EAU

NOVEMBER 2021

PROJECT ID: 7028-00-73

WITH: N/A

COUNTY: EAU CLAIRE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 194

DESIGN DESIGNATION STH 312 JEFFERS RD

A.A.D.T. = 20,170 (2022) 4,900 (2017)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C EAU CLAIRE, NORTH CROSSING

JEFFERS ROAD INTERSECTION

STH 312

EAU CLAIRE COUNTY

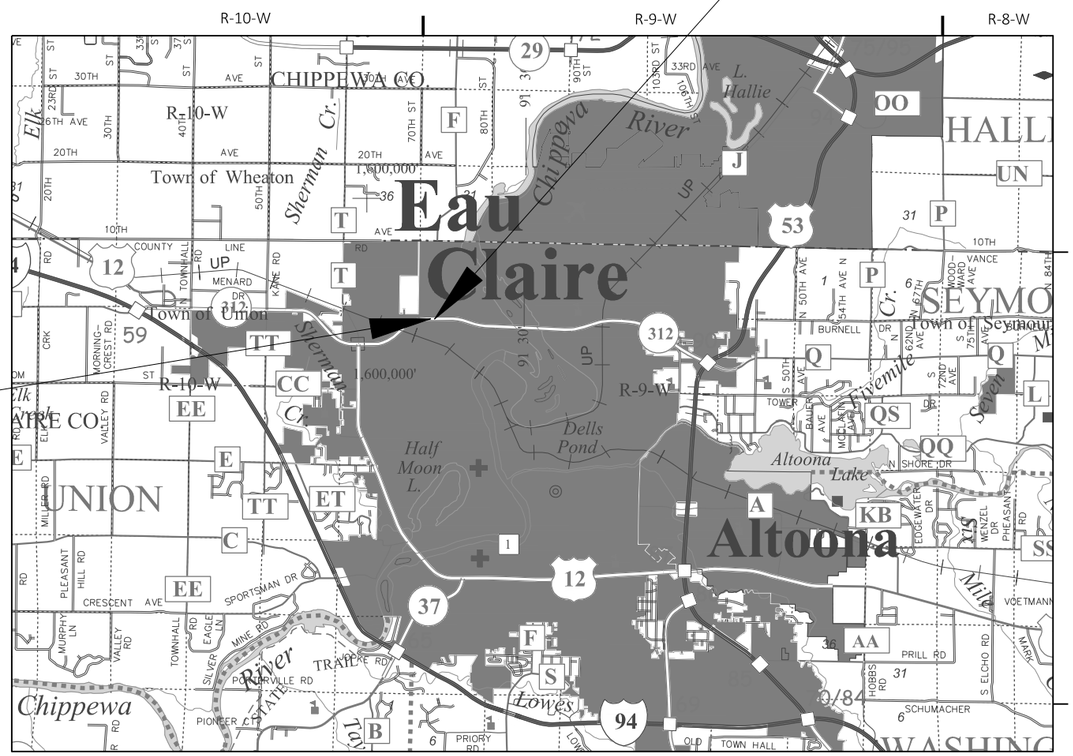
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7028-00-73	WISC 2022022	1

STATE PROJECT NUMBER

7028-00-73

END PROJECT
STA 369+30.36'EB'

BEGIN PROJECT
STA 366+27.09'EB'
Y = 289991.344
X = 332803.040



CONVENTIONAL SYMBOLS

PLAN		PROFILE		UTILITIES	
CORPORATE LIMITS		GRADE LINE		ELECTRIC	E
PROPERTY LINE		ORIGINAL GROUND		FIBER OPTIC	FO
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK	GAS	G
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL	SANITARY SEWER	SAN
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36	STORM SEWER	SS
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)		TELEPHONE	T
SLOPE INTERCEPT				WATER	W
REFERENCE LINE	300'EB'			UTILITY PEDESTAL	
EXISTING CULVERT				POWER POLE	
PROPOSED CULVERT (Box or Pipe)				TELEPHONE POLE	
COMBUSTIBLE FLUIDS	CAUTION				
MARSH AREA					
WOODED OR SHRUB AREA					

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.057 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), EAU CLAIRE, 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.

ORIGINAL PLANS PREPARED BY

AECOM

WISCONSIN
ANDREW J CZECH
E-45342
MADISON
WISCONSIN
PROFESSIONAL ENGINEER

7/30/2021

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	BRETT HOLLISTER
Regional Examiner	TOU YANG
Regional Supervisor	JIM KOENIG

APPROVED FOR THE DEPARTMENT

DATE: 7/22/2021 (Signature)

E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\010101-TI.DWG PLOT DATE : 7/14/2021 8:15 AM PLOT BY : OLSON, JOSHUA PLOT NAME :

2

GENERAL NOTES

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

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENVIRONMENTALLY SENSITIVE AREAS.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDAL JOINTS FROM BEING LOCATED WITHIN A DRIVING OR TURNING LANE.

