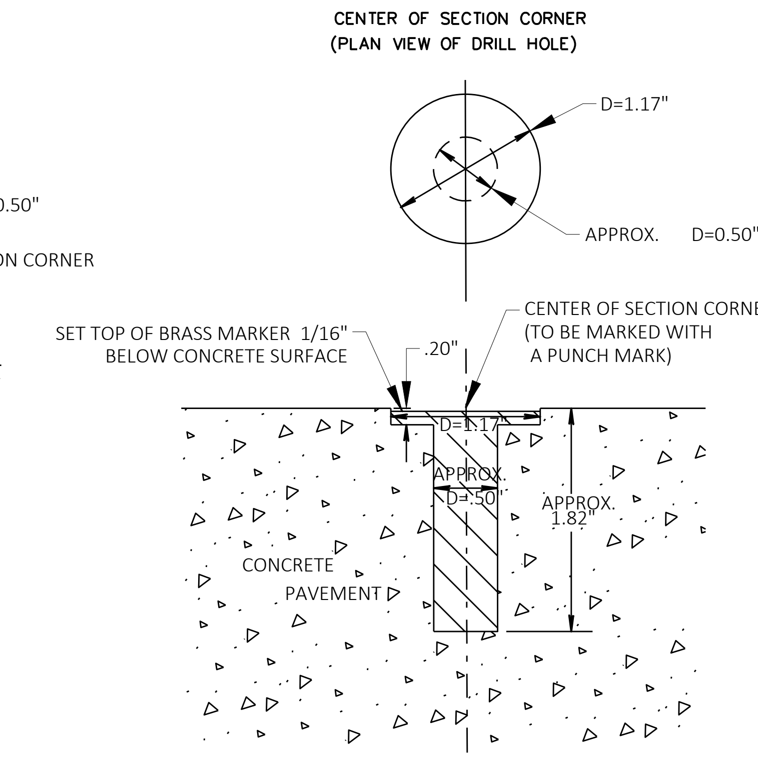
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT"
ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

GENERAL NOTES

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

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL

2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CONSTRUCTION DETAIL - SECTION CORNER/LANDMARK REFERENCE	SHEET 13	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
22	644+09.39	1290.35	60 D NAIL IN PP 2706 30W10

LEGEND

1. REMOVING CURB & GUTTER; CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
2. REMOVING CURB; CONCRETE CURB TYPE D
3. SAWING ASPHALT

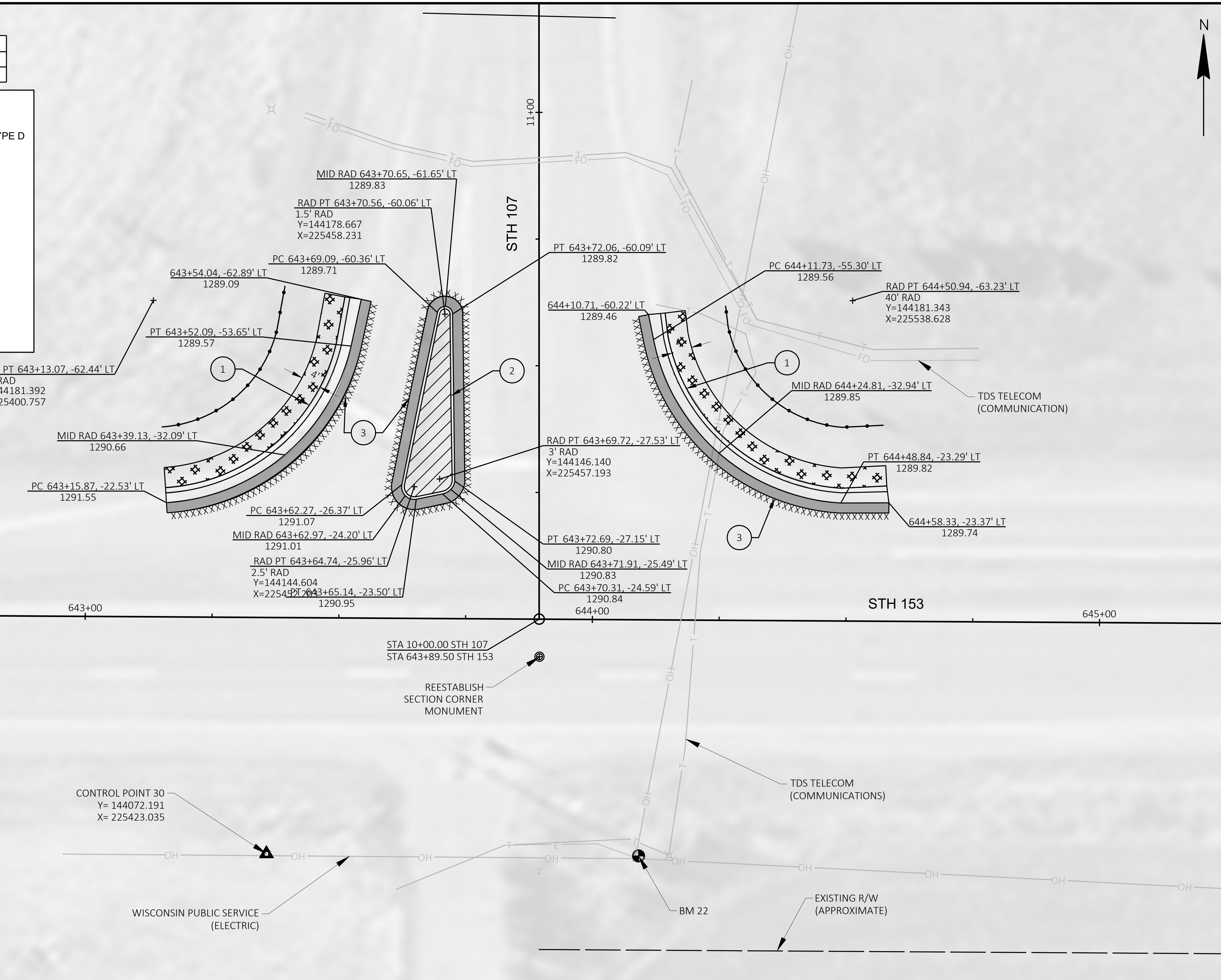
REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE PATCHING

REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE

EROSION MAT URBAN CLASS I TYPE A

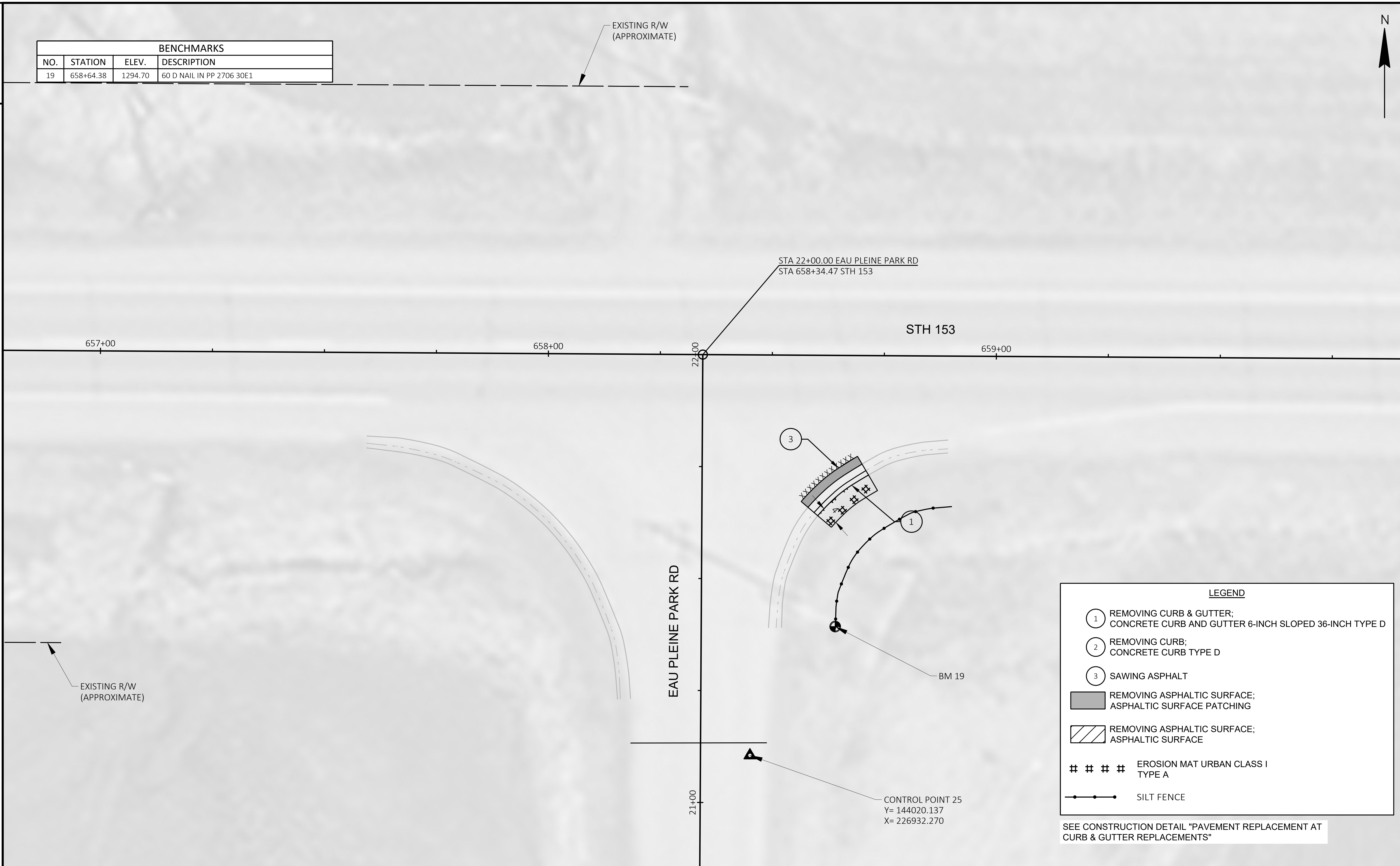
SILT FENCE

SEE CONSTRUCTION DETAIL "PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS"



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	INTERSECTION DETAILS - STH 107	SHEET 14	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
19	658+64.38	1294.70	60 D NAIL IN PP 2706 30E1

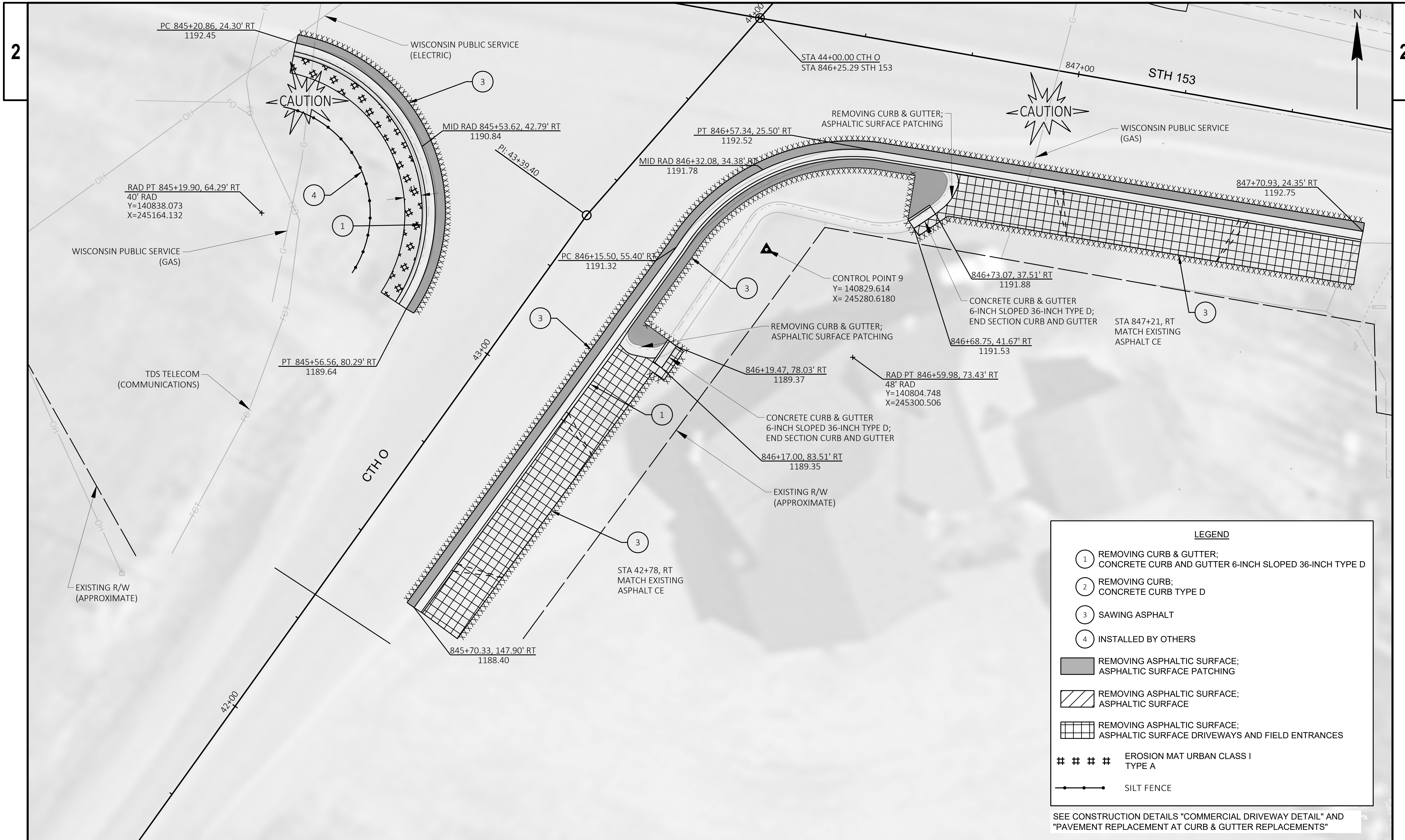


LEGEND

1. REMOVING CURB & GUTTER; CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
2. REMOVING CURB; CONCRETE CURB TYPE D
3. SAWING ASPHALT

- (shaded) REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE PATCHING
- (hatched) REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE
- # # # # EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE

SEE CONSTRUCTION DETAIL "PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS"



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	INTERSECTION DETAILS - CTH O (S)	SHEET 16	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
8	845+93.83	1193.49	60 D NAIL IN S/FACE PP 2706 27R2

LEGEND

1 REMOVING CURB & GUTTER; CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

2 REMOVING CURB; CONCRETE CURB TYPE D

3 SAWING ASPHALT

4 INSTALLED BY OTHERS

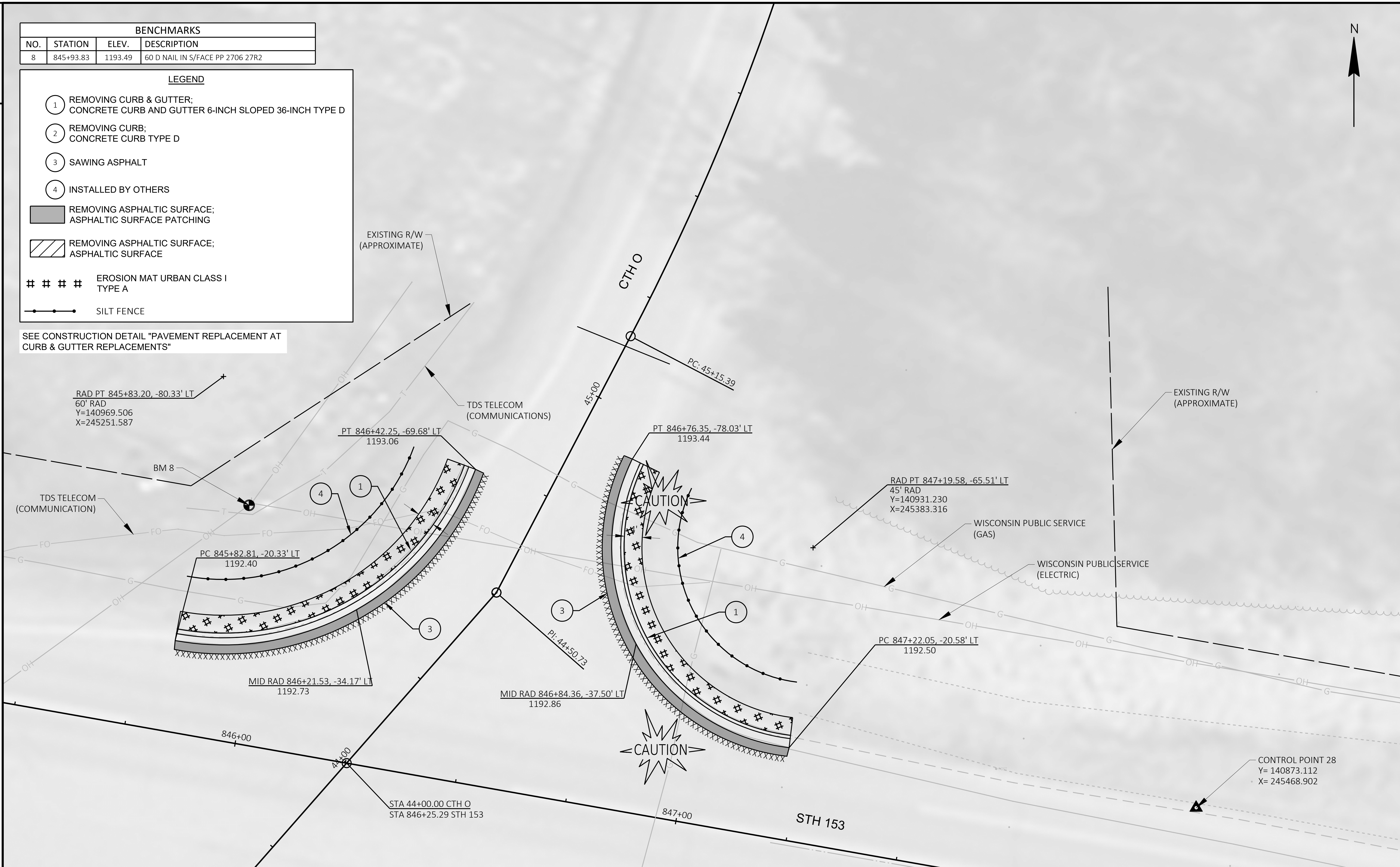
REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE PATCHING

REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE

EROSION MAT URBAN CLASS I TYPE A

SILT FENCE

SEE CONSTRUCTION DETAIL "PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS"



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	INTERSECTION DETAILS - CTH O (N)	SHEET 17	E

2

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
4	928+36.69	1148.36	60 D NAIL IN S/FACE PP 2706 25L11

LEGEND

1. REMOVING CURB & GUTTER; CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
2. REMOVING CURB; CONCRETE CURB TYPE D
3. SAWING ASPHALT

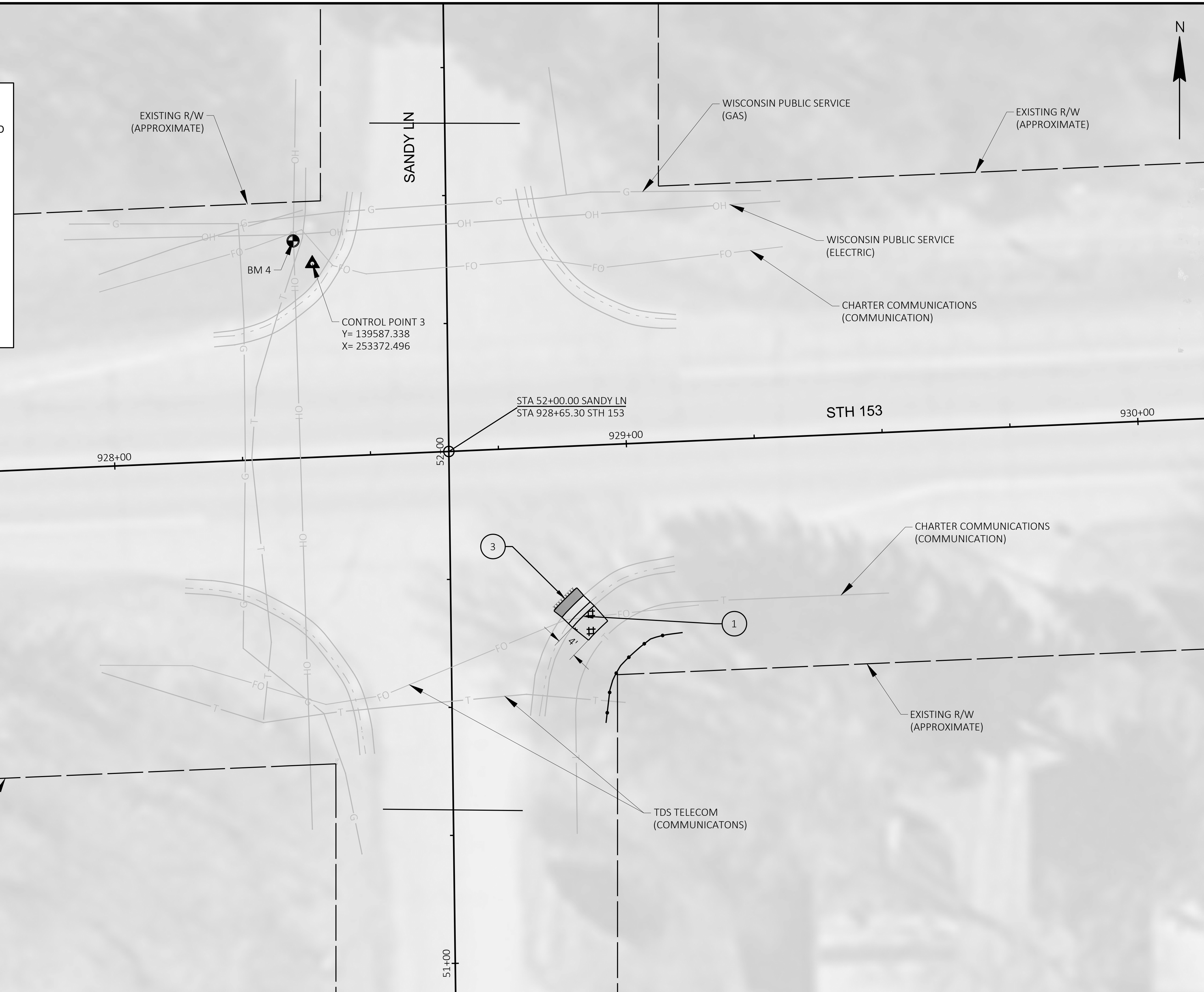
REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE PATCHING

REMOVING ASPHALTIC SURFACE; ASPHALTIC SURFACE

EROSION MAT URBAN CLASS I TYPE A

SILT FENCE

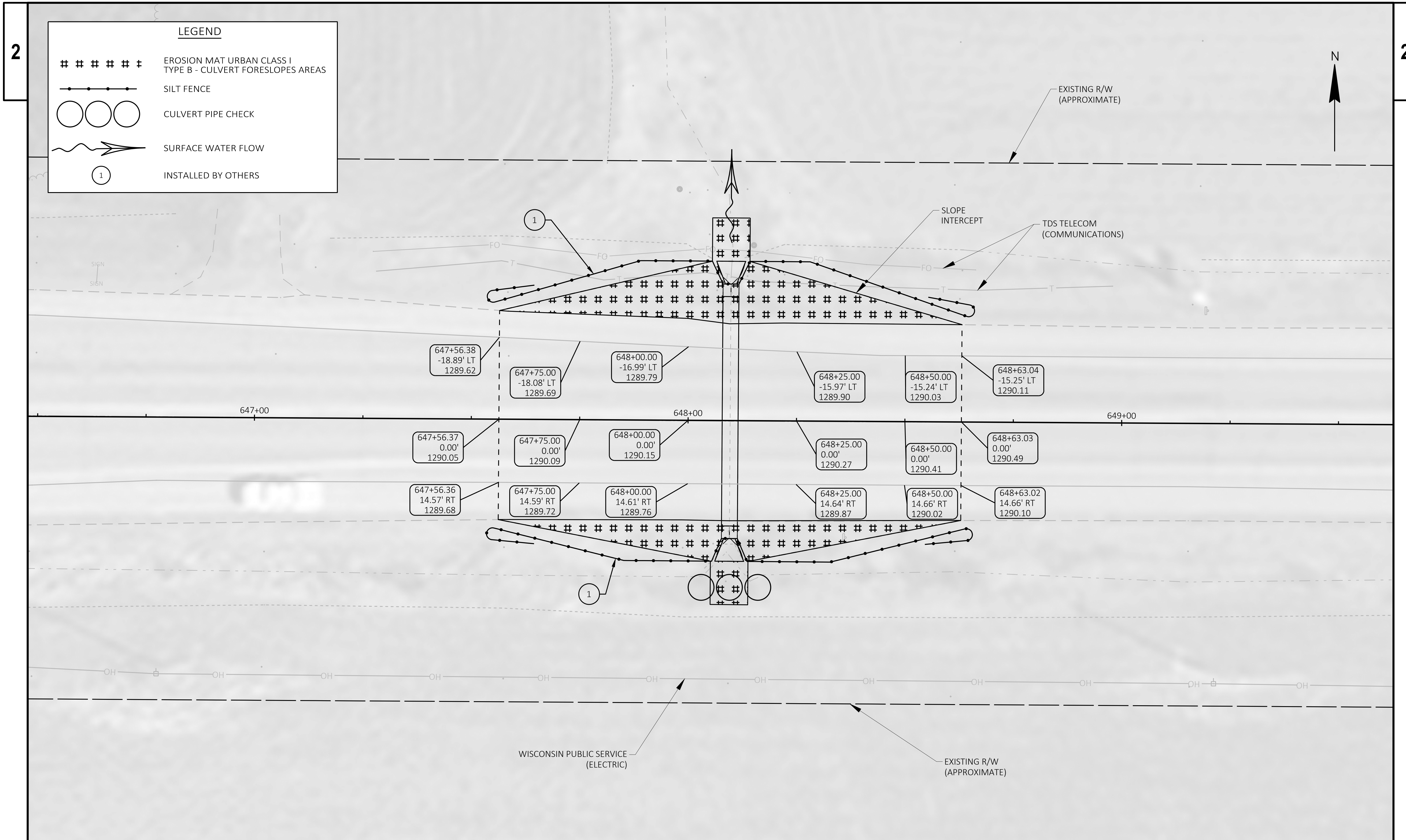
SEE CONSTRUCTION DETAIL "PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS"



2

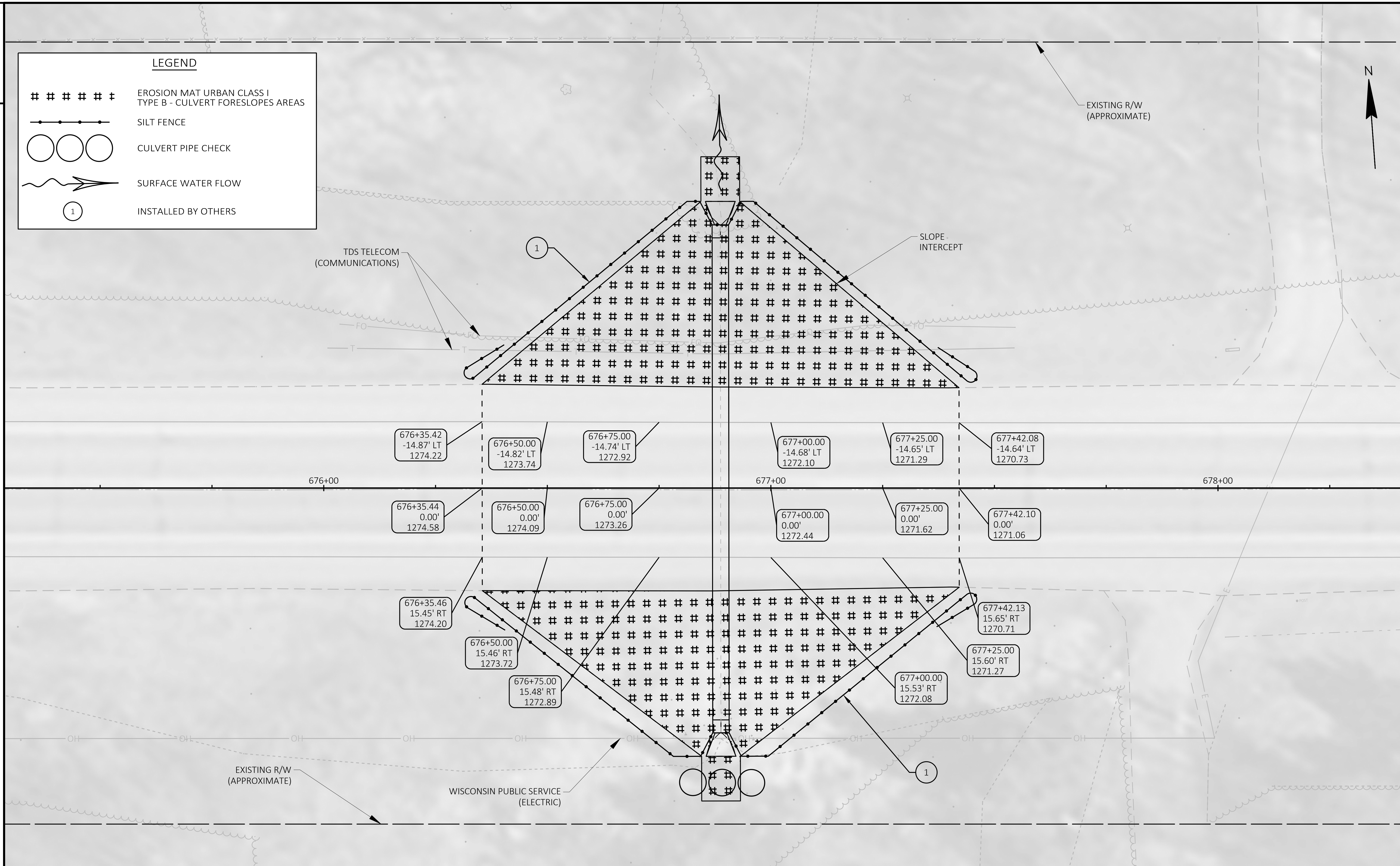
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	INTERSECTION DETAILS - SANDY LANE	SHEET 18	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0211-ID.DWG
LAYOUT NAME - 021105-id
PLOT DATE : 4/7/2022 10:09 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 19	E

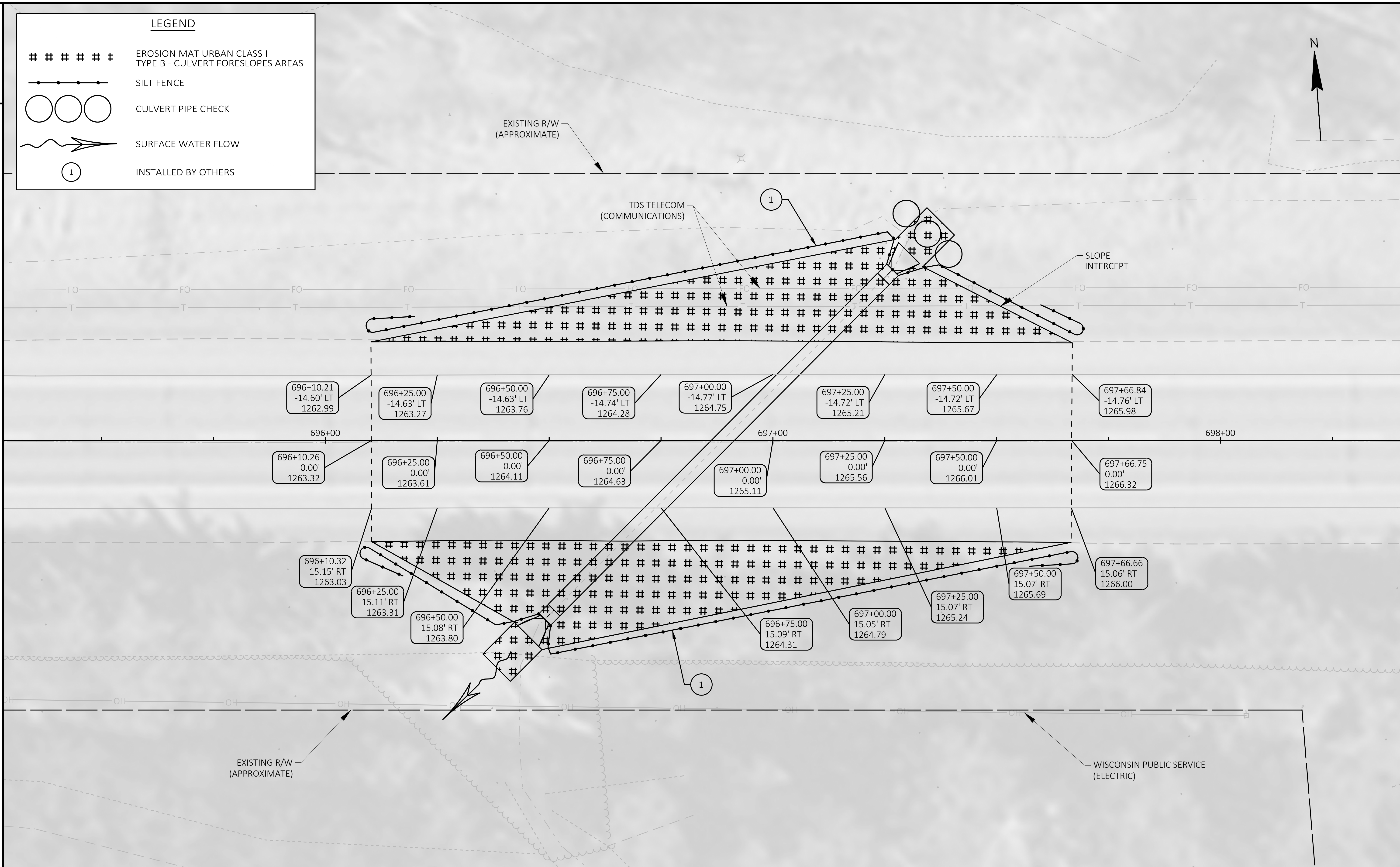
FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 4/7/2022 10:17 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 20	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021202-pd
PLOT DATE : 4/7/2022 10:17 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



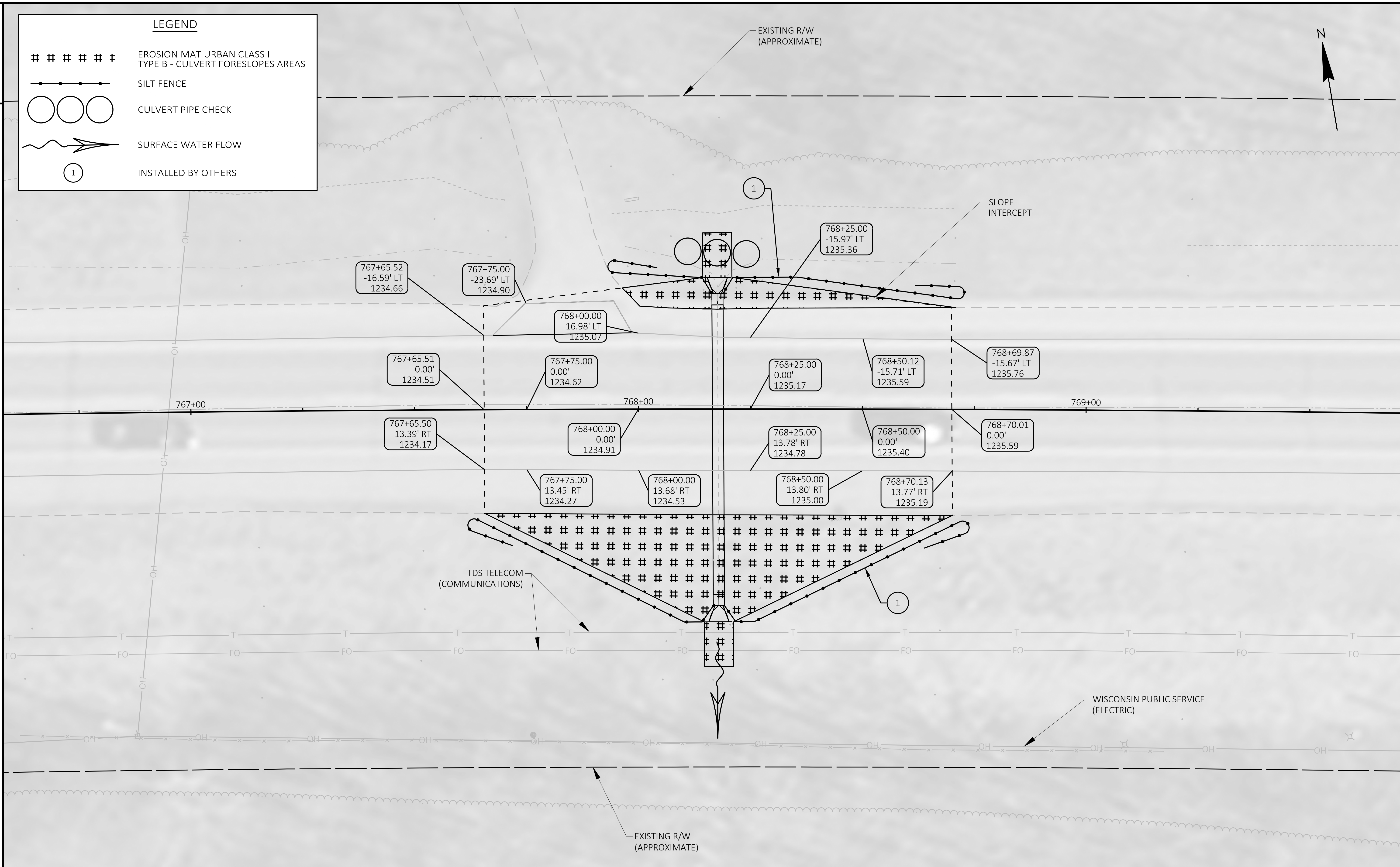
2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 21	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 4/7/2022 10:18 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

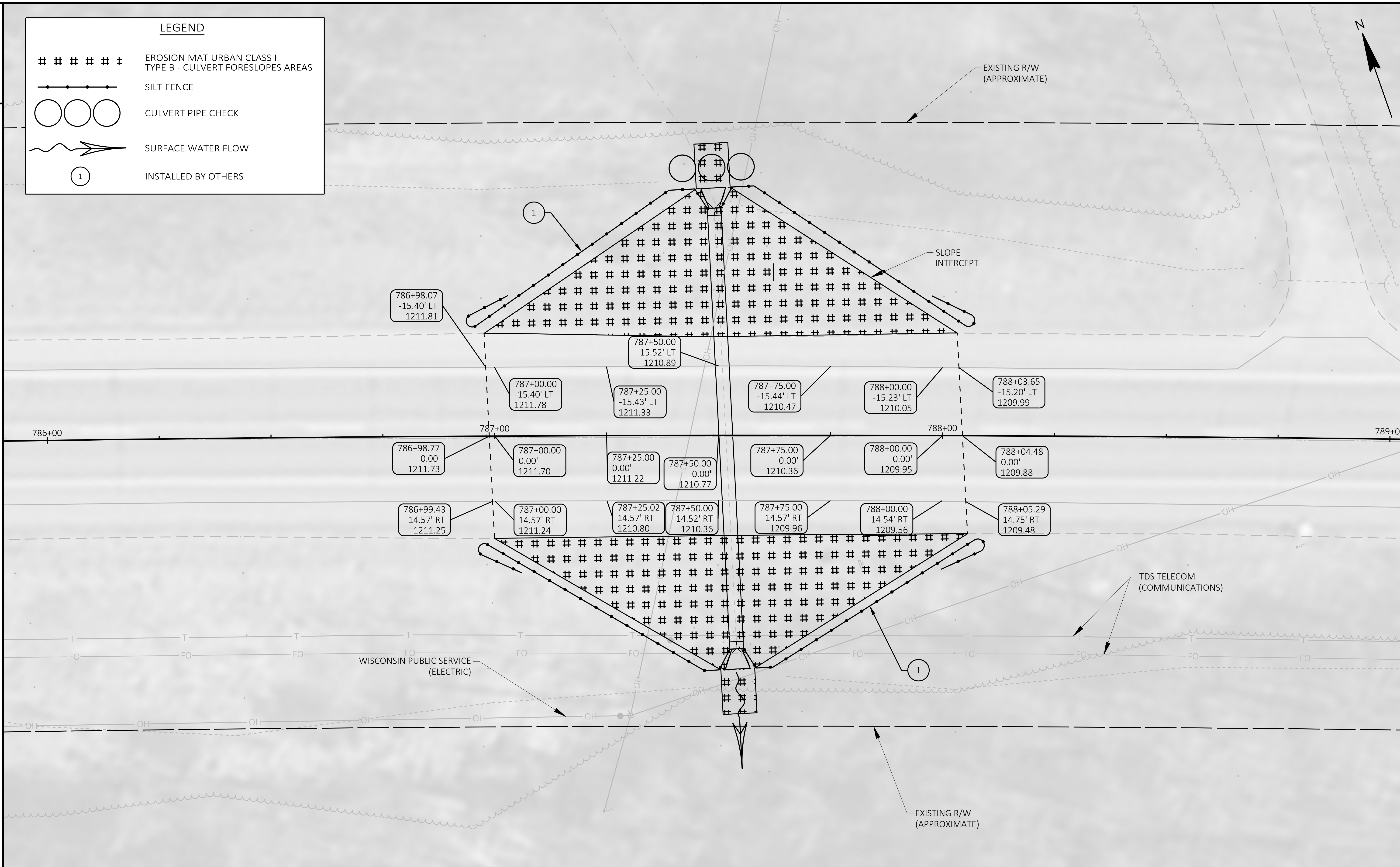


PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 22	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021204-pd

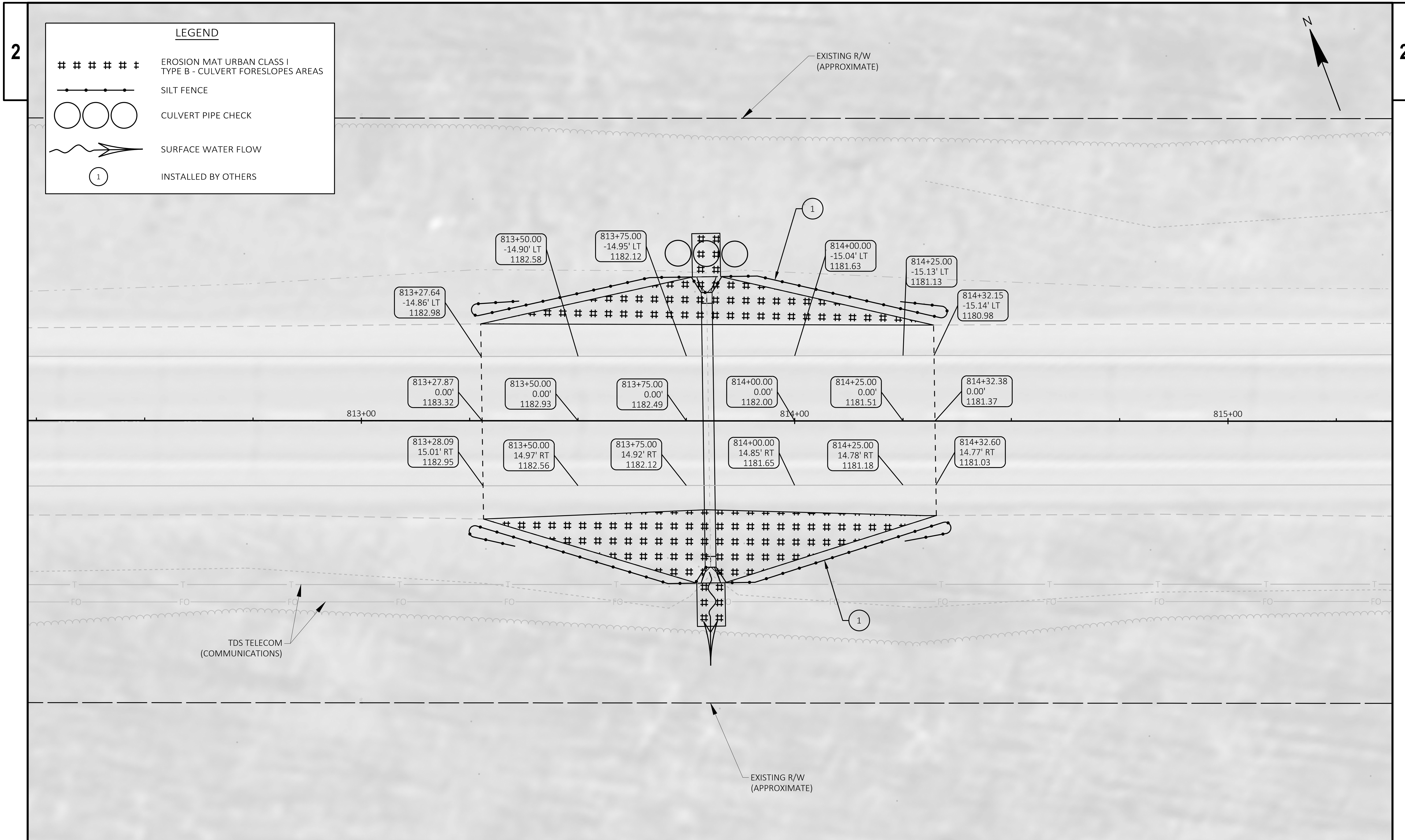
PLOT DATE : 4/7/2022 10:18 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

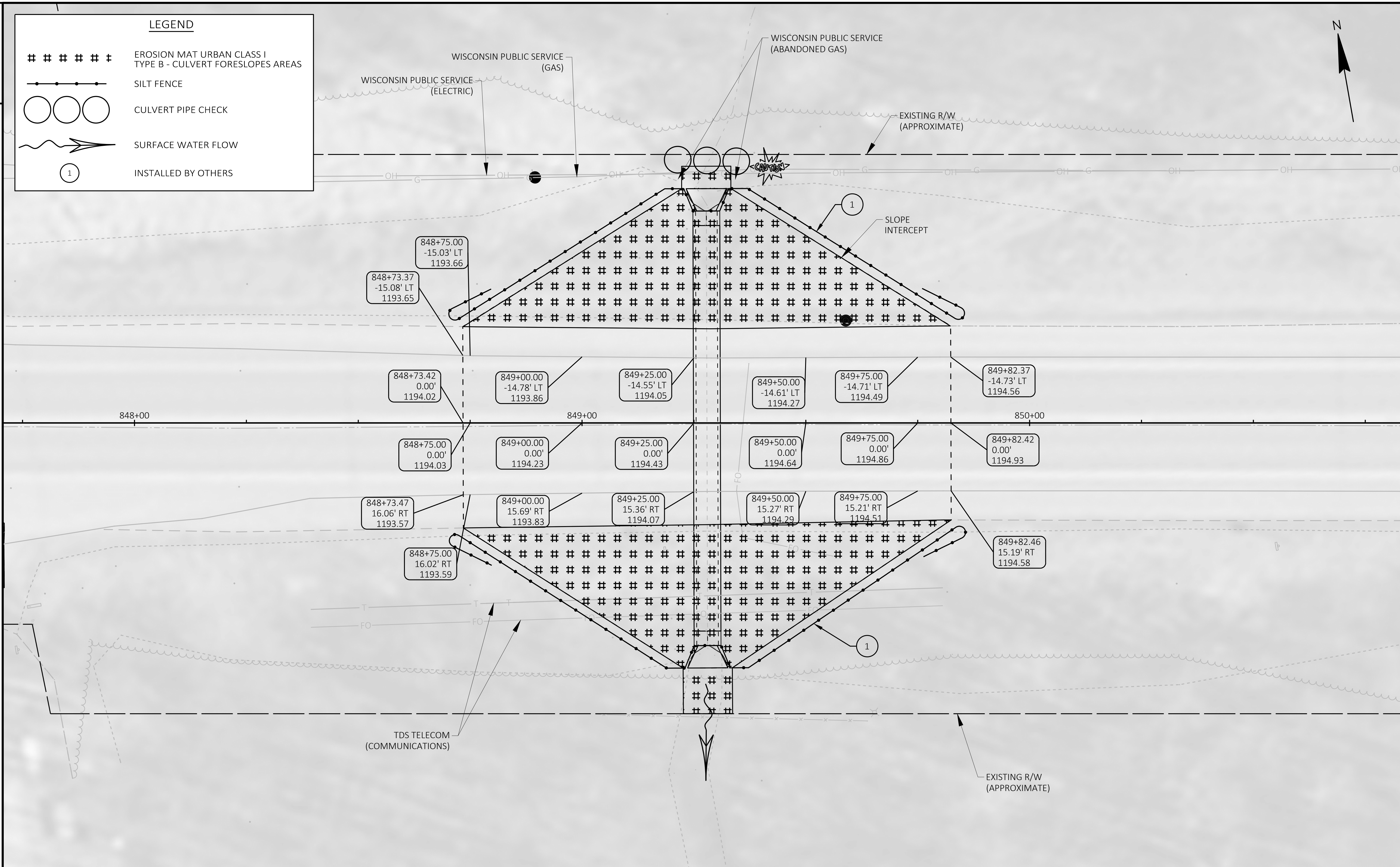


PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 23	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021205-pd
PLOT DATE : 4/7/2022 10:18 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

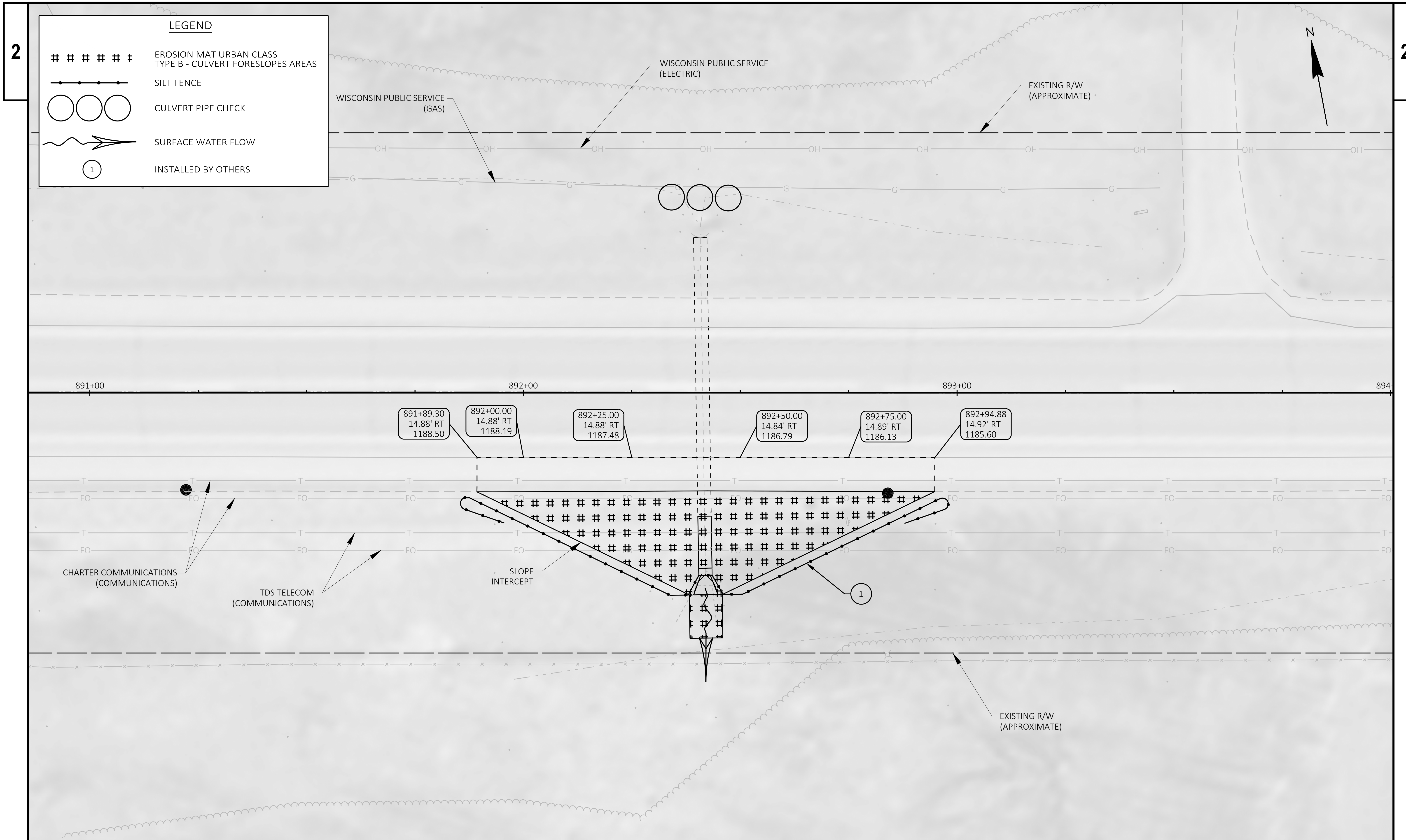


PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 24	E



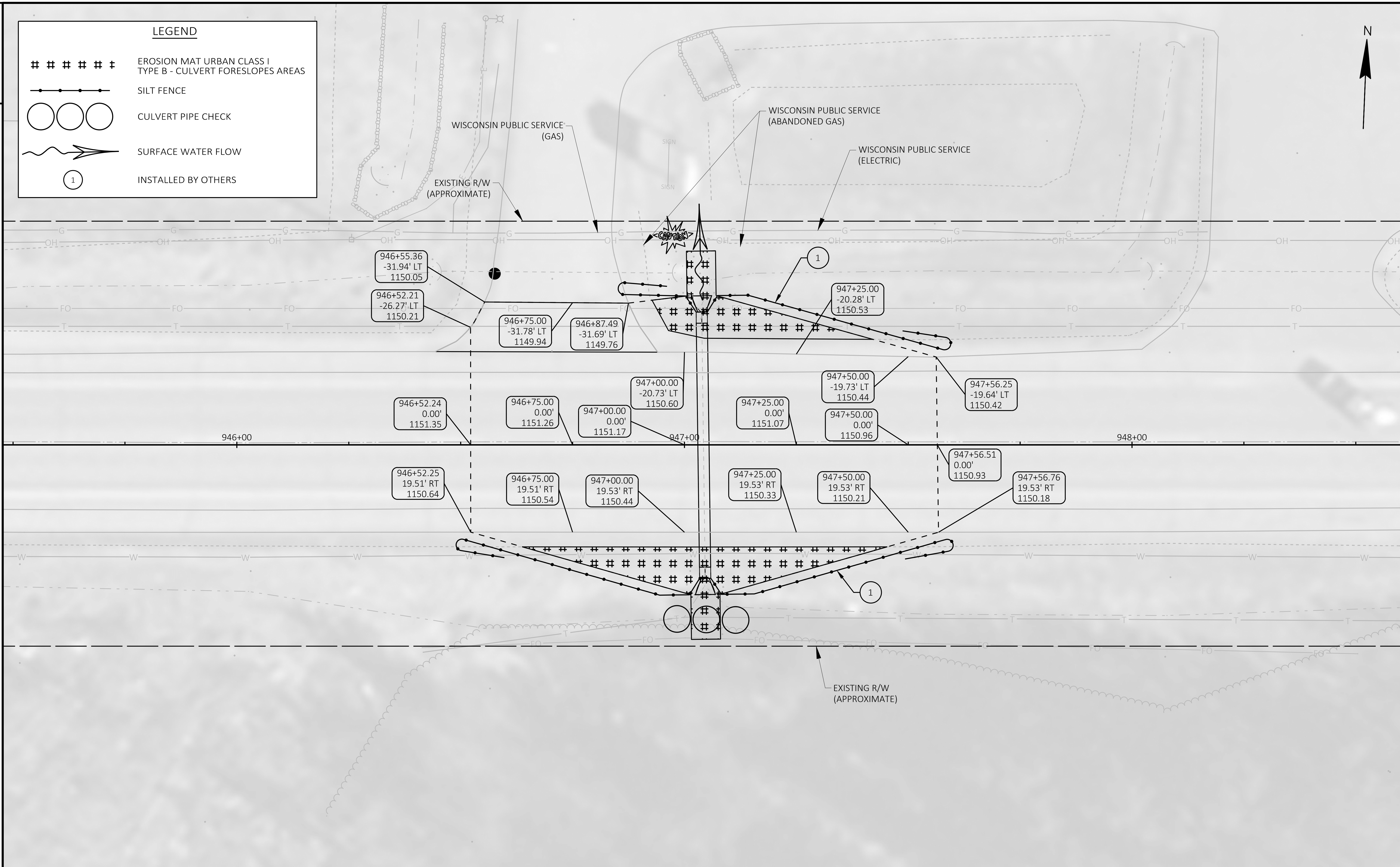
2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 25	E



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 26	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021208-pd
PLOT DATE : 4/7/2022 10:18 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN DETAILS - CULVERT REPLACEMENT EXISTING PAVEMENT GRADE	SHEET 27	E

FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0212-PD.DWG
LAYOUT NAME - 021209-pd
PLOT DATE : 4/7/2022 10:19 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

NOTES:

** SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS A AND C. SECONDARY SIGNS AND BARRICADES AT THE WORK AREA WILL NEED TO BE MOVED AS WORK IS COMPLETED AT ONE WORK AREA AND SHIFTS TO THE NEXT (STAGE 1).

* SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3 (STAGE 1).

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (STAGE 2).

PLACE FIXED MESSAGE SIGNS 7 DAYS PRIOR TO BEGINNING DETOUR. ADD "FOLLOW DETOUR" PLAQUE ONCE ROAD IS CLOSED.

LEGEND

WORK AREA

PCMS PORTABLE CHANGEABLE MESSAGE SIGN LOCATION

STAGE CONSTRUCTION WORK NOTES

STAGE 1
-COMPLETE ALL CULVERT REPLACEMENT WORK
-COMPLETE ALL CURB AND CURB & GUTTER REPLACEMENT WORK
-BEGIN RESTORATION WORK

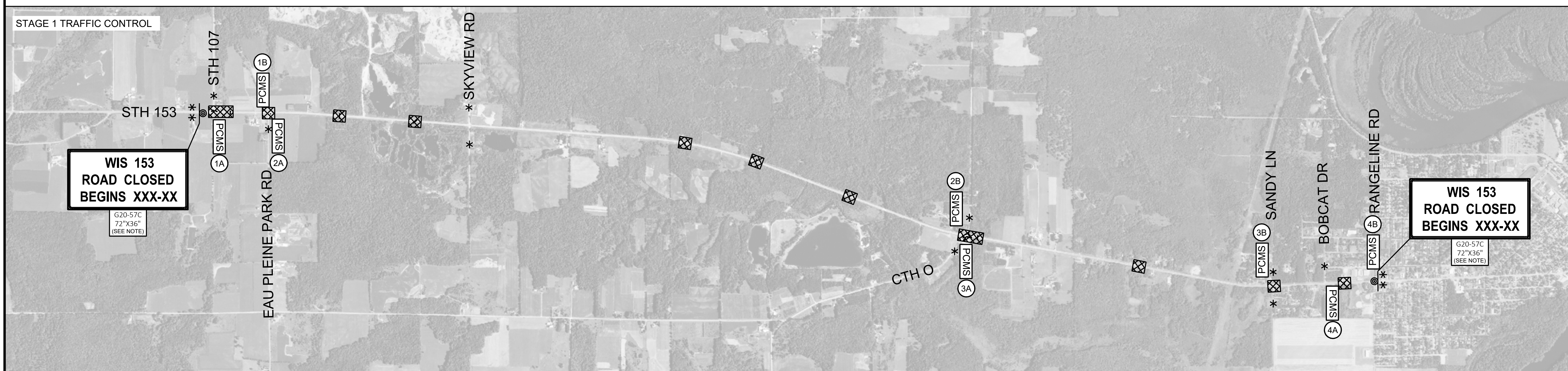
STAGE 2
-REMOVE ASPHALTIC SURFACE MILLING AND PLACE ASPHALT OVERLAY ON STH 153
-COMPLETE RESTORATION WORK
-INSTALL CENTERLINE RUMBLE STRIPS
-PLACE PAVEMENT MARKING

STAGE CONSTRUCTION TRAFFIC NOTES

STAGE 1
-STH 153 WILL BE CLOSED TO TRAFFIC. REFER TO DETOUR PLAN.
-ONE SET OF PCMS BOARDS WILL BE USED TO PROVIDE ROAD CLOSURE INFORMATION TO LOCAL TRAFFIC. RELOCATE SIGNS AS NEEDED DEPENDING UPON WORK AREA.

STAGE 2
-STH 153 WILL BE OPEN TO TRAFFIC. DURING CONSTRUCTION ACTIVITIES TRAFFIC WILL BE REDUCED TO ONE LANE ALONG STH 153 AND FLAGGING OPERATION WILL BE USED.

N



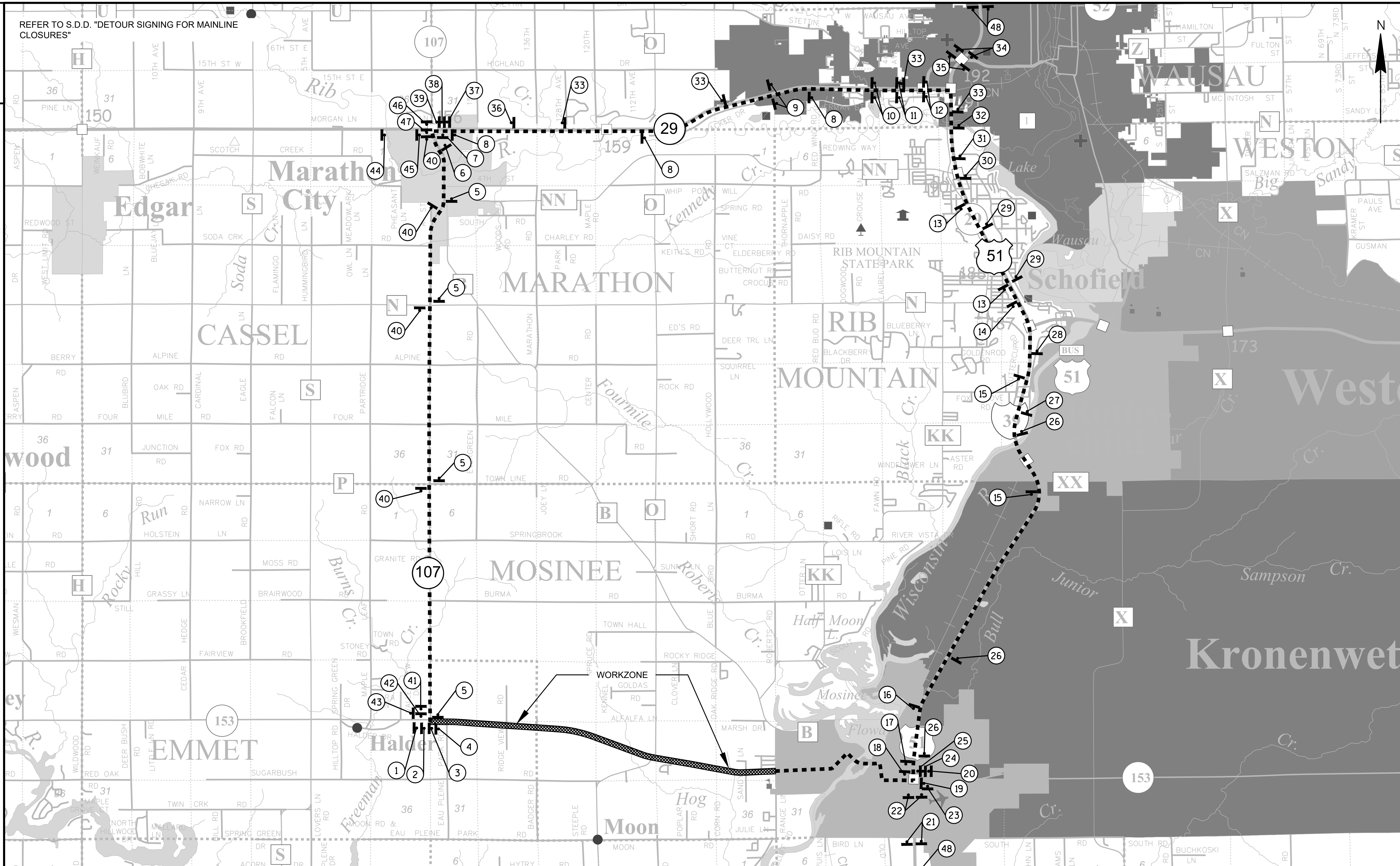
PCMS INFORMATION

1ST FRAME
WIS 153
CLOSED
X.X MILE

2ND FRAME
NO
THRU
TRAFFIC

CULVERT #	MESSAGE BOARD SET	DISTANCE MESSAGE A	DISTANCE MESSAGE B
37153002922	1	0.1 MILE	0.2 MILE
37153002924	2	0.3 MILE	3.2 MILE
37153002926	2	0.7 MILE	2.8 MILE
37153002931	2	2.1 MILE	1.5 MILE
37153002932	2	2.4 MILE	1.1 MILE
37153002935	2	2.9 MILE	0.6 MILE
37153002936	3	---	1.5 MILE
37153002941	4	0.1 MILE	0.2 MILE

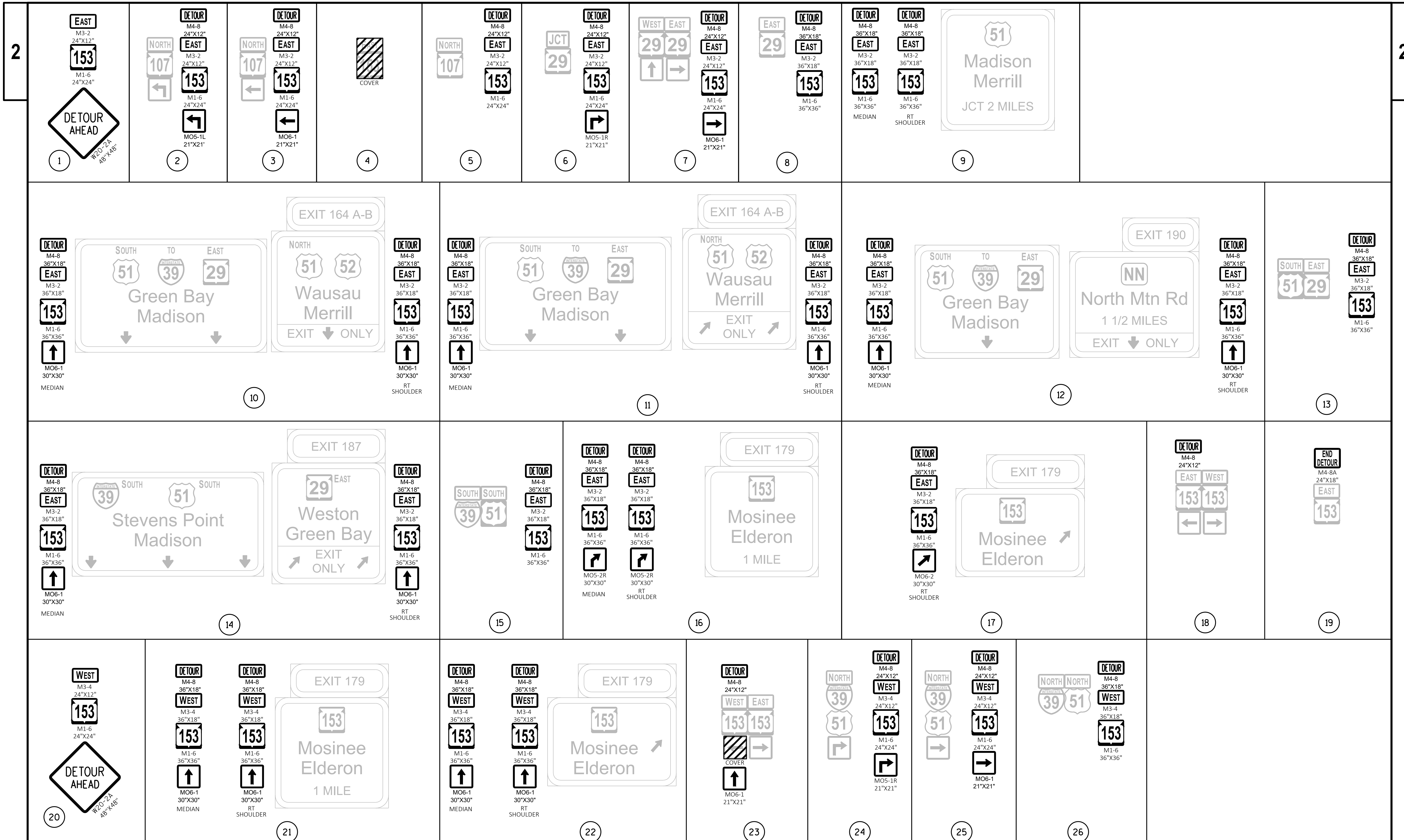
2



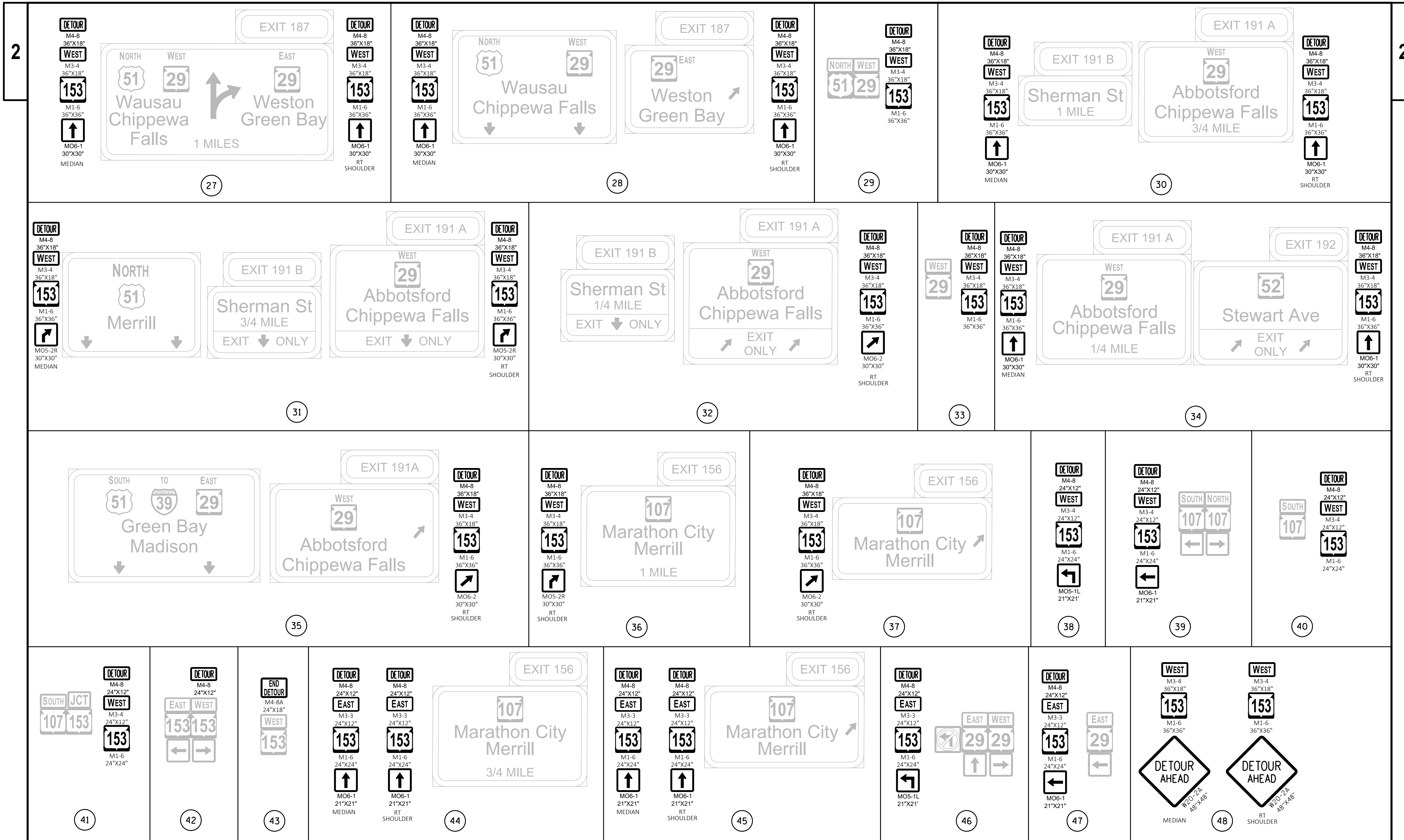
2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	DETOUR OVERVIEW	SHEET 29	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\DOLAN, ISAAC - 60608654 - STH 153\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0270-DT.DWG
LAYOUT NAME - 027001-dt
PLOT DATE : 1/6/2021 11:11 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN: 1.5 MI
WISDOT/CADDS SHEET 42

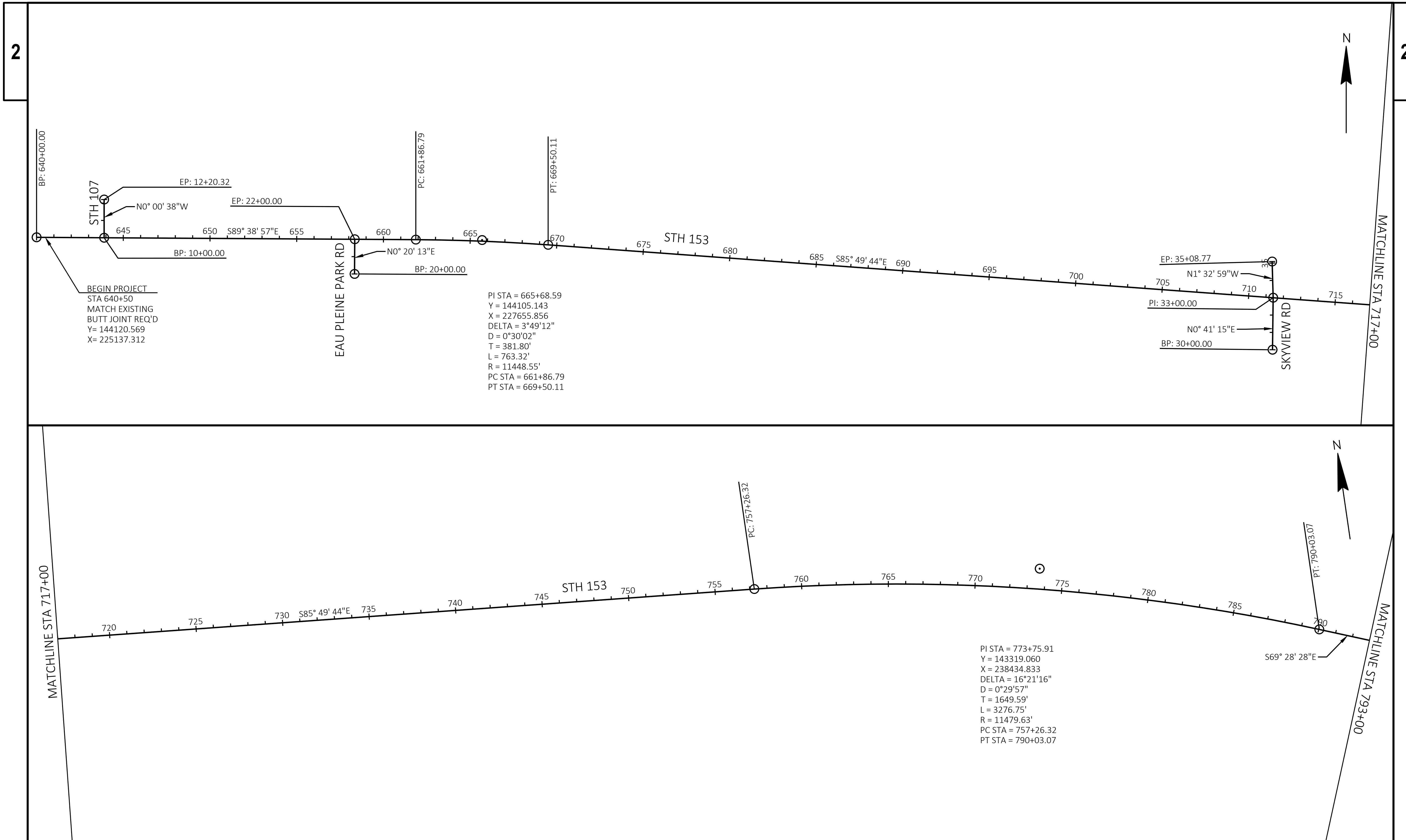


PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	DETOUR SIGNING DETAIL	SHEET 30	E



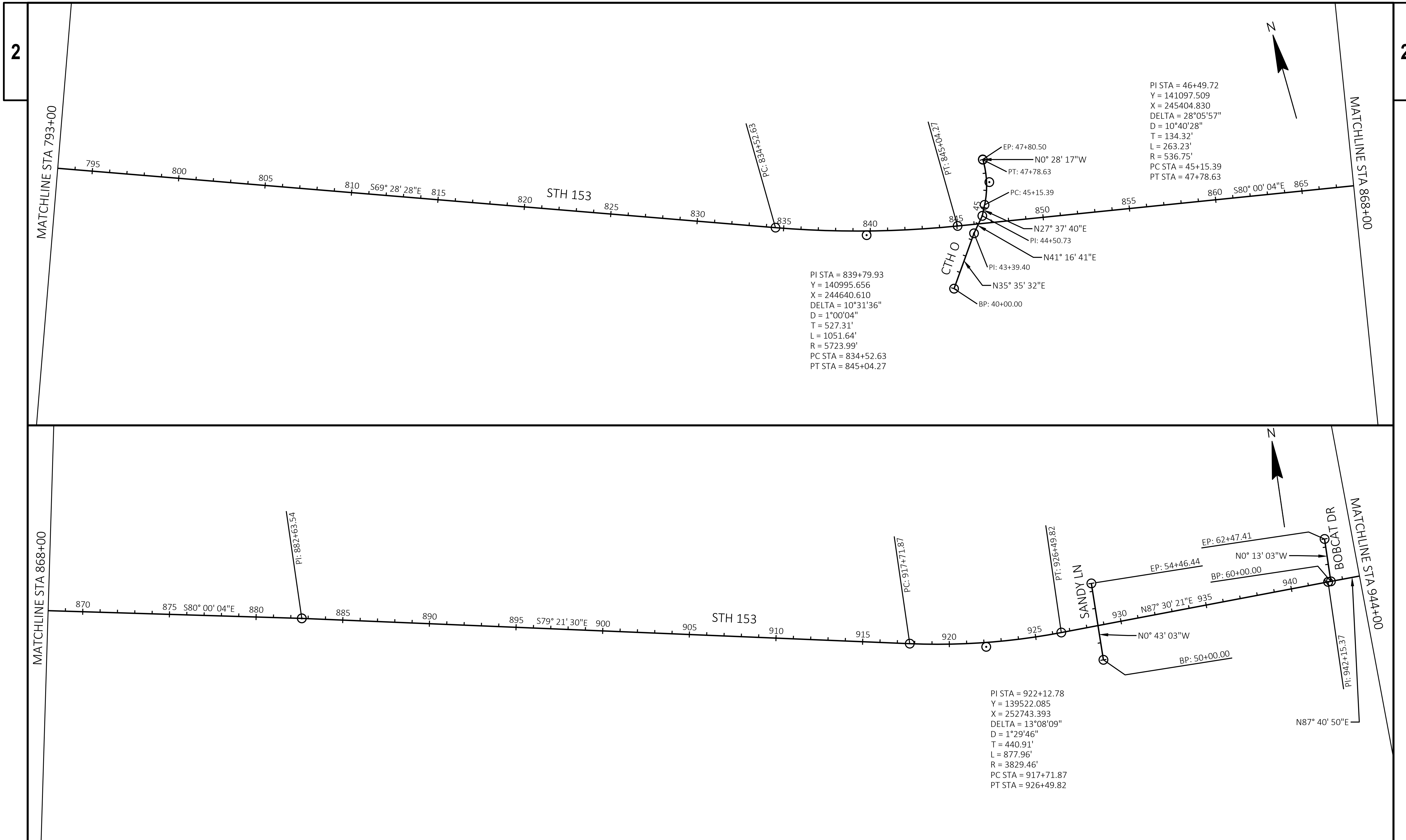
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	DETOUR SIGNING DETAIL	SHEET 31	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\DOLAN, ISAAC - 60608654 - STH 153\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0270-DT.DWG
LAYOUT NAME - 027003-dt
PLOT DATE : 1/6/2021 11:11 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



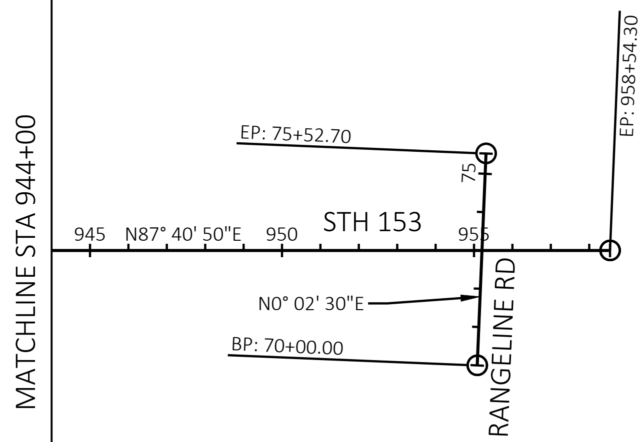
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	ALIGNMENT DETAILS	SHEET 32	E

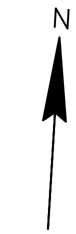
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\DOLAN, ISAAC - 60608654 - STH 153\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0272-AD.DWG
LAYOUT NAME - 027201-ad
PLOT DATE : 9/14/2020 3:10 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	ALIGNMENT DETAILS	SHEET 33	E

2





2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	ALIGNMENT DETAILS	SHEET 34	E

Line	Item	Item Description	Unit	Total	6370-00-72 Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	9.000	9.000
0004	204.0110	Removing Asphaltic Surface	SY	423.000	423.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	383.000	383.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	112,200.000	112,200.000
0010	204.0130	Removing Curb	LF	86.000	86.000
0012	204.0150	Removing Curb & Gutter	LF	693.000	693.000
0014	204.0180	Removing Delineators and Markers	EACH	17.000	17.000
0016	205.0100	Excavation Common	CY	4,903.000	4,903.000
0018	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6370-00-72	LS	1.000	1.000
0020	213.0100	Finishing Roadway (project) 01. 6370-00-72	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,845.000	2,845.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,245.000	2,245.000
0026	455.0605	Tack Coat	GAL	8,186.000	8,186.000
0028	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0030	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0032	460.2000	Incentive Density HMA Pavement	DOL	950.000	950.000
0034	460.2005	Incentive Density PWL HMA Pavement	DOL	8,950.000	8,950.000
0036	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	11,460.000	11,460.000
0038	460.2010	Incentive Air Voids HMA Pavement	DOL	11,740.000	11,740.000
0040	460.6224	HMA Pavement 4 MT 58-28 S	TON	11,740.000	11,740.000
0042	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,469.000	1,469.000
0044	465.0105	Asphaltic Surface	TON	1,289.000	1,289.000
0046	465.0110	Asphaltic Surface Patching	TON	91.000	91.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	50.000	50.000
0050	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	26,059.000	26,059.000
0052	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0054	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000
0056	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	4.000	4.000
0058	520.3424	Culvert Pipe Class III-A Non-metal 24-Inch	LF	54.000	54.000
0060	520.3430	Culvert Pipe Class III-A Non-metal 30-Inch	LF	96.000	96.000
0062	520.3436	Culvert Pipe Class III-A Non-metal 36-Inch	LF	212.000	212.000
0064	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	12.000	12.000
0066	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	90.000	90.000
0068	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	124.000	124.000
0070	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	54.000	54.000
0072	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000
0074	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0076	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0078	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000	2.000
0080	601.0110	Concrete Curb Type D	LF	86.000	86.000
0082	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	663.000	663.000
0084	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6370-00-72	EACH	1.000	1.000
0086	619.1000	Mobilization	EACH	1.000	1.000
0088	624.0100	Water	MGAL	51.000	51.000
0090	625.0100	Topsoil	SY	3,072.000	3,072.000
0092	628.1504	Silt Fence	LF	265.000	265.000
0094	628.1520	Silt Fence Maintenance	LF	3,120.000	3,120.000
0096	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000

6370-00-72

Line	Item	Item Description	Unit	Total	Qty
0100	628.2006	Erosion Mat Urban Class I Type A	SY	327.000	327.000
0102	628.2008	Erosion Mat Urban Class I Type B	SY	2,745.000	2,745.000
0104	628.7555	Culvert Pipe Checks	EACH	53.000	53.000
0106	629.0210	Fertilizer Type B	CWT	3.500	3.500
0108	630.0130	Seeding Mixture No. 30	LB	69.000	69.000
0110	630.0500	Seed Water	MGAL	69.000	69.000
0112	633.5200	Markers Culvert End	EACH	17.000	17.000
0114	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000
0116	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0118	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0120	638.2102	Moving Signs Type II	EACH	8.000	8.000
0122	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0124	642.5201	Field Office Type C	EACH	1.000	1.000
0126	643.0300	Traffic Control Drums	DAY	1,260.000	1,260.000
0128	643.0420	Traffic Control Barricades Type III	DAY	552.000	552.000
0130	643.0705	Traffic Control Warning Lights Type A	DAY	696.000	696.000
0132	643.0715	Traffic Control Warning Lights Type C	DAY	420.000	420.000
0134	643.0900	Traffic Control Signs	DAY	4,487.000	4,487.000
0136	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0138	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0140	643.1050	Traffic Control Signs PCMS	DAY	24.000	24.000
0142	643.5000	Traffic Control	EACH	1.000	1.000
0144	646.1020	Marking Line Epoxy 4-Inch	LF	23,741.000	23,741.000
0146	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	61,324.000	61,324.000
0148	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	418.000	418.000
0150	646.6020	Marking Stop Line Epoxy 12-Inch	LF	34.000	34.000
0152	648.0100	Locating No-Passing Zones	MI	5.940	5.940
0154	649.0105	Temporary Marking Line Paint 4-Inch	LF	16,695.000	16,695.000
0156	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	16,695.000	16,695.000
0158	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	728.000	728.000
0160	650.6000	Construction Staking Pipe Culverts	EACH	9.000	9.000
0162	650.8000	Construction Staking Resurfacing Reference	LF	31,275.000	31,275.000
0164	650.9910	Construction Staking Supplemental Control (project) 01. 6370-00-72	LS	1.000	1.000
0166	690.0150	Sawing Asphalt	LF	1,695.000	1,695.000
0168	690.0250	Sawing Concrete	LF	18.000	18.000
0170	740.0440	Incentive IRI Ride	DOL	11,850.000	11,850.000
0172	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0174	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0176	SPV.0060	Special 01. Reestablish Section Corner Monument	EACH	1.000	1.000

3

REMOVING PIPE

STATION - STATION	OFFSET	SIZE (IN)	APPROX. LENGTH (FT)	TYPE	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
648+10	LT, RT	36	59	CPRC	1	
676+89	LT, RT	36	114	CPRC	1	
696+49 - 697+27	LT, RT	36	110	CPRC	1	
768+18	LT, RT	24	70	CPRC	1	
787+49 - 787+54	LT, RT	30	99	CPRC	1	
813+80 - 813+81	LT, RT	24	63	CPRC	1	
849+28	LT, RT	48	97	CPRC	1	
892+42	RT	30	14	CPRC	1	PARTIAL CULVERT REMOVAL
947+04 - 947+05	LT, RT	24	60	CPRC	1	
PROJECT 6370-00-72 TOTAL					**9**	

REMOVING PAVEMENT

STATION	-	STATION	OFFSET	204.0110 REMOVING ASPHALTIC SURFACE SY
643+16	-	643+56	LT	14
643+60	-	643+75	LT	44
644+09	-	644+58	LT	16
658+57	-	657+70	RT	4
845+21	-	845+58	RT	18
845+69	-	847+71	RT	89
845+72	-	846+17	RT	89
845+83	-	846+44	LT	19
846+73	-	847+71	RT	108
846+74	-	847+22	LT	20
928+85	-	928+89	RT	2
PROJECT 6370-00-72 TOTAL				**423**

3

REMOVING ASPHALTIC SURFACE MILLING

STATION	-	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
640+50	-	823+26	STH 153	67	61,400
824+32	-	954+31	STH 153	78	47,200
10+15	-	11+19	STH 107	43	700
21+13	-	21+85	EAU PLEINE PARK RD	35	380
33+06	-	33+84	SKYVIEW RD	---	460
42+32	-	44+04	CTH O (S)	38	840
43+60	-	45+13	CTH O (N)	26	470
51+30	-	51+86	SANDY LN (S)	29	280
52+17	-	52+64	SANDY LN (N)	32	190
60+17	-	60+76	BOBCAT DR	35	280
PROJECT 6370-00-72 TOTAL				**383**	**112,200**

REMOVING CURB & GUTTER

STATION	-	STATION	OFFSET	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
643+15	-	643+52	LT	---	58
643+62	-	643+72	LT	86	---
644+13	-	644+58	LT	---	64
658+60	-	658+71	RT	---	15
845+21	-	845+55	RT	---	75
845+83	-	846+41	LT	---	82
845+72	-	847+71	RT	---	310
846+78	-	847+22	LT	---	83
928+88	-	928+90	RT	---	6
PROJECT 6370-00-72 TOTAL				**86**	**693**

3

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
648+10	LT, RT	2
676+89	LT, RT	2
696+51	RT	1
697+25	LT	1
768+18	LT, RT	2
787+49	LT	1
787+52	RT	1
813+80	LT	1
813+81	RT	1
849+28	LT, RT	2
892+42	RT	1
947+04	LT, RT	2
PROJECT 6370-00-72 TOTAL		17

PREPARE FOUNDATION FOR ASPHALTIC PAVING

PROJECT	211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) EACH
6370-00-72	1
PROJECT 6370-00-72 TOTAL	1

FINISHING ROADWAY

PROJECT	213.0100 FINISHING ROADWAY (PROJECT) EACH
6370-00-72	1
PROJECT 6370-00-72 TOTAL	1

3

BASE AGGREGATE DENSE

STATION	-	STATION	LOCATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	624.0100 WATER MGAL
640+50	-	823+26	STH 153, SHOULDERS	1430	---	---
824+32	-	954+46	STH 153, SHOULDERS	960	---	---
647+56	-	648+63	STH 153, MAINLINE	---	250	---
647+56	-	648+63	STH 153, SHOULDERS	41	---	---
676+35	-	677+42	STH 153, MAINLINE	---	250	---
676+35	-	677+42	STH 153, SHOULDERS	43	---	---
696+10	-	697+67	STH 153, MAINLINE	---	350	---
696+10	-	697+67	STH 153, SHOULDERS	60	---	---
767+66	-	768+70	STH 153, MAINLINE	---	250	---
767+66	-	768+70	STH 153, SHOULDERS	39	---	---
786+99	-	788+05	STH 153, MAINLINE	---	240	---
786+99	-	788+05	STH 153, SHOULDERS	41	---	---
813+28	-	814+32	STH 153, MAINLINE	---	230	---
813+28	-	814+32	STH 153, SHOULDERS	37	---	---
845+72	-	846+17	DRIVEWAY	---	29	---
846+73	-	847+71	DRIVEWAY	---	36	---
848+73	-	849+82	STH 153, MAINLINE	---	240	---
848+73	-	849+82	STH 153, SHOULDERS	40	---	---
946+52	-	947+57	STH 153, MAINLINE	---	260	---
946+52	-	947+57	STH 153, SHOULDERS	14	---	---
			UNDISTRIBUTED	140	110	51
PROJECT 6370-00-72 TOTAL				2,845	2,245	51

PERCENT WITHIN LIMITS

PROJECT	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH
6370-00-72	1	1
PROJECT 6370-00-72 TOTAL	1	1

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

STATION	-	STATION	LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
640+50	-	823+26	STH 153, DRIVING LANE	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	5,710	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	INCENTIVE DENSITY PWL HMA PAVEMENT (460.2005)
640+50	-	823+26	STH 153, SHOULDERS	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	1,490	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
824+32	-	928+04	STH 153, DRIVING LANE	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	3,240	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	INCENTIVE DENSITY PWL HMA PAVEMENT (460.2005)
824+32	-	928+04	STH 153, SHOULDERS	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	930	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
928+04	-	954+31	STH 153, DRIVING LANE	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 H	820	2.0"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; ELIGIBLE FOR INCENTIVE (460.2000)
928+04	-	954+31	STH 153, SHOULDERS	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 H	550	2.0"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; ELIGIBLE FOR INCENTIVE (460.2000)
643+15	-	644+58	STH 107	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	90	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
643+60	-	643+75	STH 107, ISLAND	ISLAND	BASE AGGREGATE	ASPHALTIC SURFACE	5	3.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
657+60	-	658+89	EAU PLEINE PARK RD	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	50	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
710+77		712+03	SKYVIEW RD	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	60	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
845+21	-	846+57	CTH O (S)	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	110	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
845+83	-	847+22	CTH O (N)	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 S	60	2.0"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
928+18	-	929+05	SANDY LN (S)	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 H	36	2.0"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; ELIGIBLE FOR INCENTIVE (460.2000)
928+24	-	929+08	SANDY LN (N)	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 H	26	2.0"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; ELIGIBLE FOR INCENTIVE (460.2000)
941+79	-	942+89	BOBCAT DR	UPPER LAYER	MILLED EXISTING HMA	4 MT 58-28 H	37	2.0"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT; ELIGIBLE FOR INCENTIVE (460.2000)
647+56	-	648+63	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	154	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
676+35	-	677+42	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	146	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
696+10	-	697+67	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	214	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
767+66	-	768+70	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	143	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
767+66	-	768+70	STH 153, DRIVEWAY	DRIVEWAY	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD	6	3.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
786+99	-	788+05	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	145	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
813+28	-	814+32	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	143	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
845+72	-	846+17	CTH O (S), DRIVEWAY	DRIVEWAY	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD	16	3.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
846+73	-	847+71	STH 153, DRIVEWAY	DRIVEWAY	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD	19	3.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
848+73	-	849+82	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	149	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
946+52	-	947+57	STH 153, CULVERT	CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	190	5.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
946+52	-	947+57	STH 153, DRIVEWAY	DRIVEWAY	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD	9	3.0" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

3

3

ASPHALTIC ITEMS

STATION	-	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	466.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
640+50	-	823+26	STH 153, DRIVING LANE	3420	5,710	---	---	---	---
640+50	-	823+26	STH 153, SHOULDERS	900	1,490	---	---	---	---
824+32	-	928+04	STH 153, DRIVING LANE	1940	3,240	---	---	---	---
824+32	-	928+04	STH 153, SHOULDERS	560	930	---	---	---	---
928+04	-	954+31	STH 153, DRIVING LANE	500	---	820	---	---	---
928+04	-	954+31	STH 153, SHOULDERS	330	---	550	---	---	---
643+15	-	644+58	STH 107	52	90	---	---	---	---
643+16	-	643+56	STH 107, CURB	2	---	---	---	6	---
643+60	-	643+75	STH 107, CURB & ISLAND	7	---	---	5	9	---
644+09	-	644+58	STH 107, CURB	3	---	---	---	7	---
647+56	-	648+63	STH 153, CULVERT	27	---	---	154	---	---
657+60	-	658+89	EAU PLEINE PARK RD	29	50	---	---	---	---
658+57	-	657+70	EAU PLEINE PARK RD, CURB	1	---	---	---	2	---
676+35	-	677+42	STH 153, CULVERT	25	---	---	146	---	---
696+10	-	697+67	STH 153, CULVERT	37	---	---	214	---	---
710+77	-	712+03	SKYVIEW RD	32	60	---	---	---	---
767+66	-	768+70	STH 153, CULVERT	27	---	---	143	---	6
786+99	-	788+05	STH 153, CULVERT	25	---	---	145	---	---
813+28	-	814+32	STH 153, CULVERT	25	---	---	143	---	---
845+21	-	846+57	CTH O (S)	62	110	---	---	---	---
845+21	-	845+58	CTH O (S), CURB	3	---	---	---	8	---
845+69	-	847+71	CTH O (S), CURB	13	---	---	---	38	---
845+72	-	846+17	CTH O (S), DRIVEWAY	---	---	---	---	---	16
845+83	-	847+22	CTH O (N)	36	60	---	---	---	---
845+83	-	846+44	CTH O (N), CURB	3	---	---	---	8	---
846+73	-	847+71	STH 153, DRIVEWAY	---	---	---	---	---	19
846+74	-	847+22	CTH O (N), CURB	3	---	---	---	8	---
848+73	-	849+82	STH 153, CULVERT	26	---	---	149	---	---
928+18	-	929+05	SANDY LN (S)	22	---	36	---	---	---
928+24	-	929+08	SANDY LN (N)	16	---	26	---	---	---
928+85	-	928+89	SANDY LN, CURB	1	---	---	---	1	---
941+79	-	942+89	BOBCAT DR	22	---	37	---	---	---
946+52	-	947+57	STH 153, CULVERT	37	---	---	190	---	9
			UNDISTRIBUTED (RAMPS)	---	---	---	---	4	---
PROJECT 6370-00-72 TOTAL				**8,186**	**11,740**	**1,469**	**1,289**	**91**	**50**

3

ASPHALTIC RUMBLE STRIPS

STATION	-	STATION	LOCATION	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
640+50	-	641+90	CTR	140
645+90	-	656+34	CTR	1,044
660+34	-	682+45	CTR	2,211
684+45	-	709+42	CTR	2,497
713+42	-	716+00	CTR	258
718+00	-	823+01	CTR	10,501
824+57	-	844+25	CTR	1,968
848+25	-	899+85	CTR	5,160
903+85	-	926+65	CTR	2,280
PROJECT 6370-00-72 TOTAL				**26,059**

CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION	601.0110 CONCRETE CURB TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	REMARKS
643+16	-	643+54	LT	-	58	STH 107
643+62	-	643+73	LT	86	-	STH 107
644+11	-	644+58	LT	-	64	STH 107
658+58	-	658+70	RT	-	15	EAU PLEINE PARK RD
845+21	-	845+57	RT	-	75	CTH O
845+83	-	846+42	LT	-	82	CTH O
845+70	-	847+71	RT	-	280	CTH O
846+76	-	847+22	LT	-	83	CTH O
928+87	-	928+89	RT	-	6	SANDY LN
PROJECT 6370-00-72 TOTAL				**86**	**663**	

3

CULVERT PIPES

STATION - STATION	OFFSET	520.1024 AE FOR CULVERT PIPE 24-INCH EACH	520.1030 AE FOR CULVERT PIPE 30-INCH EACH	520.1036 AE FOR CULVERT PIPE 36-INCH EACH	520.3424 CULVERT PIPE CLASS III-A NON-METAL 24-INCH LF	520.3430 CULVERT PIPE CLASS III-A NON-METAL 30-INCH LF	520.3436 CULVERT PIPE CLASS III-A NON-METAL 36-INCH LF	522.0130 CULVERT PIPE REINF CONC CLASS III 30-INCH LF	522.0160 CULVERT PIPE REINF CONC CLASS III 60-INCH LF	522.0424 CULVERT PIPE REINF CONC CLASS IV 24-INCH LF	522.0436 CULVERT PIPE REINF CONC CLASS IV 36-INCH LF	522.1024 AE FOR CULVERT PIPE RC 24-INCH EACH	522.1030 AE FOR CULVERT PIPE RC 30-INCH EACH	522.1036 AE FOR CULVERT PIPE RC 36-INCH EACH	522.1060 AE FOR CULVERT PIPE RC 60-INCH EACH
648+10	LT, RT	---	---	---	---	---		---	---	---	54	---	---	2	---
676+89	LT, RT	---	---	2	---	---	108	---	---	---	---	---	---	---	---
696+51 - 697+25	RT, LT	---	---	2	---	---	104	---	---	---	---	---	---	---	---
768+18	LT, RT	---	---	---	---	---	---	---	---	66	---	2	---	---	---
787+49 - 787+52	LT, RT	---	2	---	---	96	---	---	---	---	---	---	---	---	---
813+80	LT, RT	---	---	---	---	---	---	---	---	58	---	2	---	---	---
849+28	LT, RT	---	---	---	---	---	---	---	90	---	---	---	---	---	2
892+42	RT	---	---	---	---	---	---	12	---	---	---	---	1	---	---
947+04	LT, RT	2	---	---	54	---	---	---	---	---	---	---	---	---	---
PROJECT 6370-00-72 TOTAL		**2**	**2**	**4**	**54**	**96**	**212**	**12**	**90**	**124**	**54**	**4**	**1**	**2**	**2**

3

EROSION CONTROL MOBILIZATION

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
6370-00-72	2	2
PROJECT 6370-00-72 TOTAL	**2**	**2**

LANDSCAPING

STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL
643+15	-	643+51	LT	24	24	---	0.1	1	0.5
644+14	-	644+58	LT	26	26	---	0.1	1	0.6
647+56	-	648+64	LT	110	---	110	0.1	2	2.5
647+56	-	648+64	RT	78	---	78	0.1	2	1.8
658+60	-	658+74	RT	6	6	---	0.1	1	0.1
676+35	-	677+43	LT	290	---	290	0.2	6	6.5
676+35	-	677+43	RT	260	---	260	0.2	5	5.8
696+11	-	697+66	LT	208	---	208	0.2	4	4.7
696+11	-	697+66	RT	225	---	225	0.2	5	5.0
767+65	-	768+71	RT	163	---	163	0.2	3	3.7
767+95	-	768+71	LT	47	---	47	0.1	1	1.0
786+97	-	788+04	LT	229	---	229	0.2	5	5.1
786+97	-	788+04	RT	219	---	219	0.2	4	4.9
813+27	-	814+33	LT	79	---	79	0.1	2	1.8
813+27	-	814+33	RT	114	---	114	0.1	3	2.6
845+21	-	845+54	RT	30	30	---	0.1	1	0.7
845+83	-	846+40	LT	34	34	---	0.1	1	0.8
846+79	-	847+22	LT	34	34	---	0.1	1	0.8
848+73	-	849+82	LT	226	---	226	0.2	5	5.1
848+73	-	849+82	RT	233	---	233	0.2	5	5.2
891+88	-	892+95	RT	336	169	167	0.3	7	7.6
928+88	-	928+95	RT	3	3	---	0.1	1	0.1
946+51	-	947+58	RT	59	---	59	0.1	2	1.3
946+87	-	947+58	LT	38	---	38	0.1	1	0.8
PROJECT 6370-00-72 TOTAL				**3,072**	**327**	**2,745**	**3.5**	**69**	**69.0**

EROSION CONTROL

STATION	-	STATION	OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7555 CULVERT PIPE CHECKS EACH
643+15	-	643+51	LT	45	45	---
644+14	-	644+58	LT	45	45	---
647+54	-	648+66	LT	---	155	---
647+54	-	648+66	RT	---	155	---
	648+10		RT	---	---	7
658+64	-	658+90	LT	45	45	---
676+31	-	677+46	LT	---	185	---
676+31	-	677+46	RT	---	180	---
	676+89		RT	---	---	7
696+09	-	697+69	LT	---	210	---
696+09	-	697+69	RT	---	210	---
	697+25		LT	---	---	7
767+62	-	768+74	RT	---	160	---
767+93	-	768+74	LT	---	115	---
	768+18		LT	---	---	3
786+94	-	788+07	LT	---	170	---
786+94	-	788+07	RT	---	165	---
	787+49		LT	---	---	5
813+25	-	814+35	LT	---	150	---
813+25	-	814+35	RT	---	150	---
	813+80		LT	---	---	3
845+20	-	845+45	RT	---	55	---
845+80	-	846+30	LT	---	70	---
846+90	-	847+25	LT	---	65	---
848+70	-	849+85	LT	---	170	---
848+70	-	849+85	RT	---	170	---
	849+28		LT	---	---	13
891+85	-	892+98	RT	---	160	---
	892+42		LT	---	---	5
928+90	-	929+10	RT	30	30	---
946+49	-	947+60	RT	---	150	---
946+85	-	947+60	LT	---	110	---
	947+04		RT	---	---	3
	UNDISTRIBUTED			100	---	---
PROJECT 6370-00-72 TOTAL				**265**	**3,120**	**53**

3

MARKERS

STATION	LOCATION	633.5200 MARKERS CULVERT END EACH
648+10	LT, RT	2
676+89	LT, RT	2
696+51	RT	1
697+25	LT	1
768+18	LT, RT	2
787+49	LT	1
787+52	RT	1
813+80	LT	1
813+81	RT	1
849+28	LT, RT	2
892+42	RT	1
947+04	LT, RT	2
PROJECT 6370-00-72 TOTAL		17

TRAFFIC CONTROL COVERING SIGNS

SIGN DETAIL NUMBER	SIGN COVERED	NO. OF COVERING CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
4	EAST STH 153	1	1
23	LEFT ARROW	1	1
PROJECT 6370-00-72 TOTAL			2

PERMANENT SIGNING

SIGN NO.	STATION	OFFSET	SIGN CODE	SIZE IN	X	IN	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
S-1	643+70	LT	---	---	X	---	1	---	---	1	1	DOUBLE DIAGONAL ARROW
S-2	643+70	LT	---	---	X	---	---	1	---	1	1	STOP
S-3	643+64	LT	---	---	X	---	---	---	1	1	1	EAST STH 153 LEFT ARROW, WEST STH 153 RIGHT ARROW
S-4	648+36	RT	---	---	X	---	---	---	---	1	---	SPEED LIMIT 55
S-5	787+82	RT	---	---	X	---	---	---	---	1	---	NO PASSING ZONE
S-6	846+40	RT					---	1	---	1	1	STOP
S-7	849+19	RT	---	---	X	---	---	---	---	1	---	EAST STH 153
S-8	892+75	RT	---	---	X	---	---	---	---	1	---	NO PASSING ZONE
PROJECT 6370-00-72 TOTAL							1	2	1	8	4	

3

TRAFFIC CONTROL

LOCATION	DAYS IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS NO.	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	DAY	643.1050 TRAFFIC CONTROL PCMS NO.	DAY
STH 153/DETOUR ROUTE - STAGE 1	12	---	---	18	216	16	192	---	---	264	3168	2	24
STH 107 - STAGE 1	12	---	---	---	---	---	---	---	---	1	12	---	---
EAU PLEINE PARK RD - STAGE 1	12	---	---	4	48	6	72	---	---	5	60	---	---
SKYVIEW RD - STAGE 1	12	---	---	8	96	12	144	---	---	6	72	---	---
CTH O - STAGE 1	12	---	---	8	96	12	144	---	---	6	72	---	---
SANDY LN - STAGE 1	12	---	---	4	48	6	72	---	---	6	72	---	---
BOBCAT DR - STAGE 1	12	---	---	4	48	6	72	---	---	5	60	---	---
STH 153 - STAGE 2	50	---	---	---	---	---	---	---	---	10	500	---	---
STH 107 - STAGE 2	50	---	---	---	---	---	---	---	---	1	50	---	---
EAU PLEINE PARK RD - STAGE 2	50	---	---	---	---	---	---	---	---	1	50	---	---
SKYVIEW RD - STAGE 2	50	---	---	---	---	---	---	---	---	2	100	---	---
CTH O - STAGE 2	50	---	---	---	---	---	---	---	---	2	100	---	---
SANDY LN - STAGE 2	50	---	---	---	---	---	---	---	---	1	50	---	---
BOBCAT DR - STAGE 2	50	---	---	---	---	---	---	---	---	1	50	---	---
STH 153 - STAGE 2	50	---	---	---	---	---	---	---	---	1	50	---	---
UNDISTRIBUTED	21	60	1260	---	---	---	---	20	420	1	21	---	---
PROJECT 6370-00-72 TOTAL			**1,260**		**552**		**696**		**420**		**4,487**		**24**

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE

SIGN CODE	IN	X	IN	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	DESCRIPTION
G20-57C	72	X	36	18	HWY 153 ROAD CLOSED BEGINS XXX-XX
---	66	X	10	---	FOLLOW DETOUR (PLAQUE)
G20-57C	72	X	36	18	HWY 153 ROAD CLOSED BEGINS XXX-XX
---	66	X	10	---	FOLLOW DETOUR (PLAQUE)
PROJECT 6370-00-72 TOTAL				**36**	

3

PAVEMENT MARKING ITEMS

STATION	-	STATION	OFFSET	TYPE	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE	646.3040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH WHITE LF	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF
640+50	-	643+16	LT	EDGELINE (SOLID)	---	---	267	---	---	---	---
640+50	-	643+70	CTR	CENTERLINE (DOUBLE SOLID)	640	---	---	---	---	640	640
640+50	-	656+87	RT	EDGELINE (SOLID)	---	---	1,637	---	---	---	---
656+87	-	657+59	RT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
	10+30		LT	STOP BAR	---	---	---	---	18	---	---
10+30	-	11+19	CTR	CENTERLINE (DASHED/SOLID)	111	---	---	---	---	---	---
10+36	-	10+44	LT	STOP BAR	---	---	---	---	16	---	---
10+60	-	11+19	RT	EDGELINE (SOLID)	---	---	59	---	---	---	---
10+60	-	10+85	LT	ISLAND GORE	---	---	---	51	---	---	---
10+63	-	11+19	LT	EDGELINE (SOLID)	---	---	58	---	---	---	---
642+50	-	644+75	RT	BYPASS LANE LINE (DASHED)	---	---	63	---	---	---	---
644+25	-	649+50	CTR	CENTERLINE (DASHED/SOLID)	656	---	---	---	---	567	567
644+58	-	710+90	LT	EDGELINE (SOLID)	---	---	6,633	---	---	---	---
644+58	-	646+25	LT	CHANNELIZING LANE LINE	---	---	---	167	---	---	---
649+50	-	656+50	CTR	CENTERLINE (DASHED)	175	---	---	---	---	56	56
656+50	-	667+50	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
656+87	-	657+59	RT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
658+89	-	710+27	RT	EDGELINE (SOLID)	---	---	5,137	---	---	---	---
710+27	-	710+99	RT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
667+50	-	668+50	CTR	CENTERLINE (DOUBLE SOLID)	200	---	---	---	---	200	200
668+50	-	679+50	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
679+50	-	701+00	CTR	CENTERLINE (DASHED)	538	---	---	---	---	172	172
701+00	-	712+00	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
712+00	-	713+00	CTR	CENTERLINE (DOUBLE SOLID)	200	---	---	---	---	200	200
713+00	-	723+00	CTR	CENTERLINE (DASHED/SOLID)	1,250	---	---	---	---	1,080	1,080
711+87	-	823+26	RT	EDGELINE (SOLID)	---	---	11,122	---	---	---	---
711+98	-	712+70	LT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
712+70	-	823+26	LT	EDGELINE (SOLID)	---	---	11,059	---	---	---	---
723+00	-	765+00	CTR	CENTERLINE (DASHED)	1,050	---	---	---	---	336	336
765+00	-	775+75	CTR	CENTERLINE (DASHED/SOLID)	1,344	---	---	---	---	1,161	1,161
775+75	-	776+75	CTR	CENTERLINE (DOUBLE SOLID)	200	---	---	---	---	200	200
776+75	-	787+75	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
787+75	-	827+50	CTR	CENTERLINE (DASHED)	1,000	---	---	---	---	318	318
823+26	-	824+32	LT	EDGELINE (SOLID)	---	106	---	---	---	---	---
823+26	-	824+32	RT	EDGELINE (SOLID)	---	106	---	---	---	---	---
824+32	-	845+83	LT	EDGELINE (SOLID)	---	---	2,149	---	---	---	---
824+32	-	845+21	RT	EDGELINE (SOLID)	---	---	2,092	---	---	---	---
827+50	-	838+50	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
838+50	-	845+75	CTR	CENTERLINE (DOUBLE SOLID)	1,450	---	---	---	---	1,450	1,450
843+19	-	845+19	RT	CHANNELIZING LANE LINE	---	---	---	200	---	---	---
PROJECT 6370-00-72 SUBTOTAL					**15,901**		**40,348**	**418**	**34**	**12,320**	**12,320**

3

PAVEMENT MARKING ITEMS (CONT.)

STATION	-	STATION	OFFSET	TYPE	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE	646.3040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH WHITE LF	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF
42+32	-	42+98	LT	EDGELINE (SOLID)	---	67	---	---	---	---	---
42+32	-	43+40	CTR	CENTERLINE (DOUBLE SOLID)	---	216	---	---	---	---	---
42+32	-	42+43	RT	EDGELINE (SOLID)	---	11	---	---	---	---	---
44+50	-	45+13	CTR	CENTERLINE (DOUBLE SOLID)	126	---	---	---	---	---	---
44+73	-	45+13	LT	EDGELINE (SOLID)	---	41	---	---	---	---	---
44+91	-	45+13	RT	EDGELINE (SOLID)	---	23	---	---	---	---	---
846+57	-	927+45	RT	EDGELINE (SOLID)	---	---	8,091	---	---	---	---
846+75	-	848+50	CTR	CENTERLINE (DOUBLE SOLID)	350	---	---	---	---	350	350
847+22	-	847+94	LT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
847+94	-	928+21	LT	EDGELINE (SOLID)	---	---	8,024	---	---	---	---
848+50	-	852+00	CTR	CENTERLINE (DASHED/SOLID)	438	---	---	---	---	378	378
852+00	-	869+75	CTR	CENTERLINE (DASHED)	450	---	---	---	---	142	142
869+75	-	880+75	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	---	---
880+75	-	881+75	CTR	CENTERLINE (DOUBLE SOLID)	200	---	---	---	---	200	200
881+75	-	892+75	CTR	CENTERLINE (DASHED/SOLID)	1,375	---	---	---	---	1,188	1,188
892+75	-	912+75	CTR	CENTERLINE (DASHED)	500	---	---	---	---	160	160
912+75	-	920+50	CTR	CENTERLINE (DASHED/SOLID)	969	---	---	---	---	837	837
920+50	-	923+50	CTR	CENTERLINE (DASHED)	75	---	---	---	---	24	24
923+50	-	932+00	CTR	CENTERLINE (DASHED/SOLID)	1,063	---	---	---	---	918	918
927+45	-	928+17	RT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
929+08	-	954+31	RT	EDGELINE (SOLID)	---	---	2,524	---	---	---	---
929+11	-	929+83	LT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
929+83	-	941+79	LT	EDGELINE (SOLID)	---	---	1,196	---	---	---	---
932+00	-	954+31	CTR	CENTERLINE (DASHED)	563	---	---	---	---	178	178
942+91	-	943+63	LT	EDGELINE (3' LINE, 9' GAP)	---	---	18	---	---	---	---
943+63	-	954+31	LT	EDGELINE (SOLID)	---	---	1,069	---	---	---	---
PROJECT 6370-00-72 SUBTOTAL					7,840		20,976	0	0	4,375	4,375
PROJECT 6370-00-72 TOTAL					23,741		61,324	418	34	16,695	16,695

Note: Temporary Marking Line Paint to be used for centerline markings on milled asphalt surface; Temporary Marking Line Epoxy to be used for centerline markings on final asphalt surface prior to placement of centerline rumble strips; Marking Line Epoxy to be used on final asphalt surface after placement of centerline rumble strips.

3

LOCATING NO-PASSING ZONES

STATION	-	STATION	648.0100 LOCATING NO-PASSING ZONES MI
640+50	-	954+31	5.94
PROJECT 6370-00-72 TOTAL			5.94

REESTABLISH SECTION CORNER MONUMENT

STATION	LOCATION	SPV.0060.01 REESTABLISH SECTION CORNER MONUMENT
643+90	RT	1
PROJECT 6370-00-72 TOTAL		1

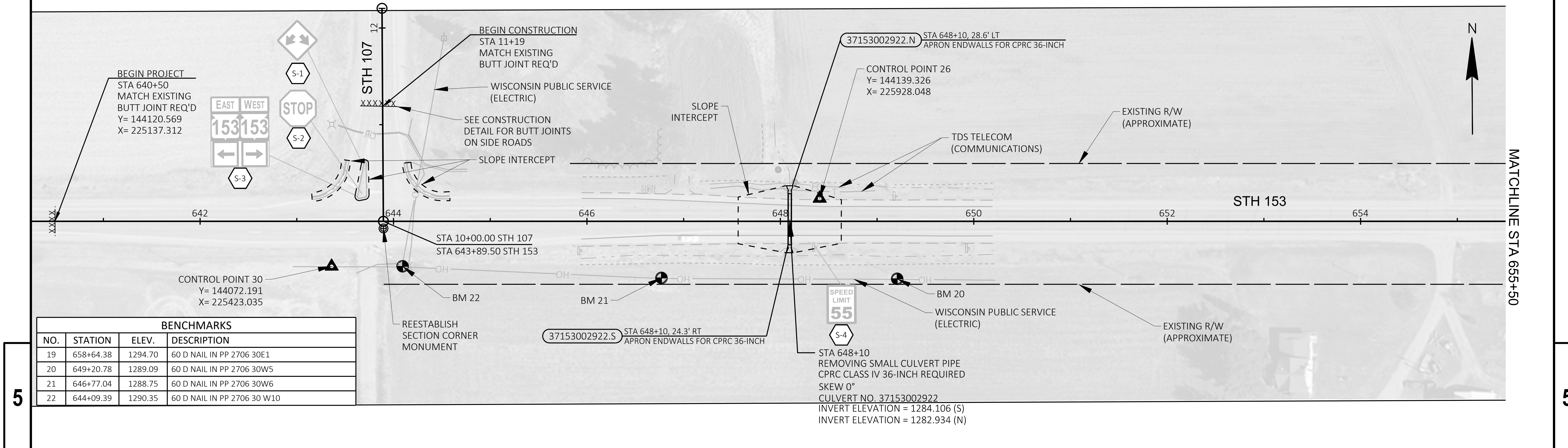
3

CONSTRUCTION STAKING

STATION	-	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 6370-00-72 LS
			PROJECT 6370-00-72	---	---	---	1
640+50	-	823+26	STH 153	---	---	18,276	---
643+16	-	643+54	STH 107	58	---	---	---
643+62	-	643+73	STH 107	86	---	---	---
644+11	-	644+58	STH 107	64	---	---	---
	648+10		STH 153	---	1	---	---
	676+89		STH 153	---	1	---	---
696+51	-	697+25	STH 153	---	1	---	---
	768+18		STH 153	---	1	---	---
787+49	-	787+52	STH 153	---	1	---	---
	813+80		STH 153	---	1	---	---
824+32	-	954+31	STH 153	---	---	12,999	---
845+21	-	845+57	CTH O	75	---	---	---
845+83	-	846+42	CTH O	82	---	---	---
845+70	-	847+71	CTH O	280	---	---	---
846+76	-	847+22	CTH O	83	---	---	---
	849+28		STH 153	---	1	---	---
	892+42		STH 153, RT	---	1	---	---
	947+04		STH 153	---	1	---	---
PROJECT 6370-00-72 TOTAL				728	9	31,275	1

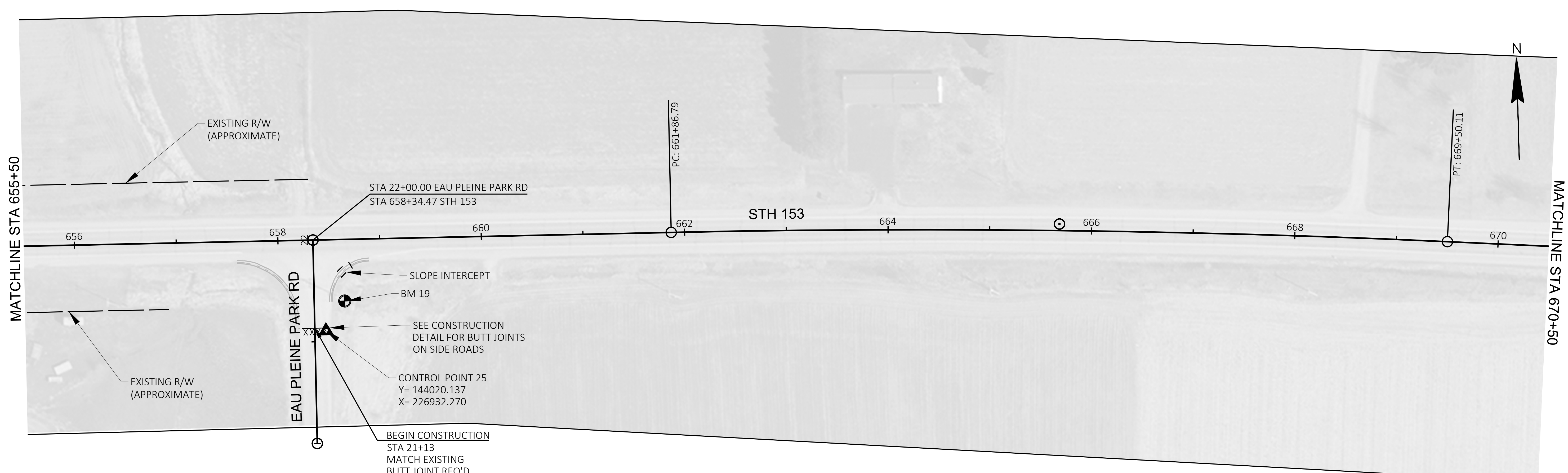
SAWING

STATION	-	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
643+16	-	643+56	LT	STH 153	67	---	CURB & GUTTER
643+60	-	643+75	LT	STH 153	99	---	CURB & GUTTER
644+09	-	644+58	LT	STH 153	74	---	CURB & GUTTER
	647+56		LT, RT	STH 153	34	---	CULVERT
	648+63		LT, RT	STH 153	30	---	CULVERT
658+57	-	658+69	RT	STH 153	20	6	CURB & GUTTER
	676+35		LT, RT	STH 153	30	---	CULVERT
	677+42		LT, RT	STH 153	30	---	CULVERT
	696+10		LT, RT	STH 153	30	---	CULVERT
	697+67		LT, RT	STH 153	30	---	CULVERT
	767+66		LT, RT	STH 153	30	---	CULVERT
767+76	-	767+93	LT	STH 153	18	---	DRIVEWAY
	768+70		LT, RT	STH 153	30	---	CULVERT
	786+99		LT, RT	STH 153	30	---	CULVERT
	788+05		LT, RT	STH 153	30	---	CULVERT
	813+28		LT, RT	STH 153	30	---	CULVERT
	814+32		LT, RT	STH 153	30	---	CULVERT
845+21	-	845+58	RT	STH 153	87	---	CURB & GUTTER
845+83	-	846+44	LT	STH 153	90	---	CURB & GUTTER
845+69	-	847+71	RT	STH 153	367	6	CURB & GUTTER
845+72	-	846+17	RT	STH 153	90	---	DRIVEWAY
846+73	-	847+71	RT	STH 153	105	---	DRIVEWAY
846+74	-	847+22	LT	STH 153	93	---	CURB & GUTTER
	848+73		LT, RT	STH 153	30	---	CULVERT
	849+82		LT, RT	STH 153	30	---	CULVERT
928+86	-	928+88	RT	STH 153	10	6	CURB & GUTTER
942+19	-	942+50	LT	STH 153	31	---	DRIVEWAY
	946+52		LT, RT	STH 153	48	---	CULVERT
946+55	-	946+87	LT	STH 153	32	---	DRIVEWAY
	947+57		LT, RT	STH 153	40	---	CULVERT
PROJECT 6370-00-72 TOTAL					1,695	18	

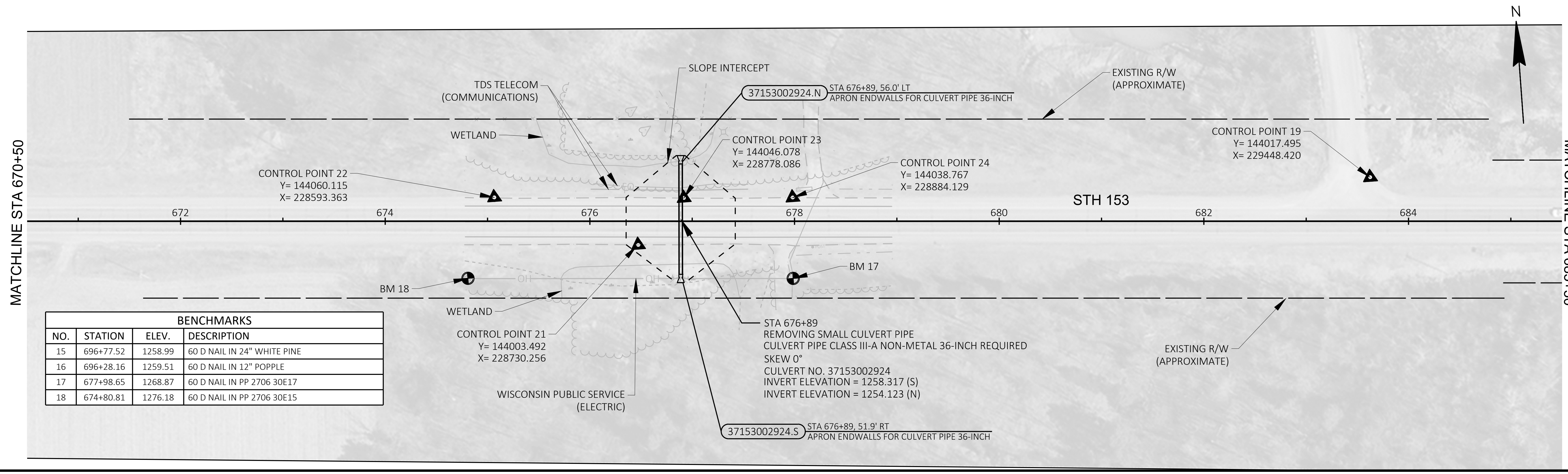


BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
19	658+64.38	1294.70	60 D NAIL IN PP 2706 30E1
20	649+20.78	1289.09	60 D NAIL IN PP 2706 30W5
21	646+77.04	1288.75	60 D NAIL IN PP 2706 30W6
22	644+09.39	1290.35	60 D NAIL IN PP 2706 30 W10

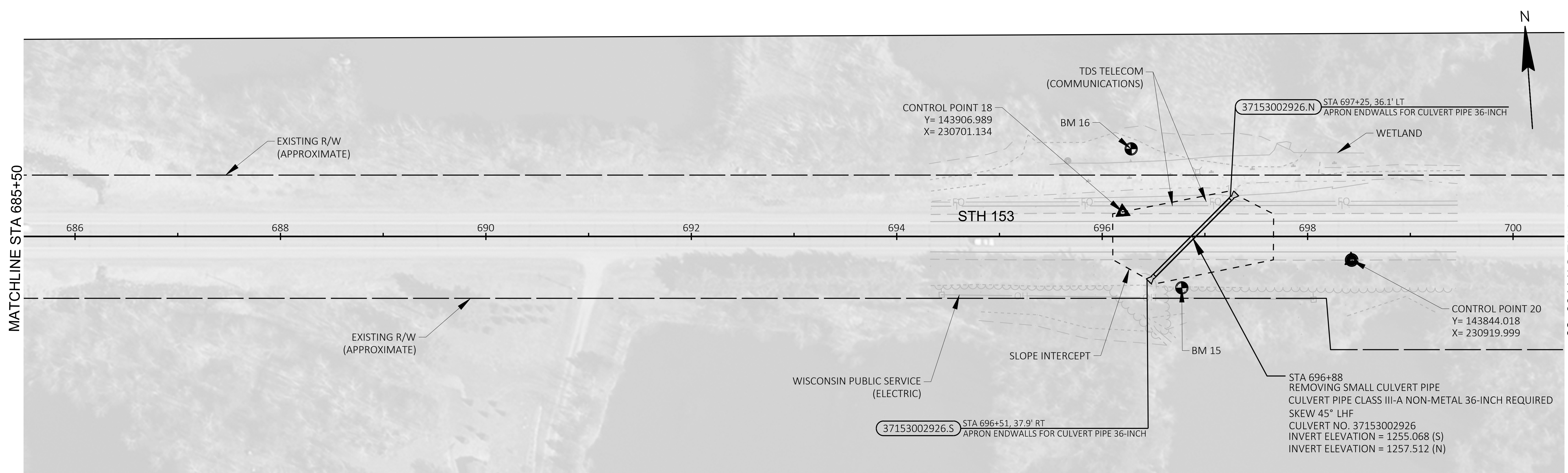


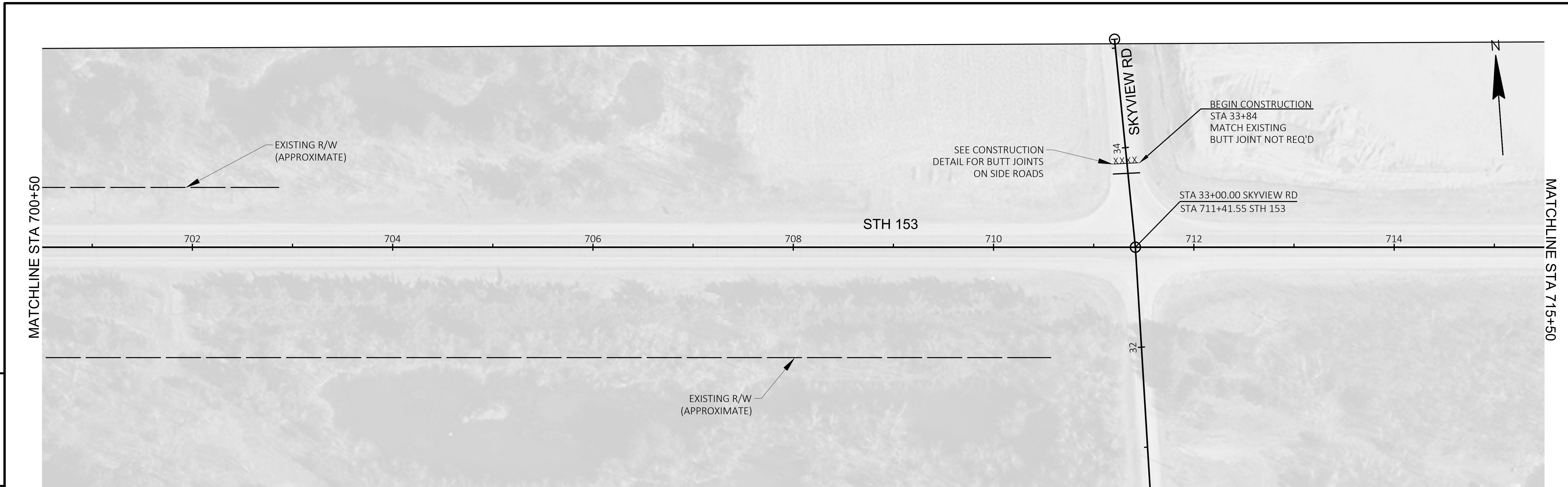
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 48	E

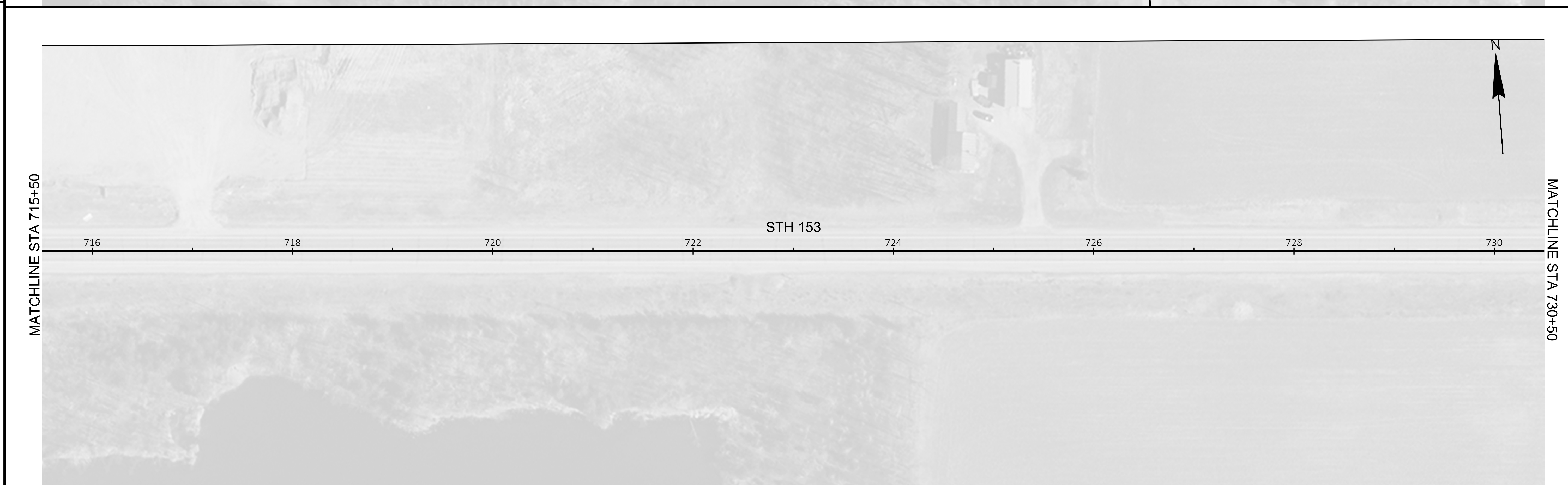


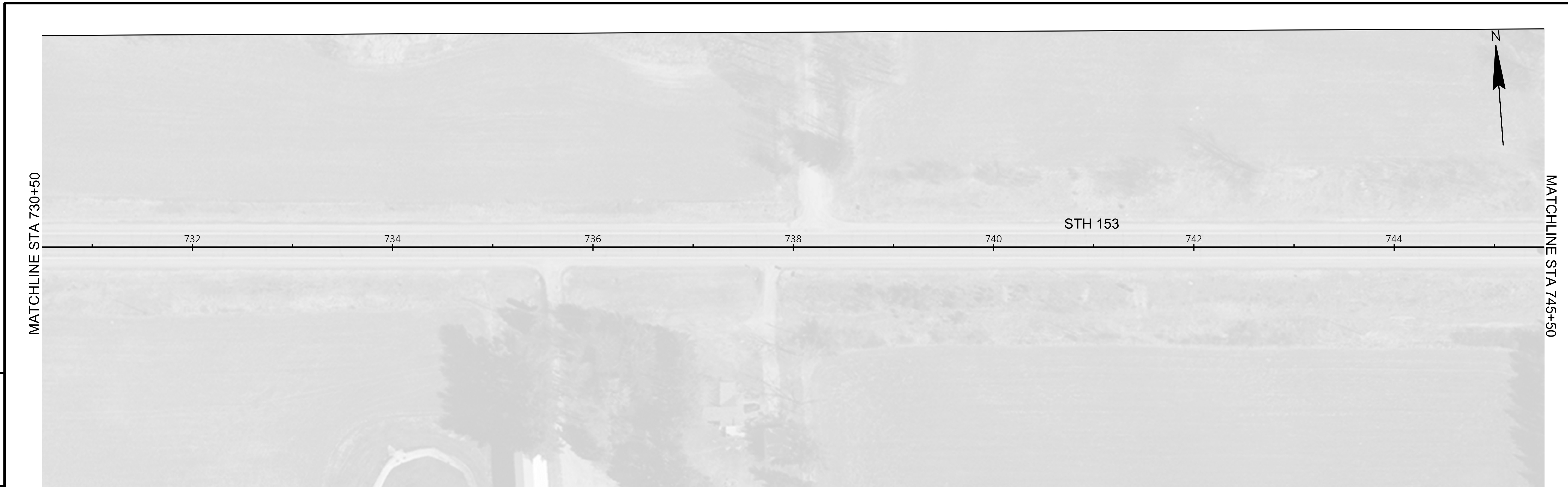
BENCHMARKS

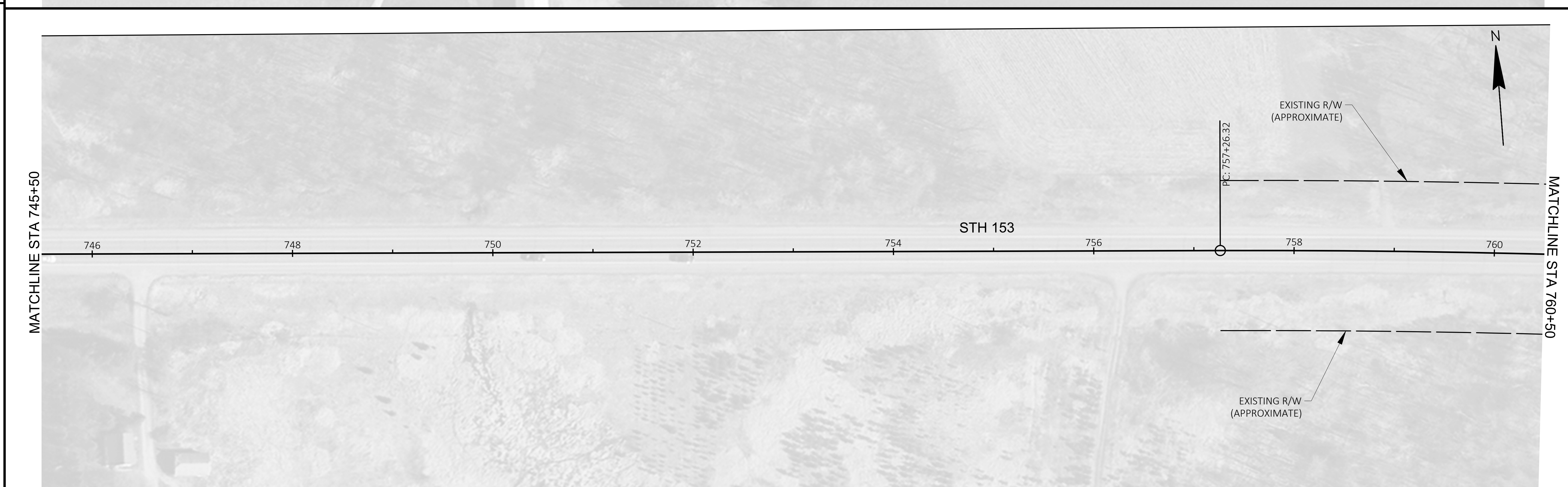
NO.	STATION	ELEV.	DESCRIPTION
15	696+77.52	1258.99	60 D NAIL IN 24" WHITE PINE
16	696+28.16	1259.51	60 D NAIL IN 12" POPPLE
17	677+98.65	1268.87	60 D NAIL IN PP 2706 30E17
18	674+80.81	1276.18	60 D NAIL IN PP 2706 30E15




MATCHLINE STA 700+50
EXISTING R/W
(APPROXIMATE)
SKYVIEW RD
BEGIN CONSTRUCTION
STA 33+84
MATCH EXISTING
BUTT JOINT NOT REQ'D
SEE CONSTRUCTION
DETAIL FOR BUTT JOINTS
ON SIDE ROADS
34
STA 33+00.00 SKYVIEW RD
STA 711+41.55 STH 153
STH 153
702
704
706
708
710
712
714
32
EXISTING R/W
(APPROXIMATE)
MATCHLINE STA 715+50
N
5


MATCHLINE STA 715+50
STH 153
716
718
720
722
724
726
728
730
MATCHLINE STA 730+50
N

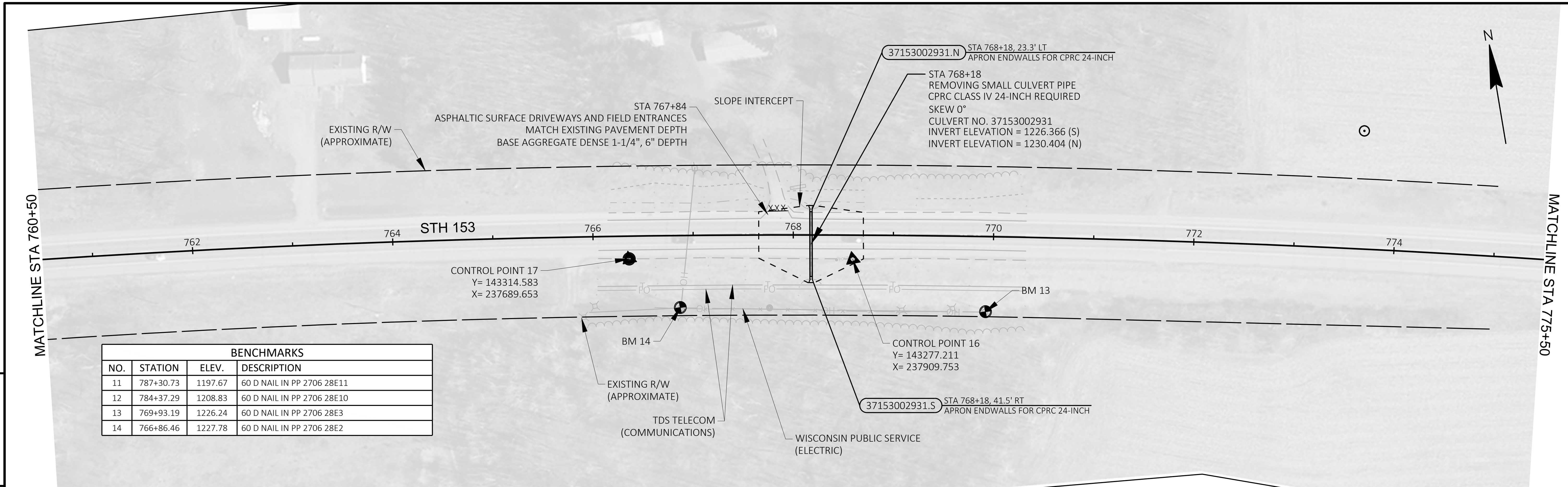




5

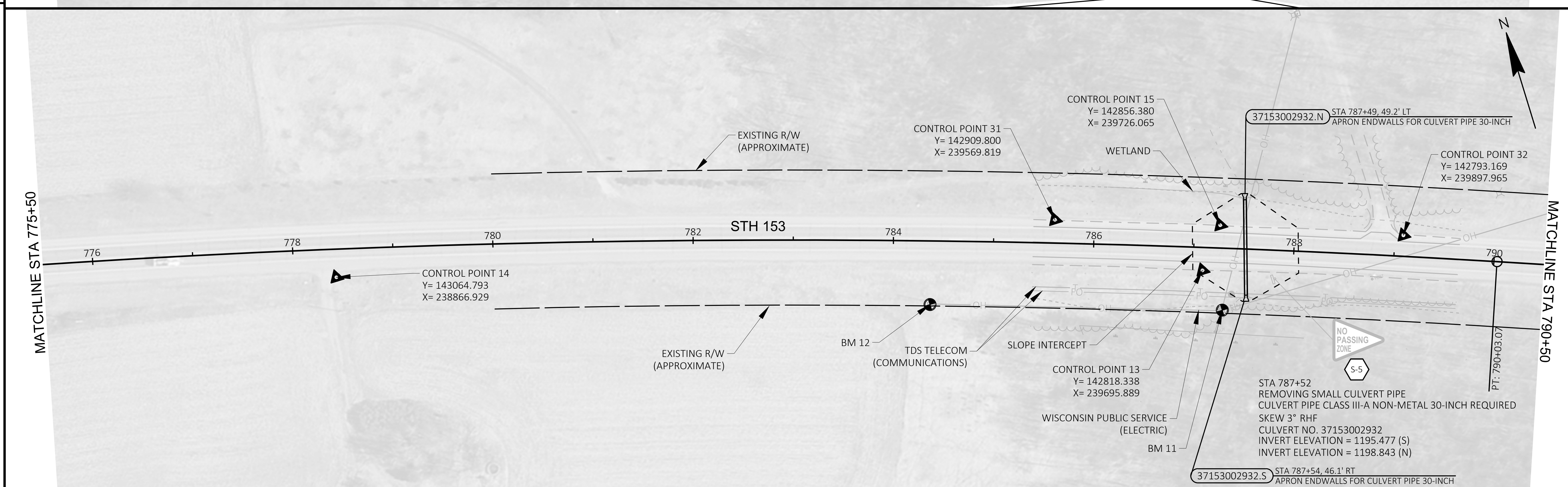
5

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 51	E



BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
11	787+30.73	1197.67	60 D NAIL IN PP 2706 28E11
12	784+37.29	1208.83	60 D NAIL IN PP 2706 28E10
13	769+93.19	1226.24	60 D NAIL IN PP 2706 28E3
14	766+86.46	1227.78	60 D NAIL IN PP 2706 28E2

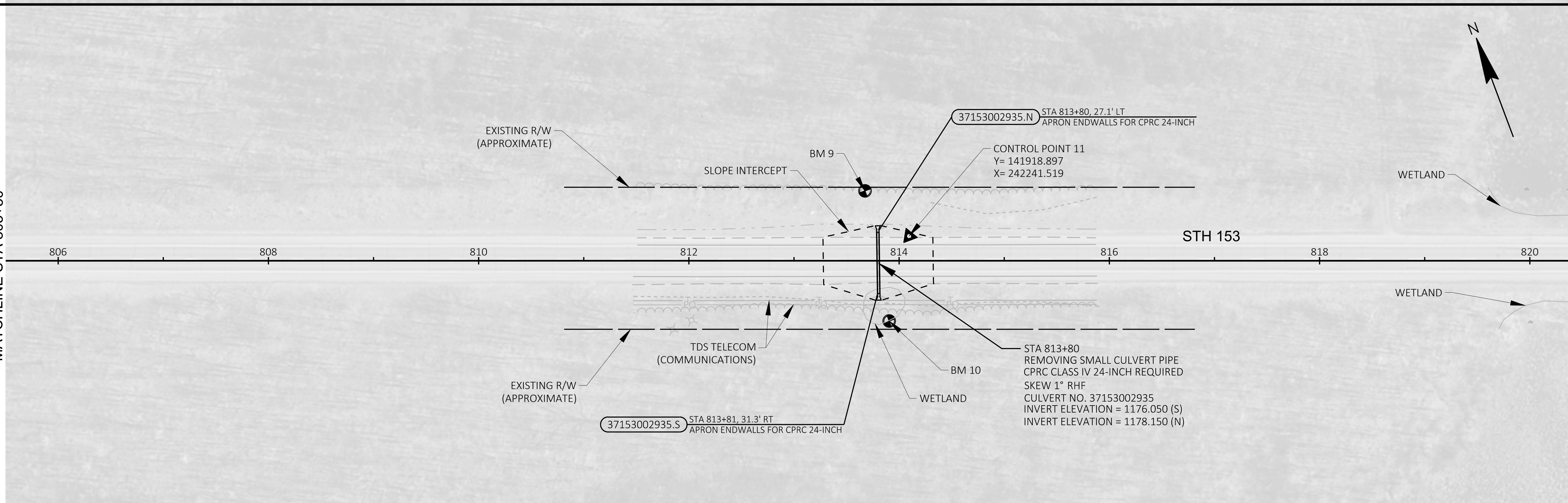


PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 52	E

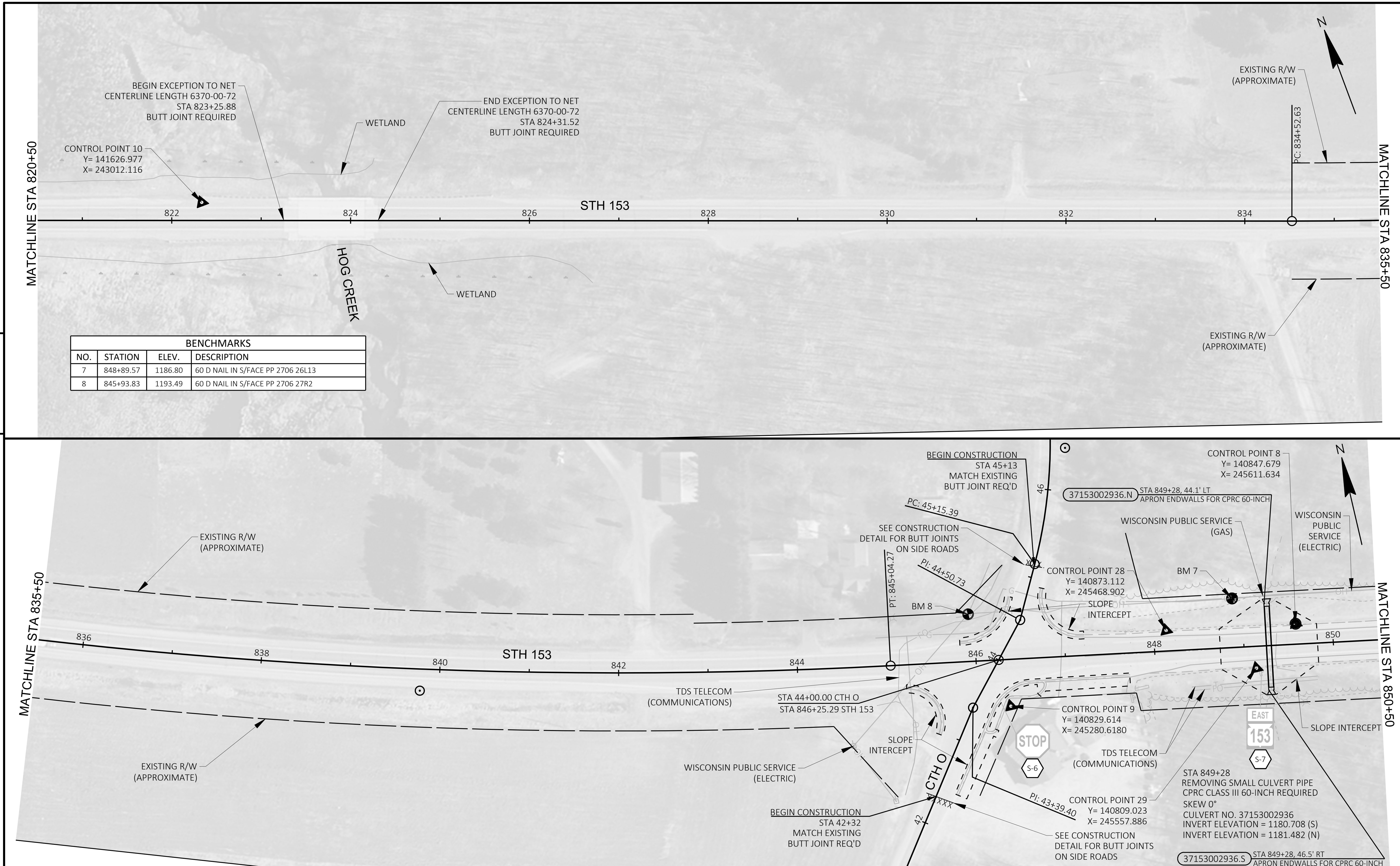
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
9	813+67.46	1181.98	60 D NAIL IN 16" OAK
10	813+90.50	1176.35	60 D NAIL IN 20" OAK

5

5



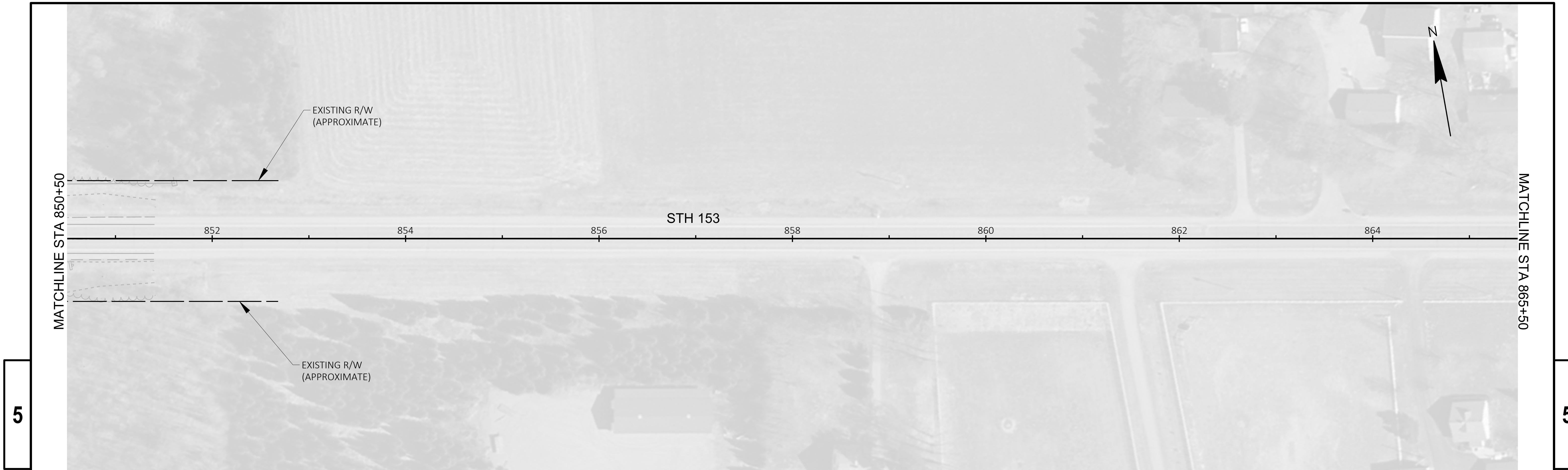
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 53	E

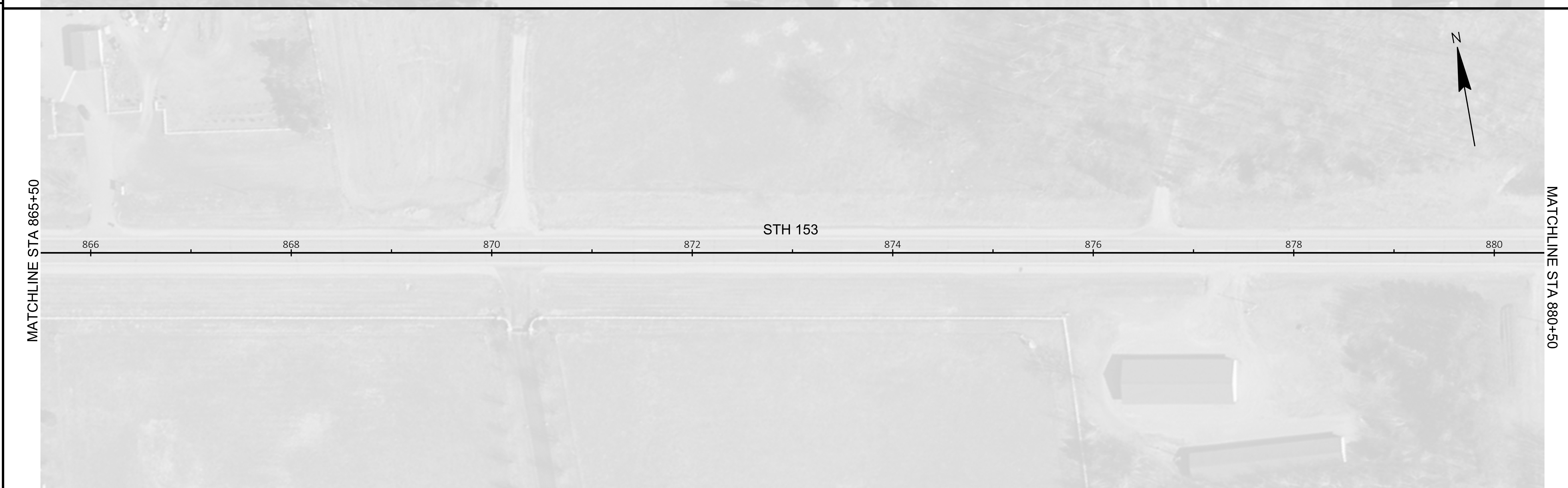


BENCHMARKS

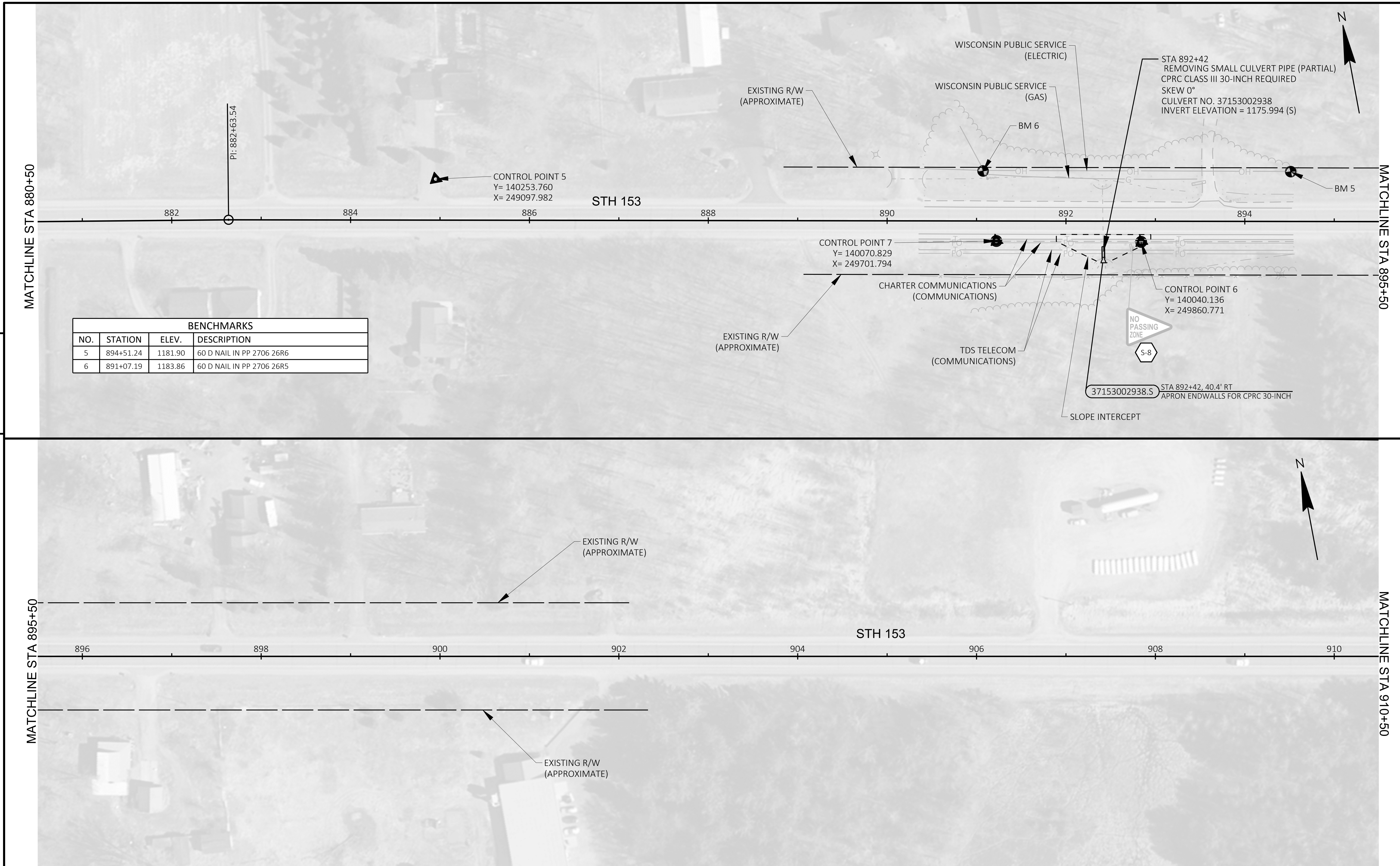
NO.	STATION	ELEV.	DESCRIPTION
7	848+89.57	1186.80	60 D NAIL IN S/FACE PP 2706 26L13
8	845+93.83	1193.49	60 D NAIL IN S/FACE PP 2706 27R2

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 54	E





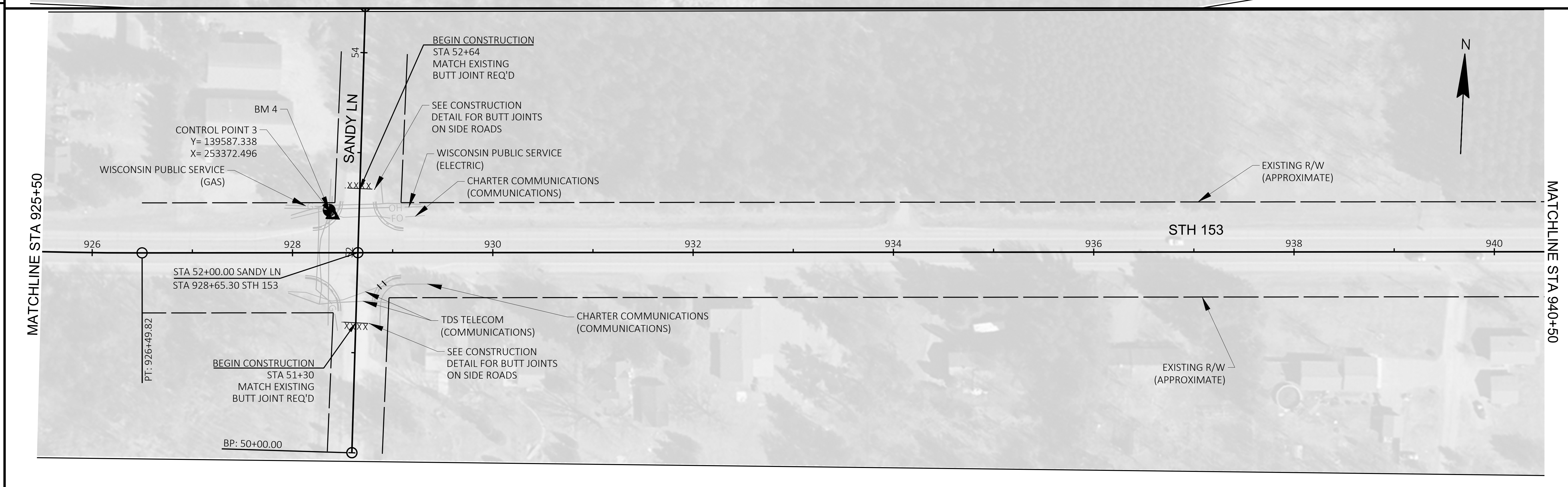
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 55	E



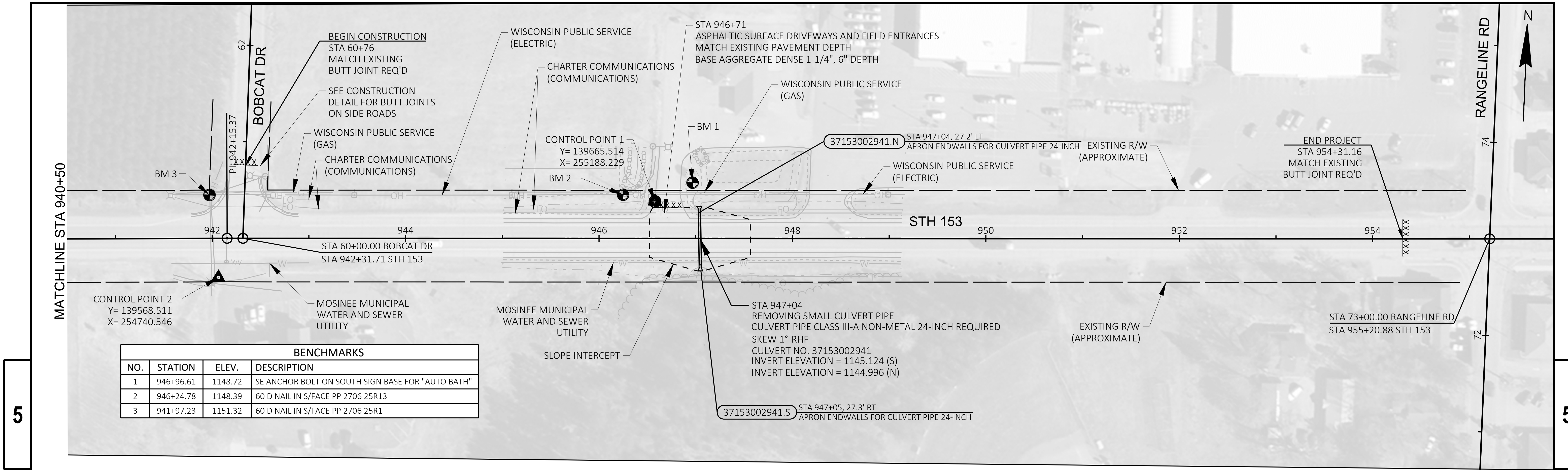
BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
5	894+51.24	1181.90	60 D NAIL IN PP 2706 26R6
6	891+07.19	1183.86	60 D NAIL IN PP 2706 26R5

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
4	928+36.69	1148.36	60 D NAIL IN S/FACE PP 2706 25L11



PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 57	E



BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
1	946+96.61	1148.72	SE ANCHOR BOLT ON SOUTH SIGN BASE FOR "AUTO BATH"
2	946+24.78	1148.39	60 D NAIL IN S/FACE PP 2706 25R13
3	941+97.23	1151.32	60 D NAIL IN S/FACE PP 2706 25R1

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	PLAN	SHEET 58	E

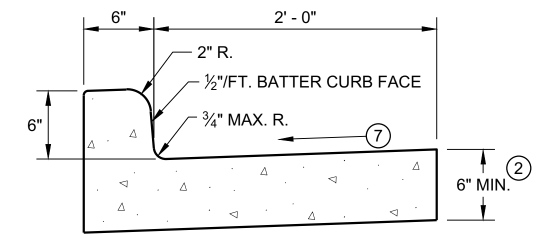
FILE NAME : C:\ONEDRIVE\AECOM\60608654 - STH 153 - 0_RECORDS\900_CAD_GIS\910_CAD_2018\63700002\SHEETSPLAN\0502-PN.DWG
LAYOUT NAME - 050211-pn
PLOT DATE : 4/7/2022 10:37 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

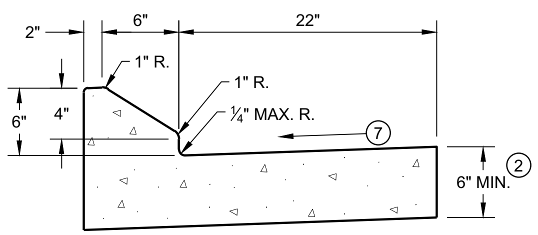
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6

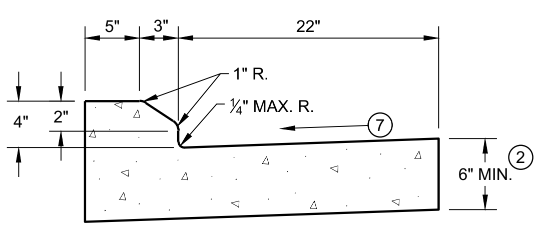
6



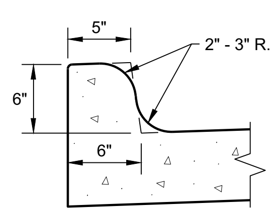
TYPES A① & D



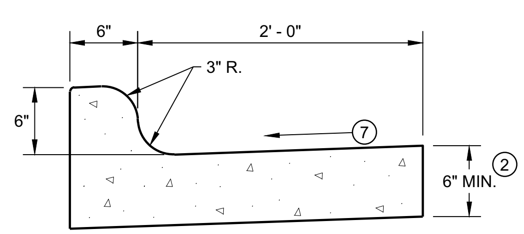
6" SLOPED CURB TYPES G① & J



4" SLOPED CURB TYPES G① & J

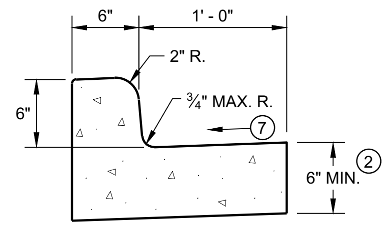


TYPES K① & L
(OPTIONAL CURB SHAPE)



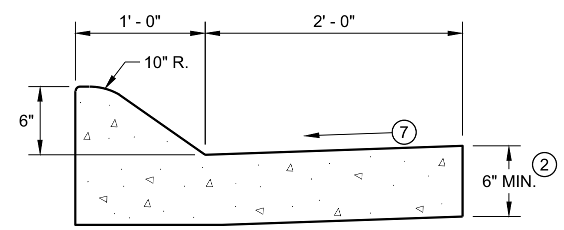
TYPES K① & L

CONCRETE CURB AND GUTTER 30"

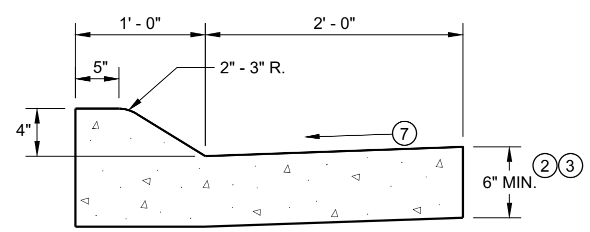


TYPES A① & D

CONCRETE CURB AND GUTTER 18"

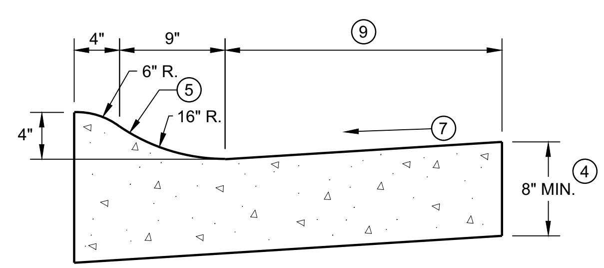


6" SLOPED CURB TYPES A① & D



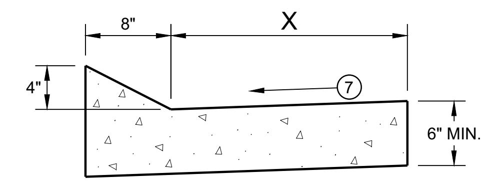
4" SLOPED CURB TYPES A① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R① & T

TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT①

CONCRETE CURB AND GUTTER

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

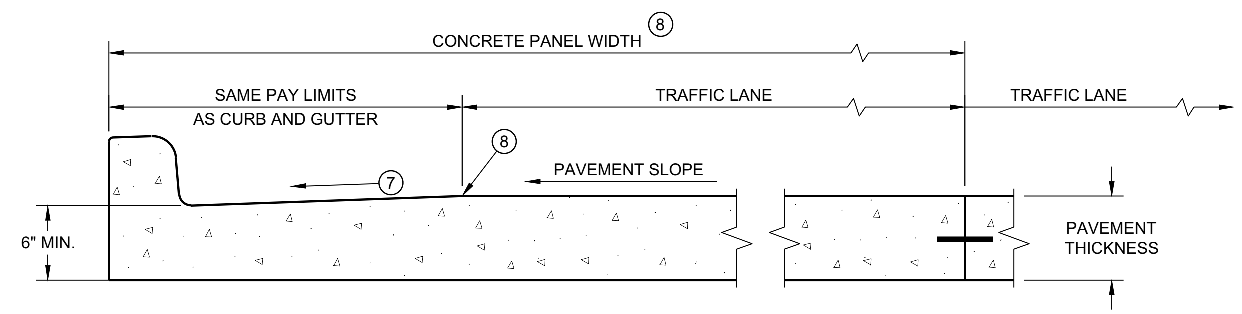
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

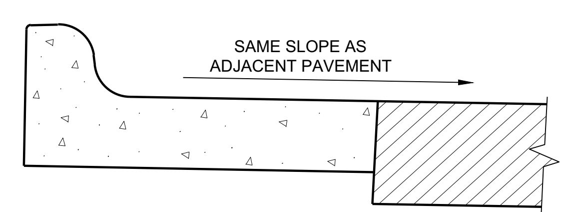
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