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LBS/SY/IN OF DEPTH.

STH 312 SHOULDERS (HMA PAVEMENT 3-INCH)

THICKNESS	BID ITEM
3.0-INCHES	4 MT 58-34 S

JEFFERS ROAD MAINLINE (HMA PAVEMENT 5-INCH)

LAYER	THICKNESS	BID ITEM
UPPER LOWER	2.25-INCHES 2.75-INCHES	4 MT 58-34 S 4 MT 58-34 S

JEFFERS ROAD MULTI-USE PATH

THICKNESS	BID ITEM
2.0-INCHES	4 MT 58-34 S

ABBREVIATIONS

A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
AH	AHEAD
AVE	AVENUE
BK	BACK
℄ OR CL	CENTERLINE
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDREDWEIGHT
CY	CUBIC YARD
D	DEGREE OF CURVE
DD	DIRECTIONAL DISTRIBUTION
DHV	DESIGN HOUR VOLUME
DR	DRIVE
EBS	EXCAVATION BELOW SUBGRADE
EL OR ELEV	ELEVATION
EMAT	EROSION CONTROL MAT
ESAL	EQUIVALENT SINGLE AXLE LOAD
FT.	FOOT
GAL	GALLON
HMA	HOT MIX ASPHALT
HWY	HIGHWAY
IN	INCH
INL	INLET
L	LENGTH OF CURVE
LF	LINEAL FOOT
LS	LUMP SUM
LB	POUND
LN	LANE
LT. OR LT	LEFT
MAX.	MAXIMUM
MGAL	THOUSAND GALLON
MI	MILE
MID RAD.	MID RADIUS POINT
MIN.	MINIMUM
NO:	NUMBER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
R	RADIUS
℄ OR R/L OR RL	REFERENCE LINE
R/W OR RW	RIGHT-OF-WAY
RD.	ROAD
REQ'D	REQUIRED
RT OR RT.	RIGHT
SDD	STANDARD DETAIL DRAWINGS
S.F. OR SQ.FT.	SQUARE FEET
STA.	STATION
STH	STATE TRUNK HIGHWAYS
SY OR SQ.YD.	SQUARE YARD
T	TANGENT
T. %	TRUCKS (PERCENT OF)
TC	TRAFFIC CONTROL
TYP.	TYPICAL
T.	VARIES
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
W/	WITH
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

DETAIL SHEET INDEX

UTILITIES

COMMUNICATION LINE

AT&T WISCONSIN
RICK PODOLAK
4TH FLOOR, 304 S DEWEY ST
EAU CLAIRE, WI 54703
PHONE: (715) 839-5565
EMAIL: rp4514@att.com

CHARTER COMMUNICATIONS
SHANE YODER
1201 MCCANN DR
ALTOONA, WI 54720
PHONE: (715) 214-1175
EMAIL: shane.yoder@charter.com

CINC
DAREN BAUER
105 GARFIELD AVE
EAU CLAIRE, WI 54701
PHONE: (715) 836-5286
EMAIL: bauerdp@uwec.edu

ELECTRICITY

XCEL ENERGY
DAVID MELSNESS
1414 W HAMILTON AVE, P.O. BOX 8
EAU CLAIRE, WI 54702
PHONE: (715) 737-1495
EMAIL: david.j.melsness@xcelenergy.com

SEWER & WATER

CITY OF EAU CLAIRE
LANE BERG
910 FOREST ST
EAU CLAIRE, WI 54703
PHONE: (715) 839-1876
EMAIL: lane.berg@eauclairewi.gov

GAS/PETROLEUM

XCEL ENERGY
BRADY GARDOW
1414 W HAMILTON AVE, P.O. BOX 8
EAU CLAIRE, WI 54702
PHONE: (715) 737-1450
EMAIL: brady.p.gardow@xcelenergy.com

WISDOT

WisDOT DESIGN PROJECT MANAGER
AYRES ASSOCIATES
BRETT HOLLISTER
3433 OAKWOOD HILLS PARKWAY
EAU CLAIRE, WI 54701-7698
PHONE: (715) 834-3161
EMAIL: hollisterb@ayresassociates.com

WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
EAU CLAIRE COUNTY
LEAH NICOL
1300 WEST CLAIRMONT AVENUE
EAU CLAIRE, WI 54701
PHONE: (715) 934-9014
EMAIL: leah.nicol@wisconsin.gov

OTHER

WISCONSIN DEPARTMENT OF TRANSPORTATION
DAVID FENSKE
718 WEST CLAIRMONT AVENUE
EAU CLAIRE, WI 54701
PHONE: (715) 836-2800
EMAIL: david.fenske@dot.wi.gov