6

6

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01 - 22a

SDD 08D01 - 22a

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

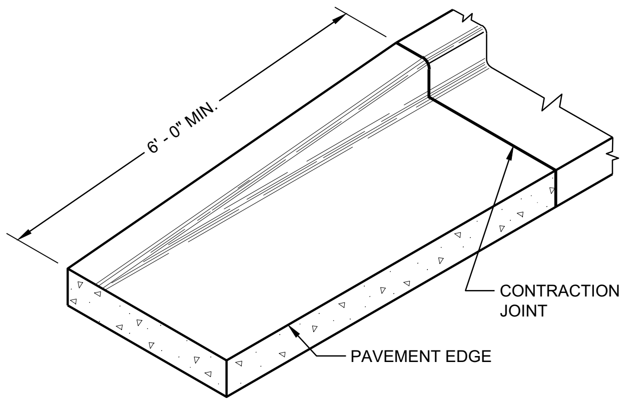
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

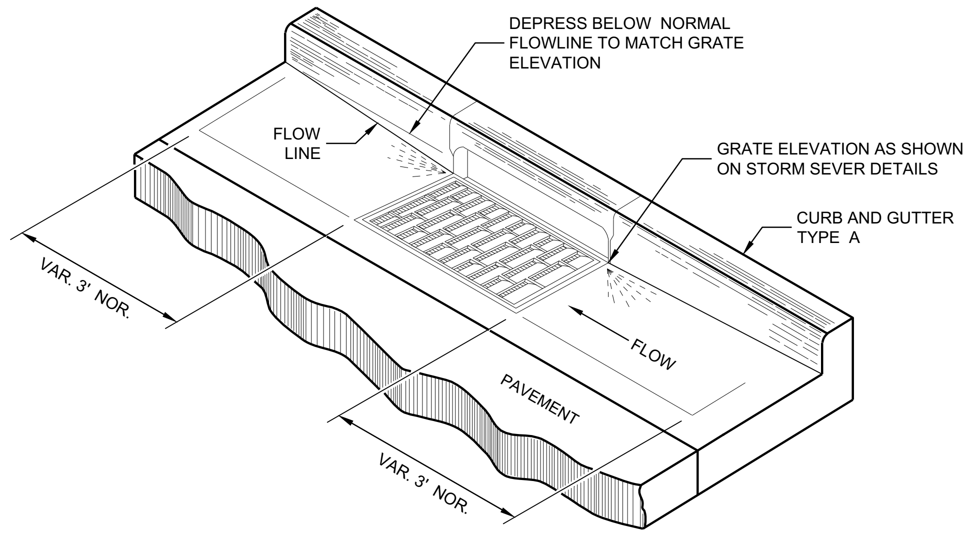
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

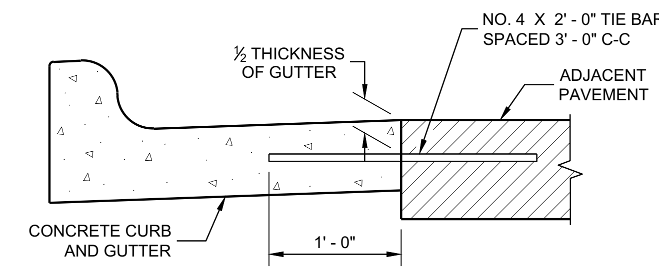


END SECTIONCURB AND GUTTER

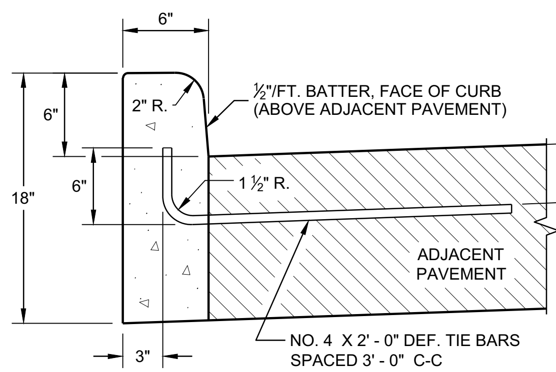


DETAIL OF CURB AND GUTTER AT INLETS

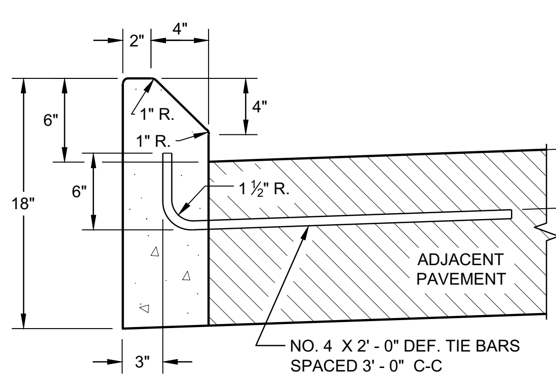
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)

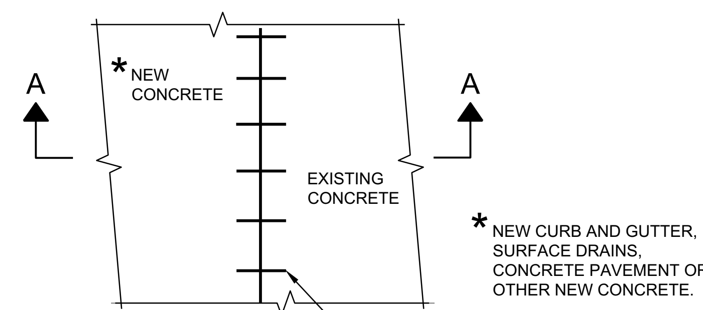


TYPES A (1) & D



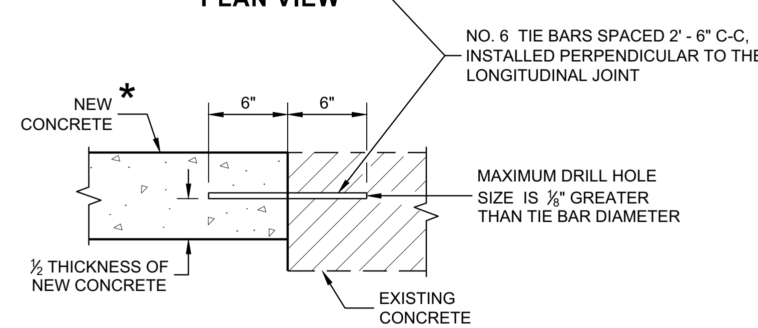
TYPES G (1) & J

CONCRETE CURB



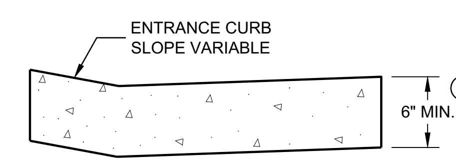
* NEW CURB AND GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



SECTION A - A

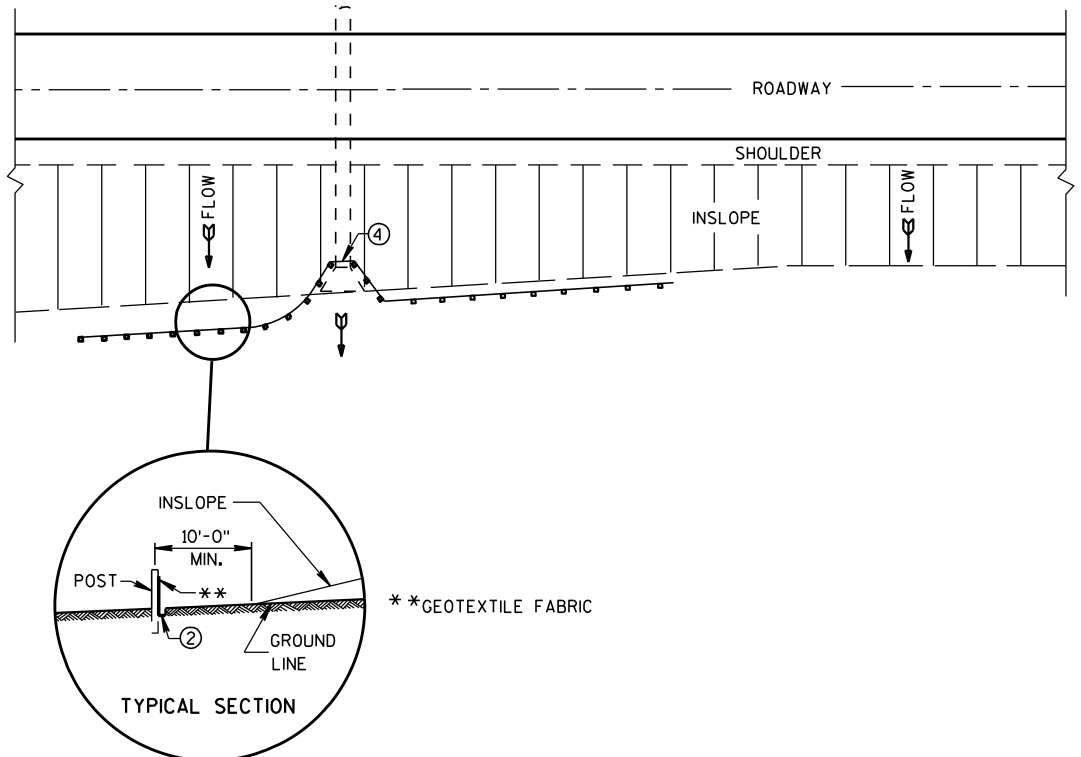
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

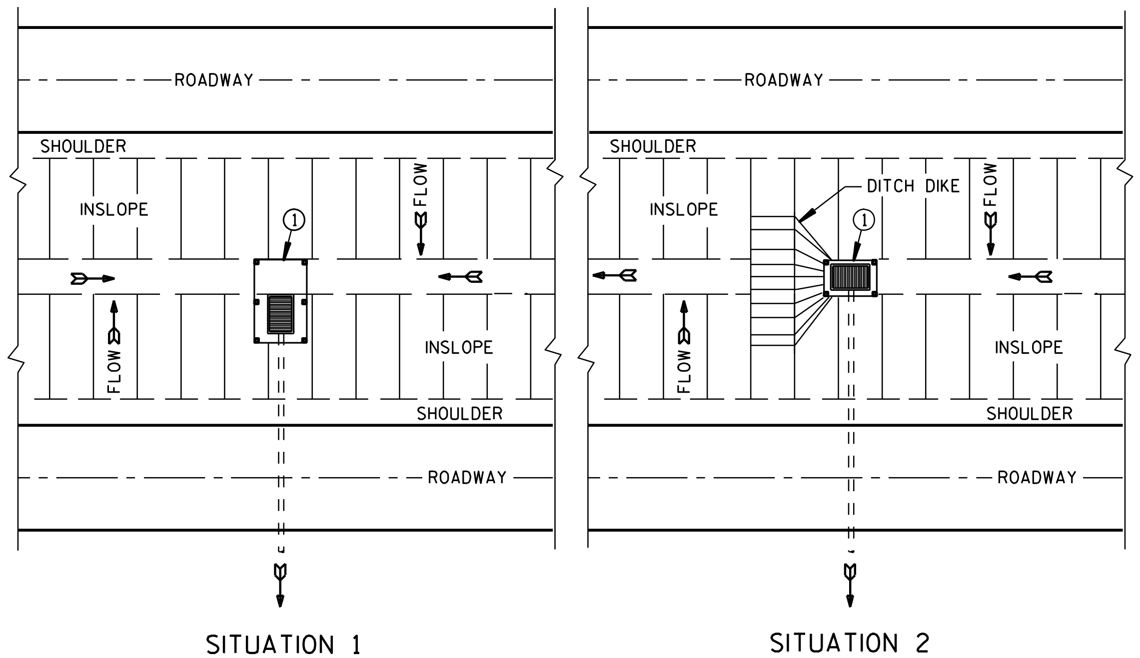
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED February 2021 — DATE /S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



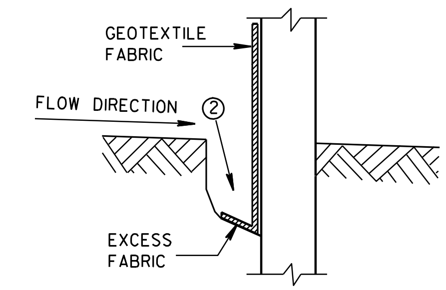
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

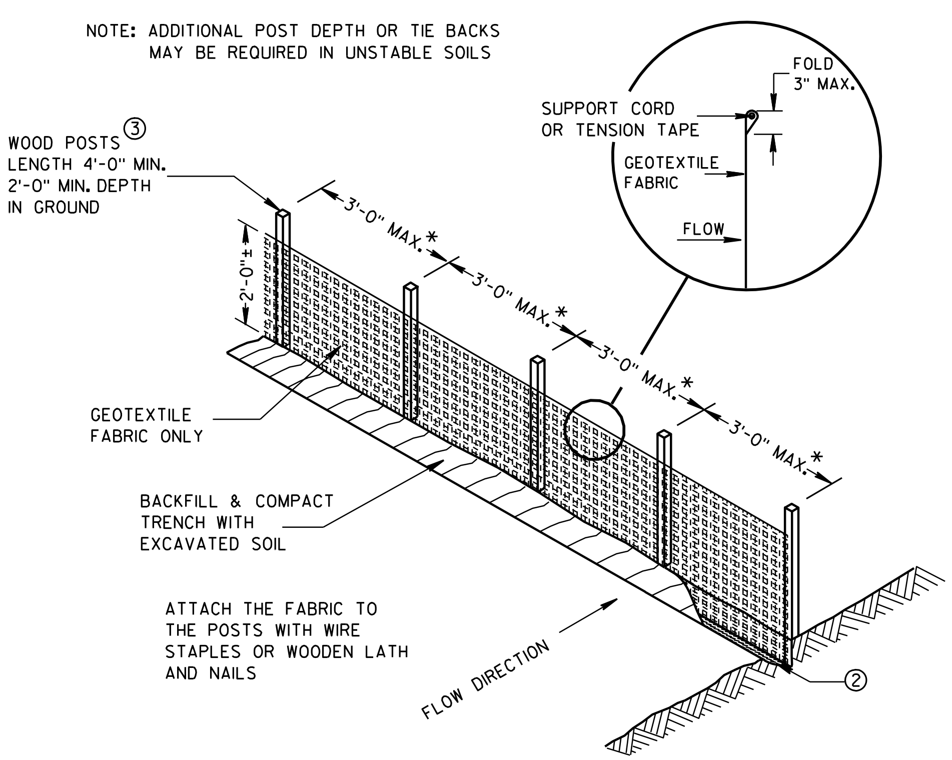
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

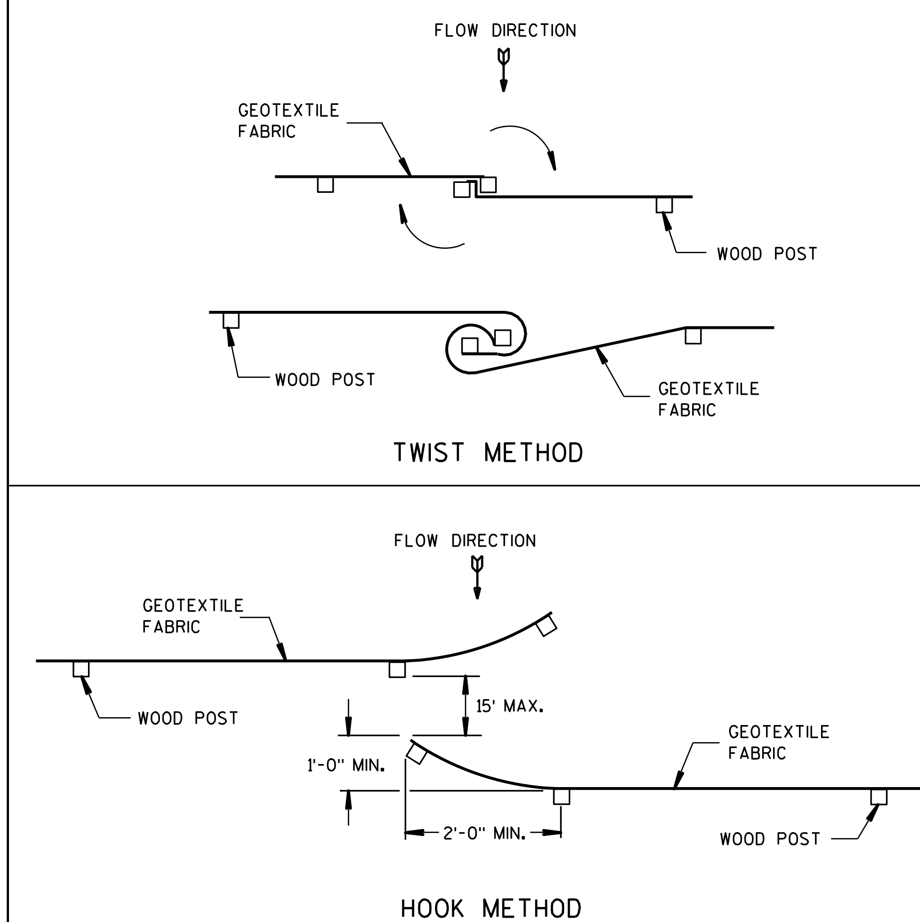


TRENCH DETAIL

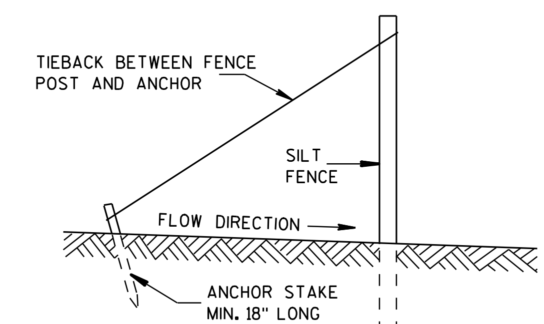


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



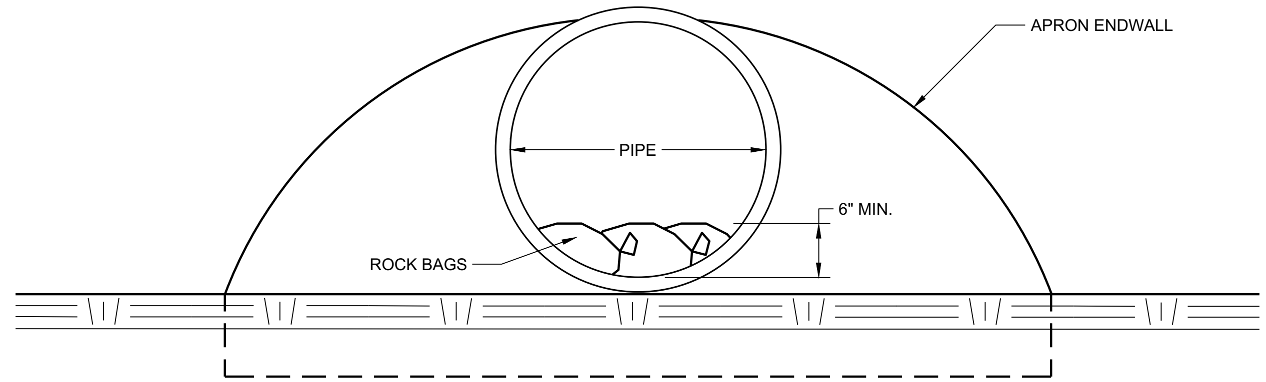
JOINING TWO LENGTHS OF SILT FENCE 5



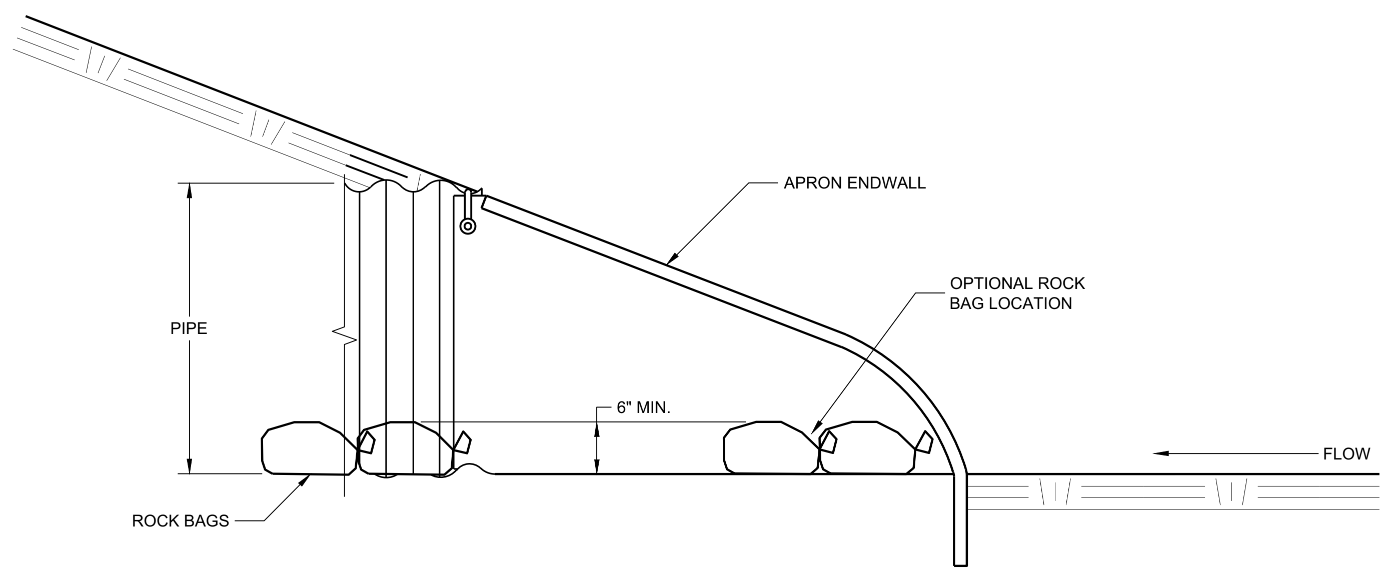
SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 /S/ Beth Cann... DATE CHIEF ROADWAY DEVELOP... ...INEER FHWA



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

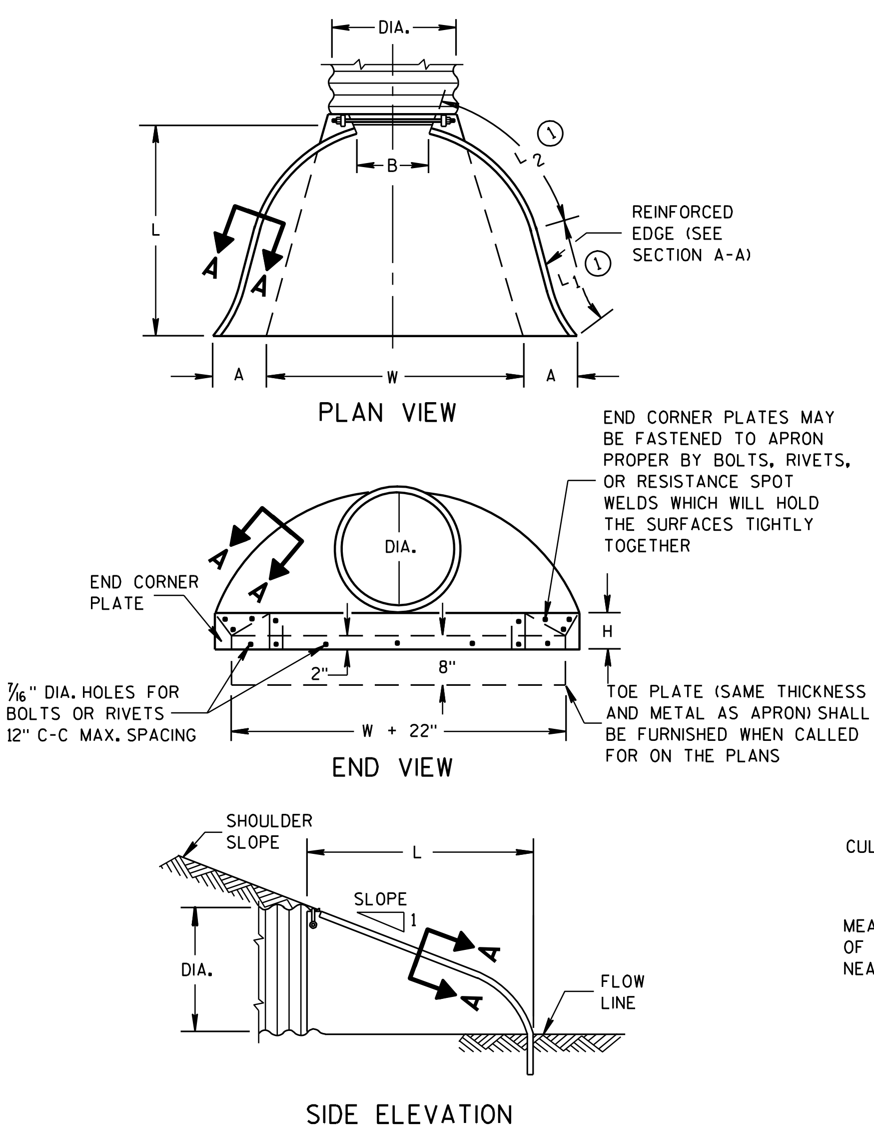
CULVERT PIPE CHECK
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May 2019 /S/ Daniel Schave DATE EROSION CONTROL ENGI 63 FHWA

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17½	24	2½ to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21¾	30	2½ to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28¼	36	2½ to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29⅝	42	2½ to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37¼	48	2½ to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52¼	60	2½ to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59¾	72	2½ to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75⅝	84	2½ to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2¼ to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85½	102	2¼ to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1½ to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1½ to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1½ to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1½ to 1	3 Pc.

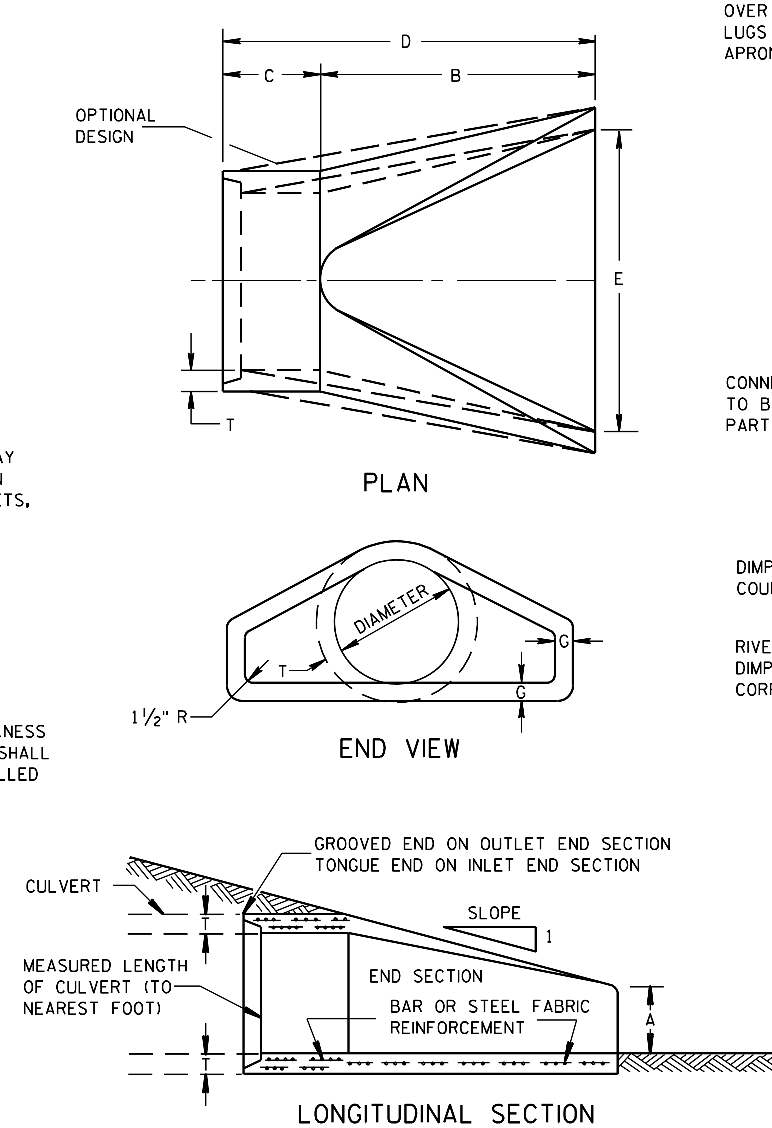
× EXCEPT CENTER PANEL
SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS								
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48⅞	72⅞	24	2	3 to 1
15	2¼	6	27	46	73	30	2¼	3 to 1
18	2½	9	27	46	73	36	2½	3 to 1
21	2¾	9	36	37½	73½	42	2¾	3 to 1
24	3	9½	43½	30	73½	48	3	3 to 1
27	3¼	10½	49½	24	73½	54	3¼	3 to 1
30	3½	12	54	19¾	73½	60	3½	3 to 1
36	4	15	63	34¾	97¾	72	4	3 to 1
42	4½	21	63	35	98	78	4½	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5½	27	65	*33¼-35**	*98¼-100**	90	5½	2⅖ to 1
60	6	*30-35**	60	39	99	96	5	2 to 1
66	6½	*24-30**	*72-78**	*21-27**	99	102	5½	2 to 1
72	7	*24-36**	78	21	99	108	6	2 to 1
78	7½	*24-36**	78	21	99	114	6½	2 to 1
84	8	36	90½	21	111½	120	6½	1½ to 1
90	8½	41	87½	24	111½	132	6½	1½ to 1

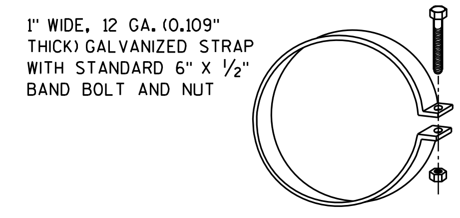
*MINIMUM
**MAXIMUM



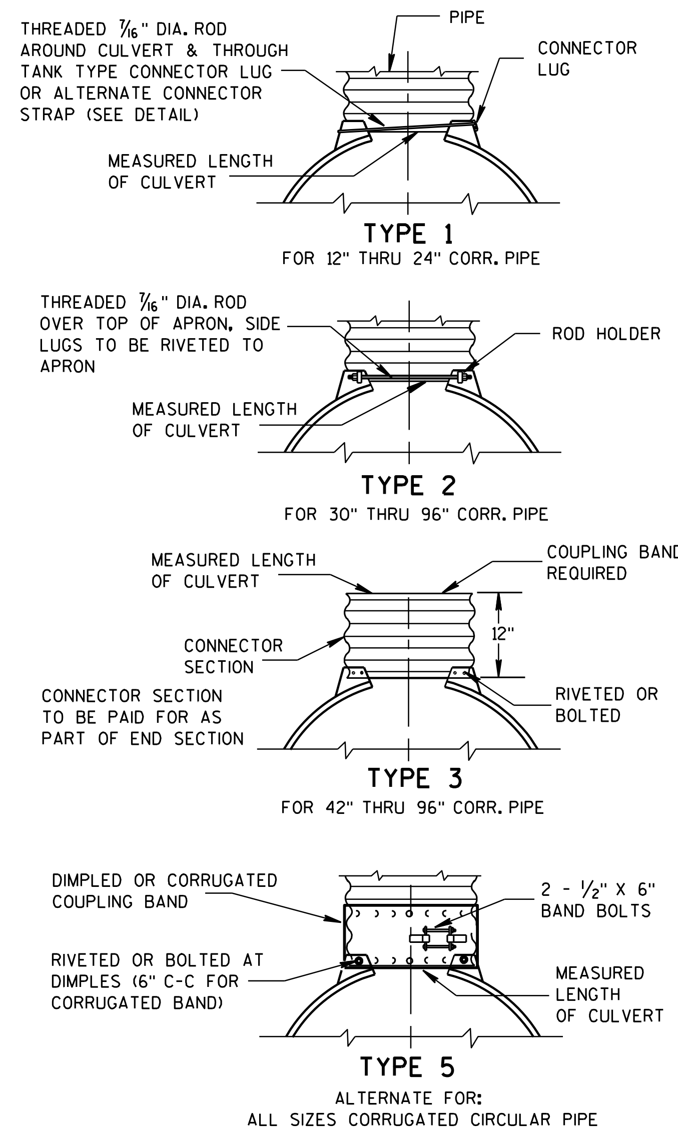
METAL ENDWALLS



CONCRETE ENDWALLS



END SECTION CONNECTOR STRAP



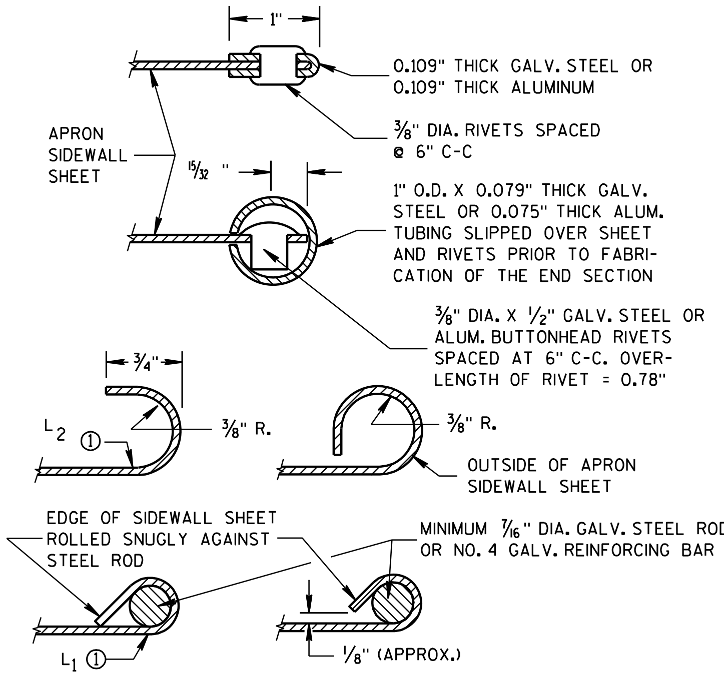
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

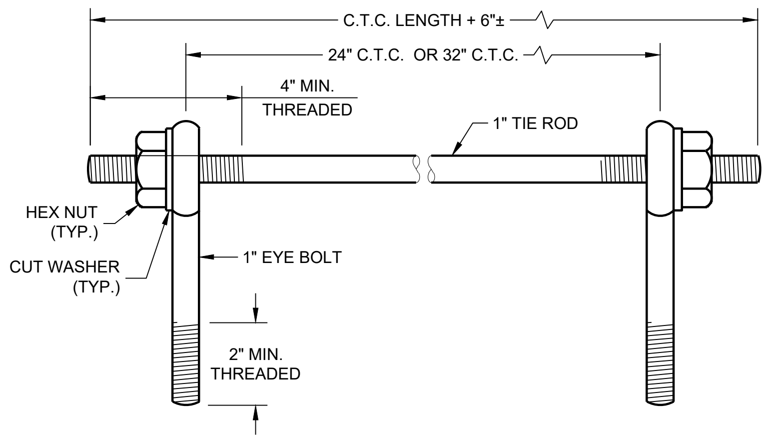
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

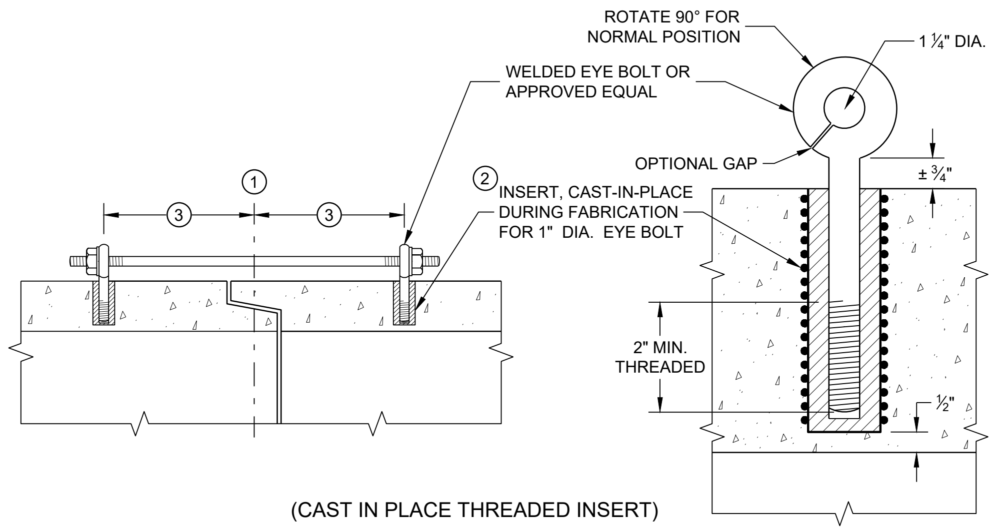
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — /S/ Rory L. Rhinesmith
DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

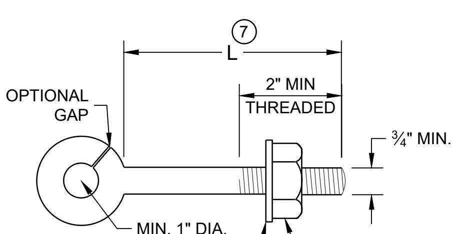
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

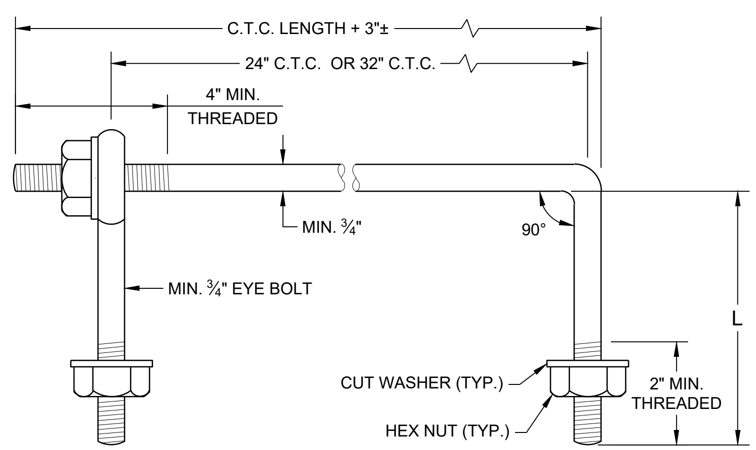
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

1. CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
2. THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
3. HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
4. BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
5. OPENING TO BE ROD DIAMETER PLUS 1 INCH.
6. LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.
7. EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

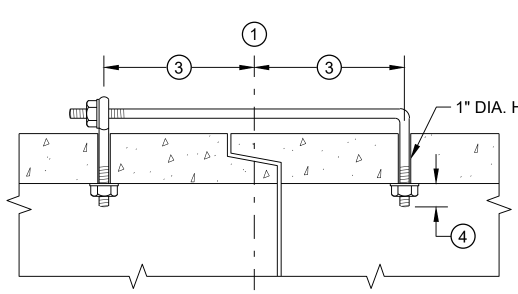


EYE BOLT 7

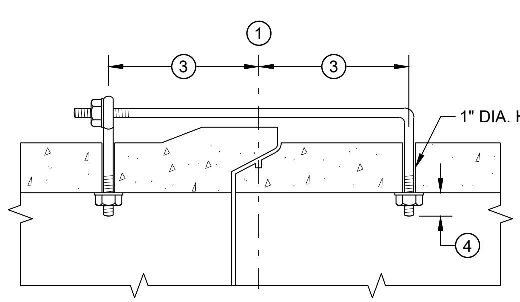
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

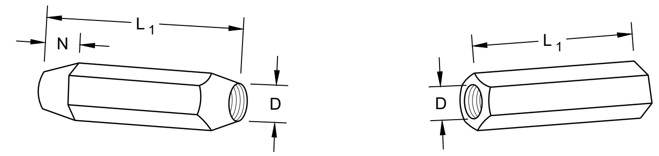
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES

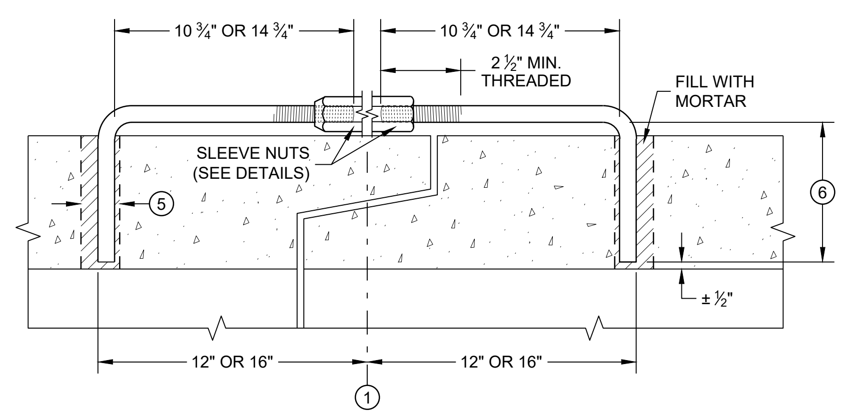


TAPERED

PLAIN

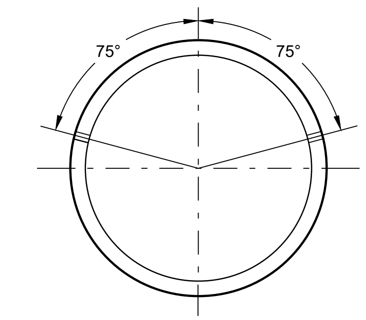
RIGHT AND LEFT THREADS

SLEEVE NUTS



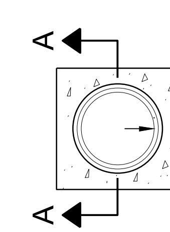
LONGITUDINAL SECTION

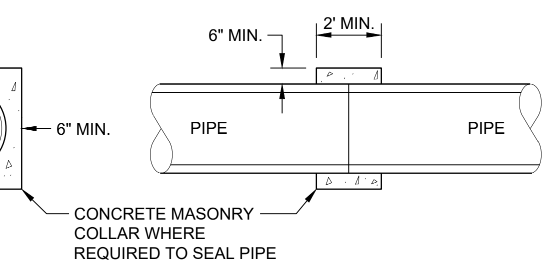
ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION





SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FO CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

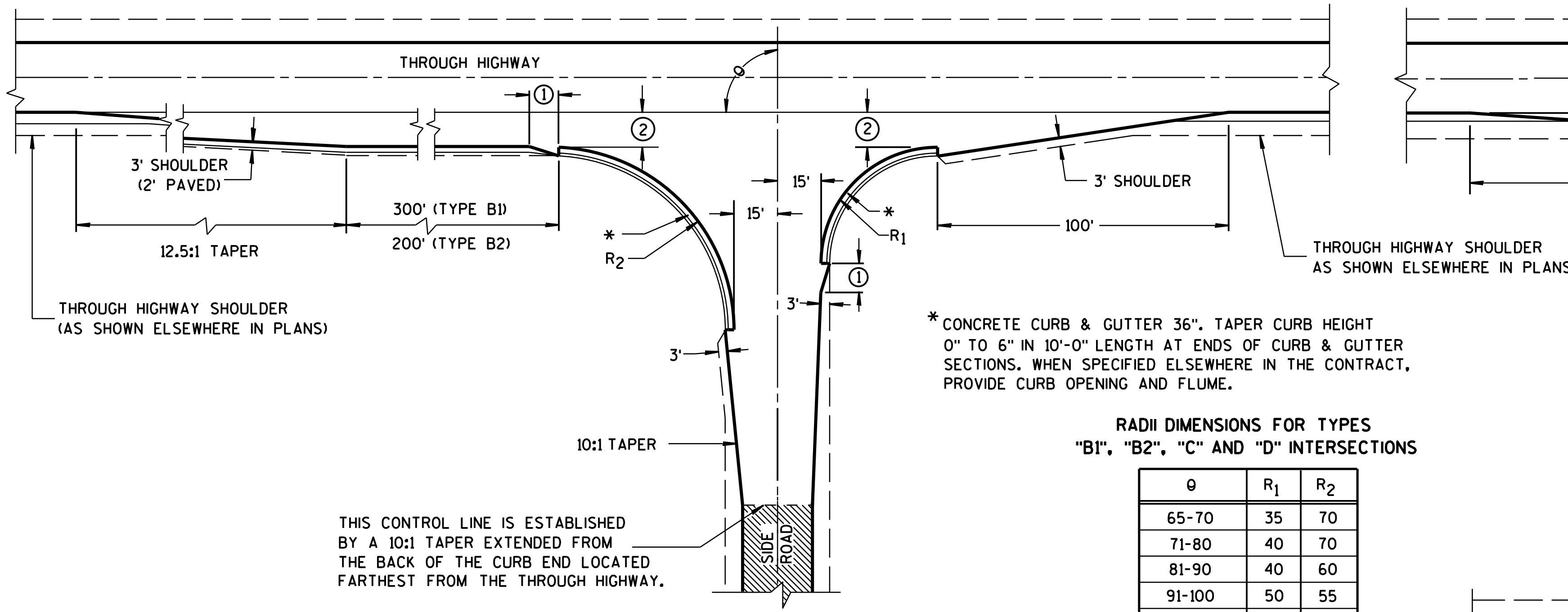
November 2021 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F04 - 08

6

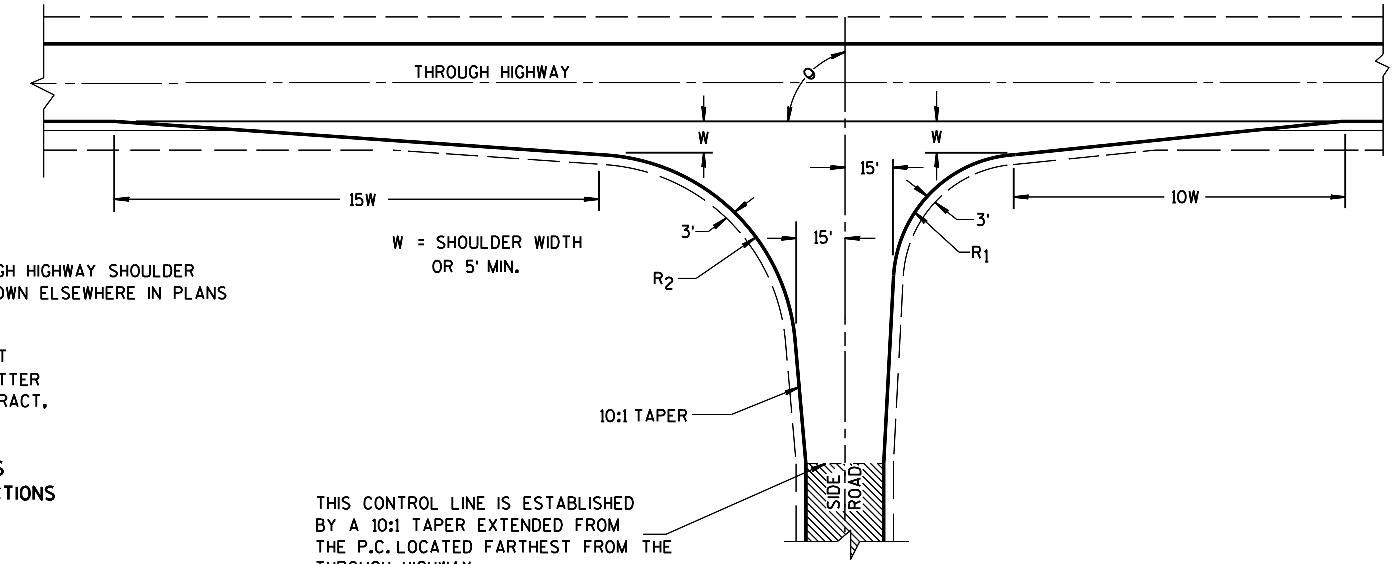


TYPE "B1" AND "B2"

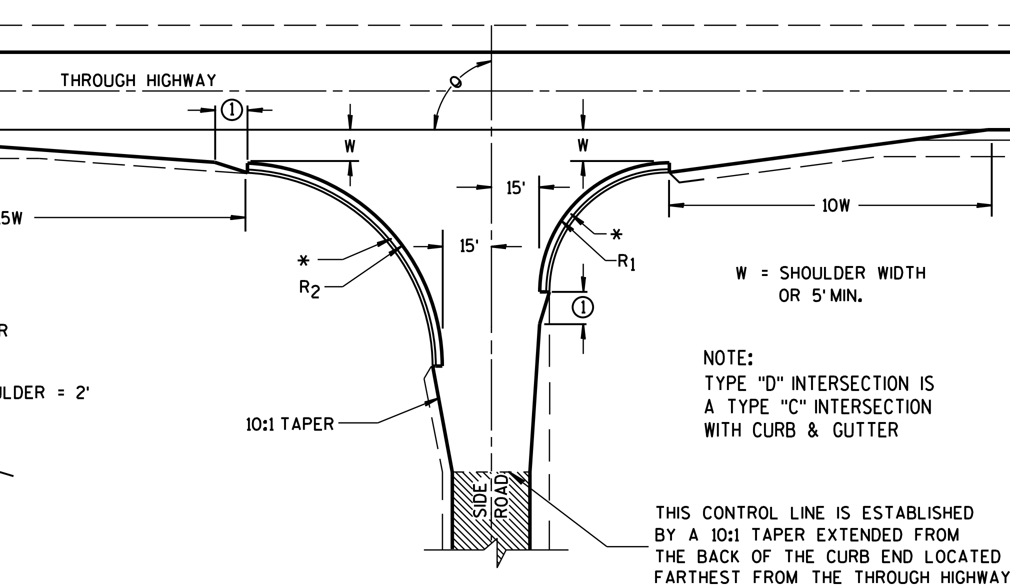
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

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.

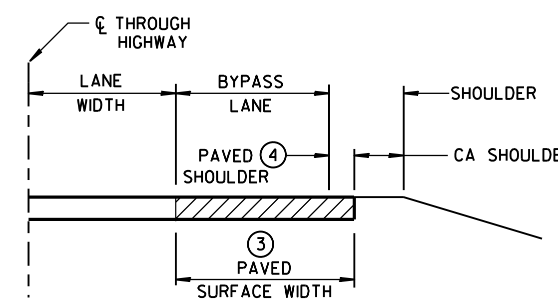
WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

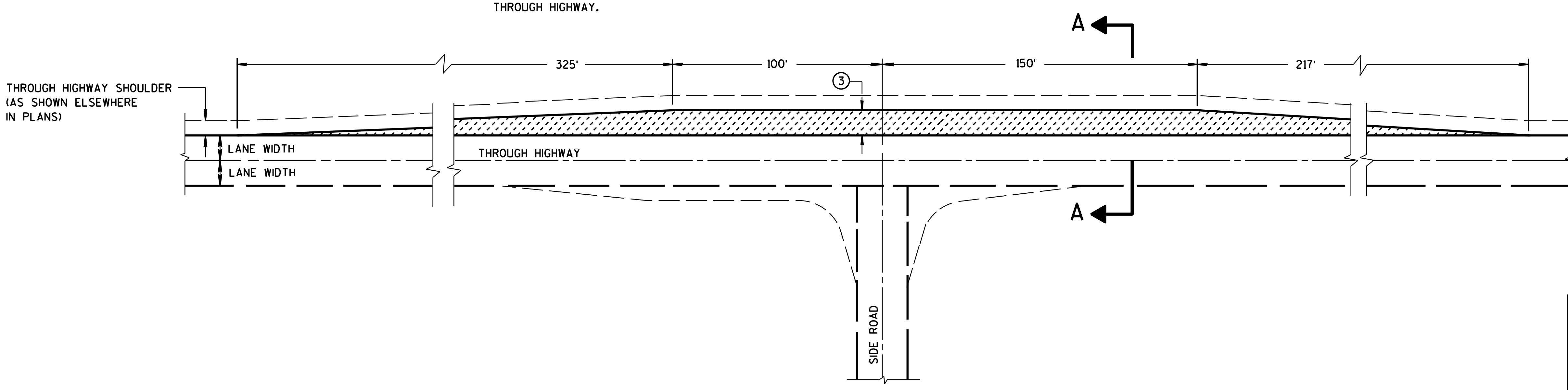
1. 10-FT TYPICAL.
2. 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

   **10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
3. BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
   - -ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
   - -PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
4. BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

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

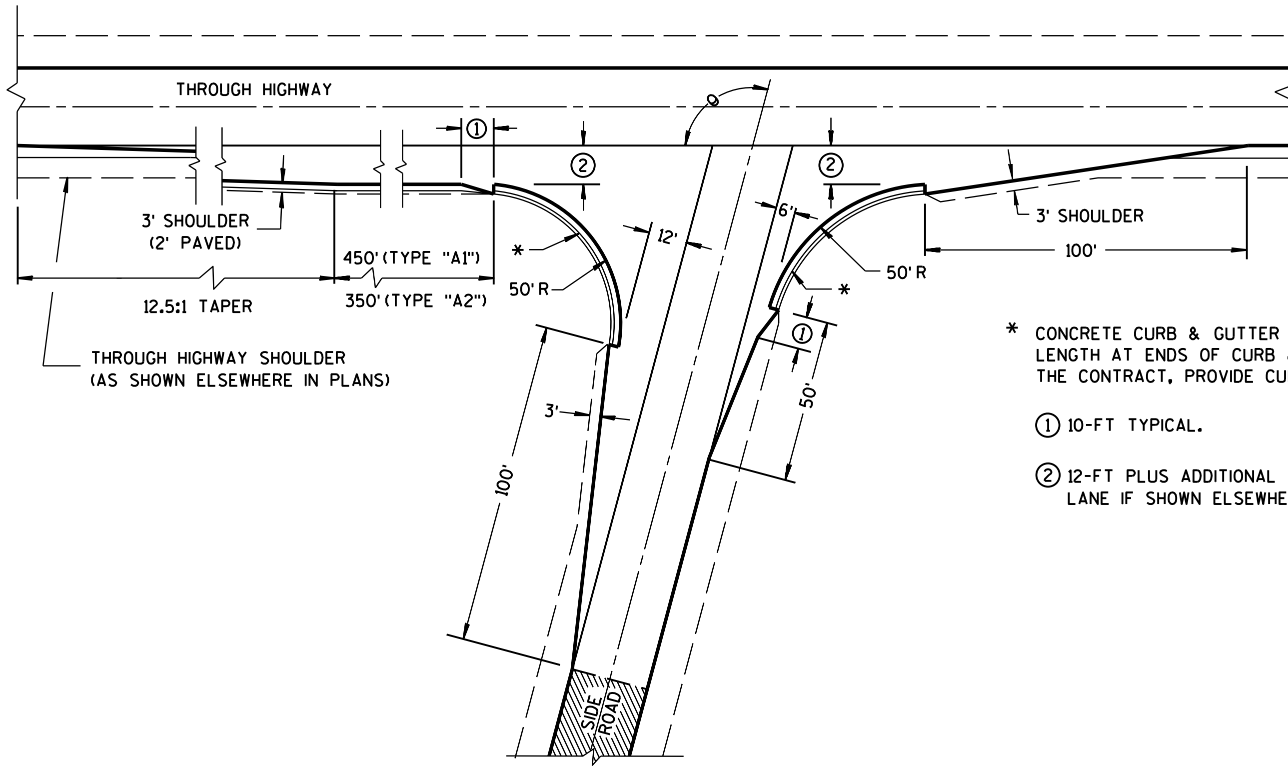
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

6

S.D.D. 9 A 1-13a

S.D.D. 9 A 1-13a



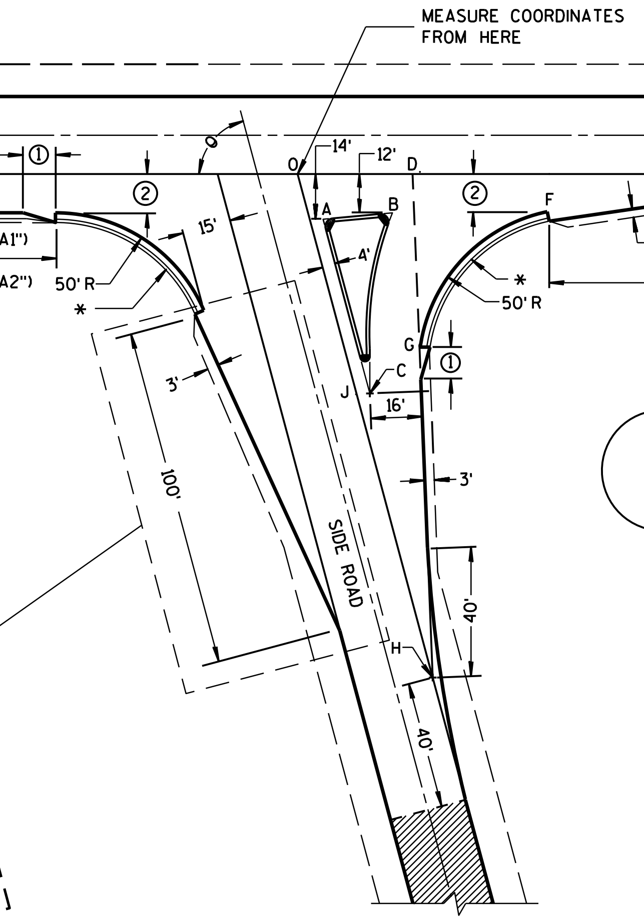
θ = MORE THAN 80°

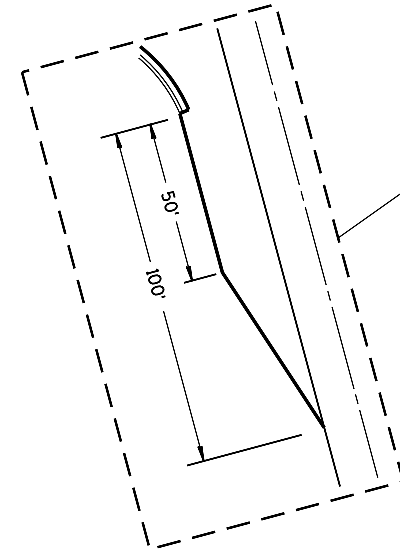
* CONCRETE CURB & GUTTER 36", TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

(1) 10-FT TYPICAL.

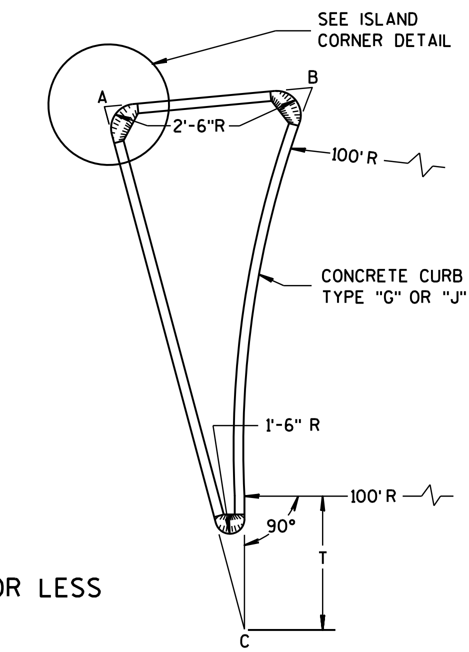
(2) 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE





SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



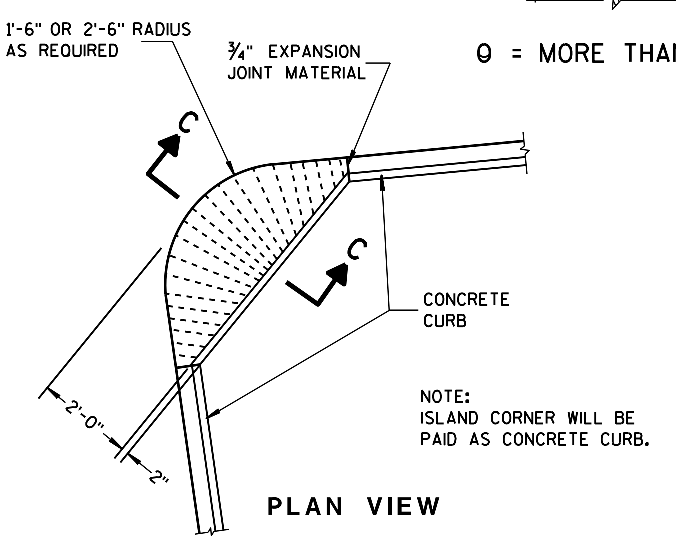
θ = ACUTE ANGLES 80° OR LESS

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

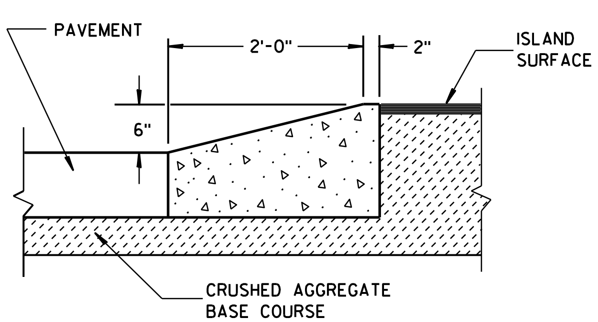
ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X/Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

6

6

AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 9 A 1-13b

S.D.D. 9 A 1-13b

GENERAL NOTES

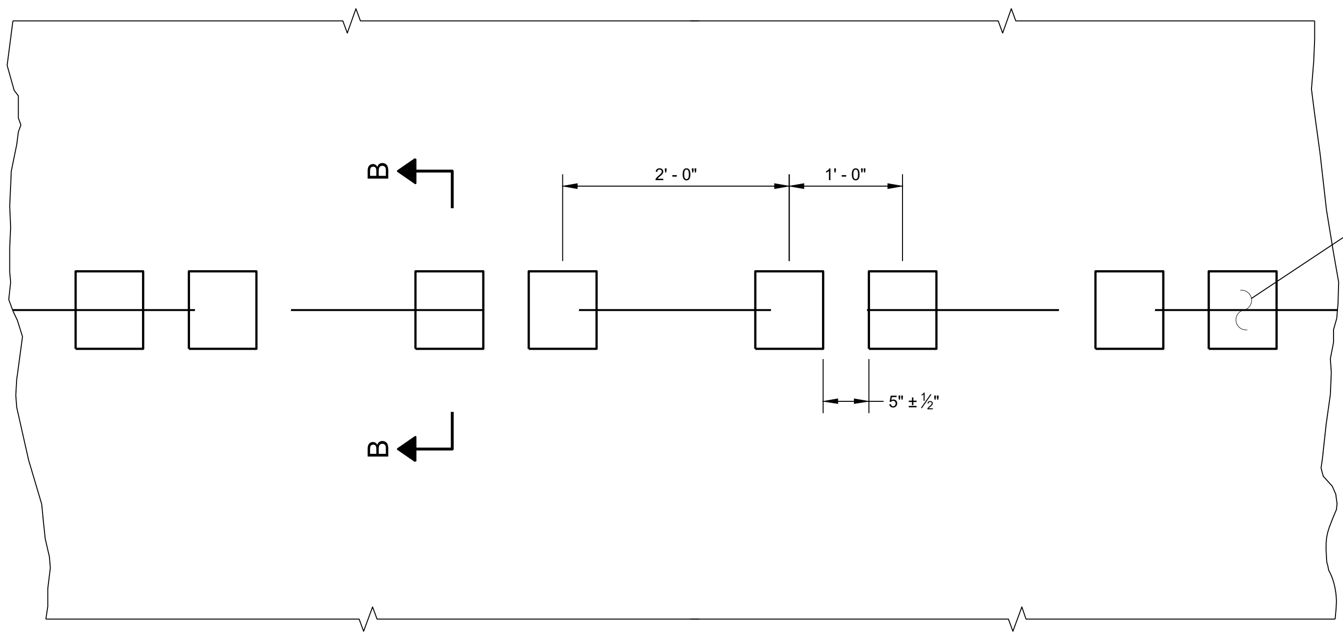
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

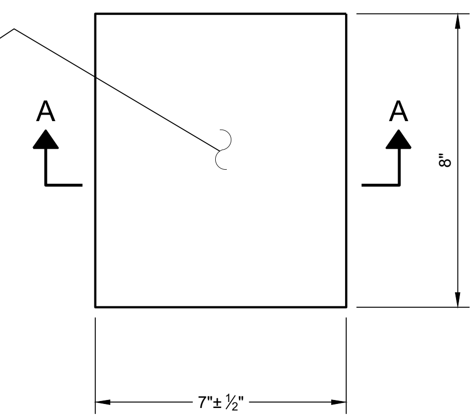
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

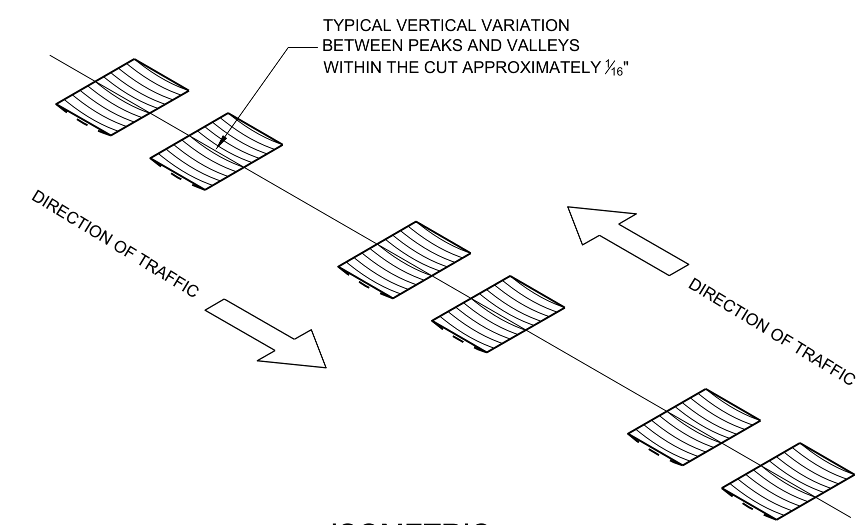


PLAN VIEW
SHOULDER WITH GROOVES

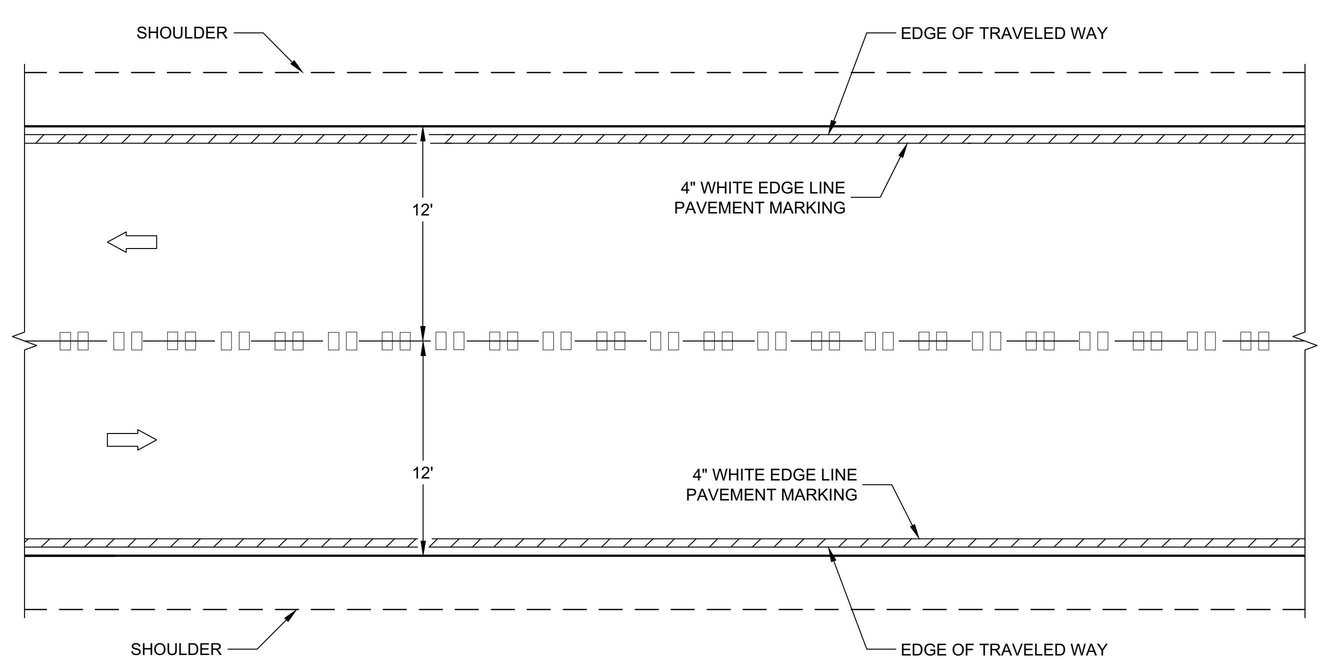


PLAN VIEW
(SINGLE GROOVE)

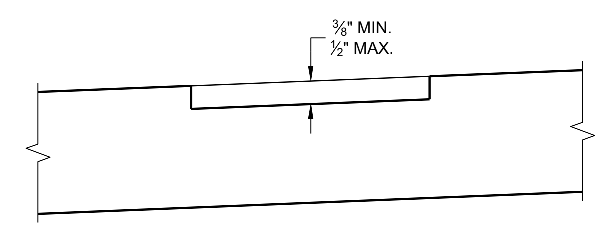
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



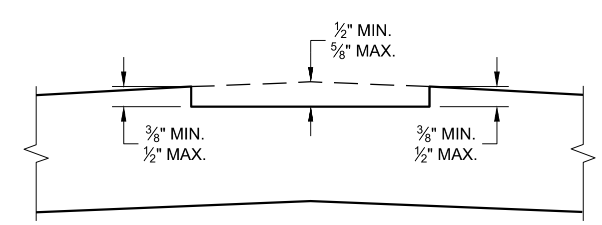
ISOMETRIC



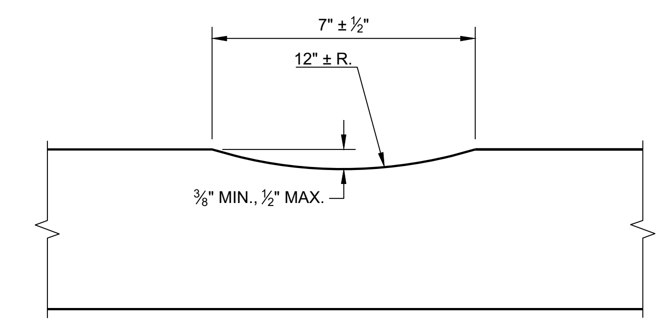
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



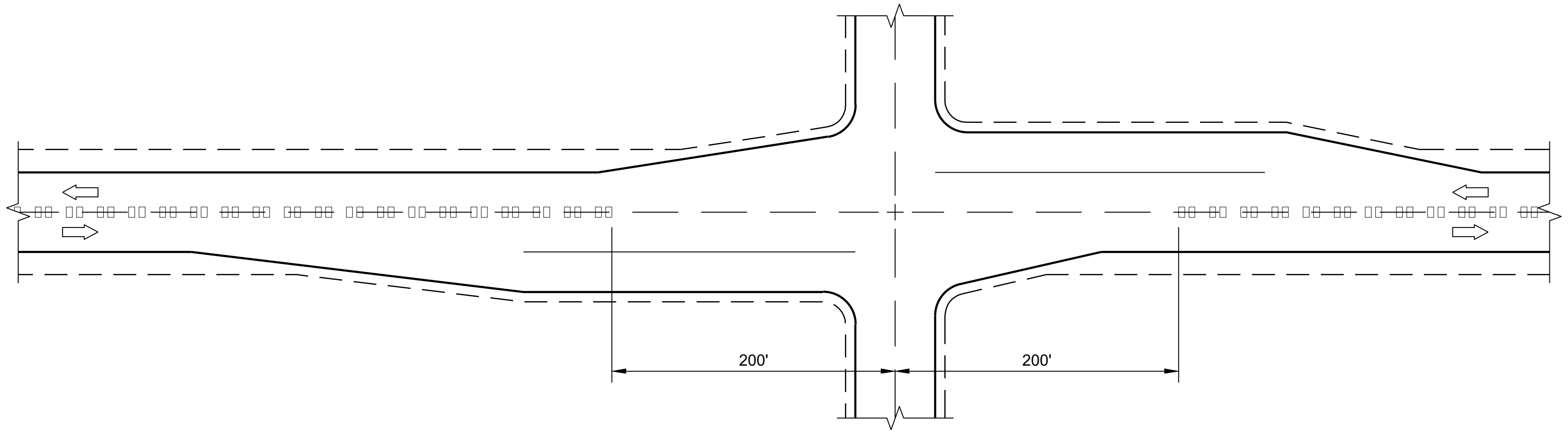
SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

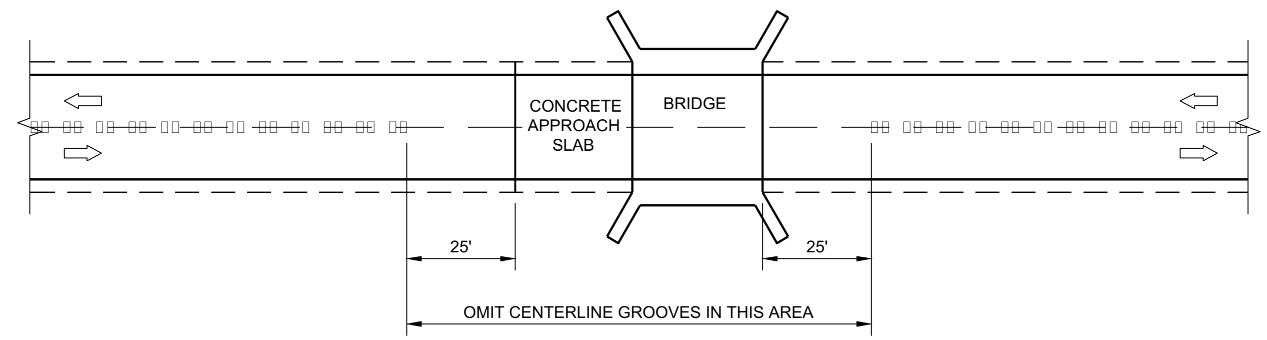
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

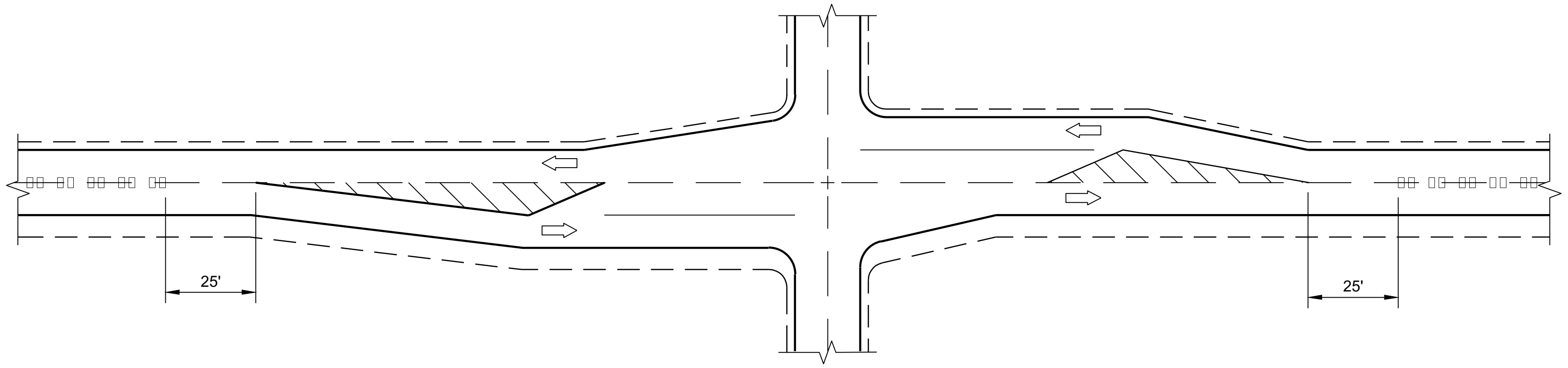
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



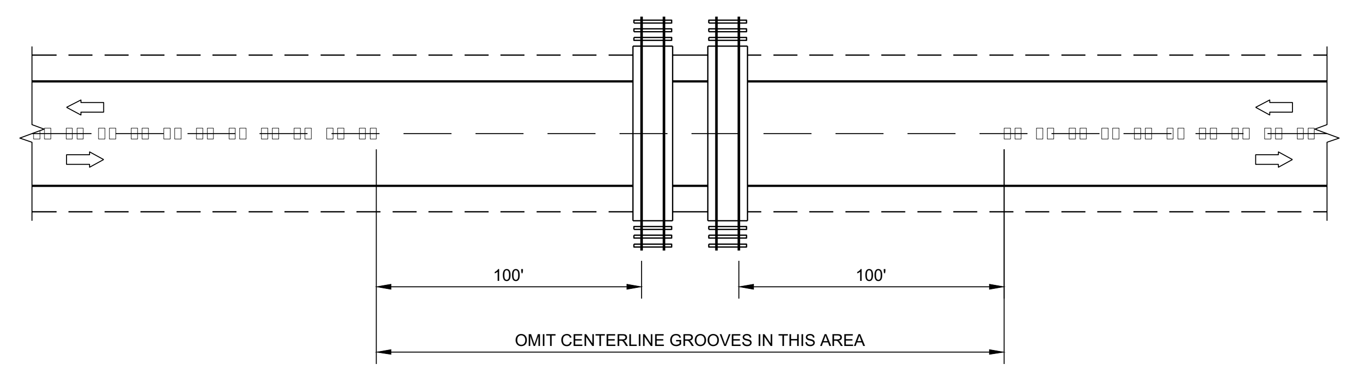
CENTERLINE GROOVES AT INTERSECTIONS



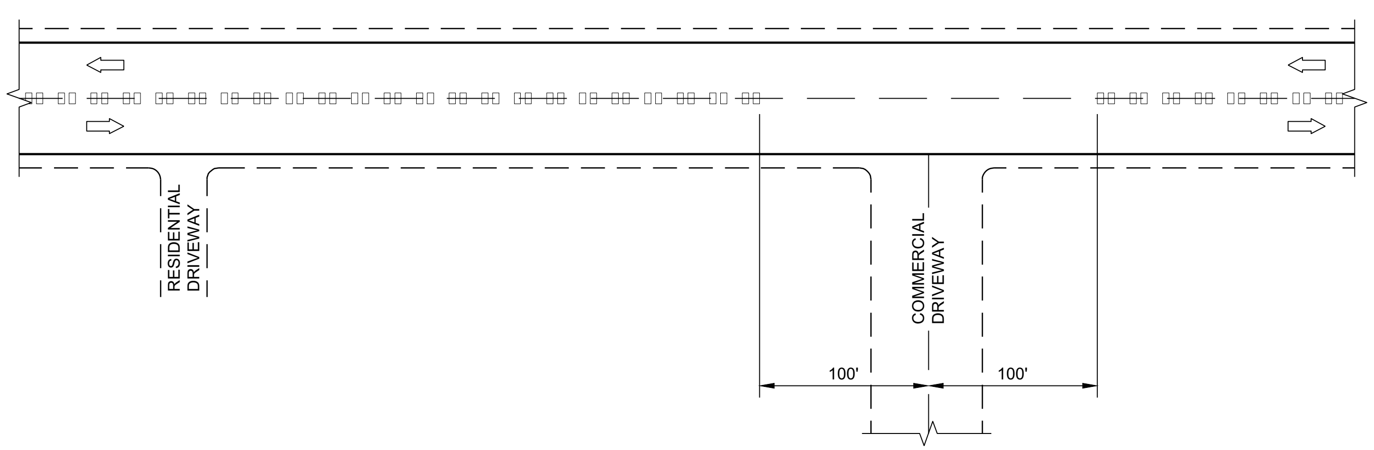
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS 1

6

6

SDD 13A11 - 03b

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

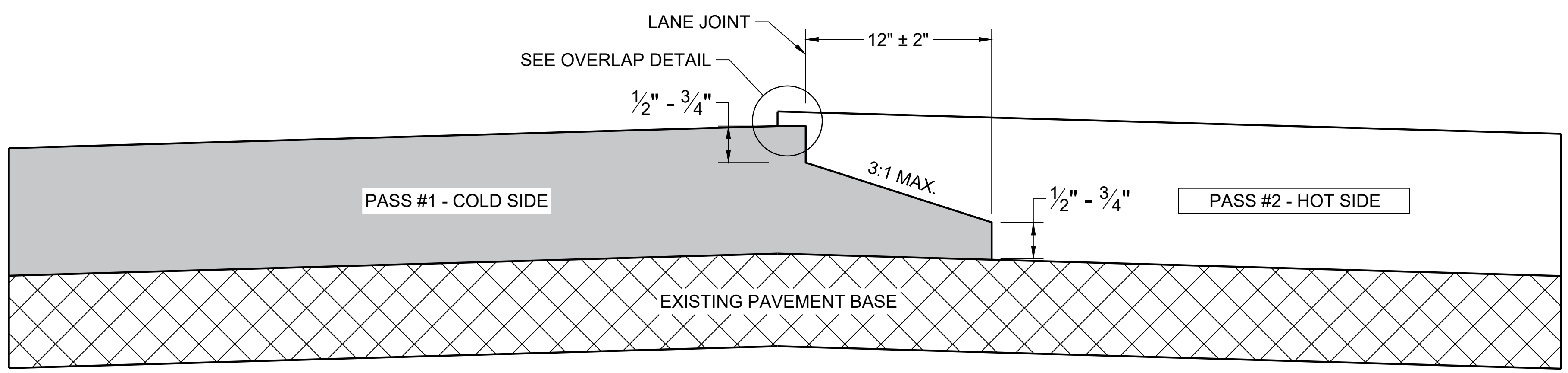
APPROVED

7/2018 — DATE

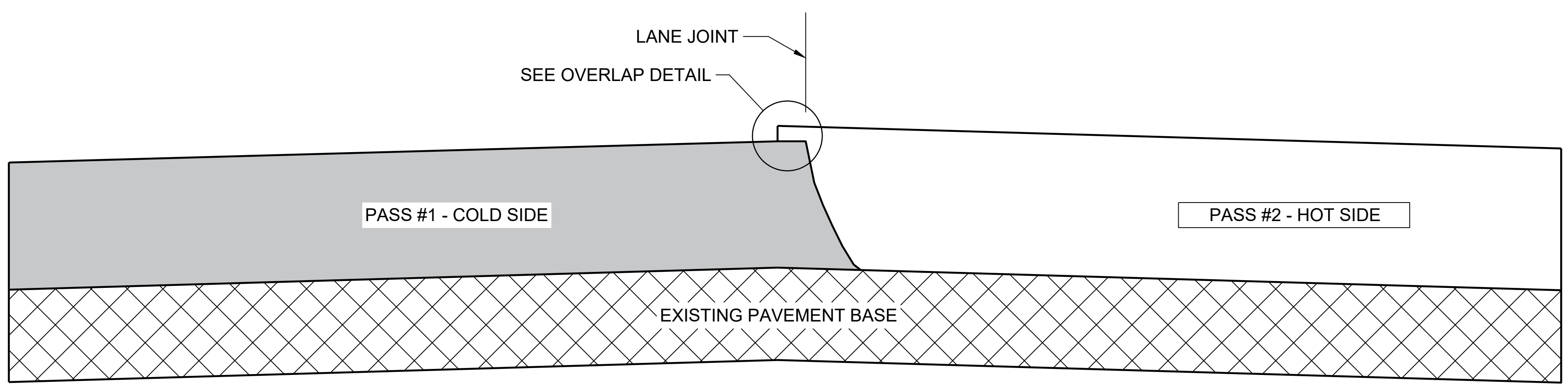
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

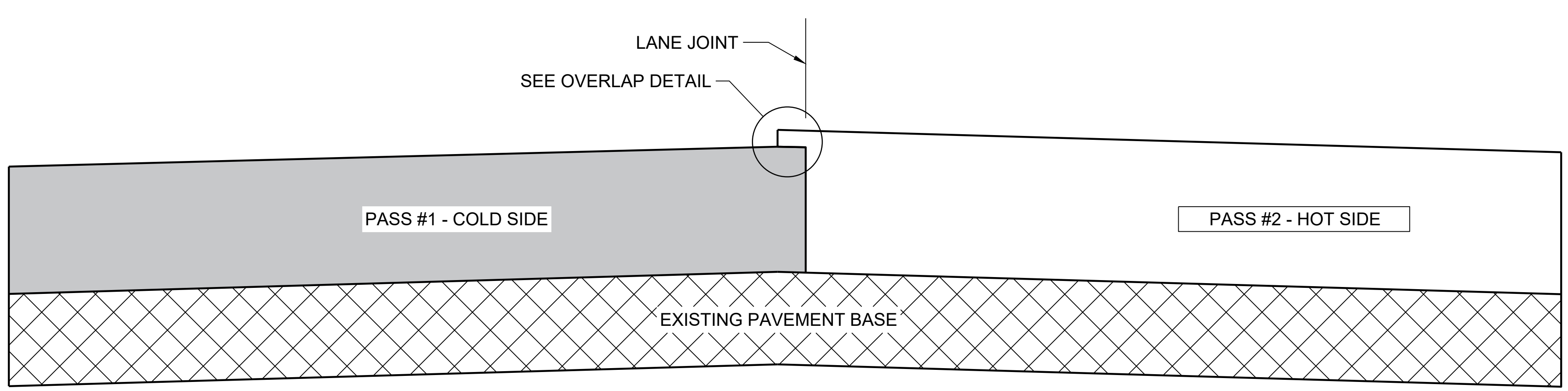
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

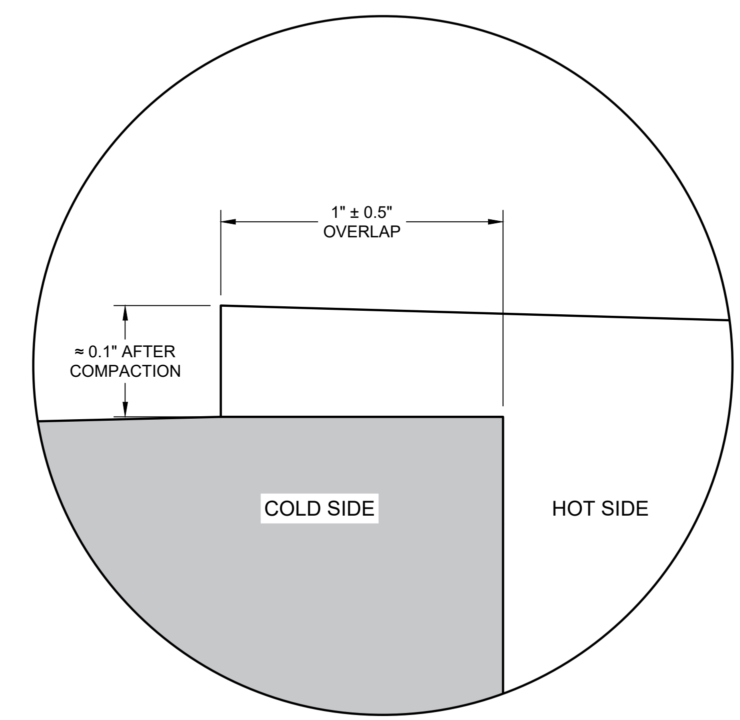
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

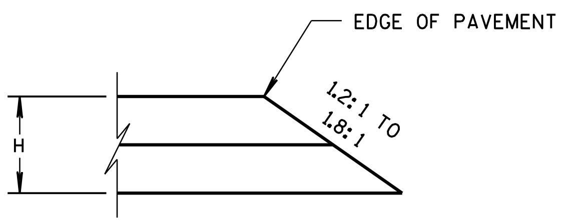
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN
FHWA

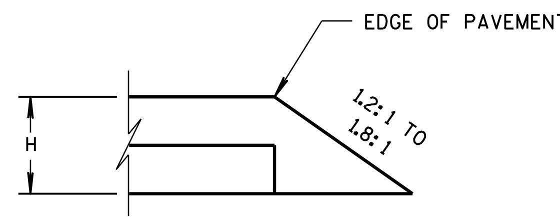
SDD 13C19 - 03

SDD 13C19 - 03



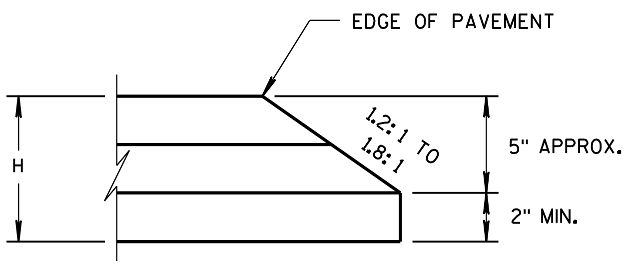
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



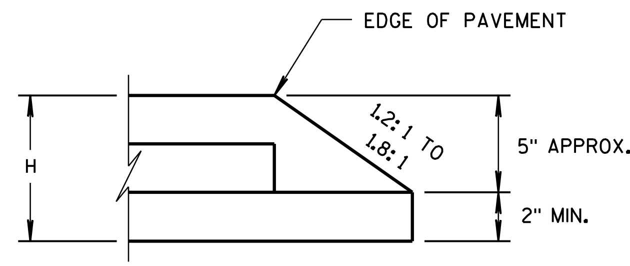
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

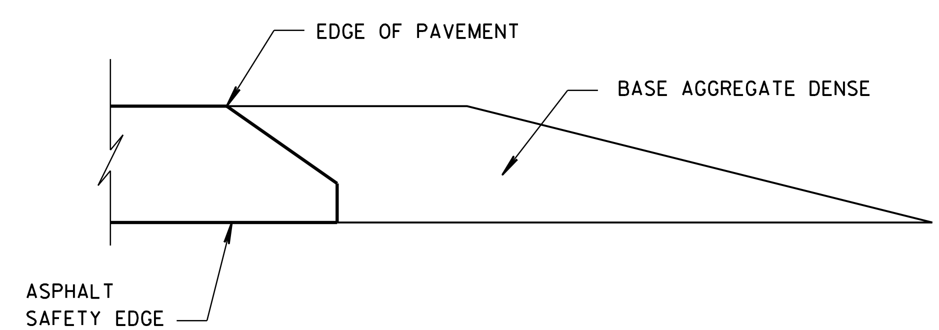
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

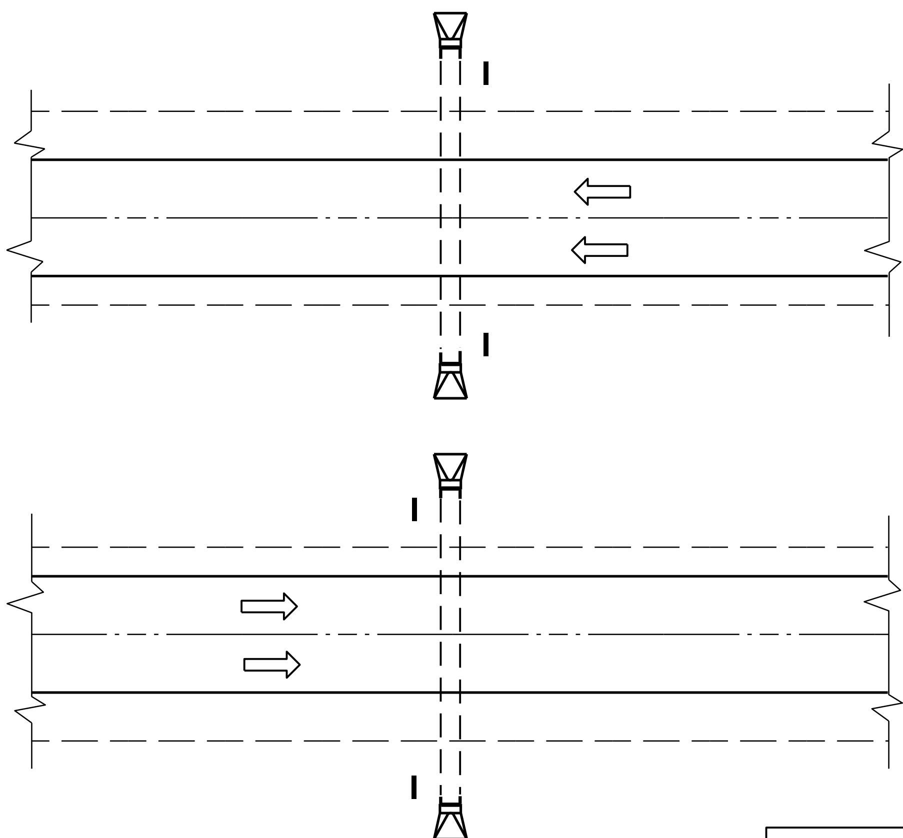
APPROVED
11/30/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENT
ENGINEER

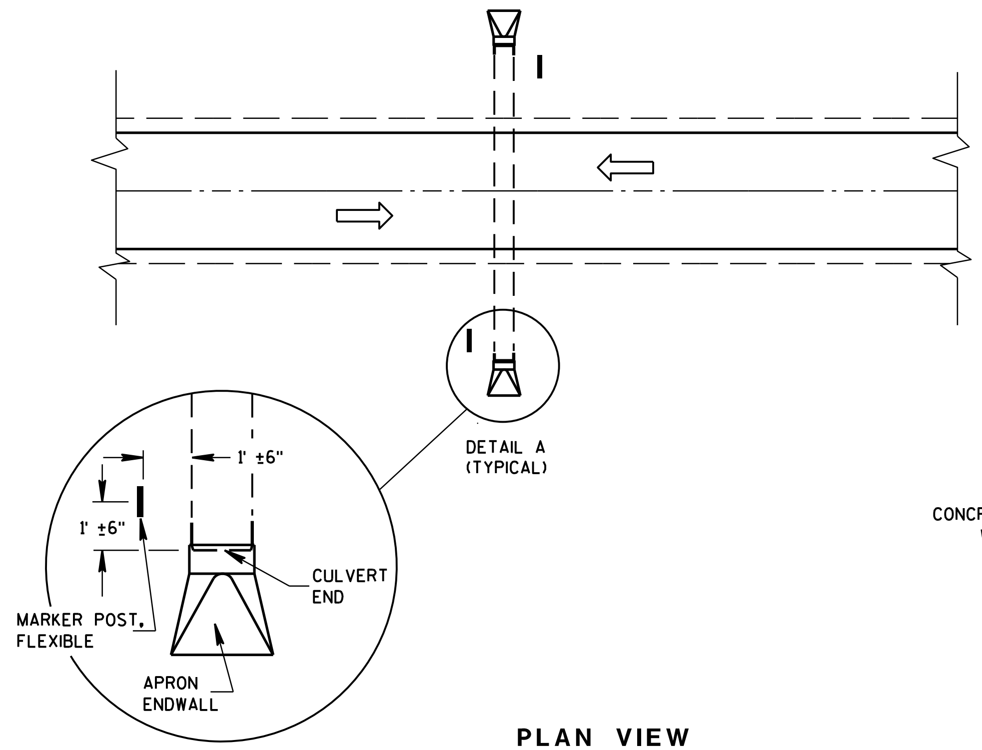
S.D.D. 14 B 29-1

GENERAL NOTES

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

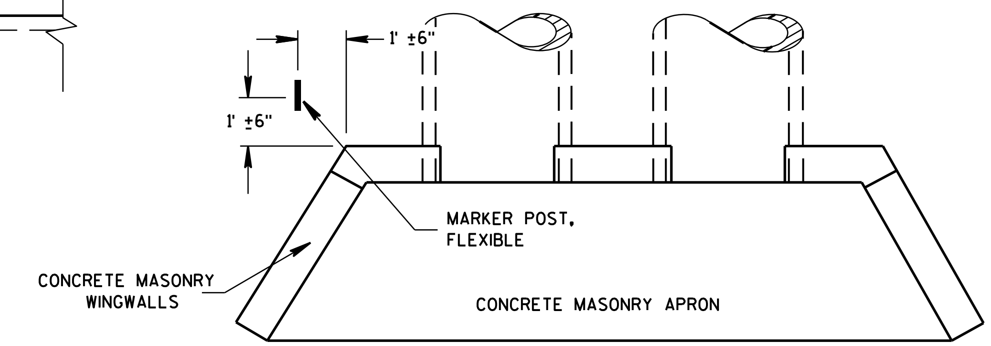


PLAN VIEW
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

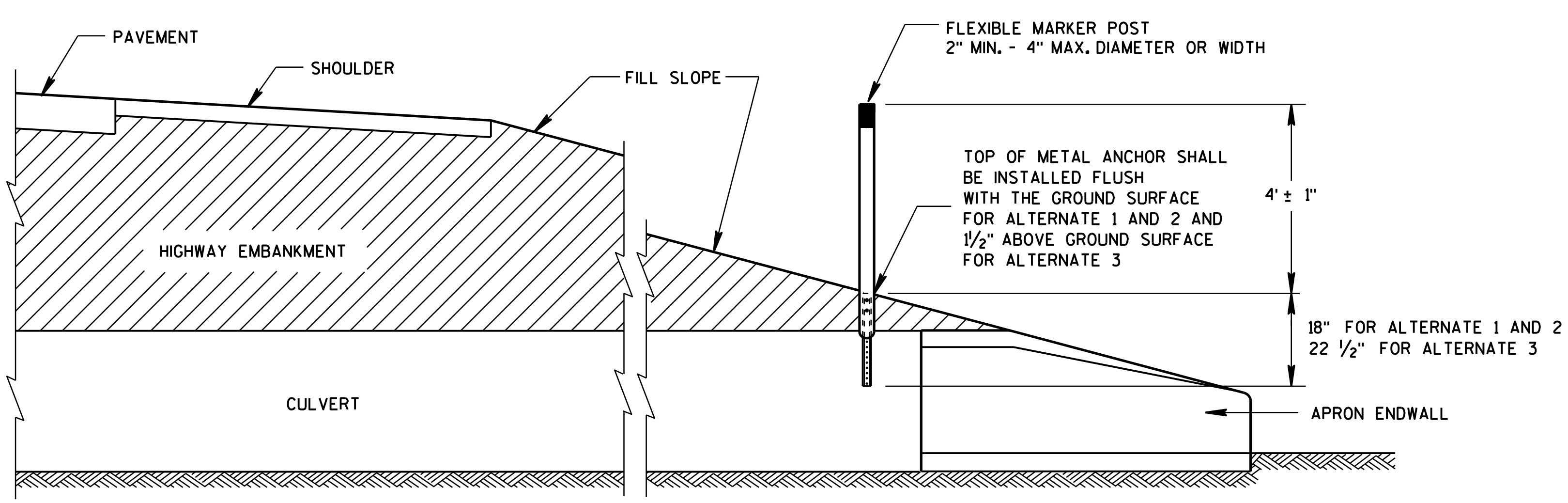
PLAN VIEW
UNDIVIDED HIGHWAY



PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

I	MARKER POST, FLEXIBLE
⇨	DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



CROSS SECTION
FLEXIBLE MARKER POST

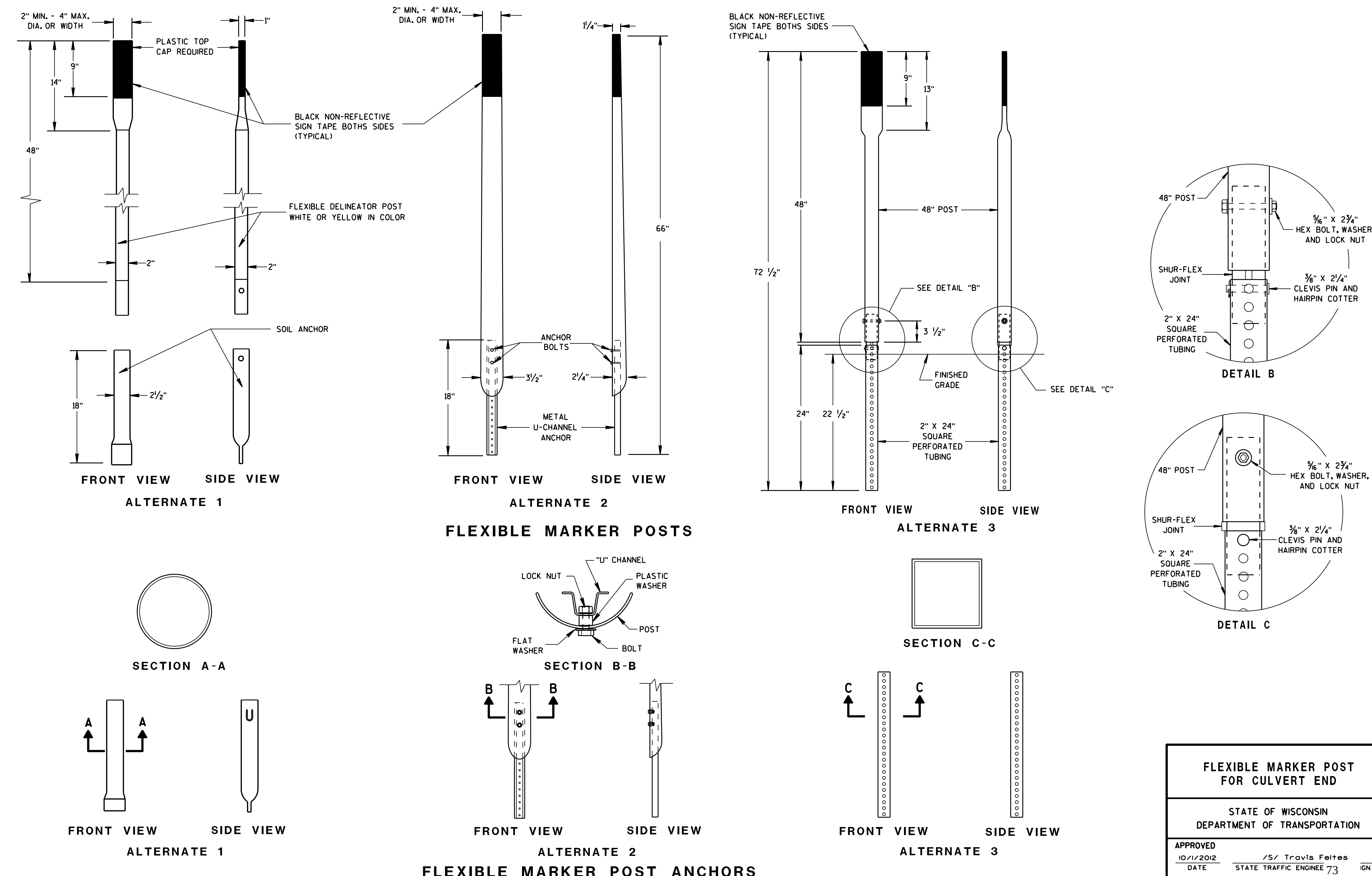
6

6

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6



FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/2012 /S/ Travis Feltes

DATE STATE TRAFFIC ENGINEER 73 IGN

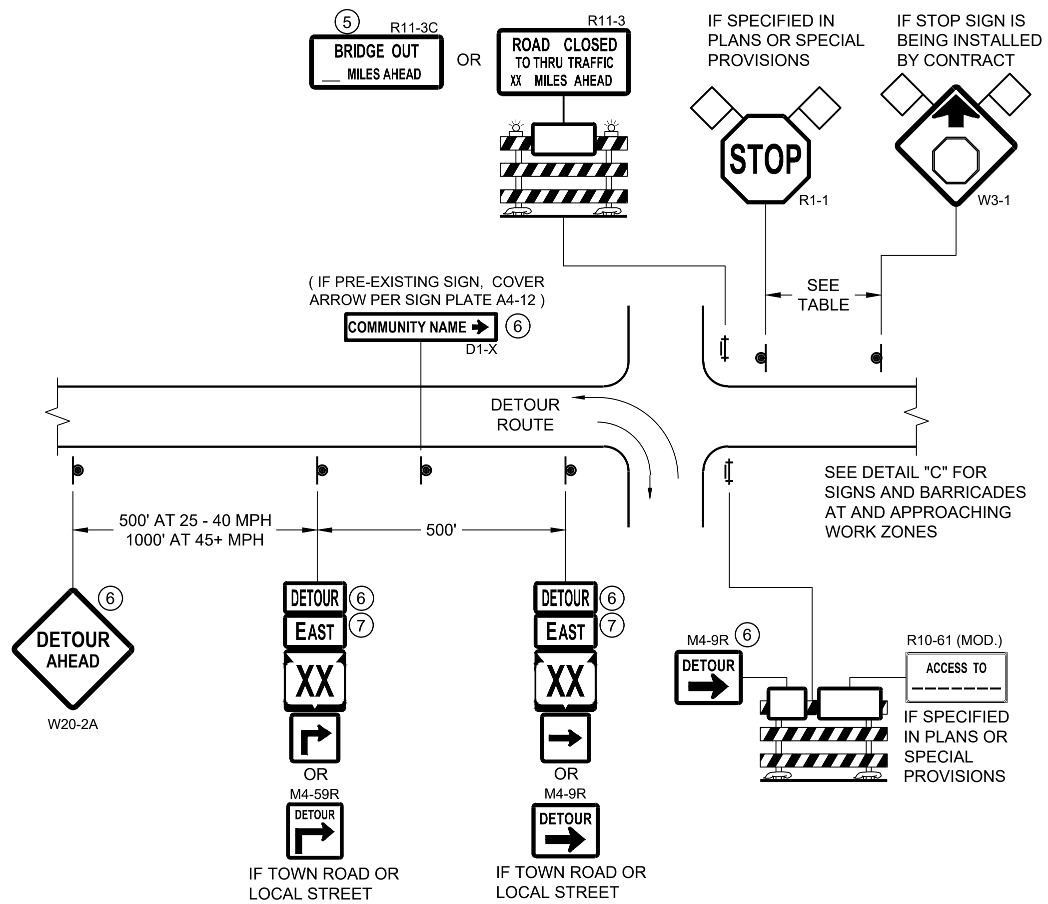
FHWA

6

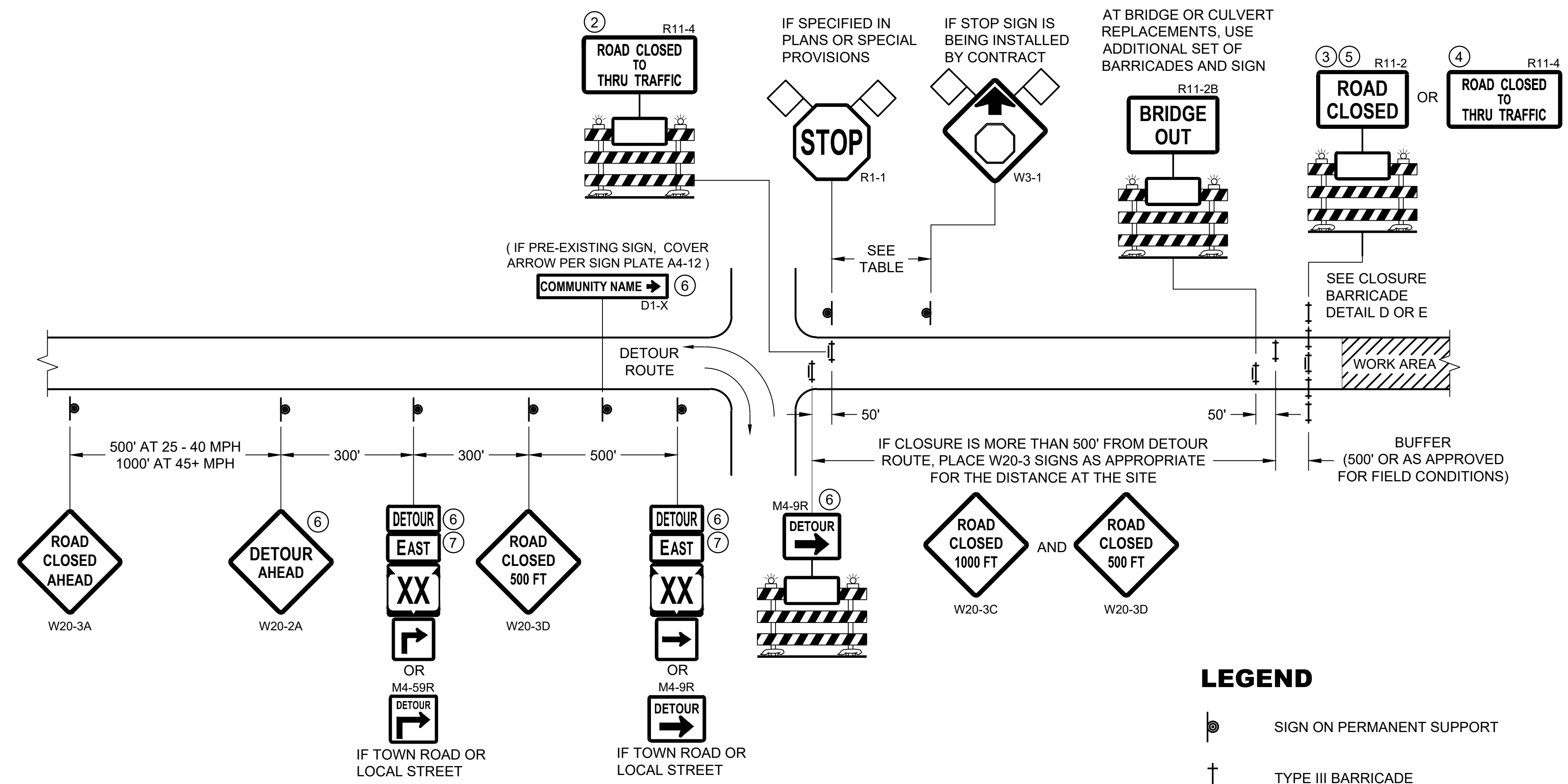
S.D.D. 15 A 3-2b

S.D.D. 15 A 3-2b

6



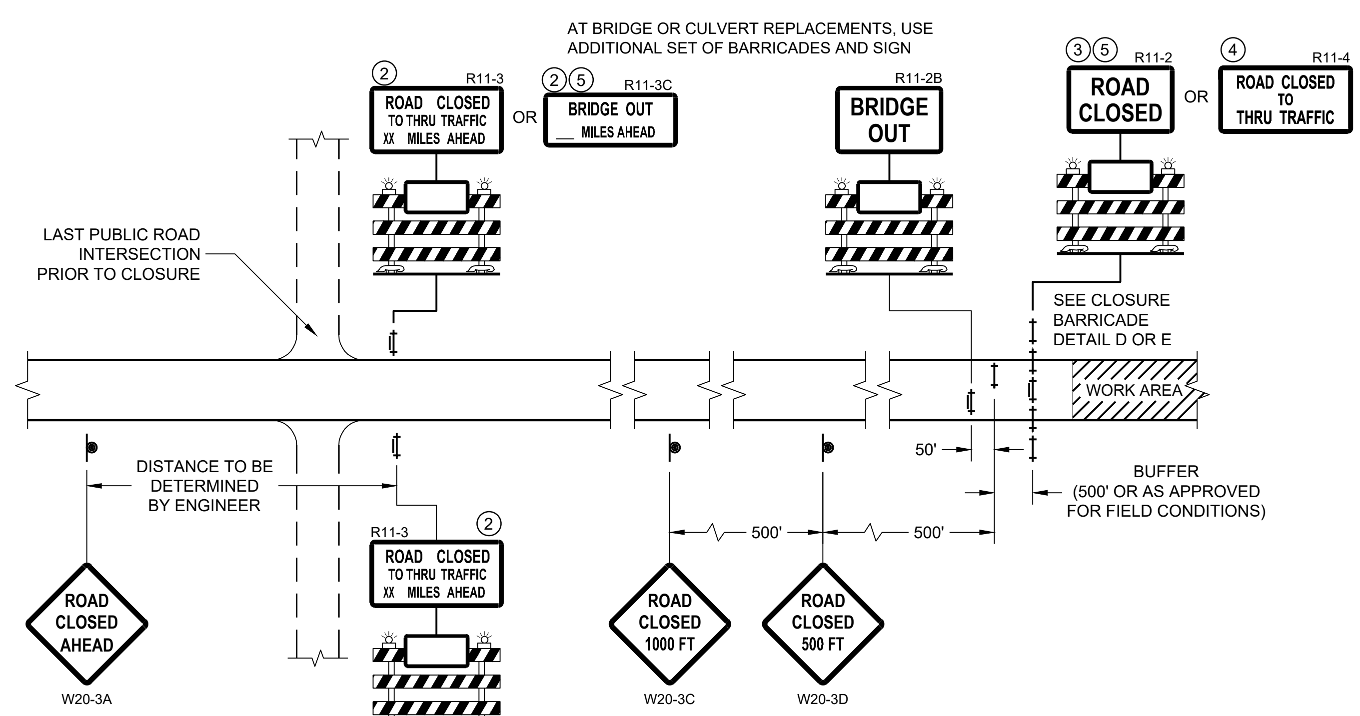
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
- M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

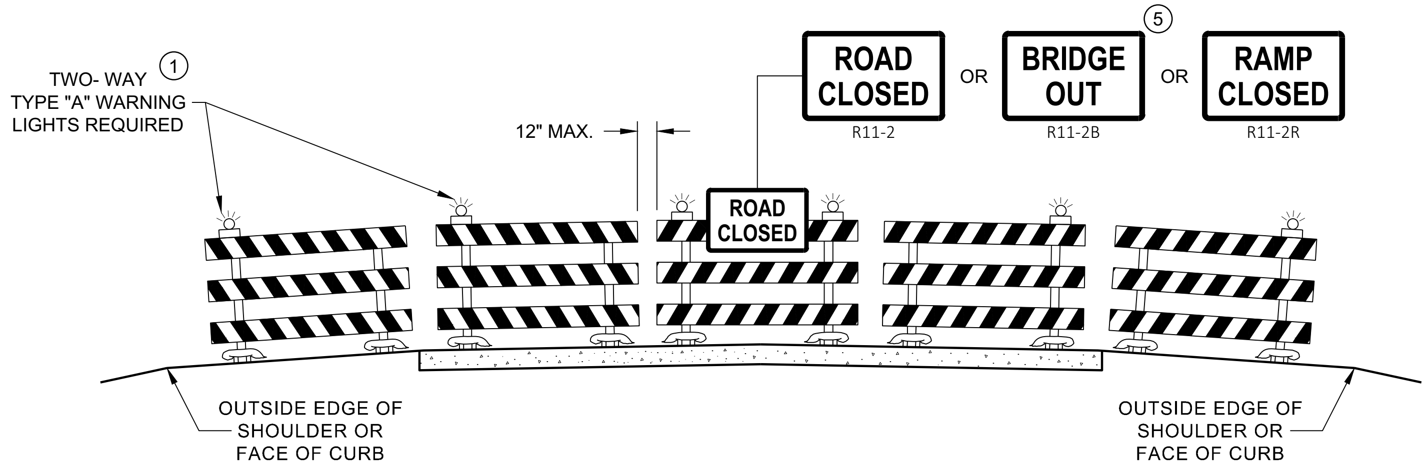
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES 1 THROUGH 7