DESIGN CONTACT (ROADWAY)

AECOM
ANDREW CZECH
1350 DEMING WAY, SUITE 100
MIDDLETON, WI 53562
PHONE: (608) 828-8139
EMAIL: andrew.czech@aecom.com

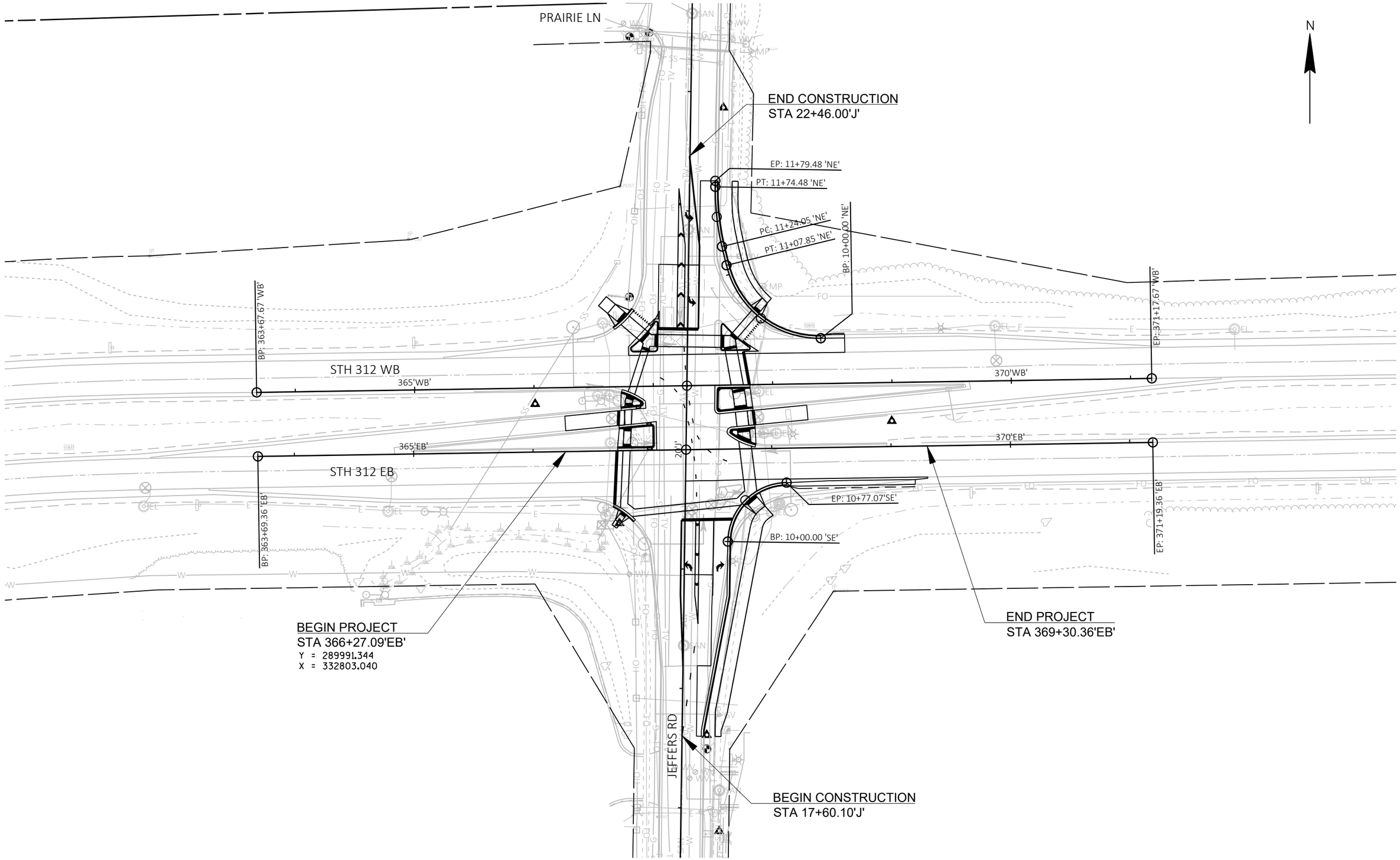
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2