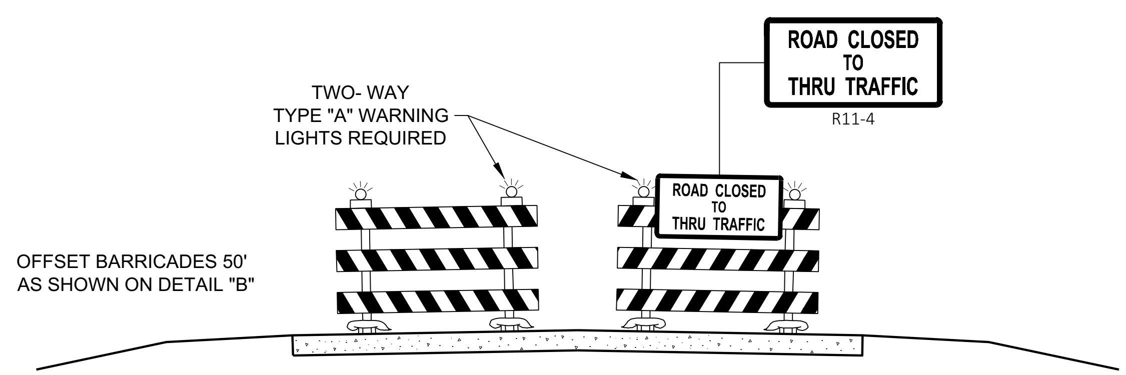
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

1. TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF 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 (APPROX. 8 FOOT LIGHT SPACING.
2. THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
3. FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
4. FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
5. FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
6. INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
7. "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

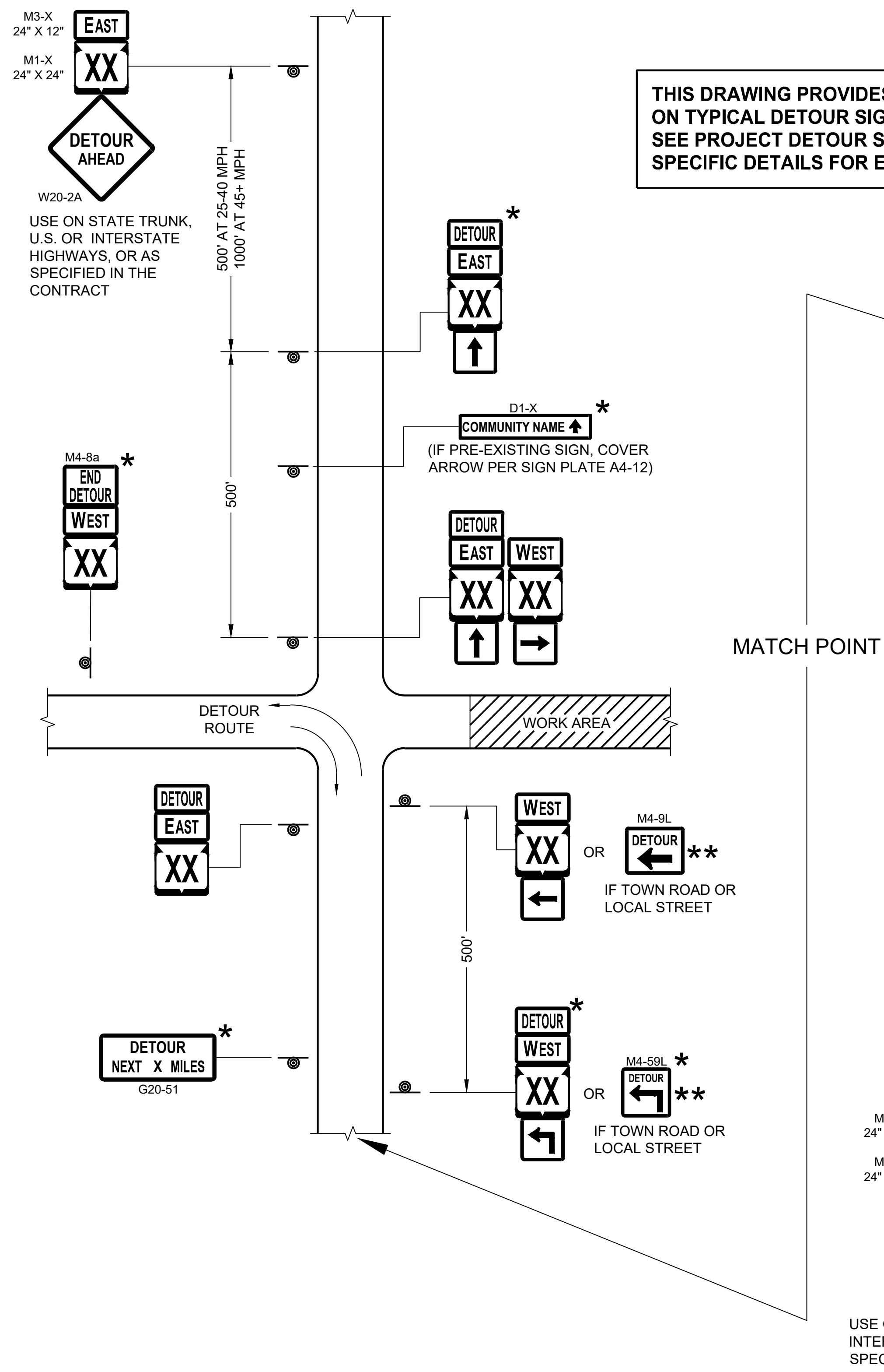
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

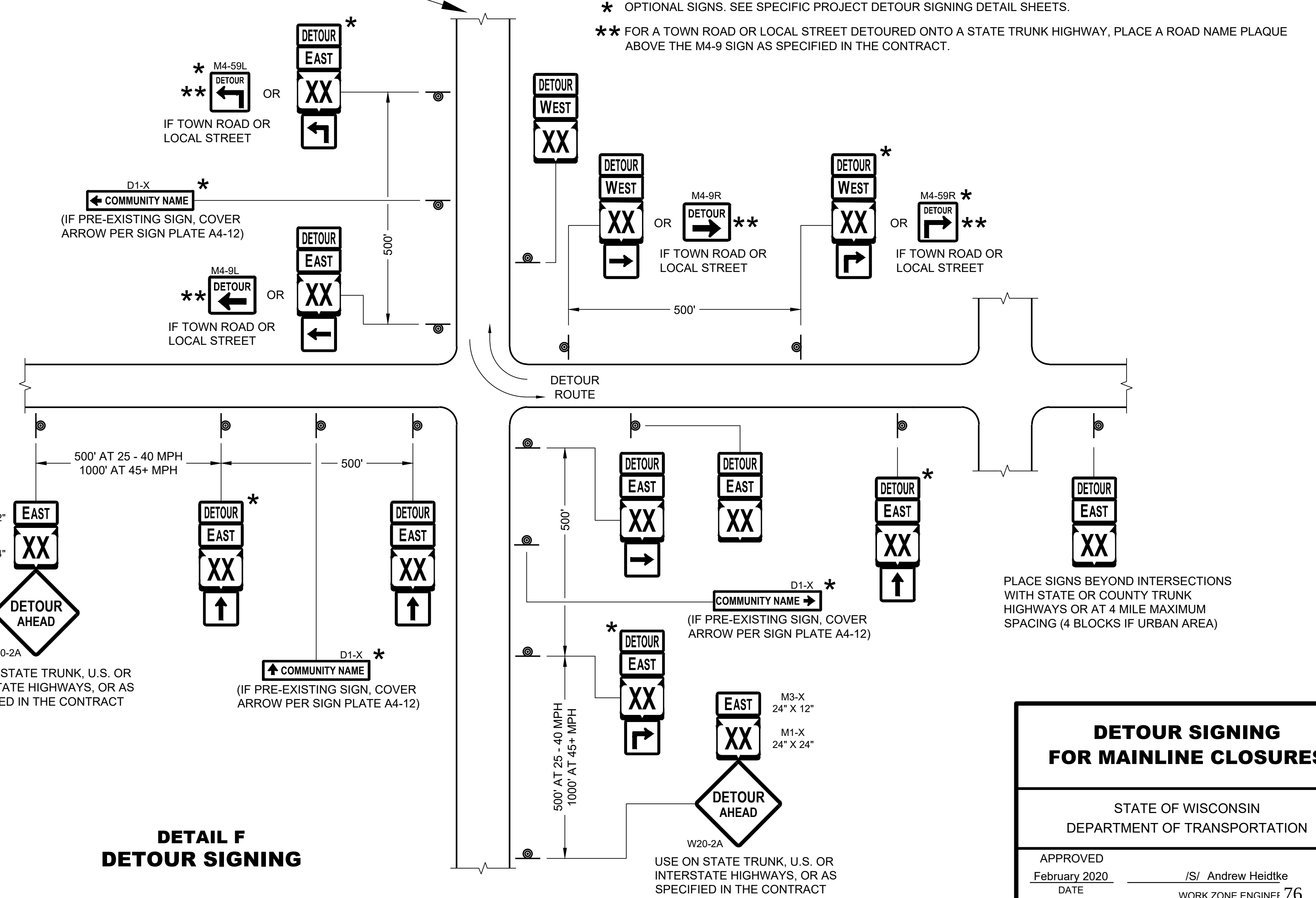
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

6

SDD 15C02 - 08b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

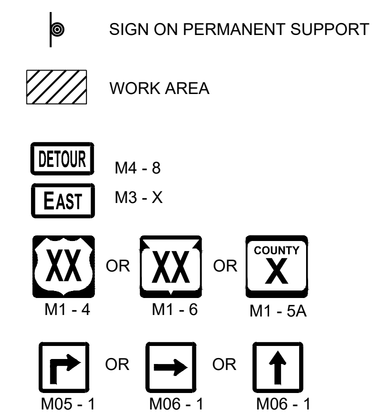




SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

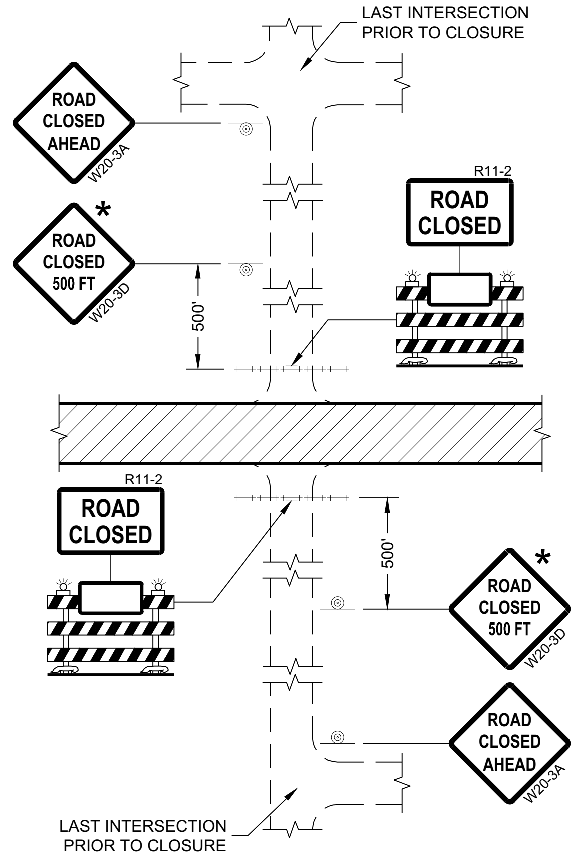
APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15C02 - 08c

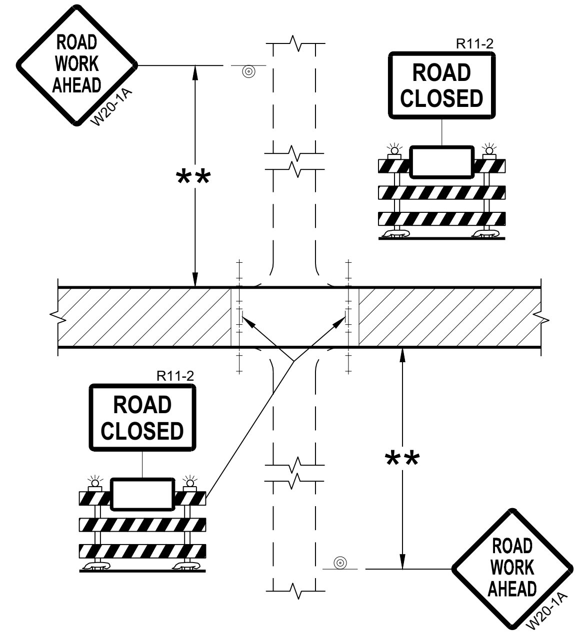
6

SDD 15C03 - 05

6



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

SIGN ON PERMANENT SUPPORT

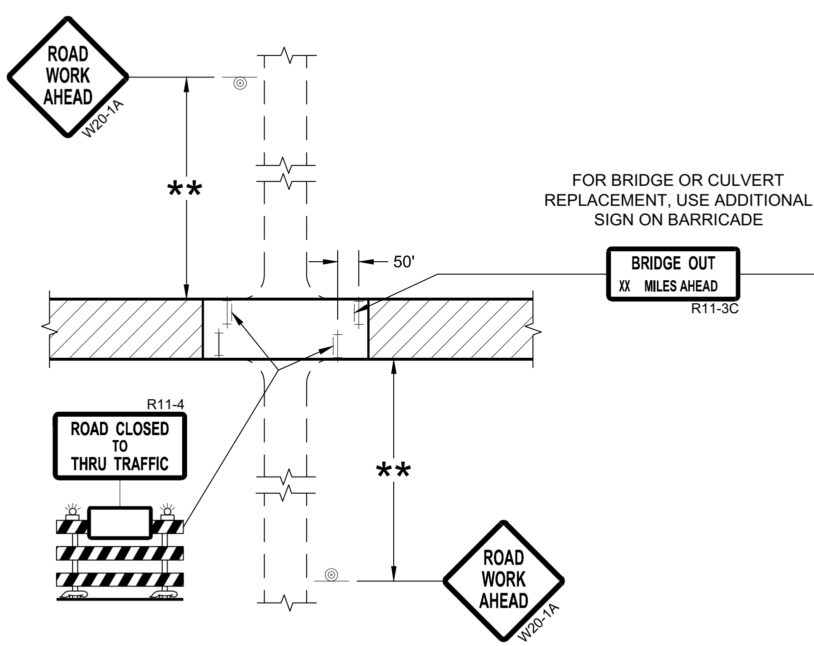
TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

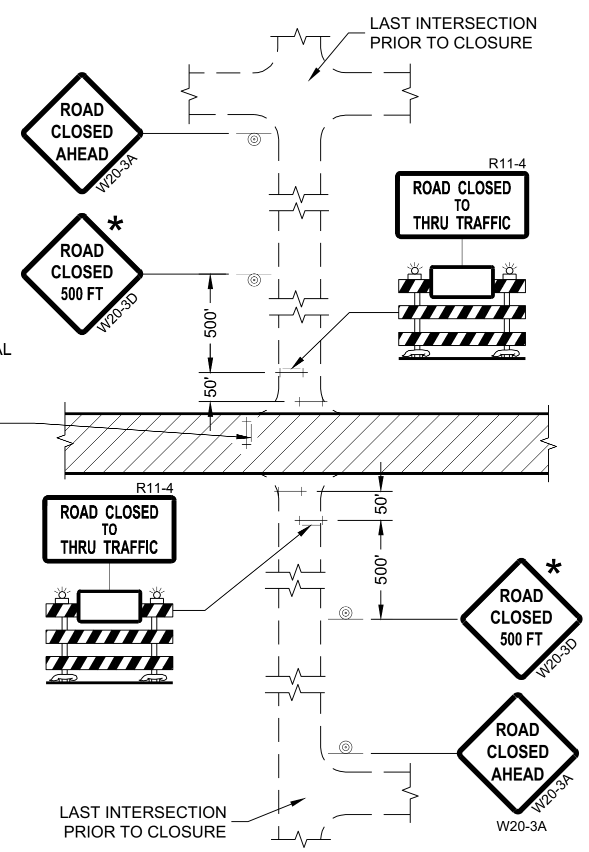
TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

6



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 2018	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER

FHWA

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

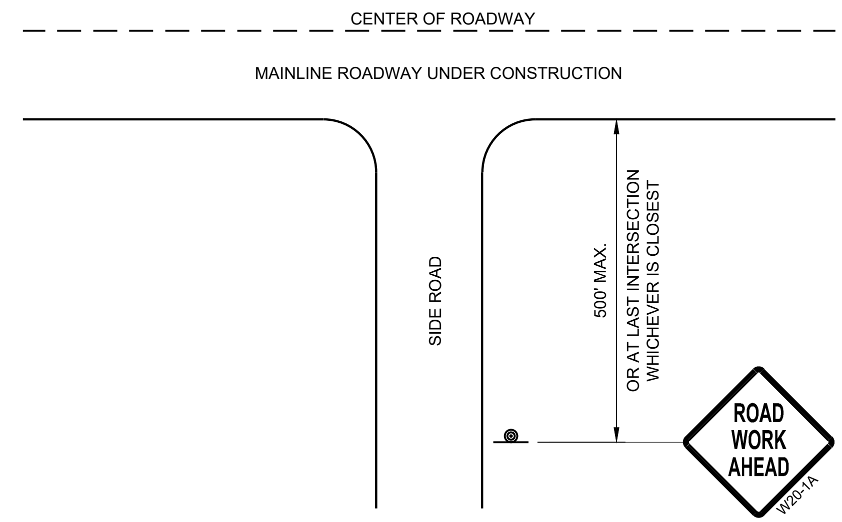
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



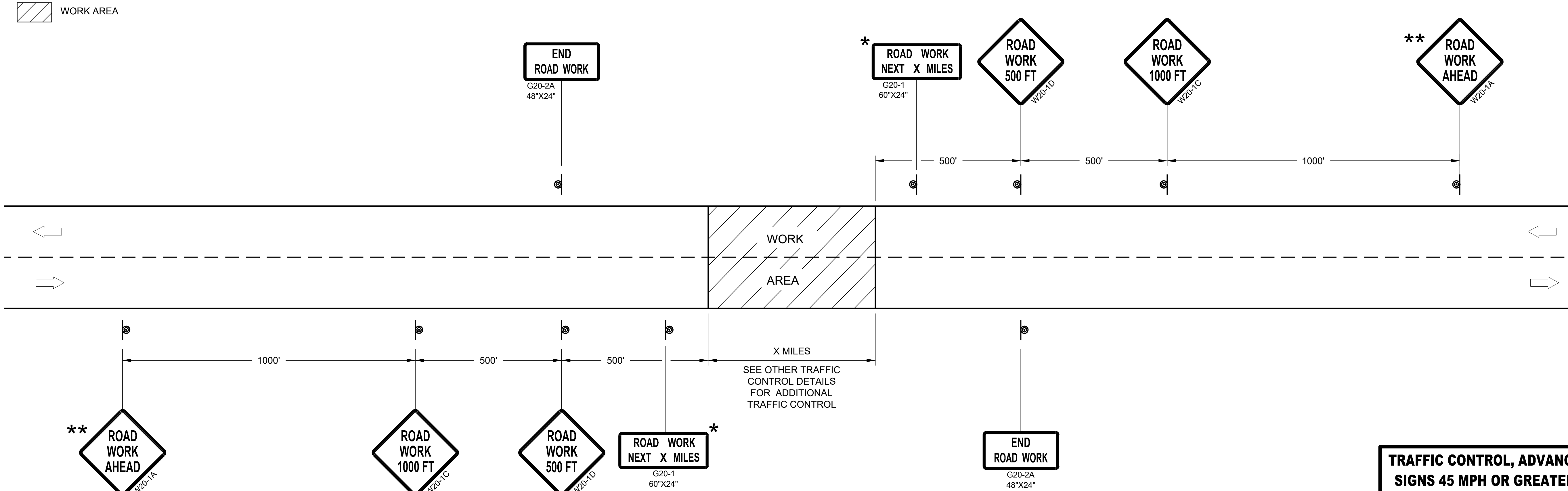
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

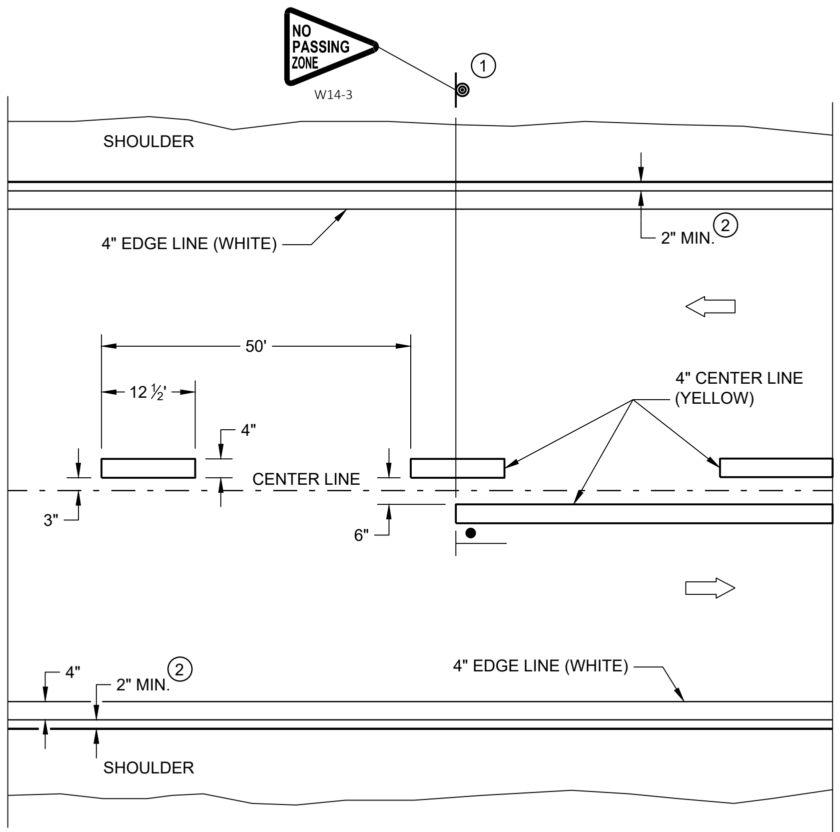
FHWA

6

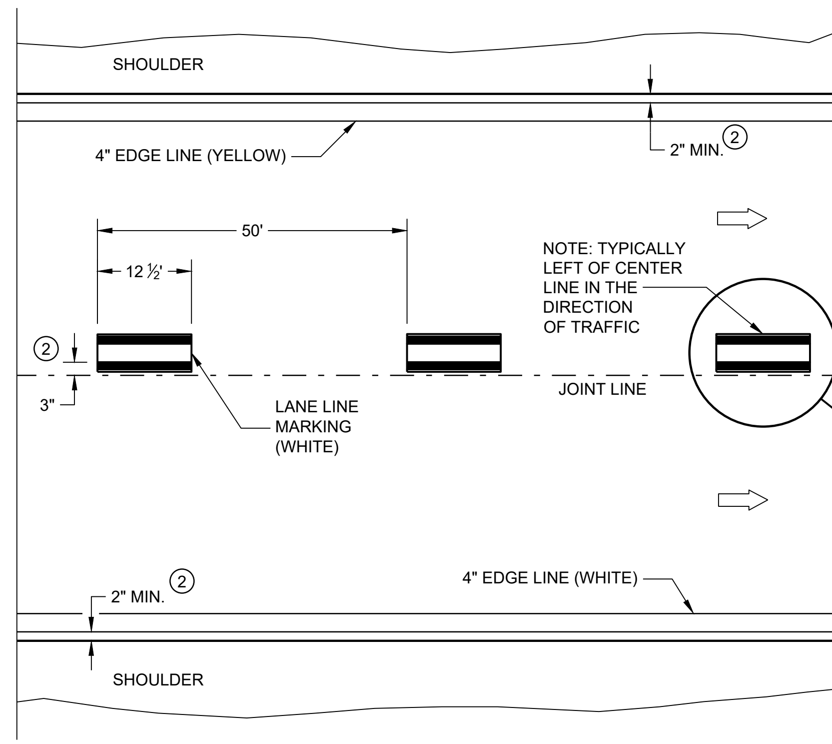
6

SDD 15C04 - 05

SDD 15C04 - 05

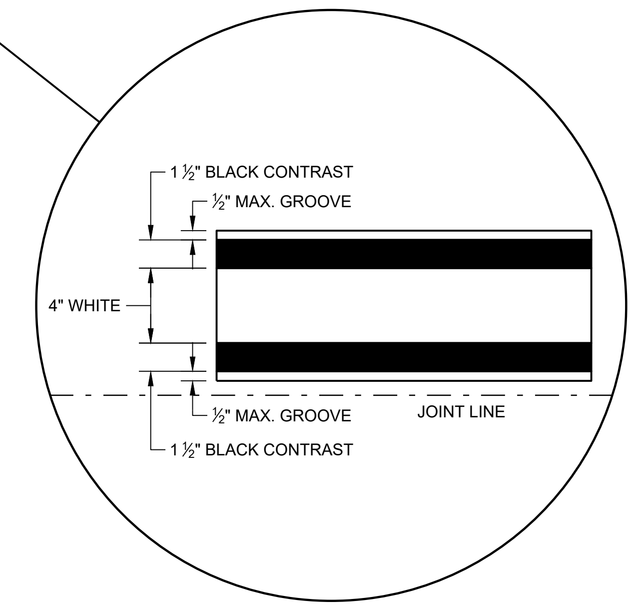


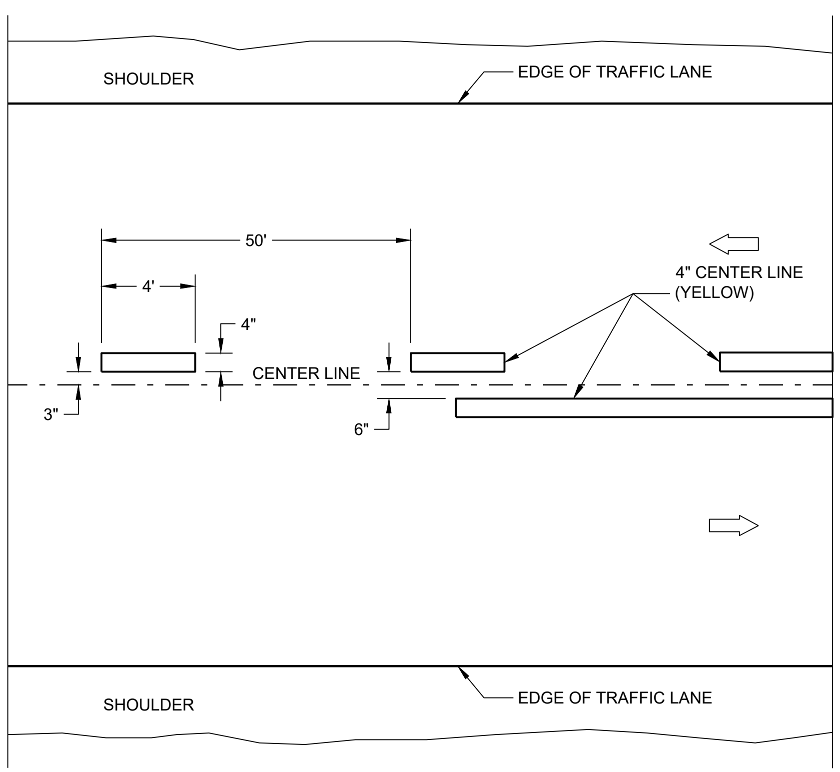
TWO WAY TRAFFIC



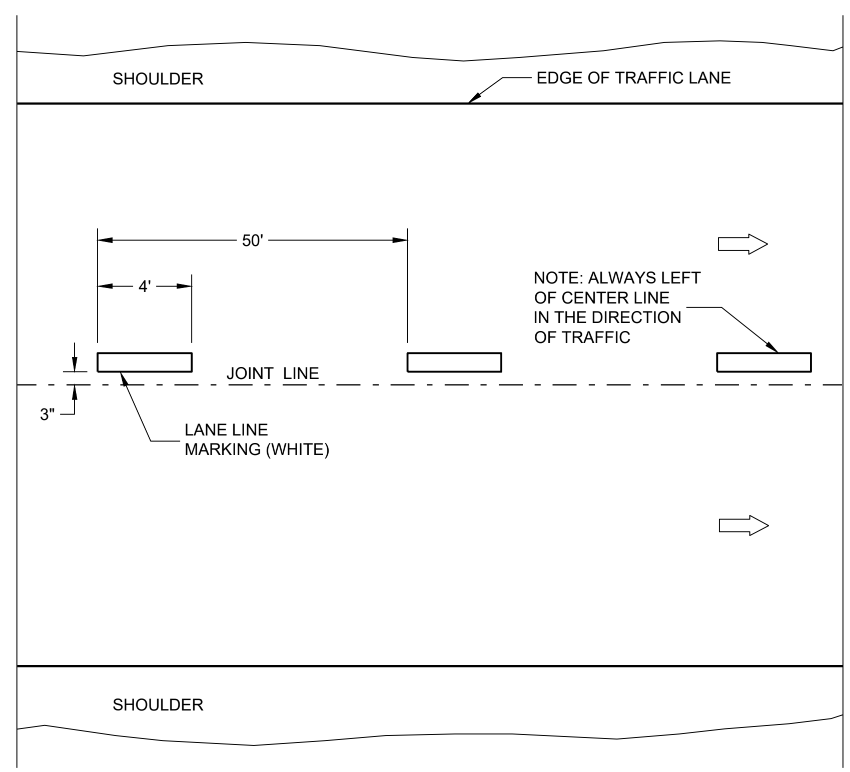
ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING





TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

6

6

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 — DATE

/S/ Matthew Rauch — STATEWIDE SIGNING AND MARKING ENGINEER

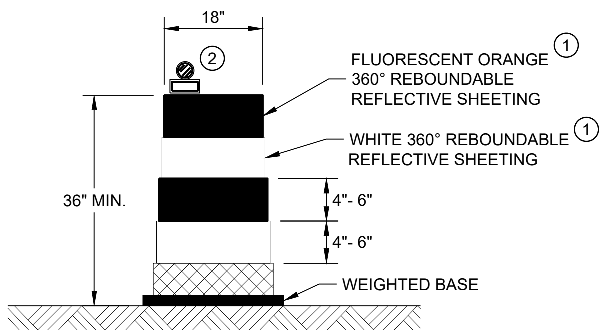
FHWA

SDD 15C08 - 20a

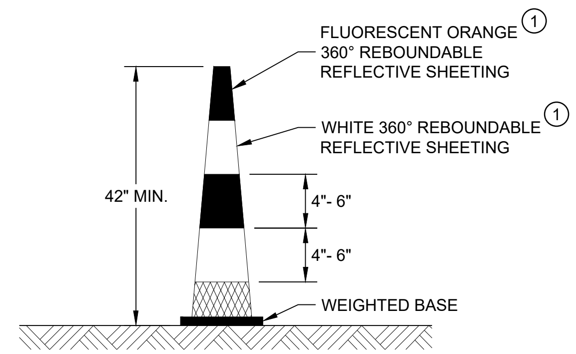
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

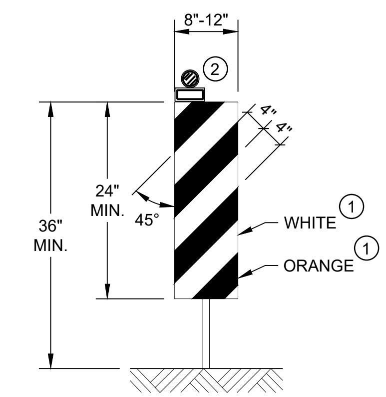


DRUM



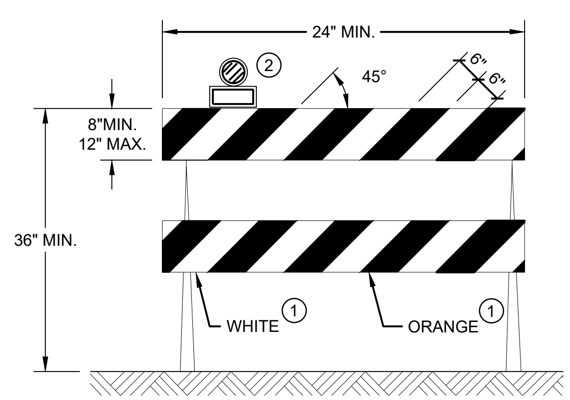
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



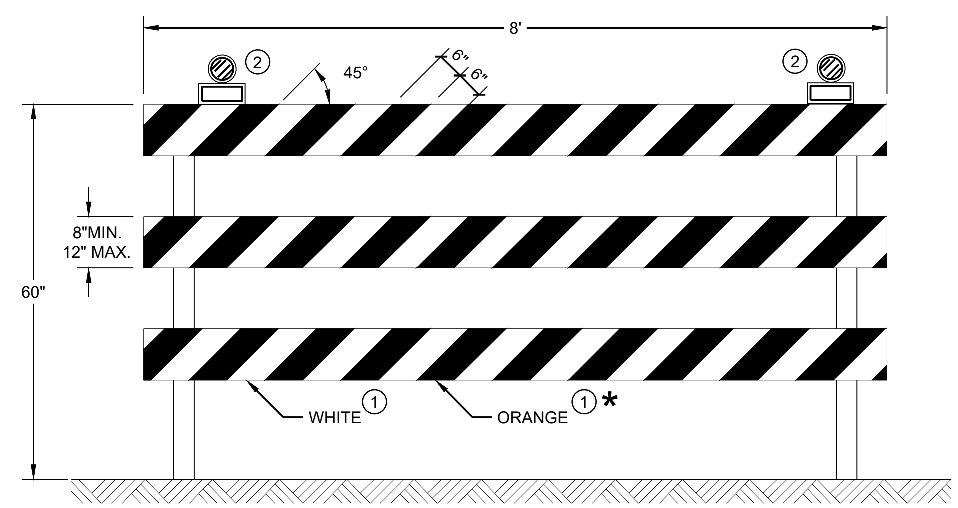
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

FLAGGING

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 REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

1. FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
2. SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

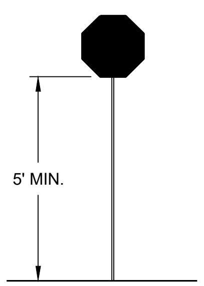
3. EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

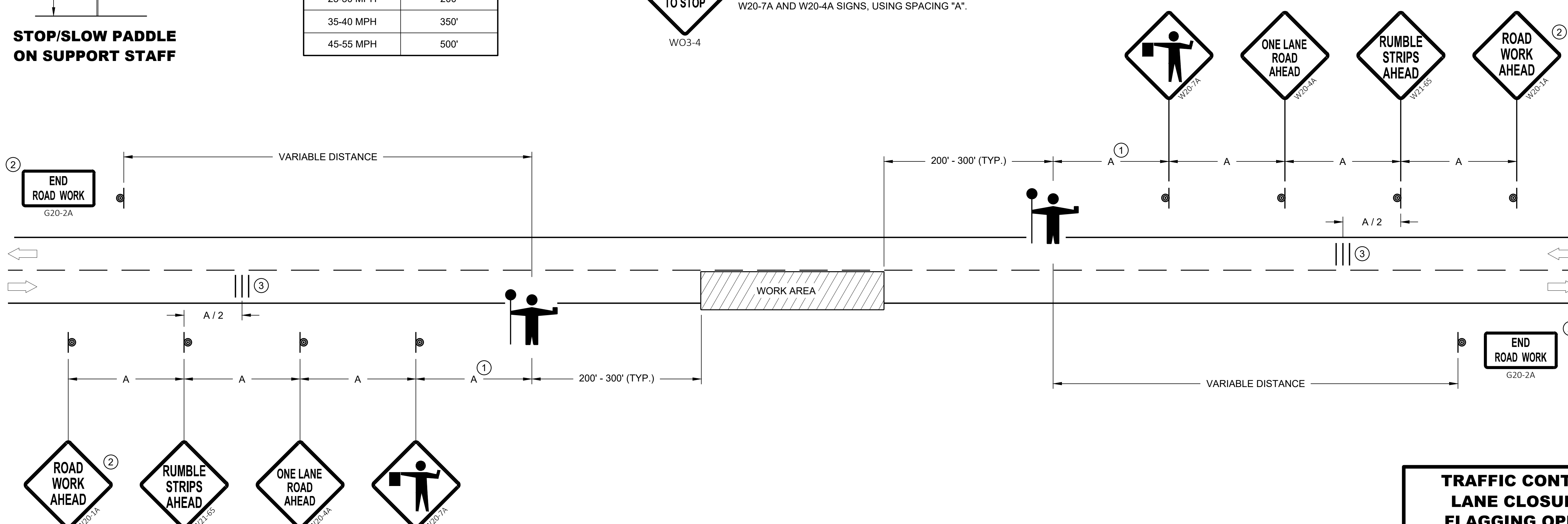


STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



6

6

SDD 15C12 - 08

SDD 15C12 - 08

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2021 /S/ Andrew Heidtke

DATE WORK ZONE ENGINEER

FHWA

LEGEND

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE
	TRUCK MOUNTED ATTENUATOR (TMA)
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

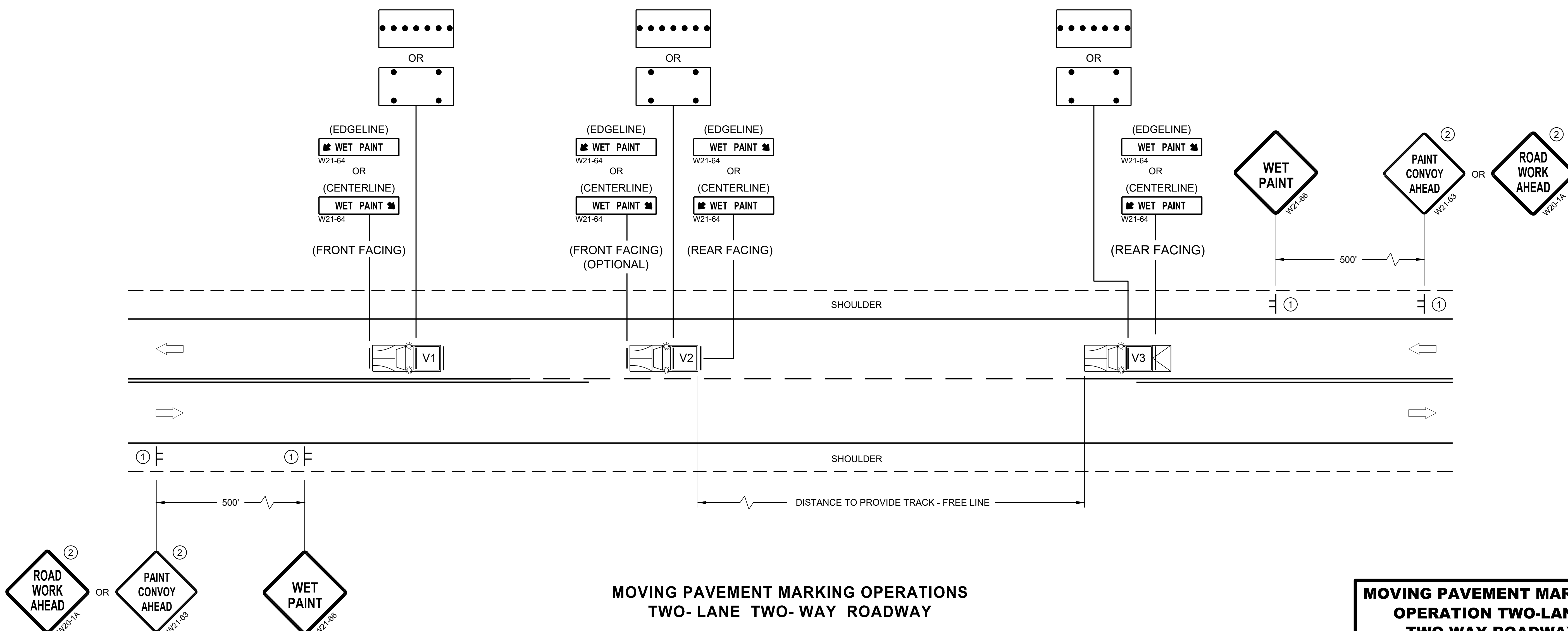
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

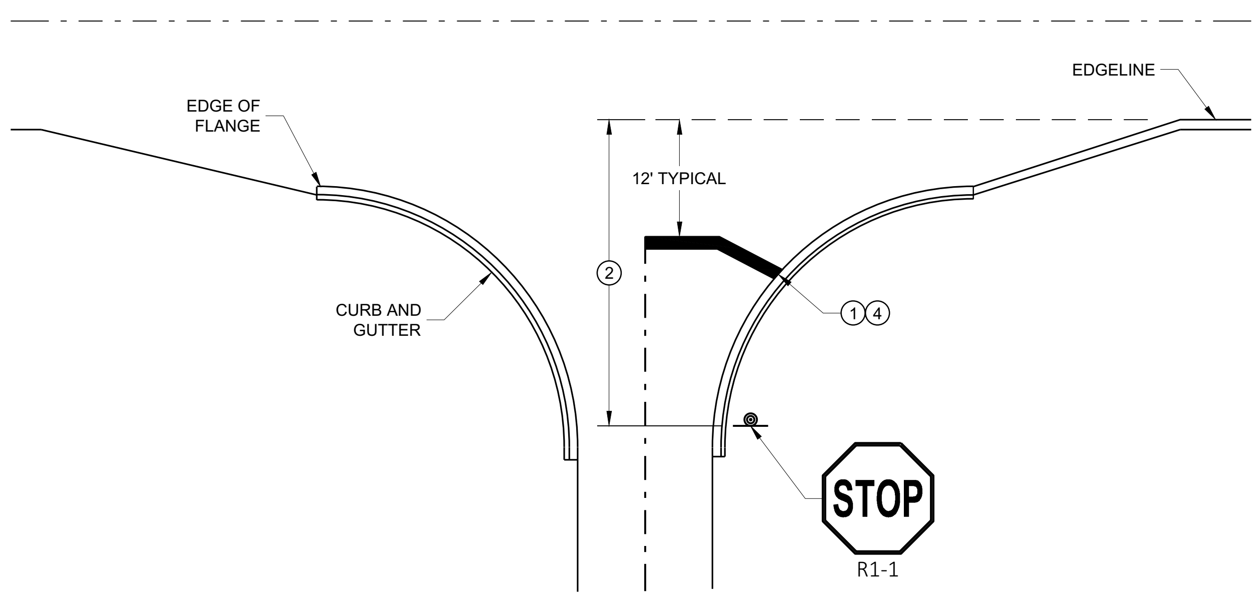
(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.

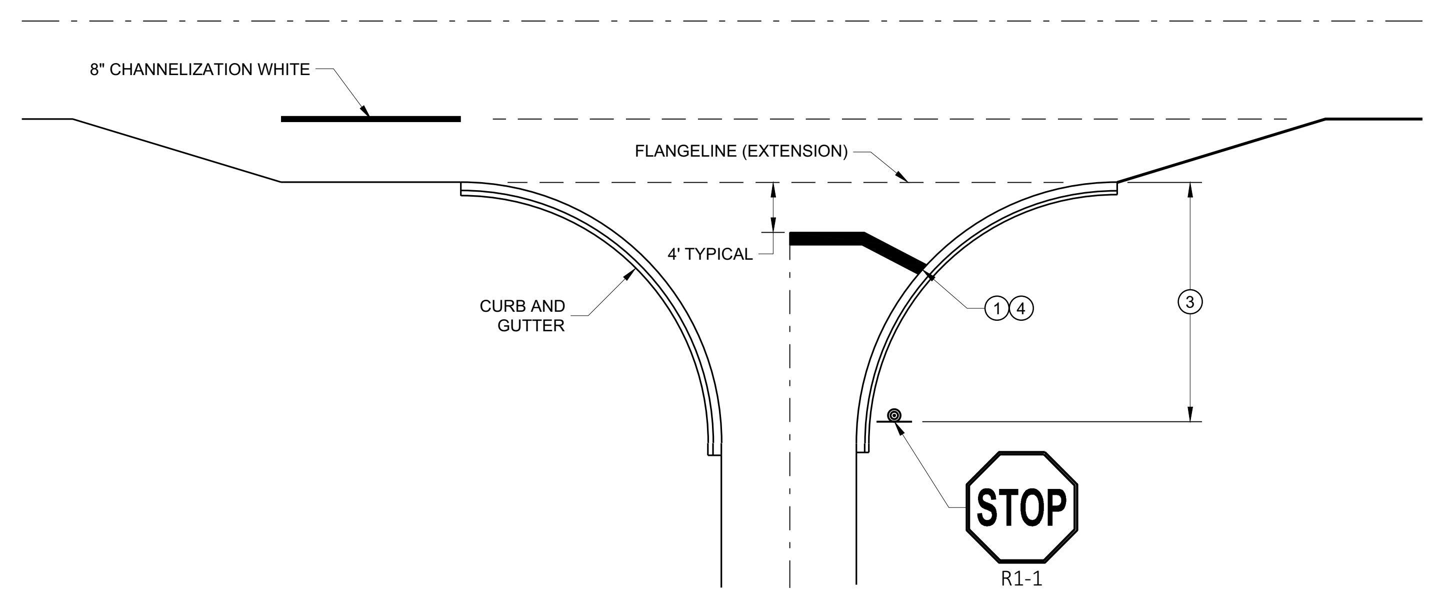
(3) NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.

(4) MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).

(5) LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.

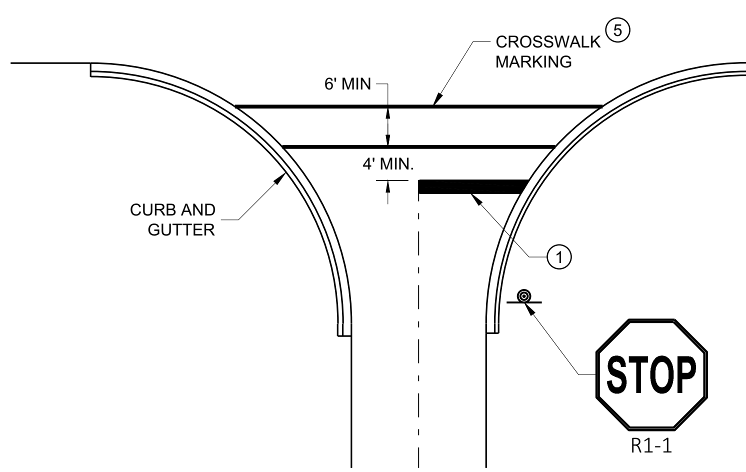


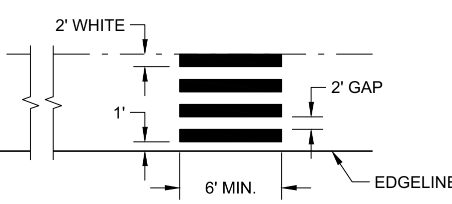
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE

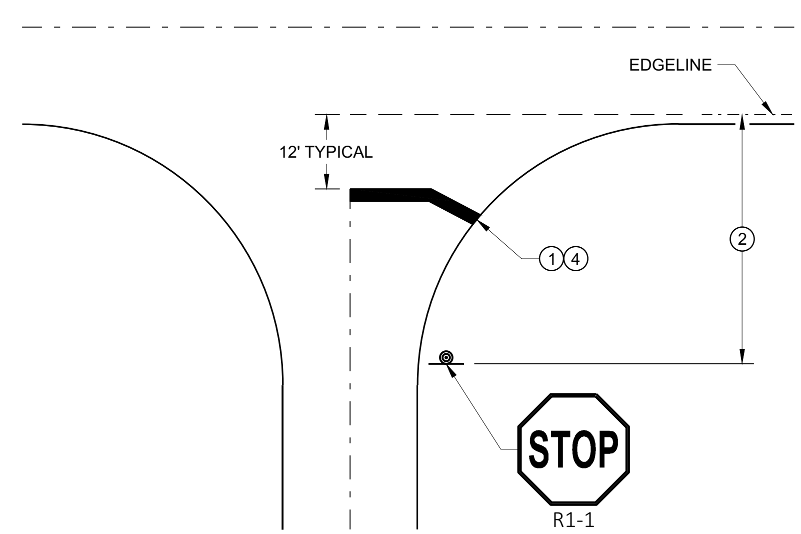
6





TYPICAL PAVEMENT MARKING (5) FOR MID-BLOCK CROSSWALK

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

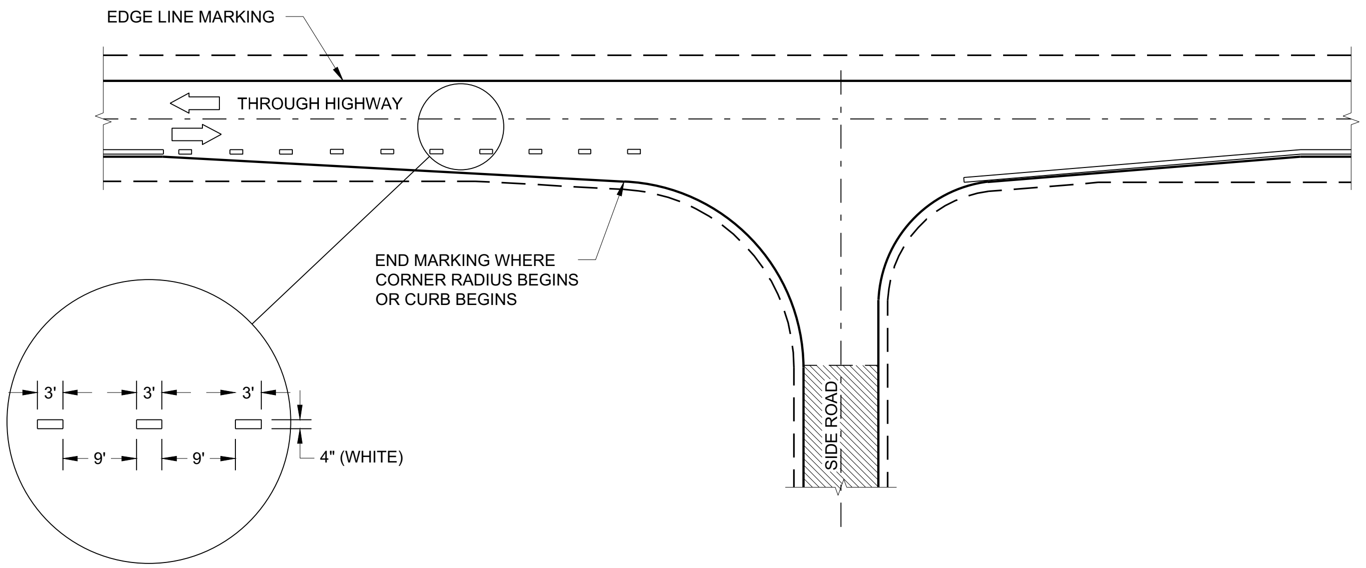
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

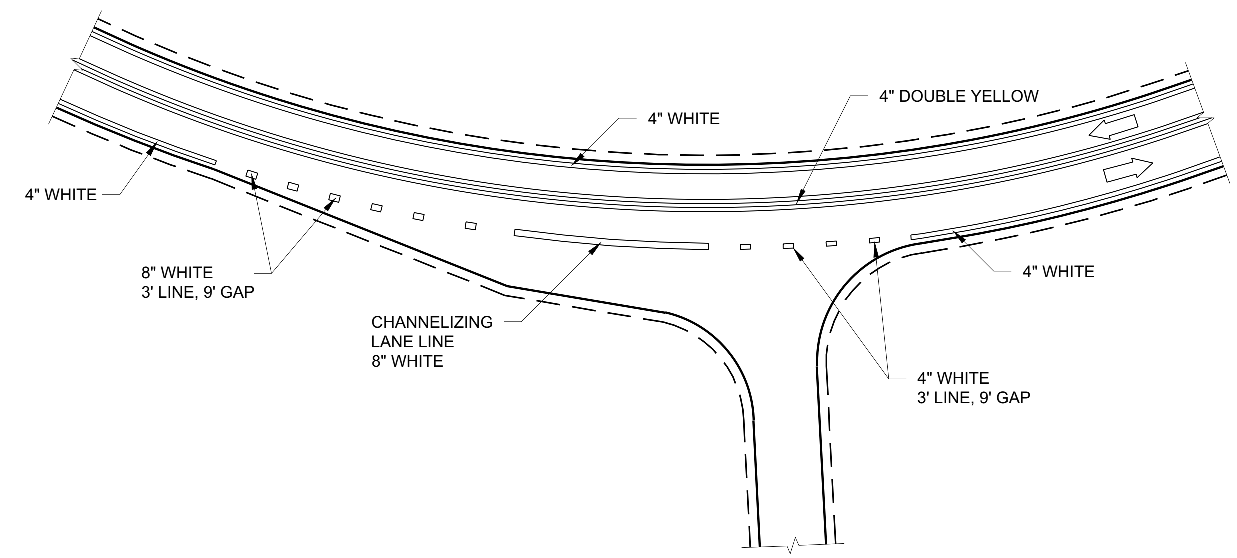
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

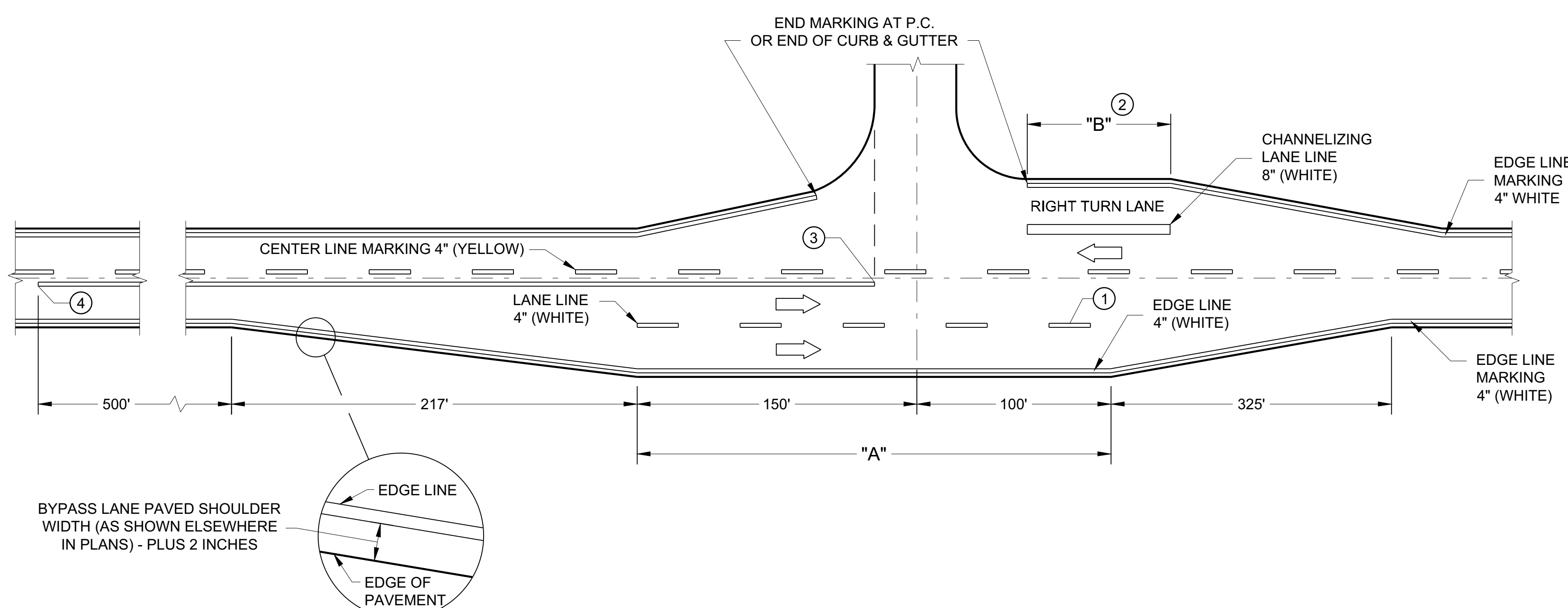
DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE



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

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 15C35 - 04a

SDD 15C35 - 04a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

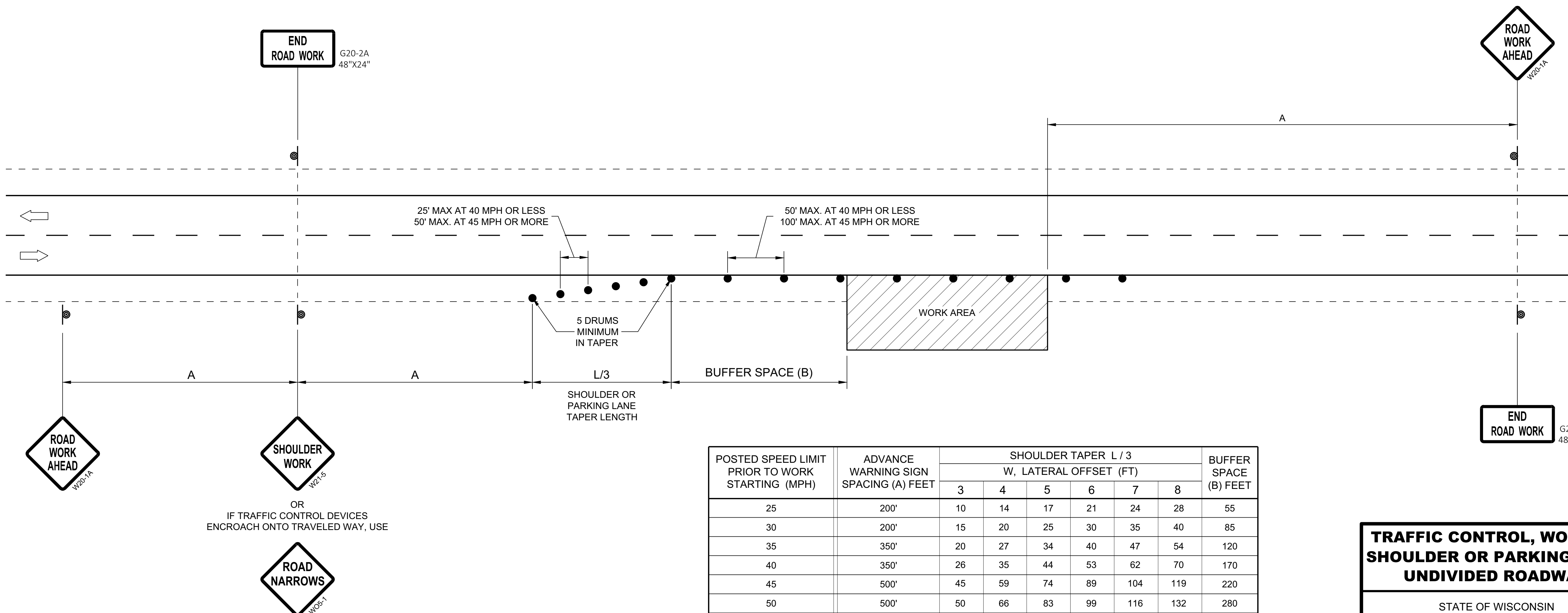
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

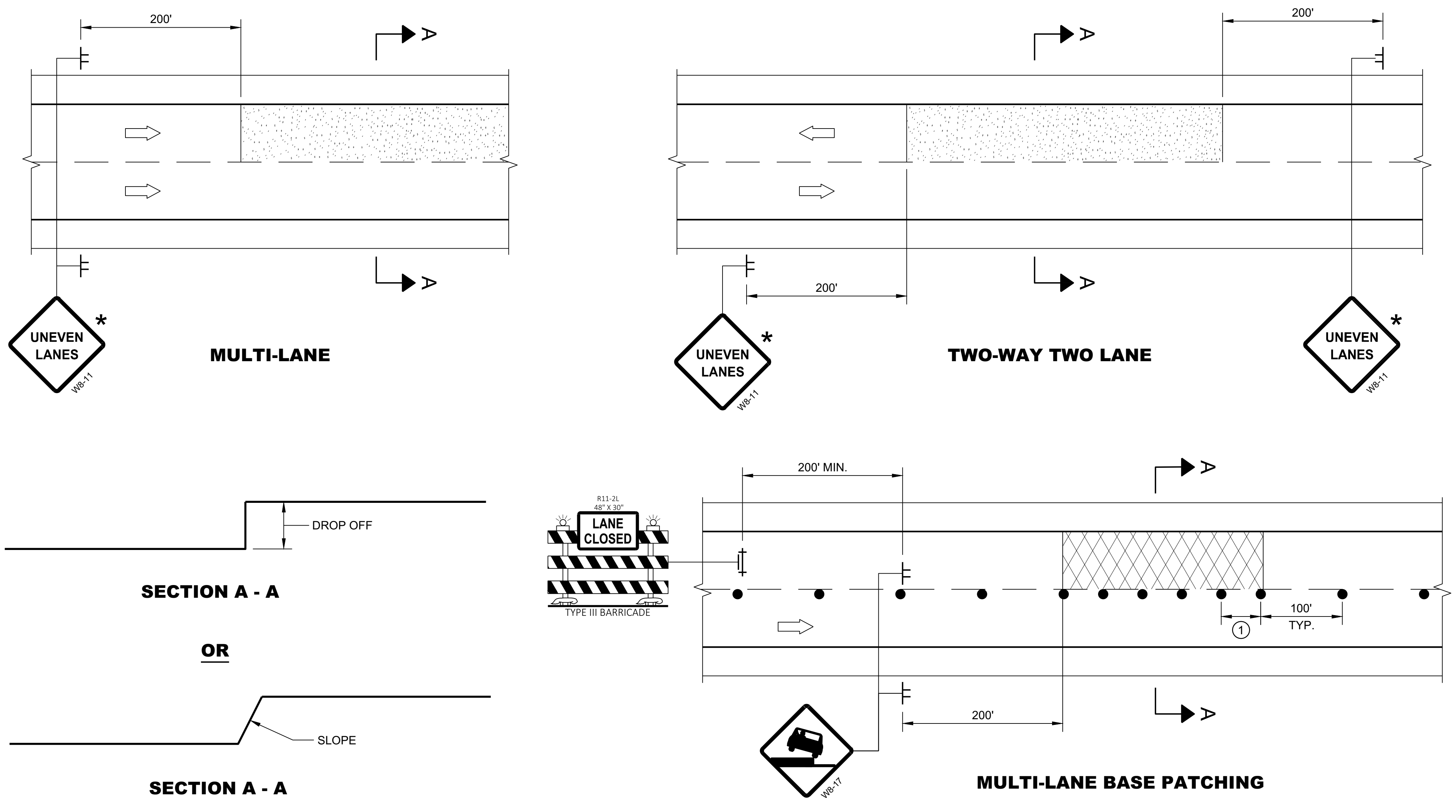


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA



ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

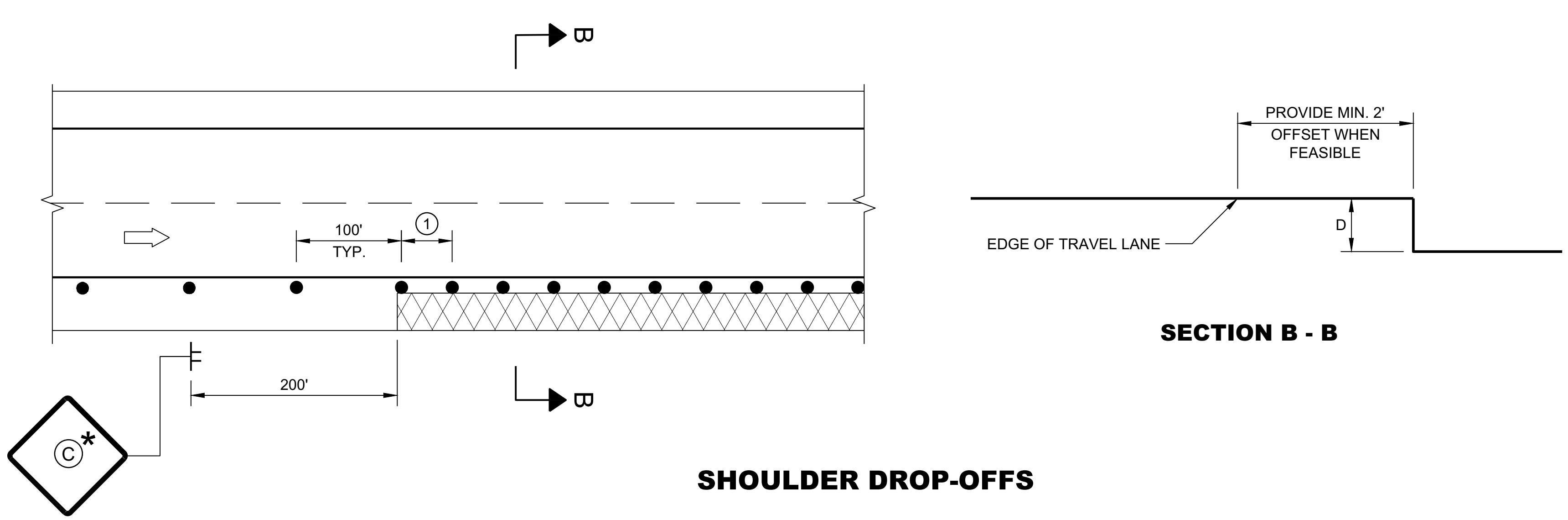
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15D39 - 02

6

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

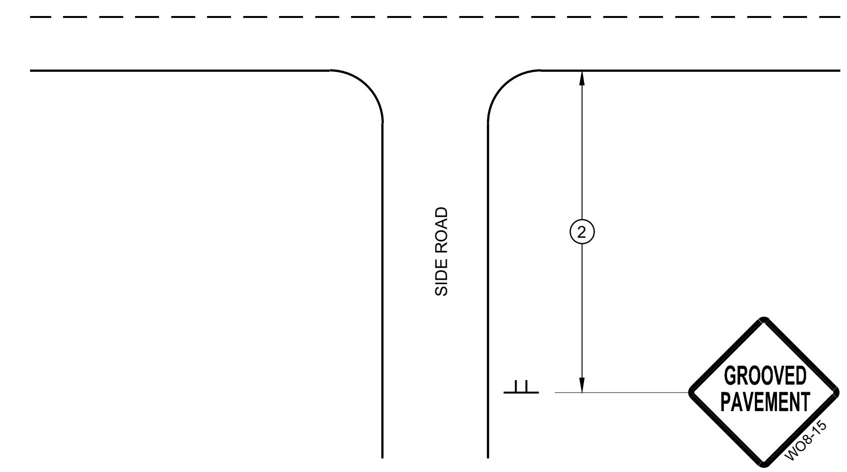
1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

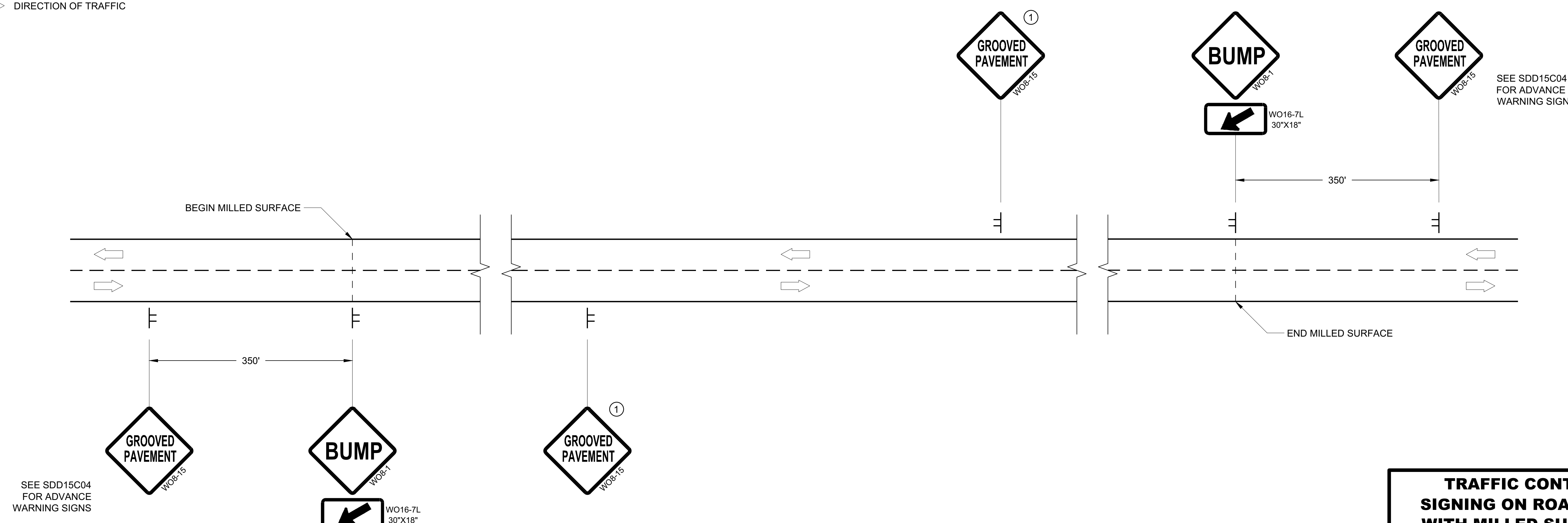
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

6

6

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

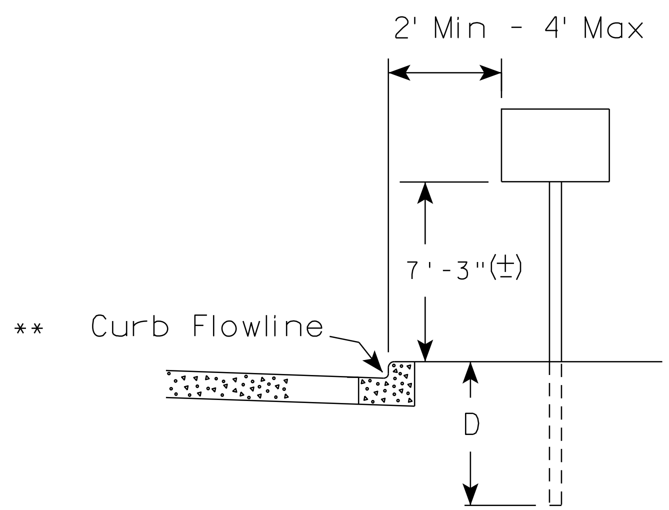
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

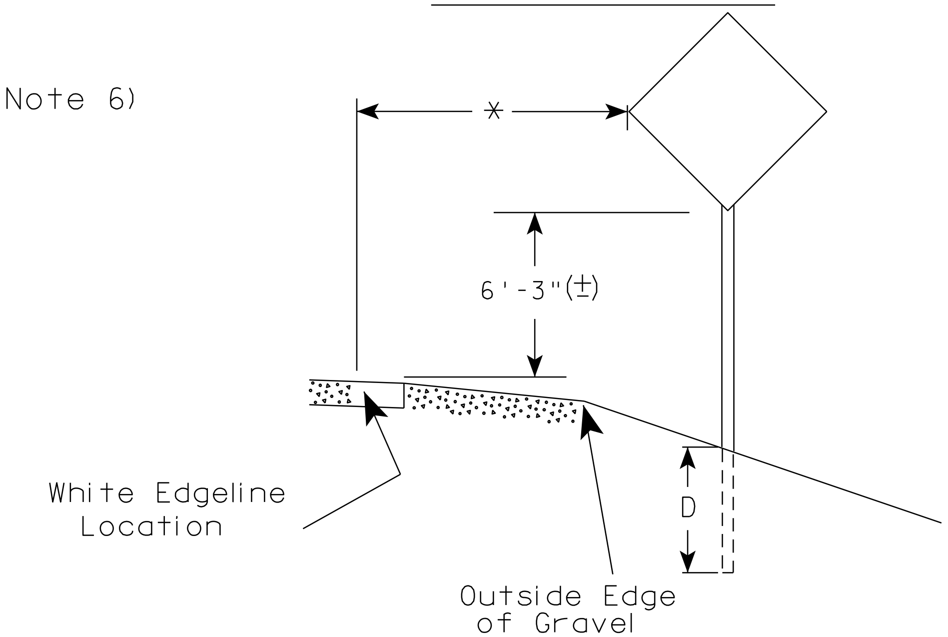
SDD 15D44 - 02

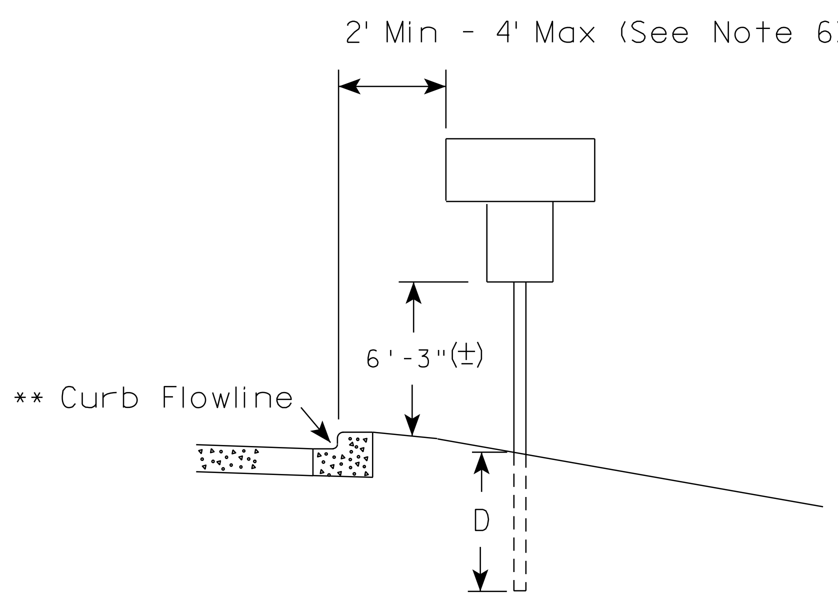
SDD 15D44 - 02

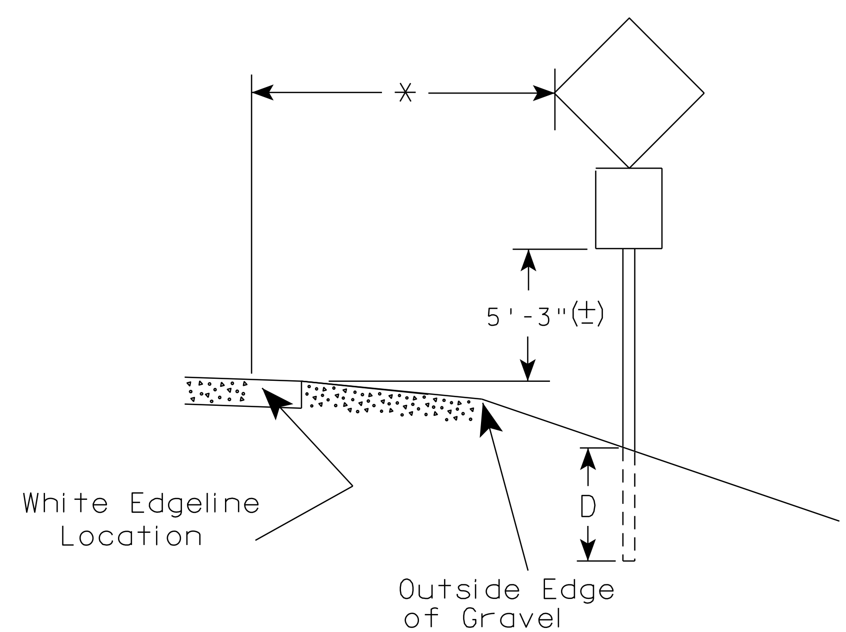
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

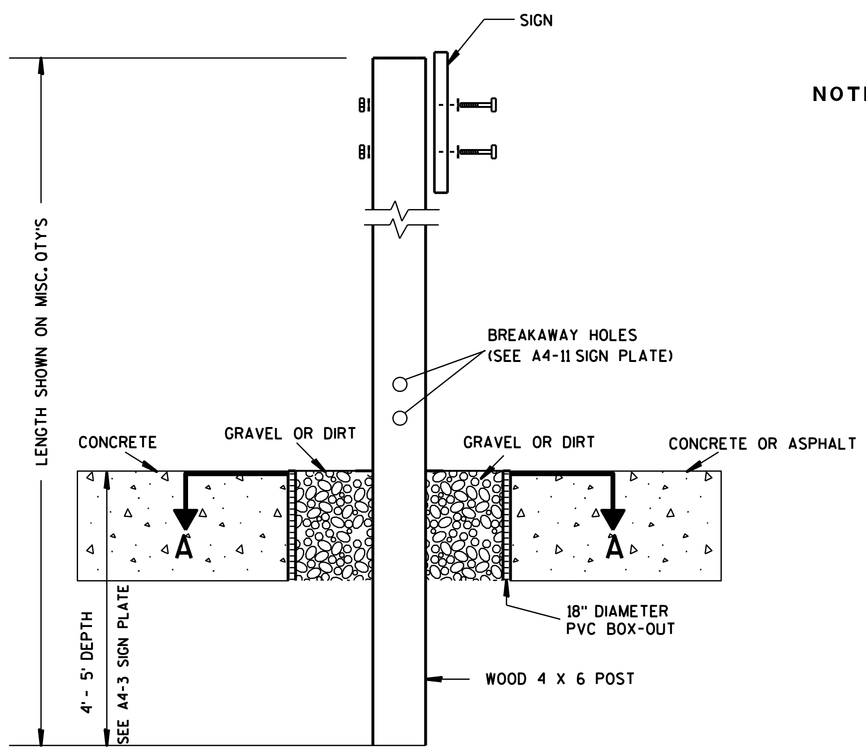
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

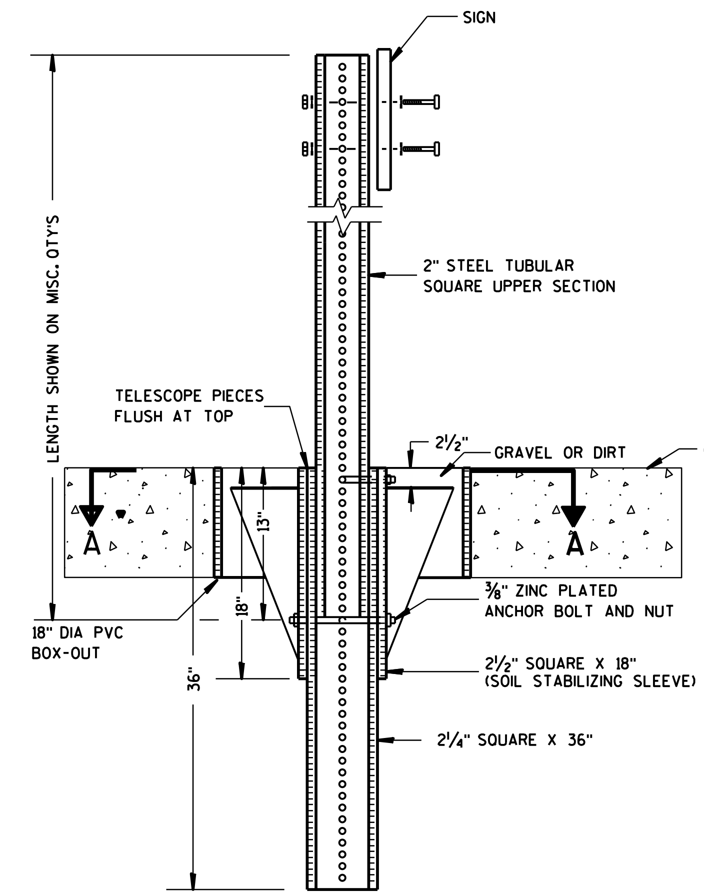
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 88	E



ELEVATION VIEW

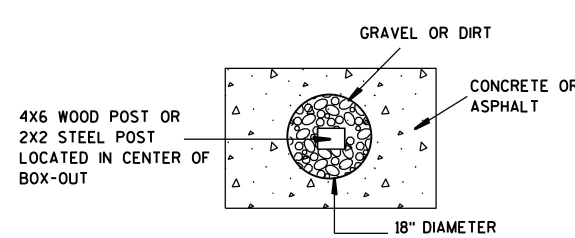
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

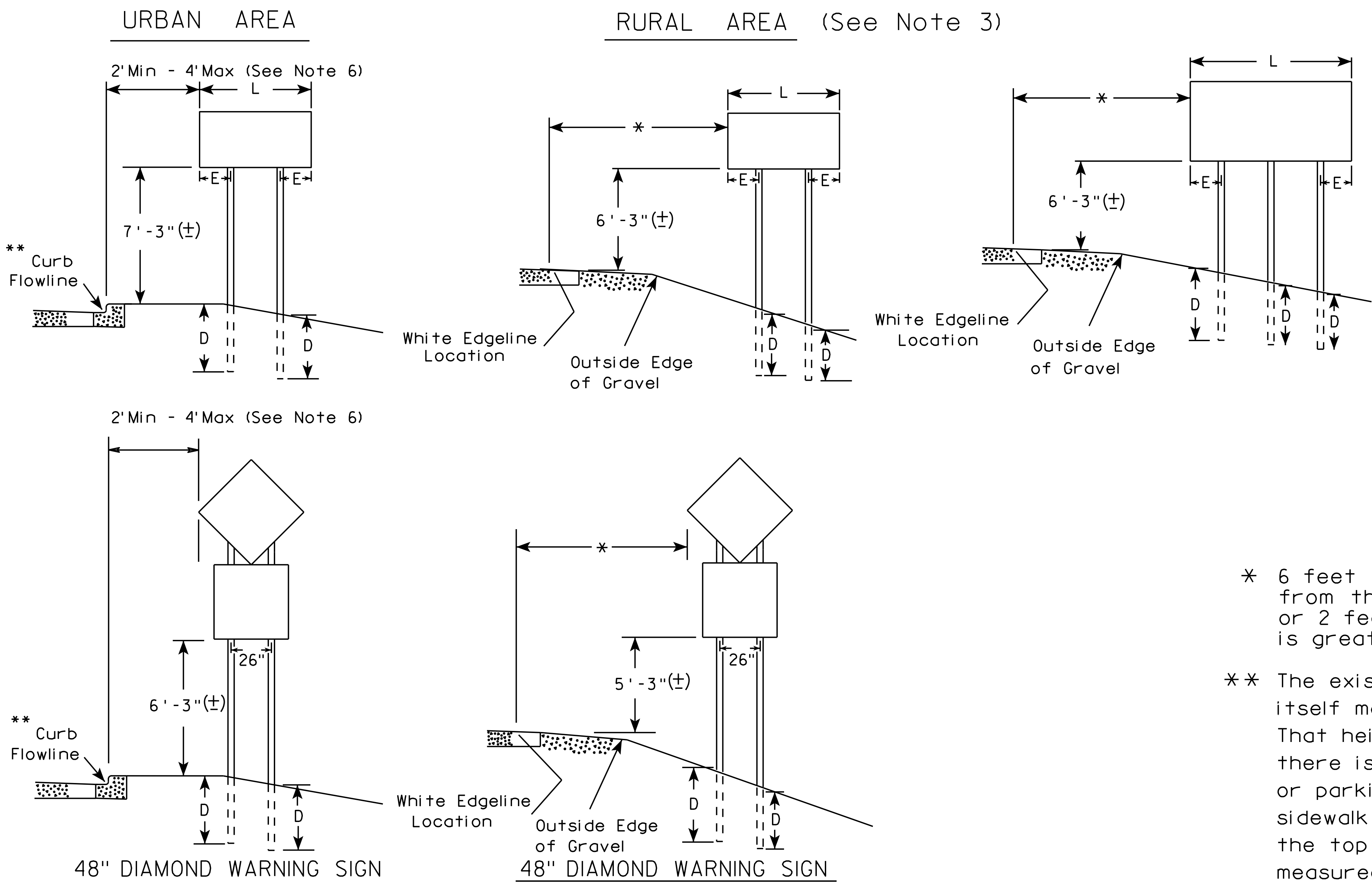
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

7

7



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)

	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)

L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

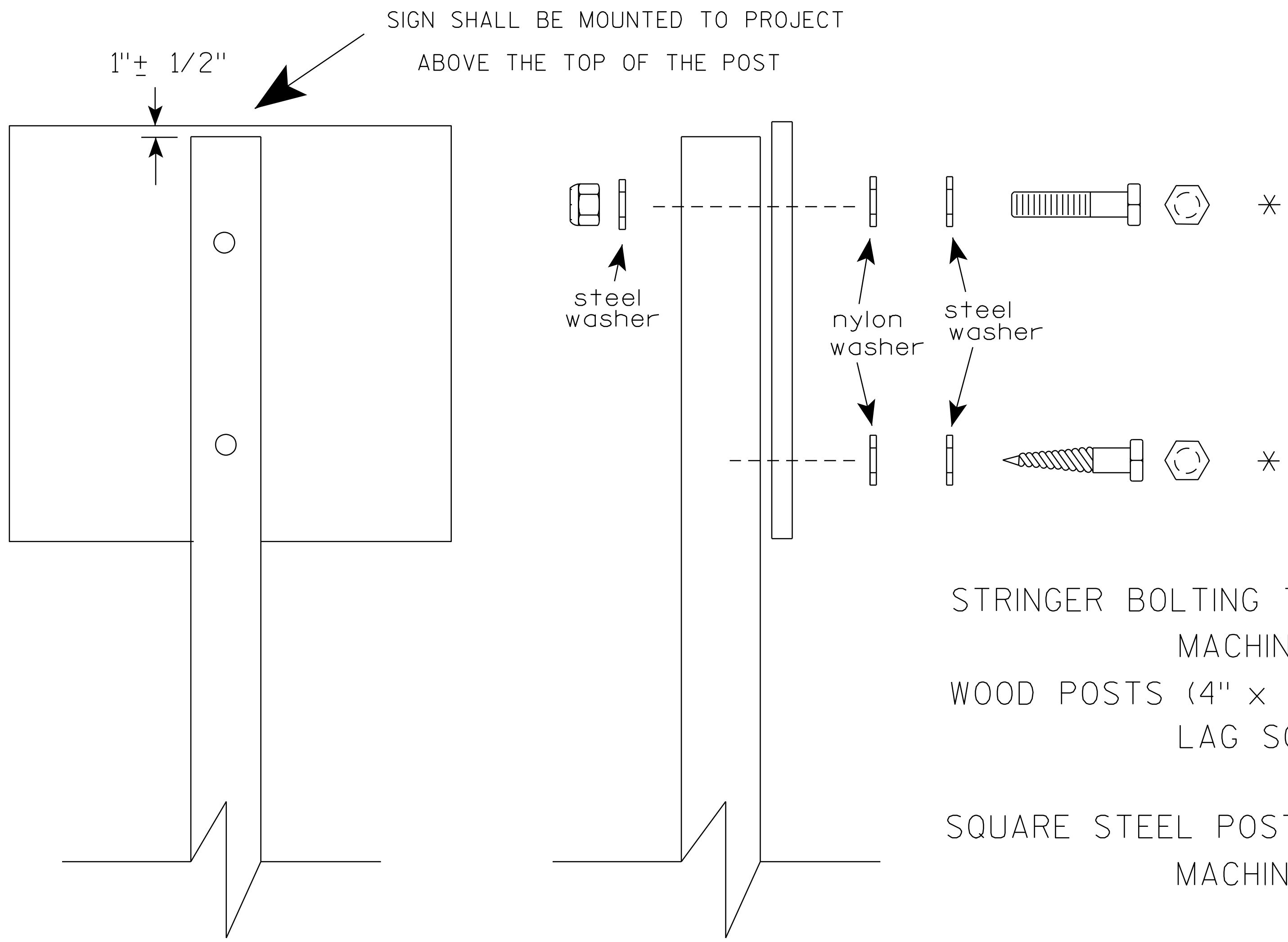
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 90	E

7 7



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

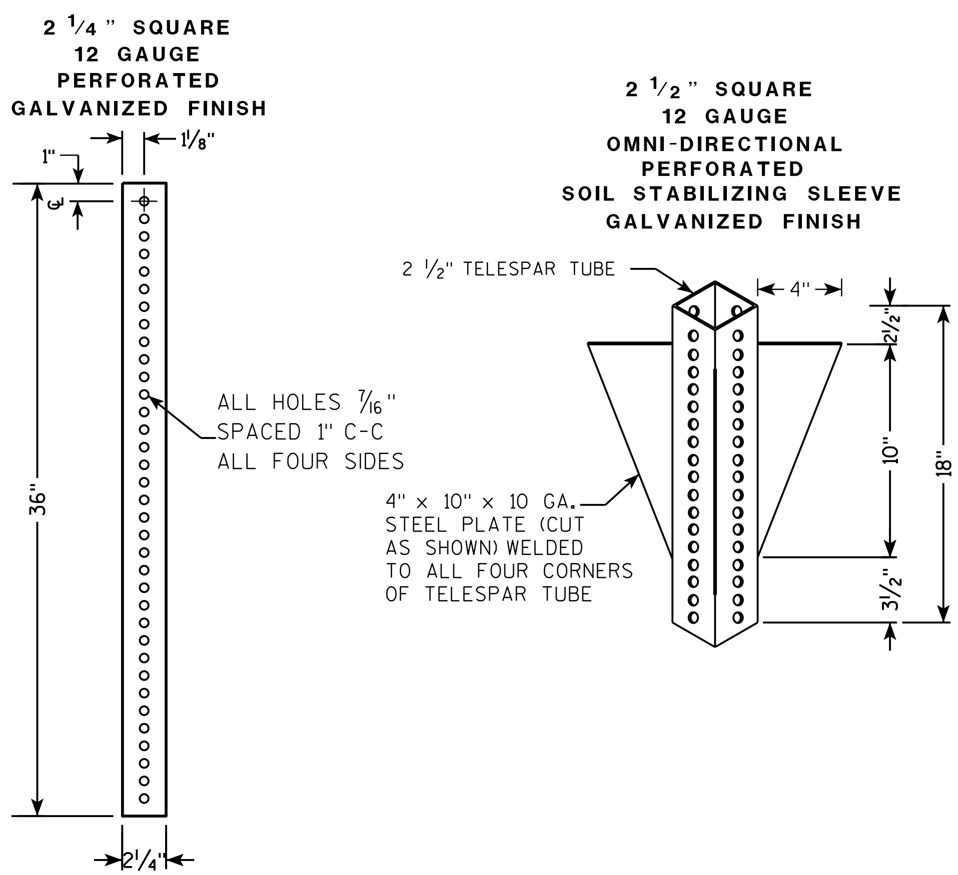
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

7

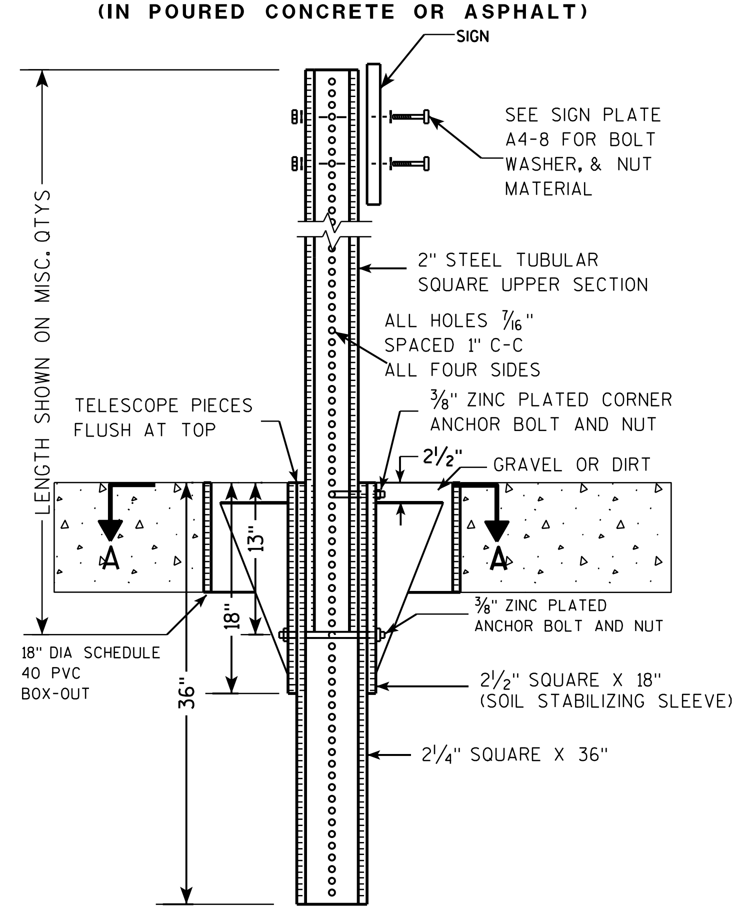
7

TELESCOPIC TUBING ANCHORS TWO PIECE SYSTEM



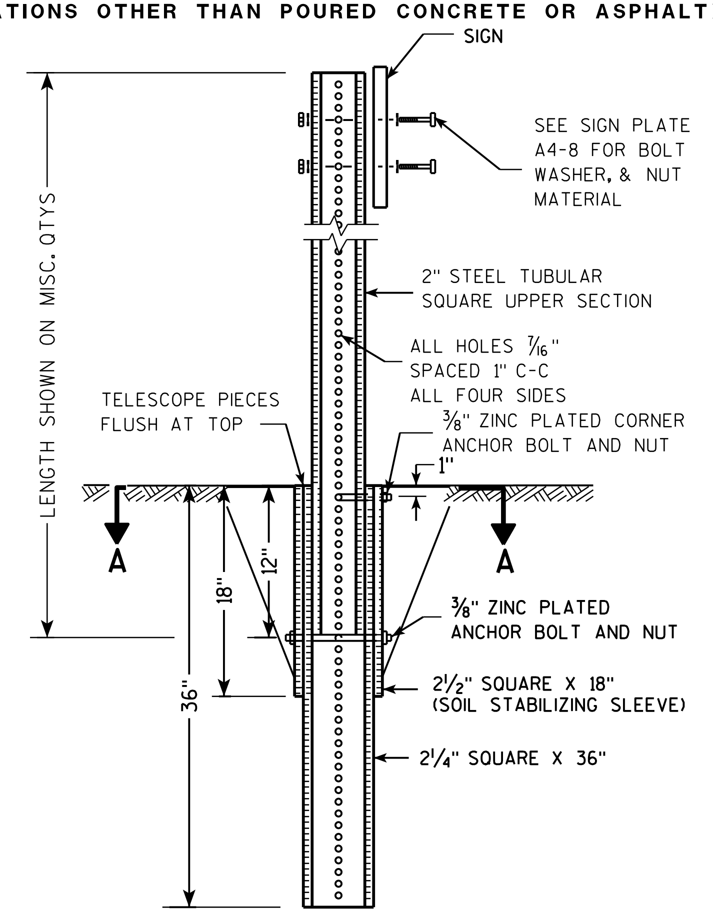
DETAIL OF TUBULAR STEEL SIGN POST

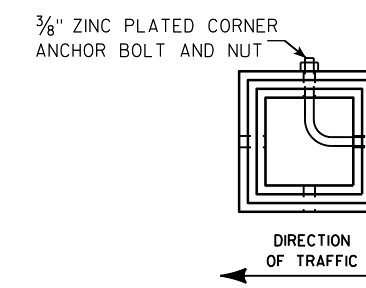
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST

(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL SIGN POST A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

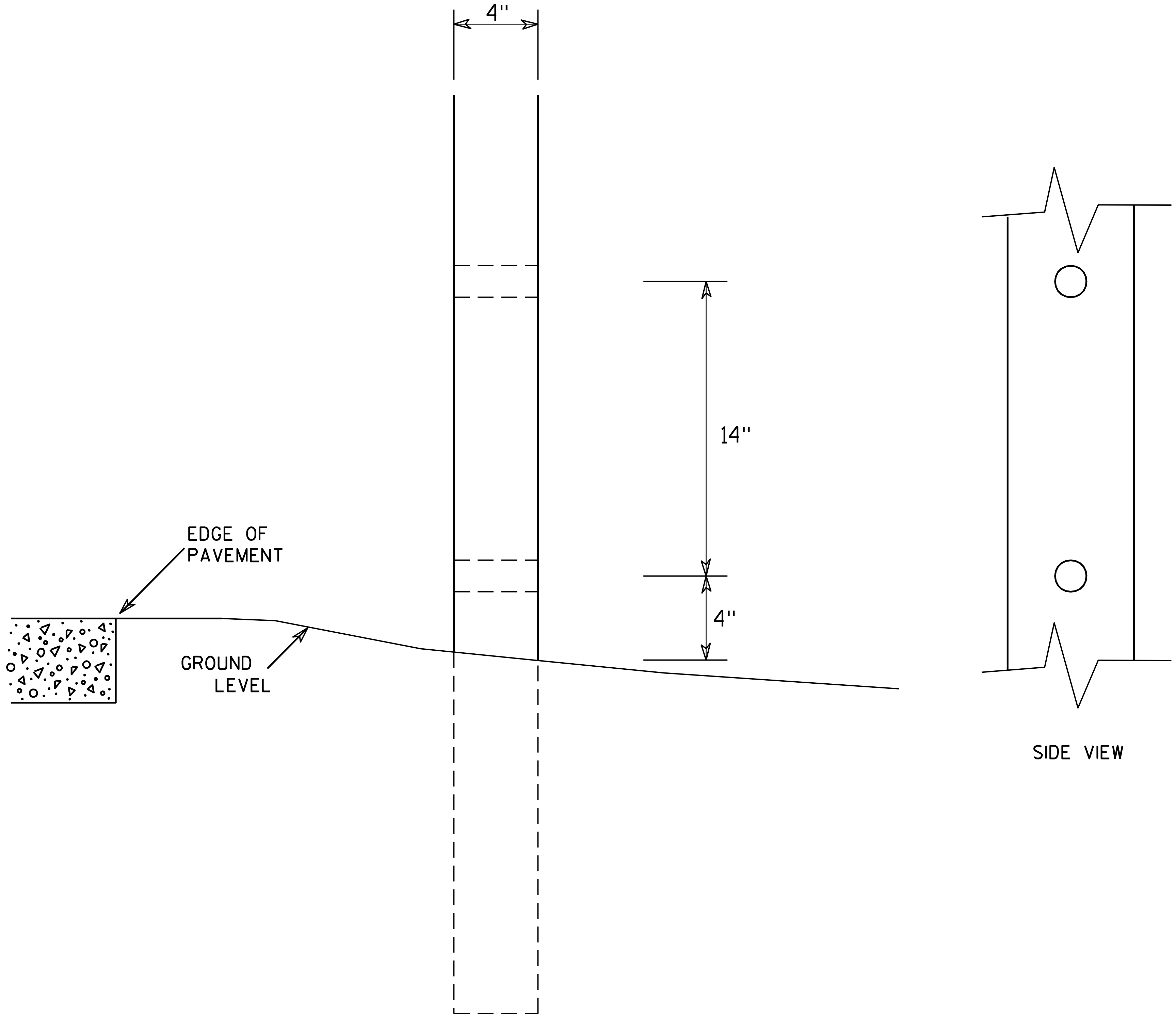
DATE 2/05/15 PLATE A4-9.9

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two $1\frac{1}{2}$" diameter holes drilled perpendicular to the roadway centerline.

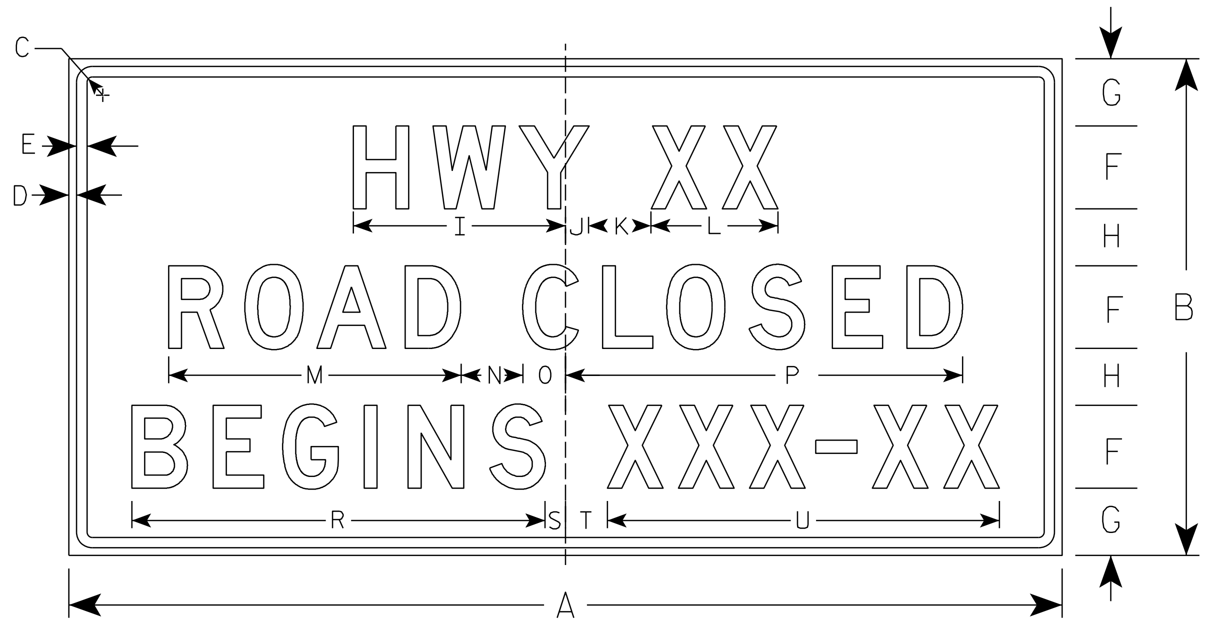
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

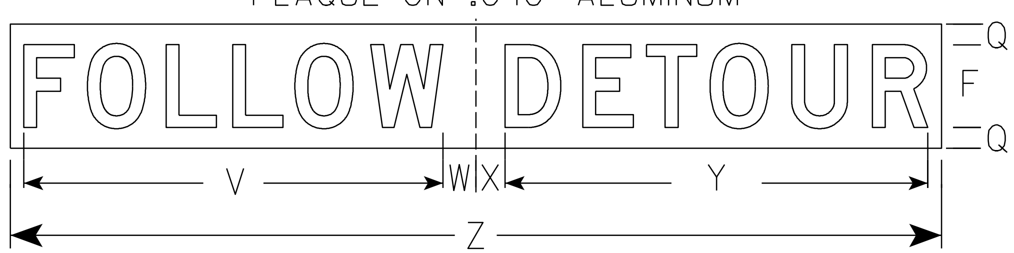
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 93	E



G20-57C

PLAQUE ON .040" ALUMINUM



USE ONLY ONCE WHEN ROAD IS CLOSED

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/8	5	2 7/8	29	2	30	1 3/4	3 1/4	28 3/8	40 1/2	2	2	29 3/4	66	18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	6	4 1/8	38 3/8	2	39 7/8	2	4	37 7/8	29 3/4	3 1/8	2 7/8	40 7/8	90	32.0
5																											

STANDARD SIGN
G20-57C

WISCONSIN DEPT OF TRANSPORTATION

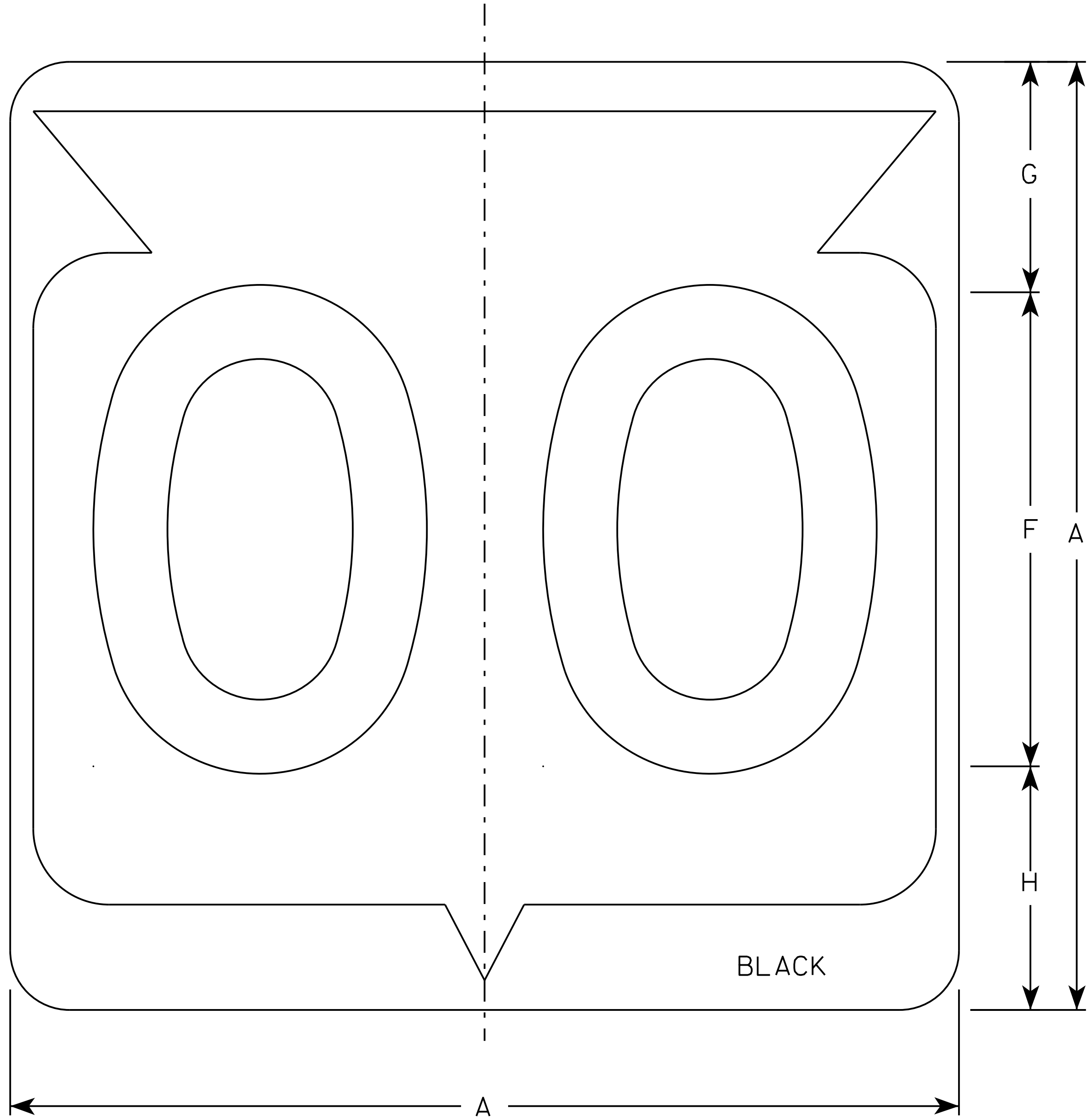
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/19 PLATE NO. G20-57C.1

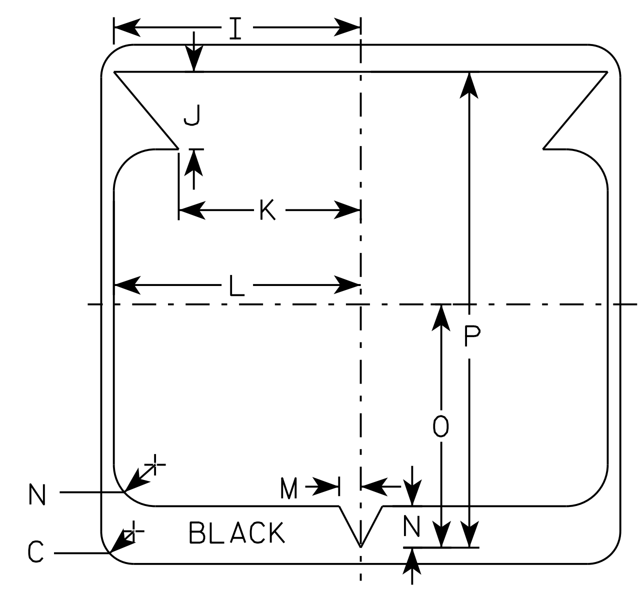
7

7

PROJECT NO: HWY: COUNTY: SHEET NO: 94 E



M1-6



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

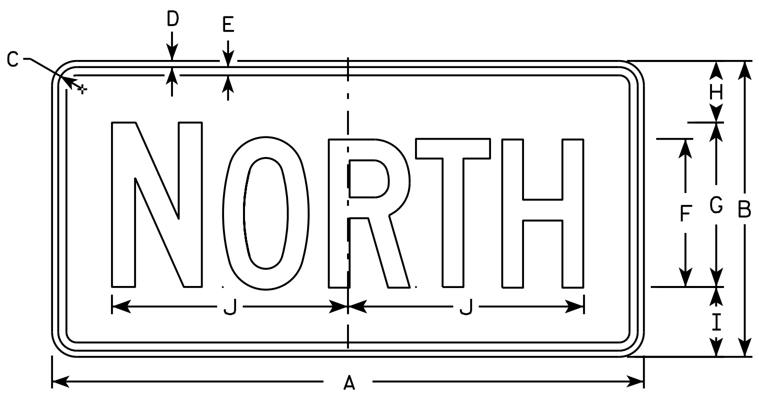
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

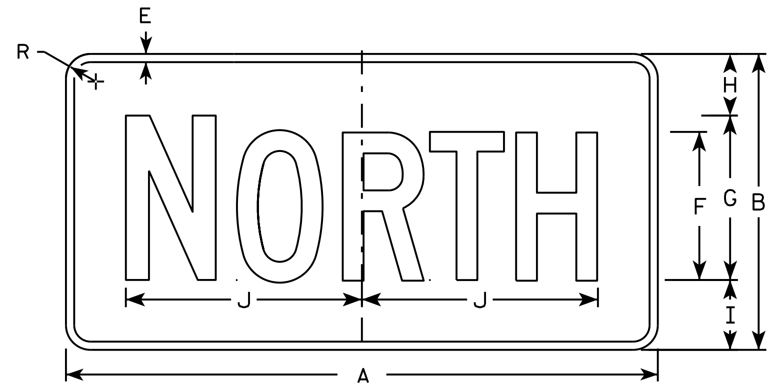
PROJECT NO: HWY: COUNTY: SHEET NO: 95 E

7

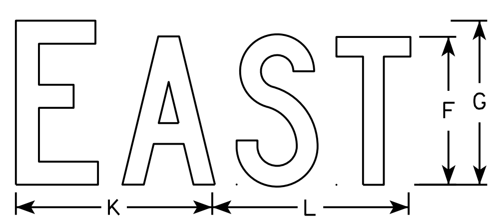
7



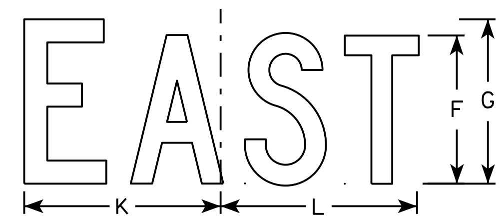
M3-1
MM3-1
MP3-1



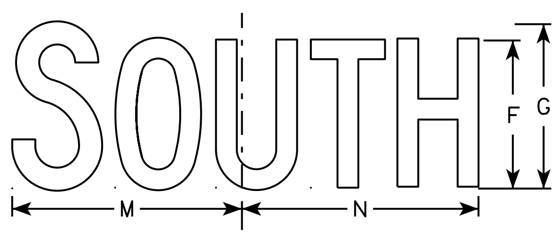
MB3-1
MK3-1
MN3-1



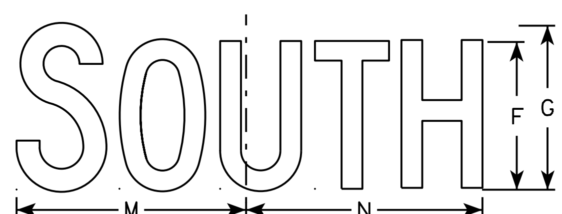
M3-2
MM3-2
MP3-2



MB3-2
MK3-2
MN3-2

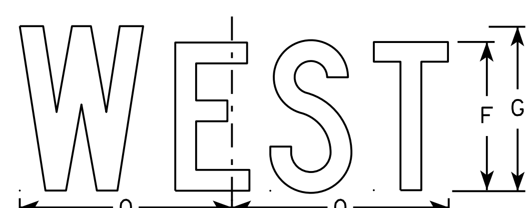


M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3

M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

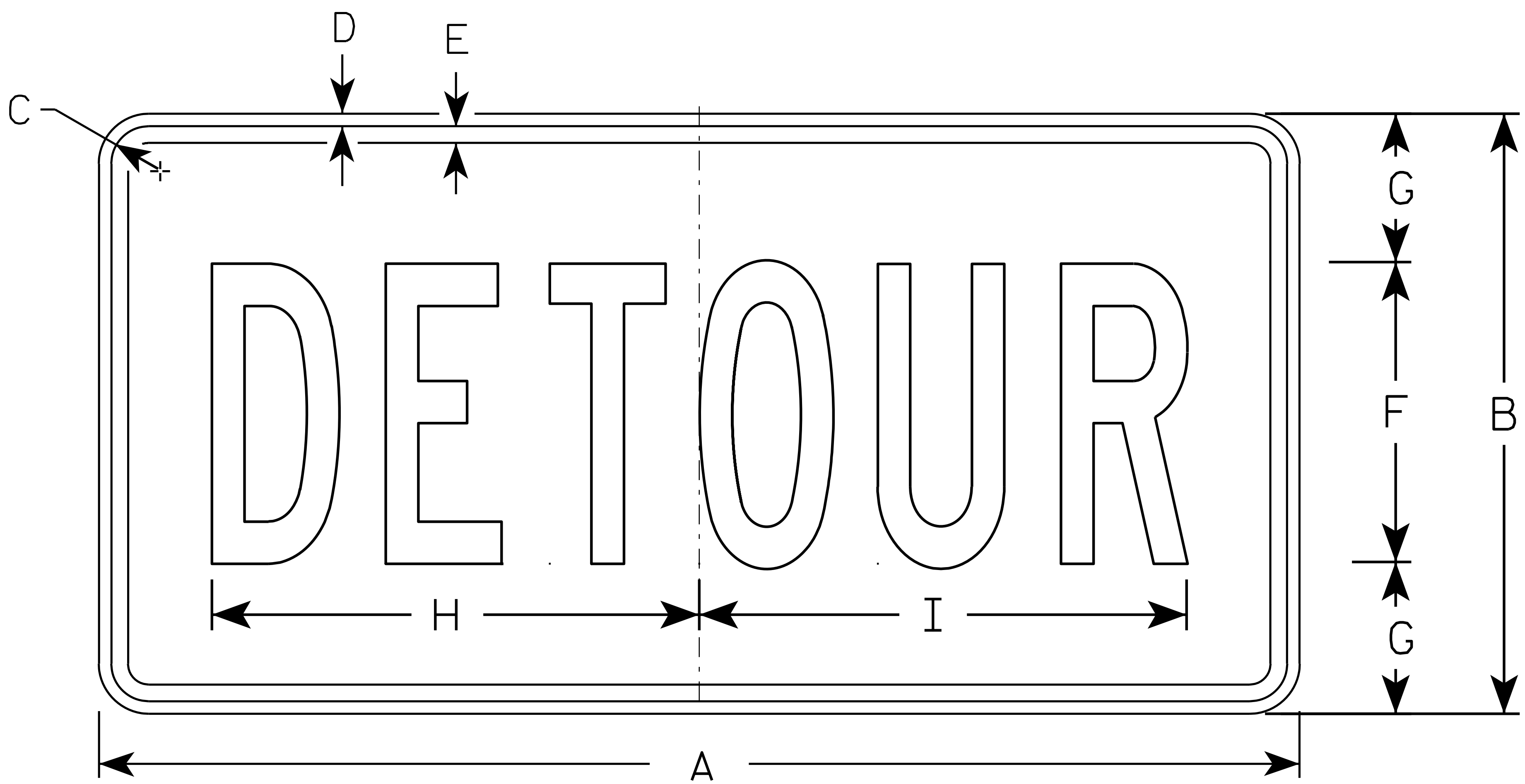
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