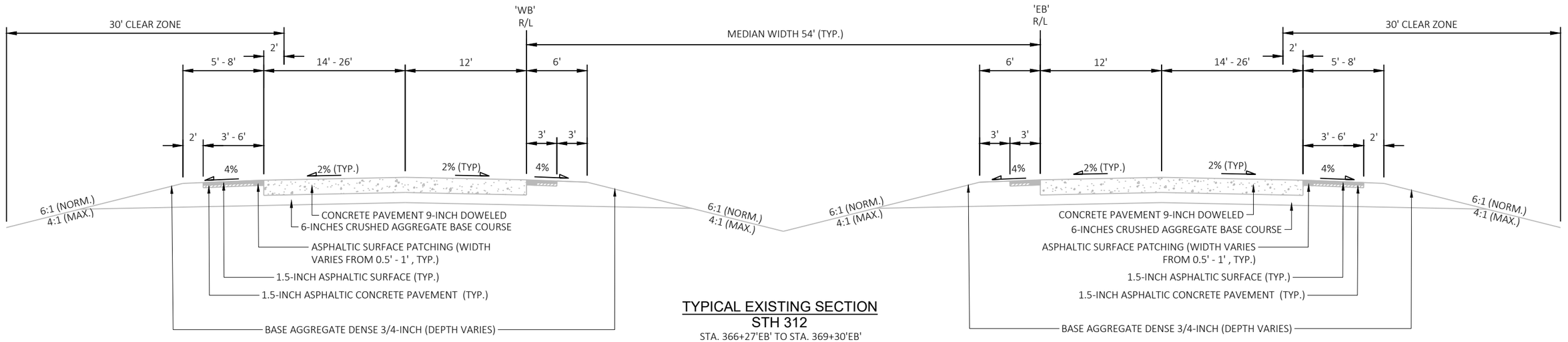
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	GENERAL NOTES	SHEET 2	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\020101-GN.DWG
LAYOUT NAME - 01
PLOT DATE : 7/6/2021 1:06 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

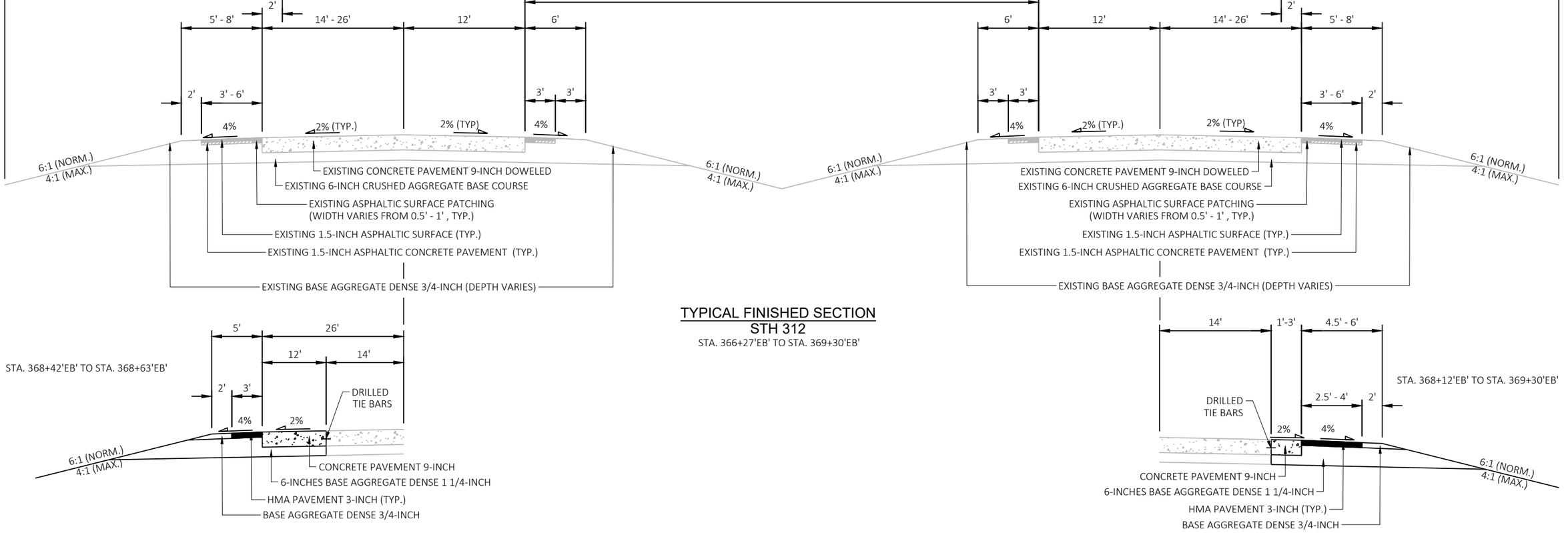
2



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION
STH 312
STA. 366+27'EB' TO STA. 369+30'EB'



TYPICAL FINISHED SECTION
STH 312
STA. 366+27'EB' TO STA. 369+30'EB'

STA. 368+42'EB' TO STA. 368+63'EB'

STA. 368+12'EB' TO STA. 369+30'EB'

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\020301-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 9/2/2021 1:21 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

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