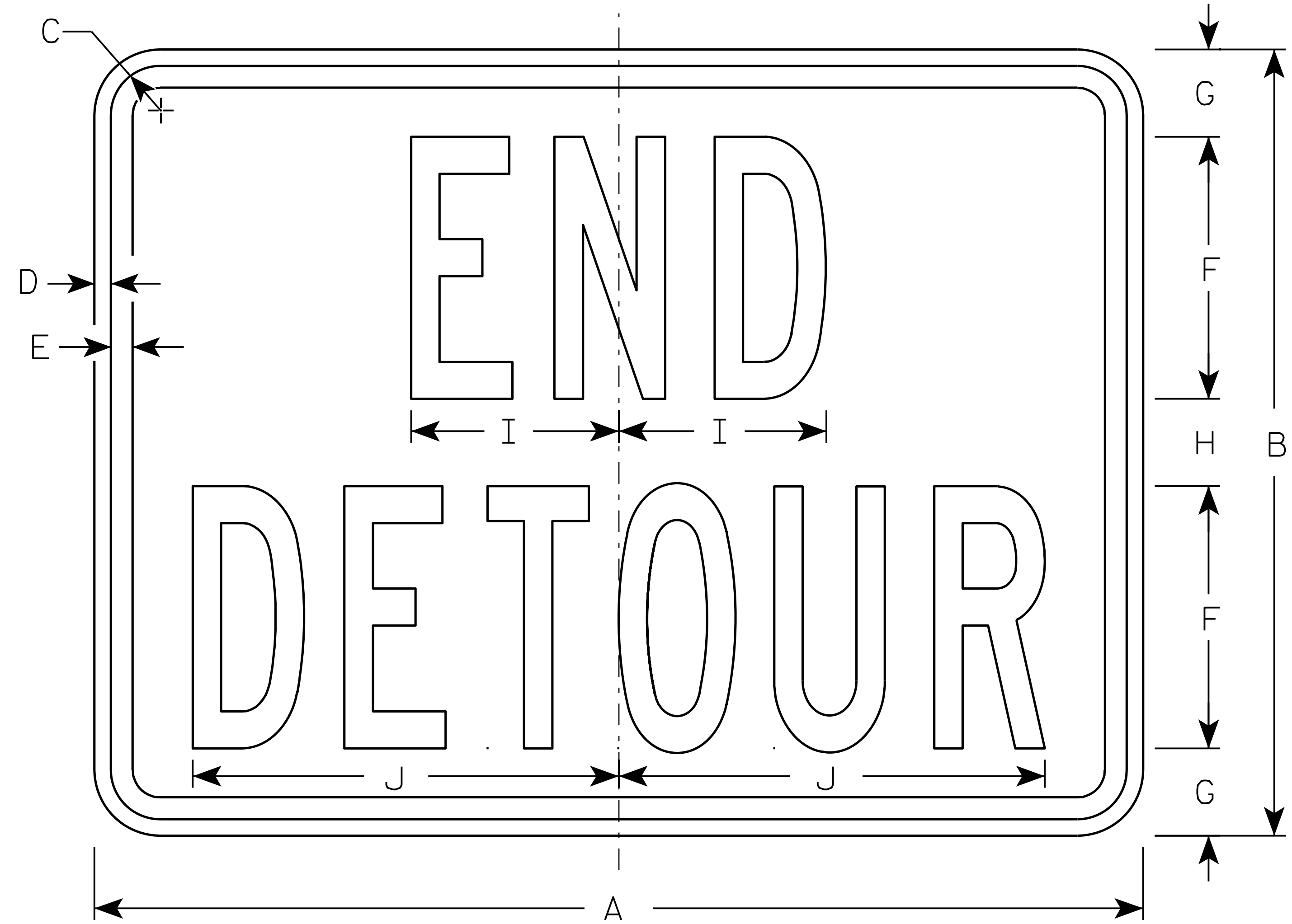
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 97 | E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

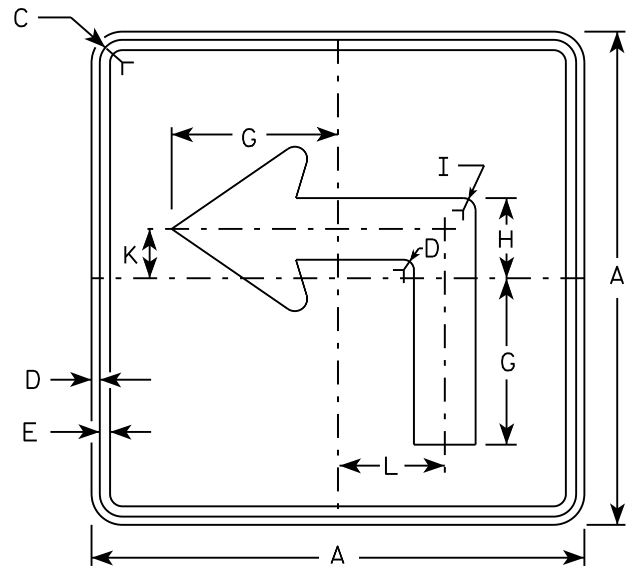
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

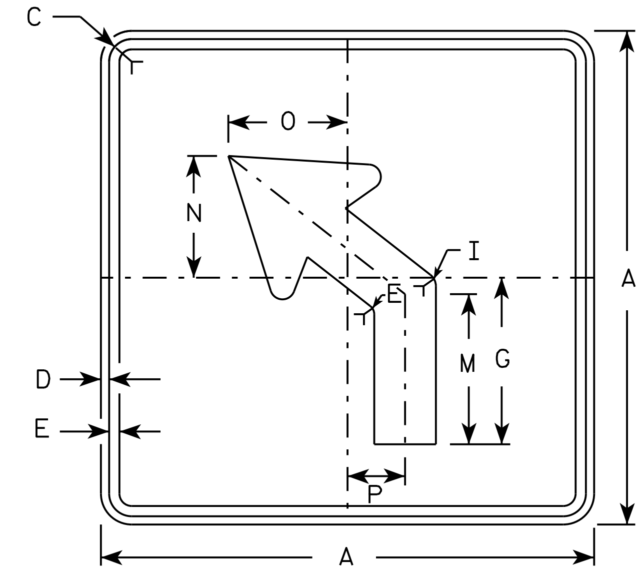
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 98 | E

7

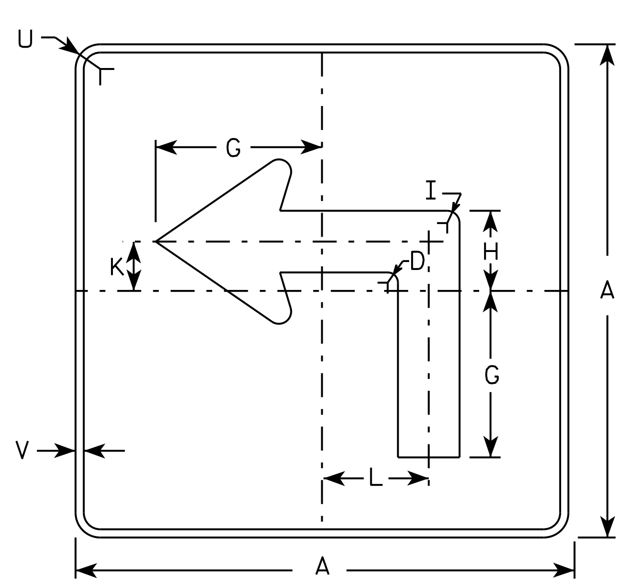
7



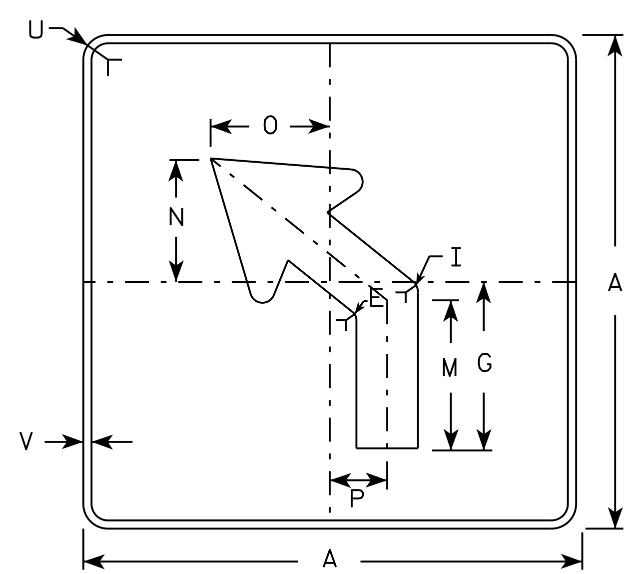
M5-1L
MM5-1L
MO5-1L
MP5-1L



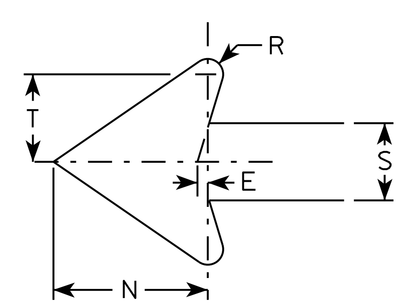
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

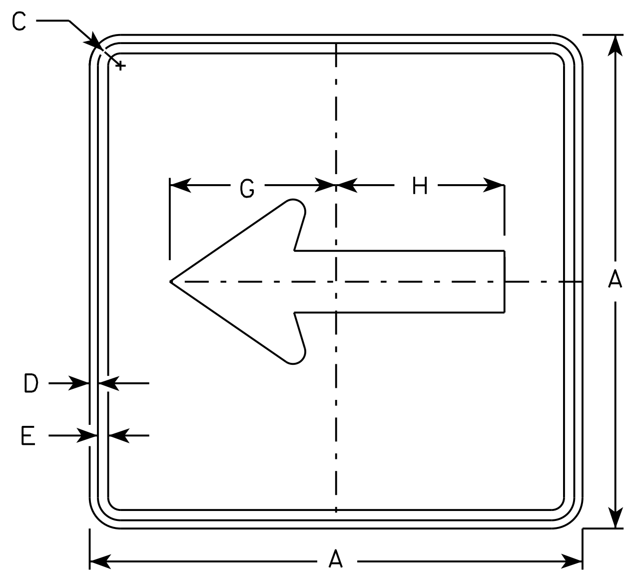
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

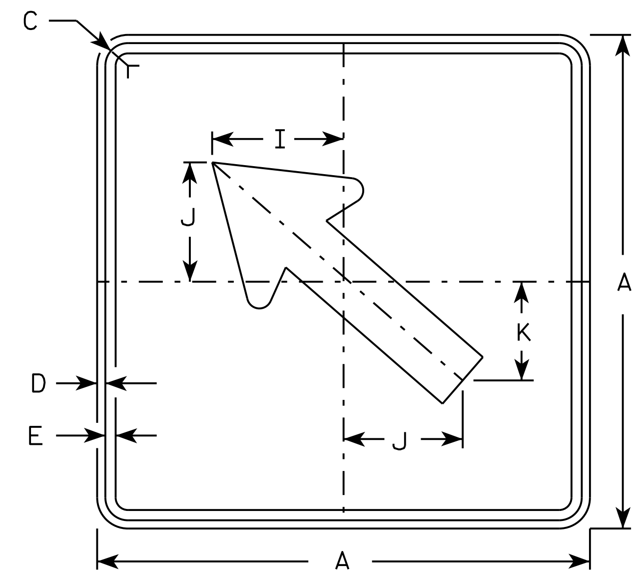
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White

   MK6-1 and MK6-2 Background - Green
   Message - White

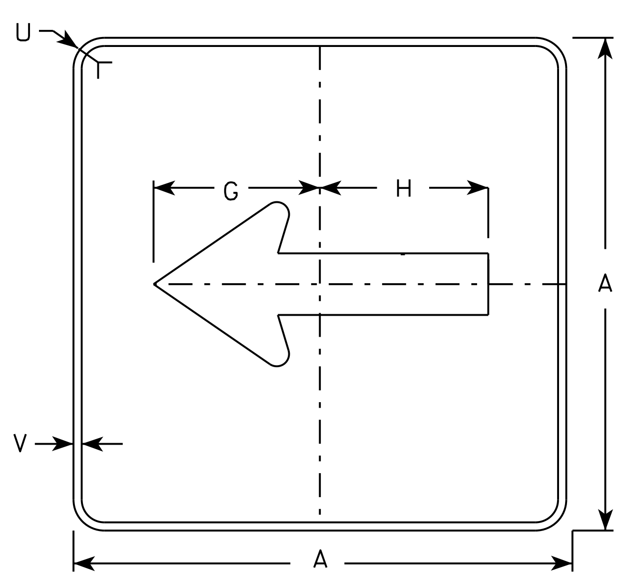
   MM6-1 and MM6-2 Background - White
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White

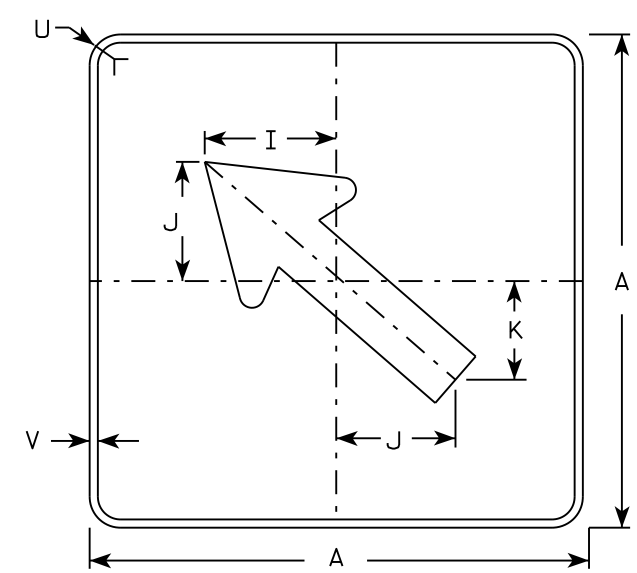
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White
   Message - Blue

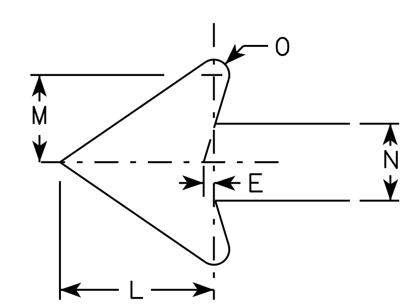
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN M6-1 & M6-2 SERIES

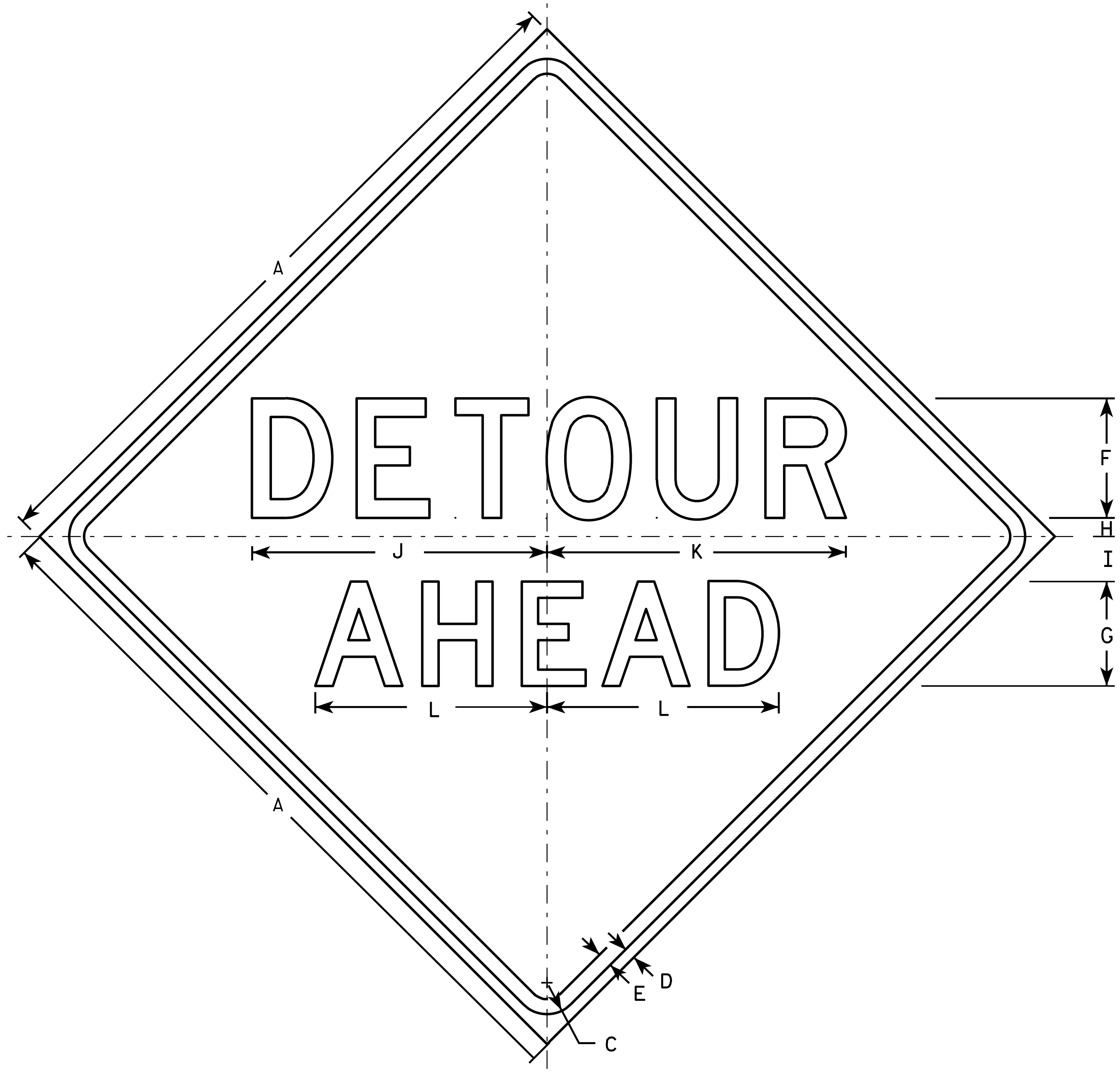
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

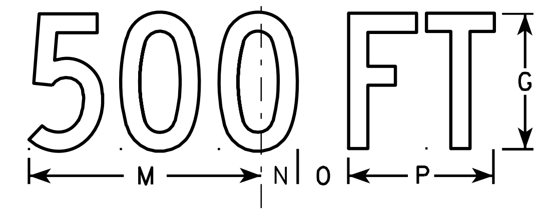
DATE 10/15/15 PLATE M6-1.15

PROJECT NO: HWY: COUNTY: SHEET NO: E

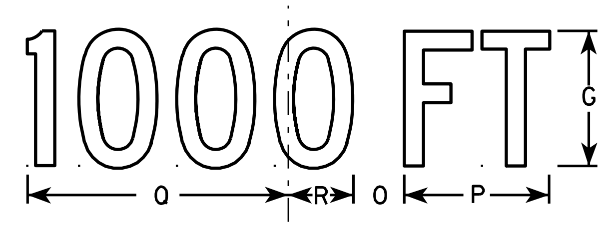
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



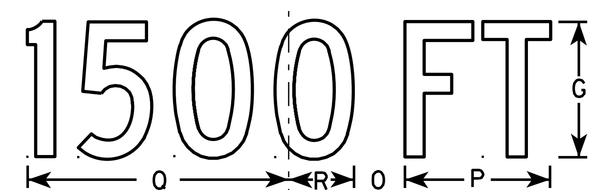
W20-2A



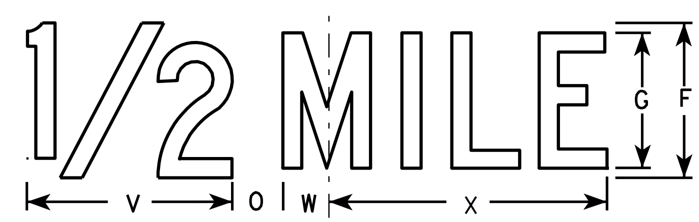
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

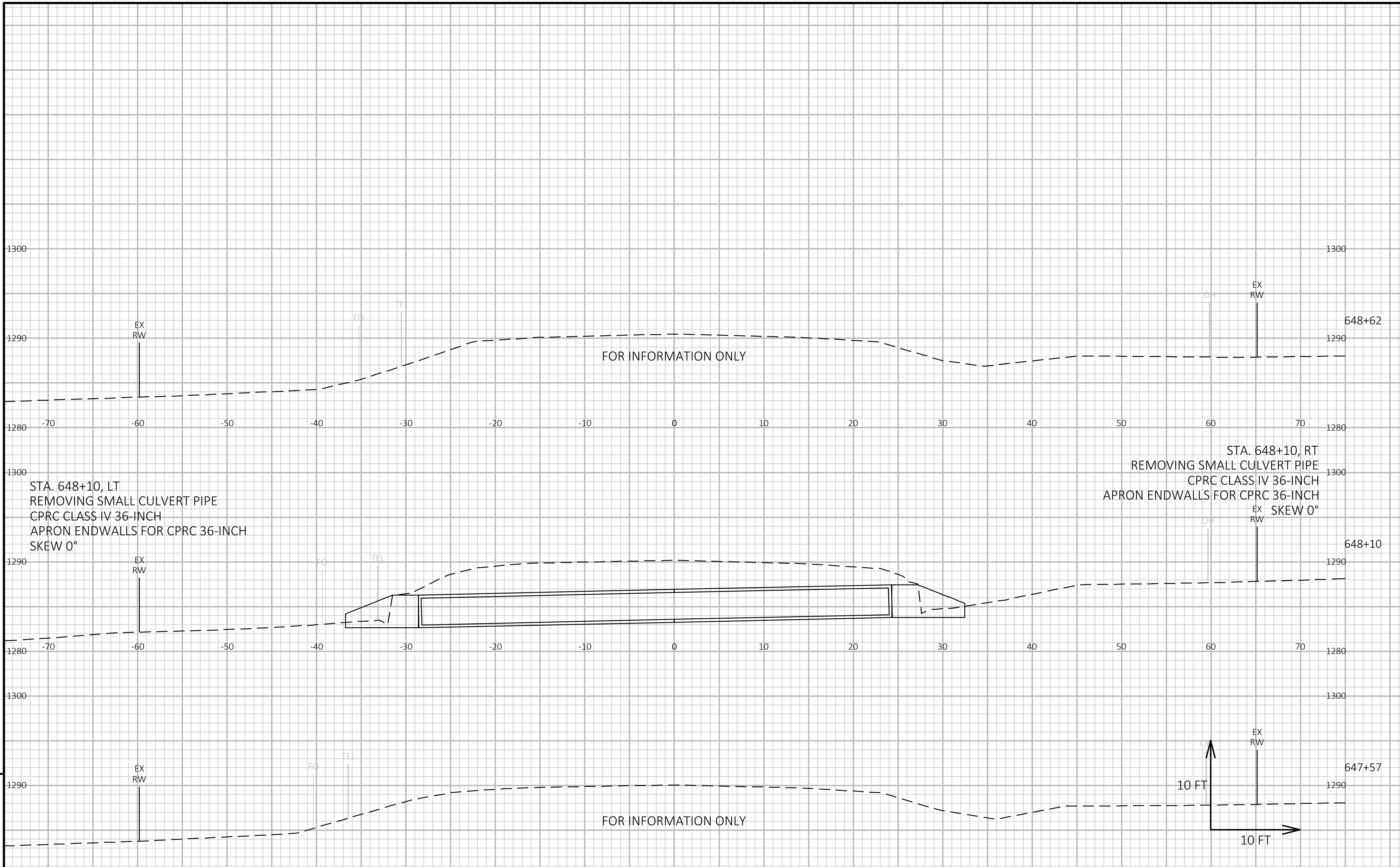
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 101 | E

7

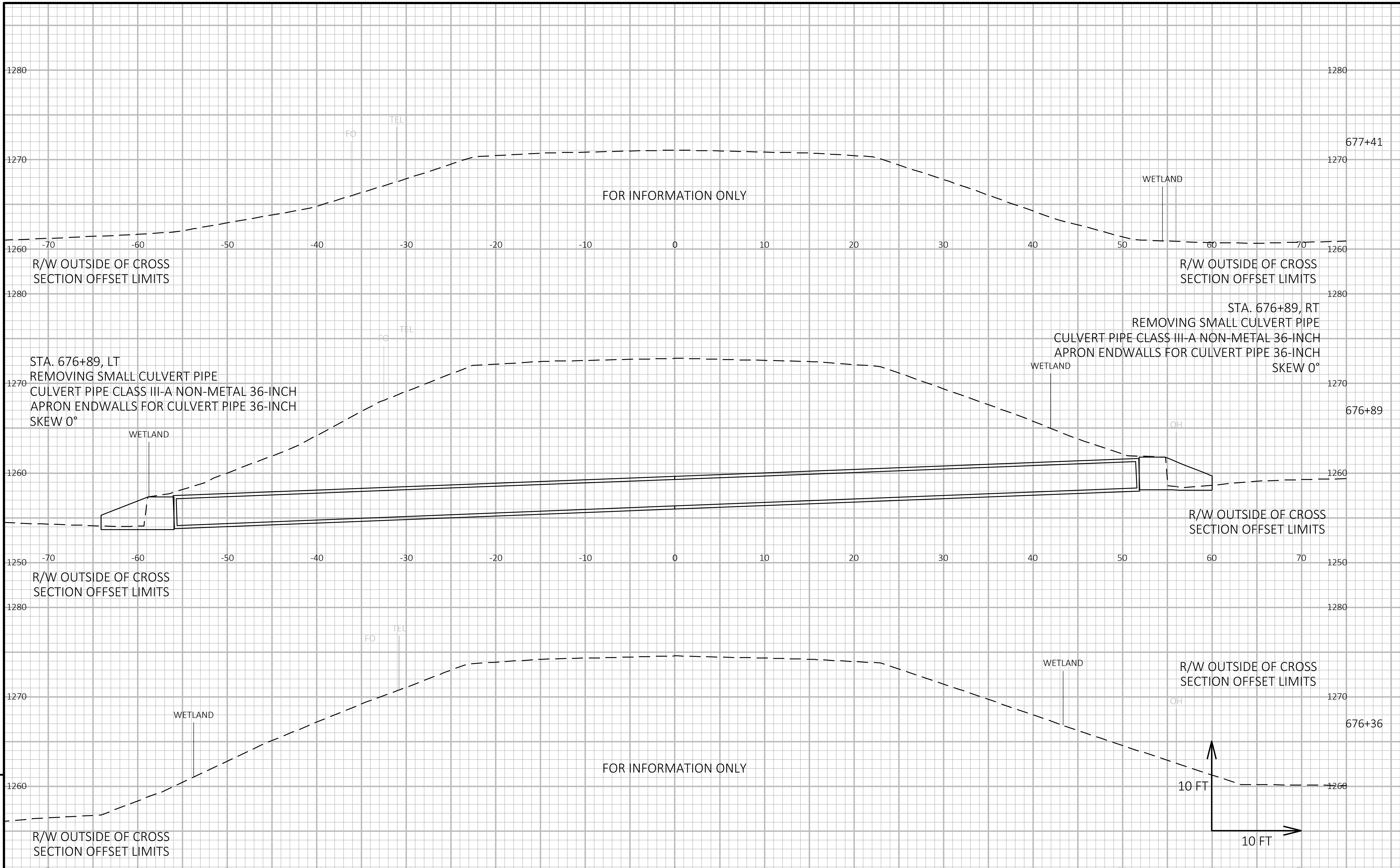
7



9

9

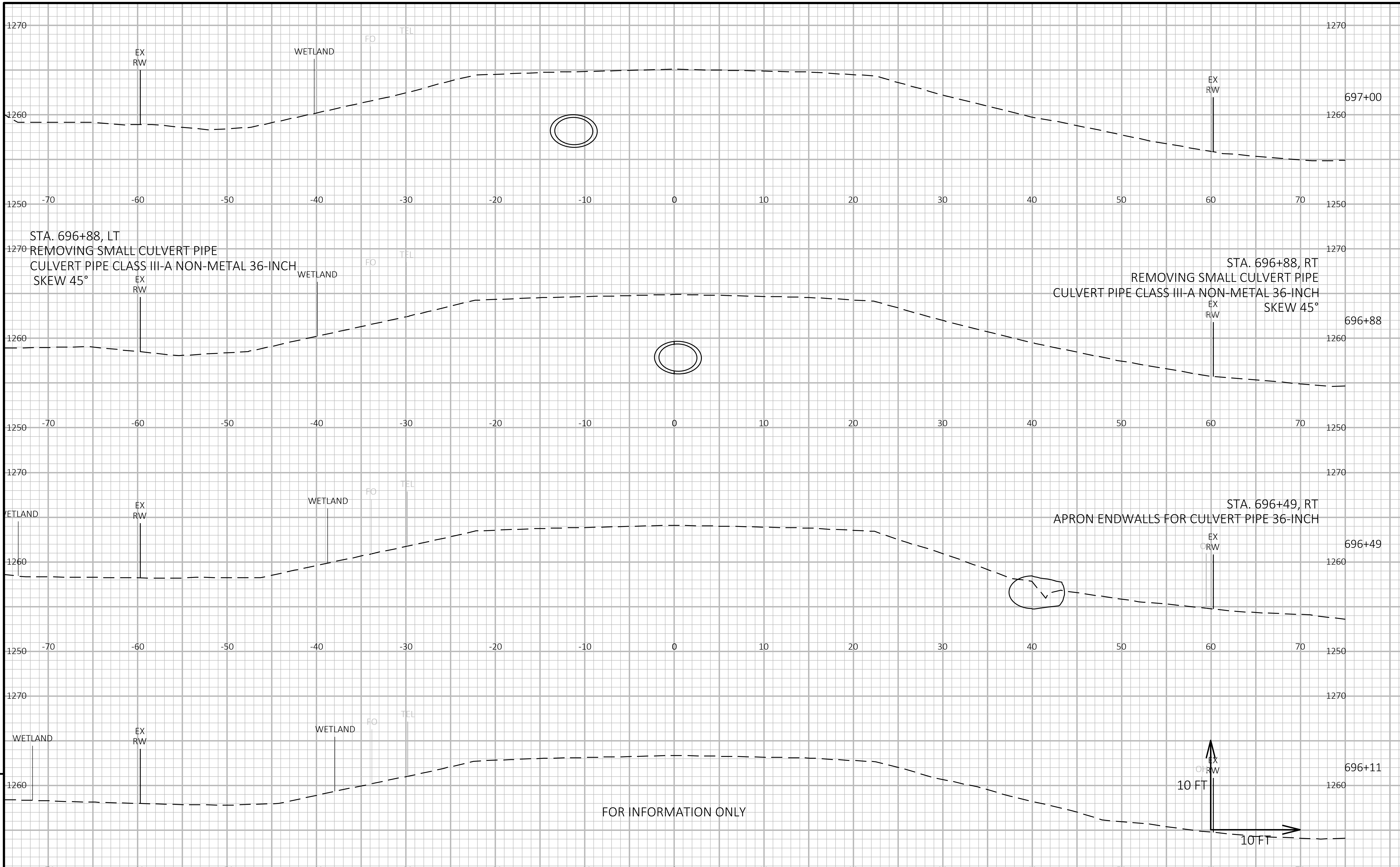
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 102	E



9

9

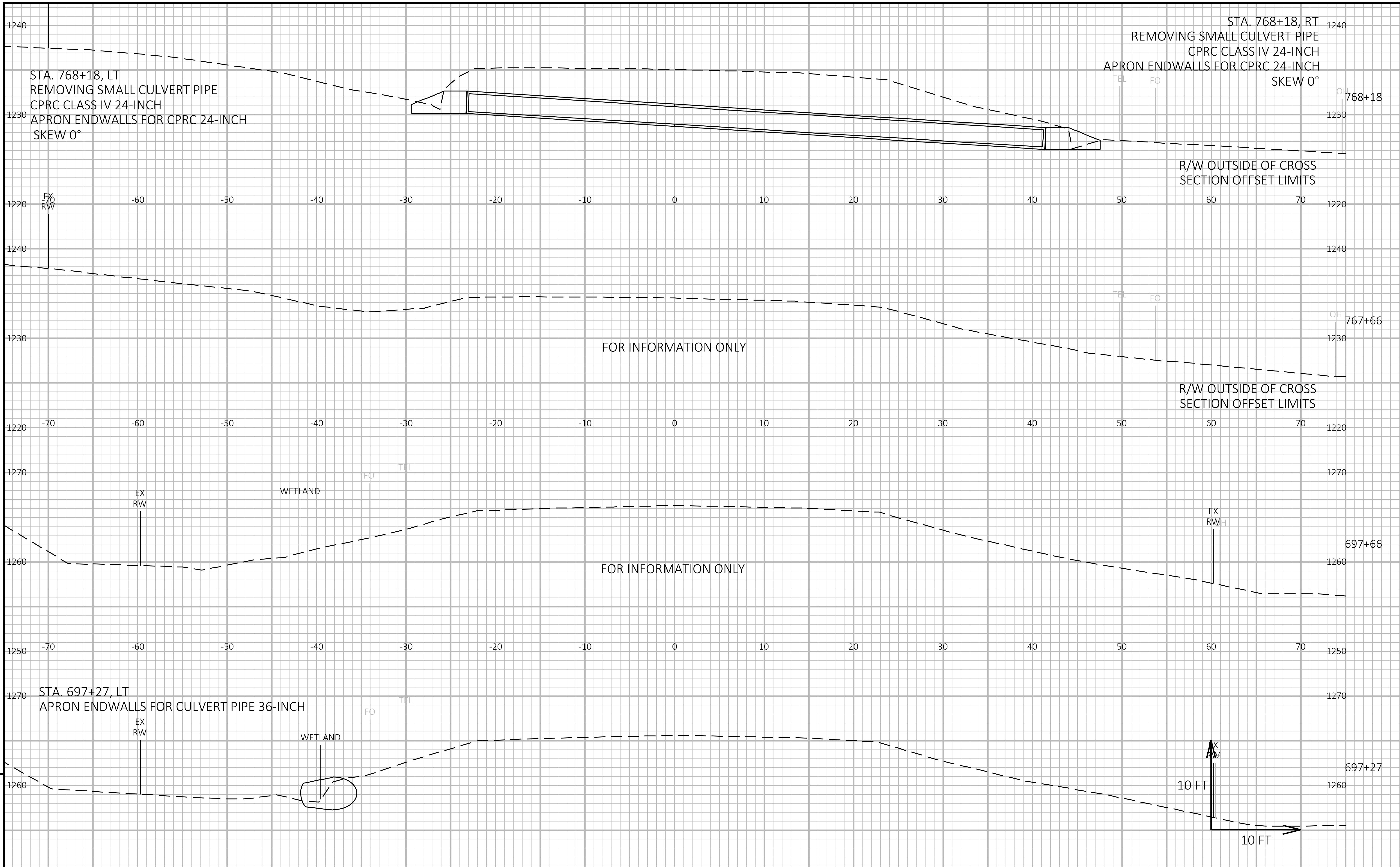
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 103	E



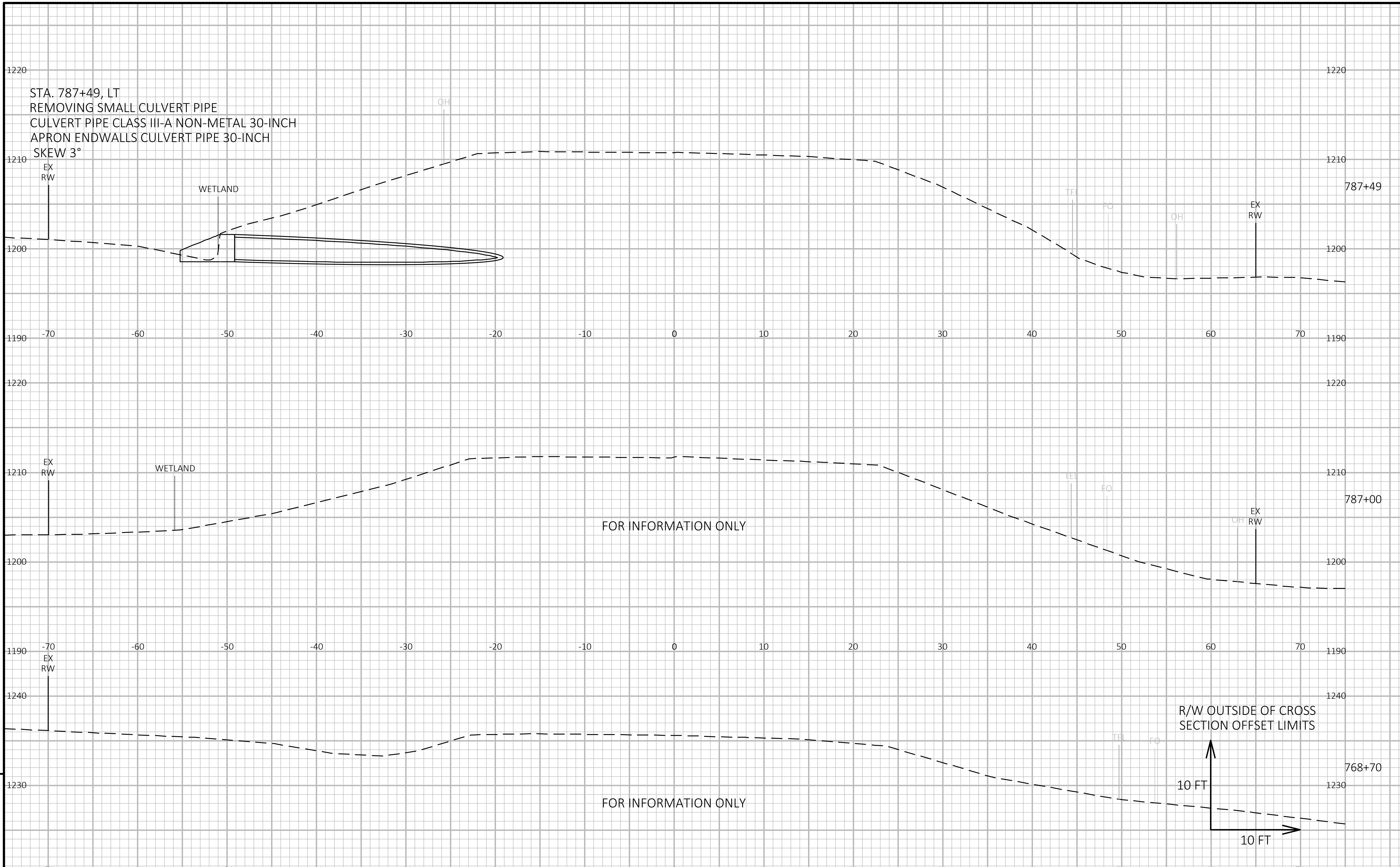
9

9

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 104	E



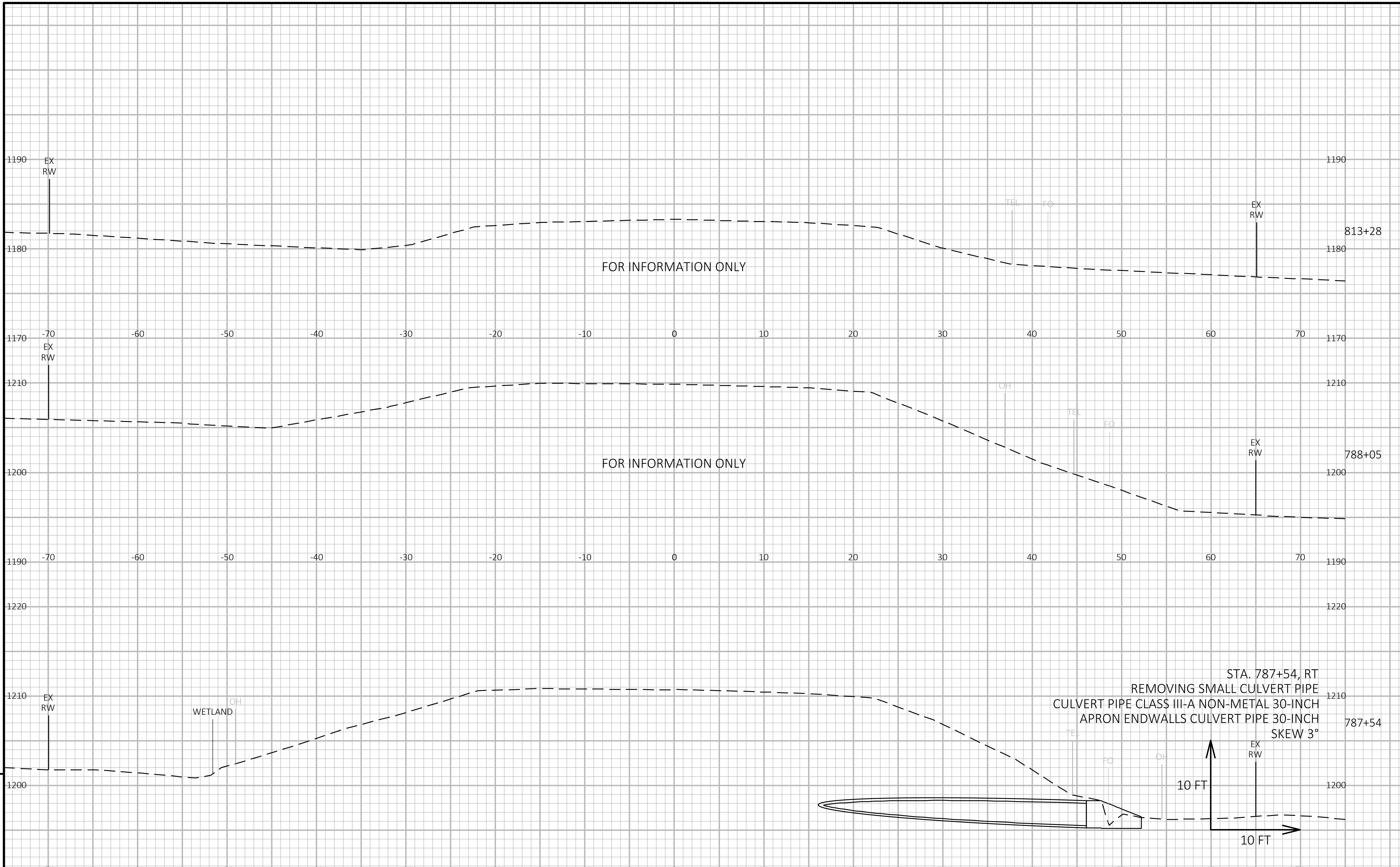
STA. 768+18, RT
REMOVING SMALL CULVERT PIPE
CPRC CLASS IV 24-INCH
APRON ENDWALLS FOR CPRC 24-INCH
SKEW 0°
STA. 768+18, LT
REMOVING SMALL CULVERT PIPE
CPRC CLASS IV 24-INCH
APRON ENDWALLS FOR CPRC 24-INCH
SKEW 0°
768+18
R/W OUTSIDE OF CROSS
SECTION OFFSET LIMITS
EX
RW
TEL
FO
OH
767+66
FOR INFORMATION ONLY
R/W OUTSIDE OF CROSS
SECTION OFFSET LIMITS
WETLAND
697+66
FOR INFORMATION ONLY
STA. 697+27, LT
APRON ENDWALLS FOR CULVERT PIPE 36-INCH
697+27
10 FT
10 FT
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
1220 1230 1240 1250 1260 1270



9

9

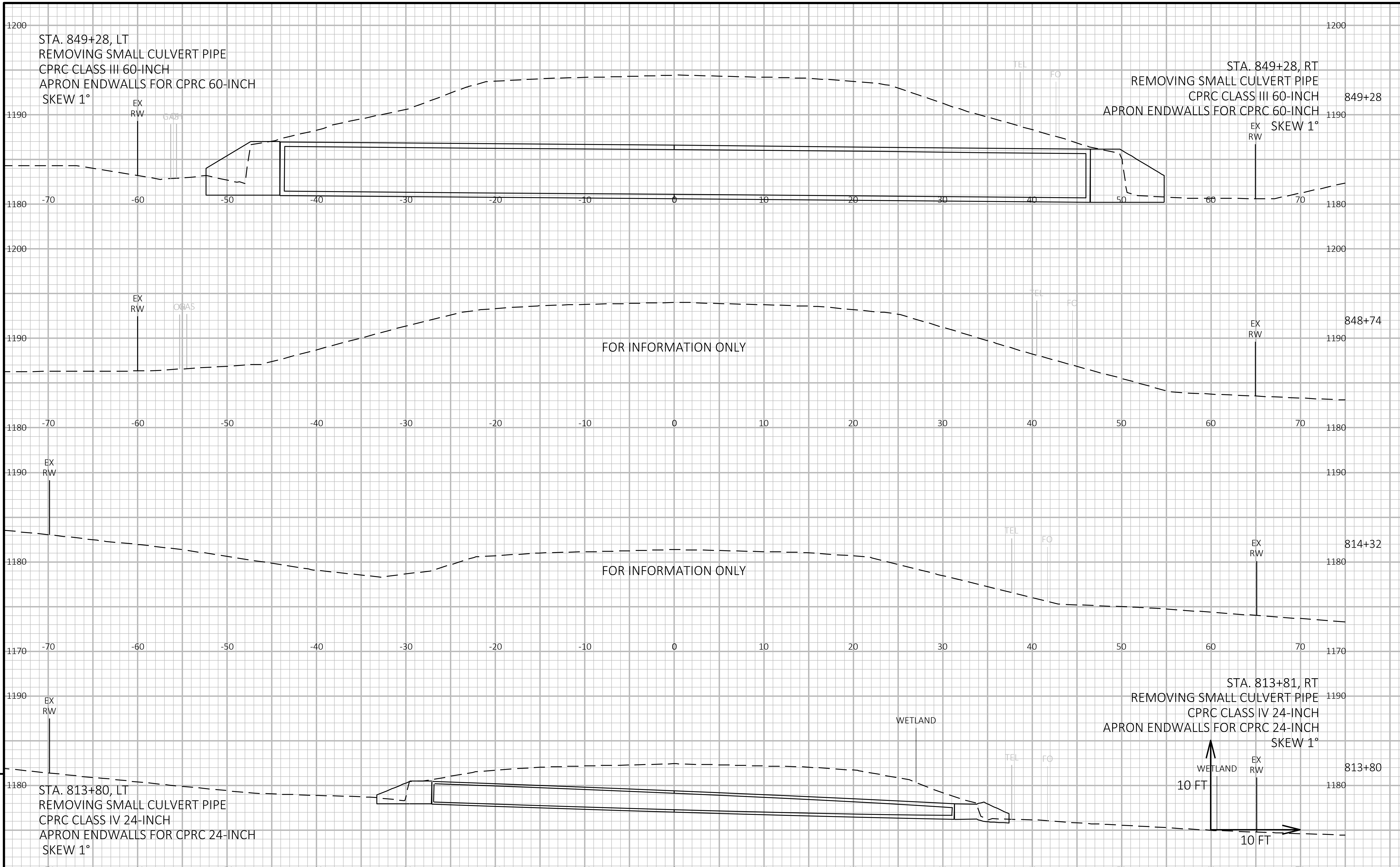
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 106	E



9

9

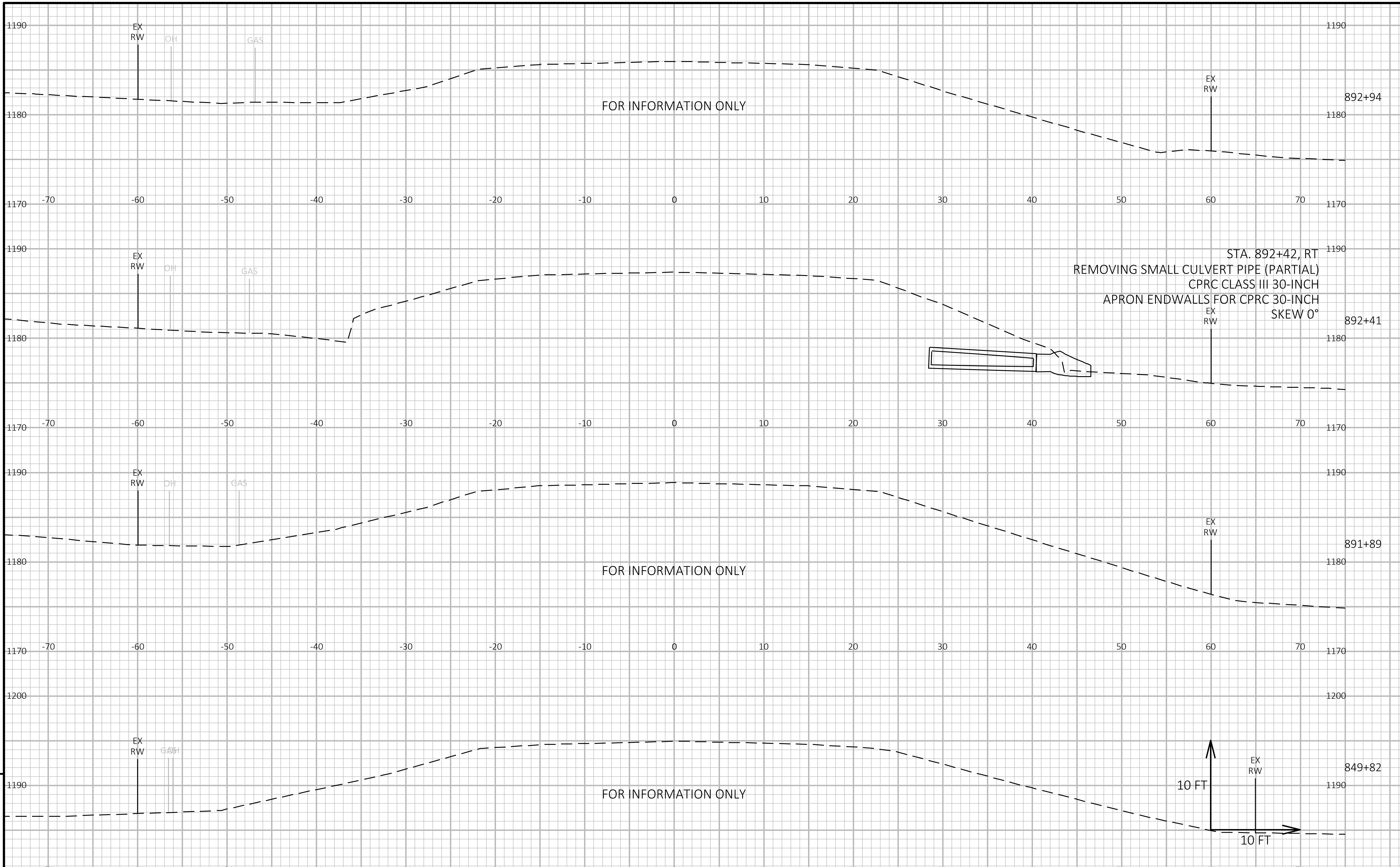
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 107	E



9

9

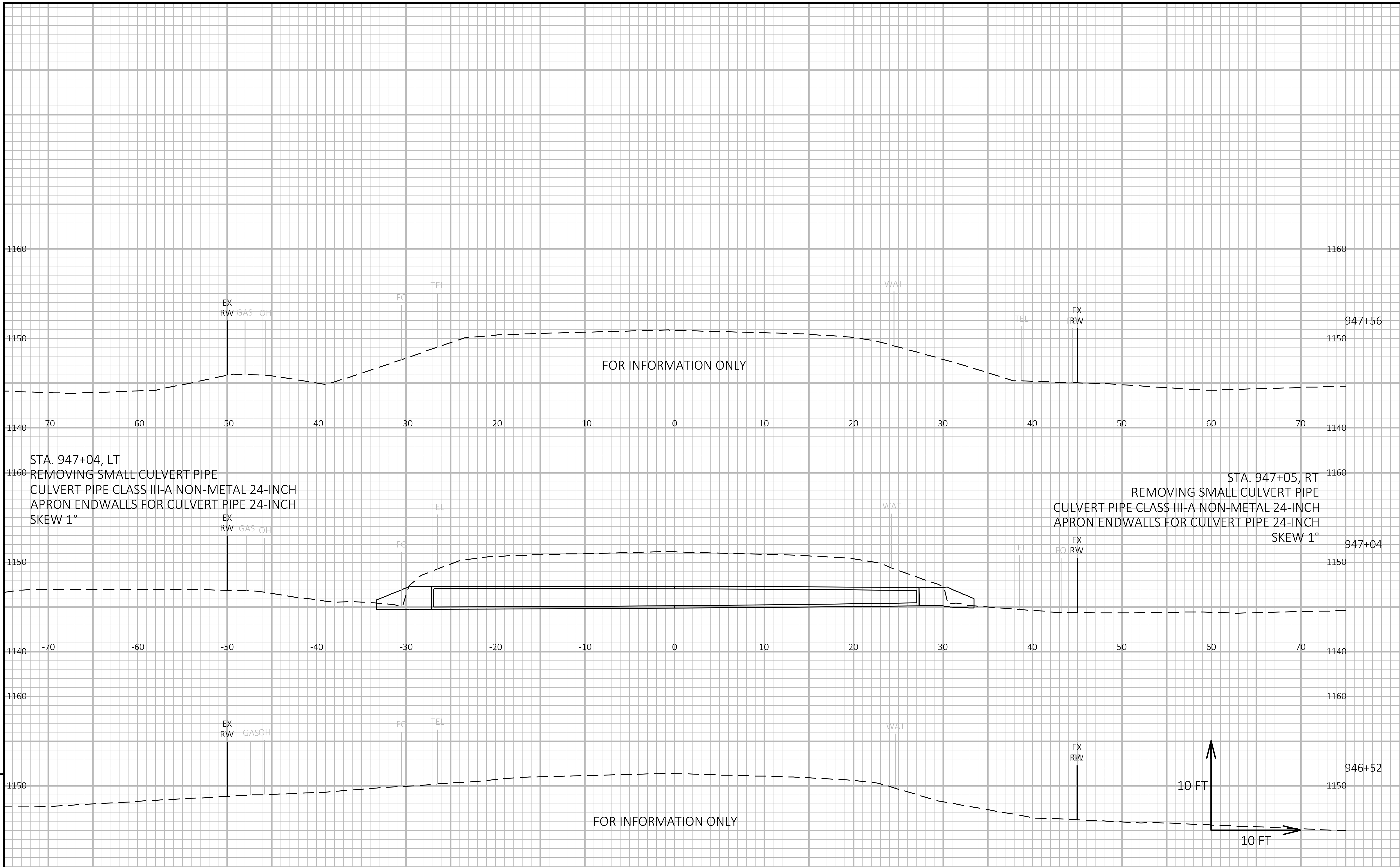
PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 108	E



9

9

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 109	E



9

9

PROJECT NO: 6370-00-72	HWY: STH 153	COUNTY: MARATHON	CROSS SECTIONS:	SHEET 110	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov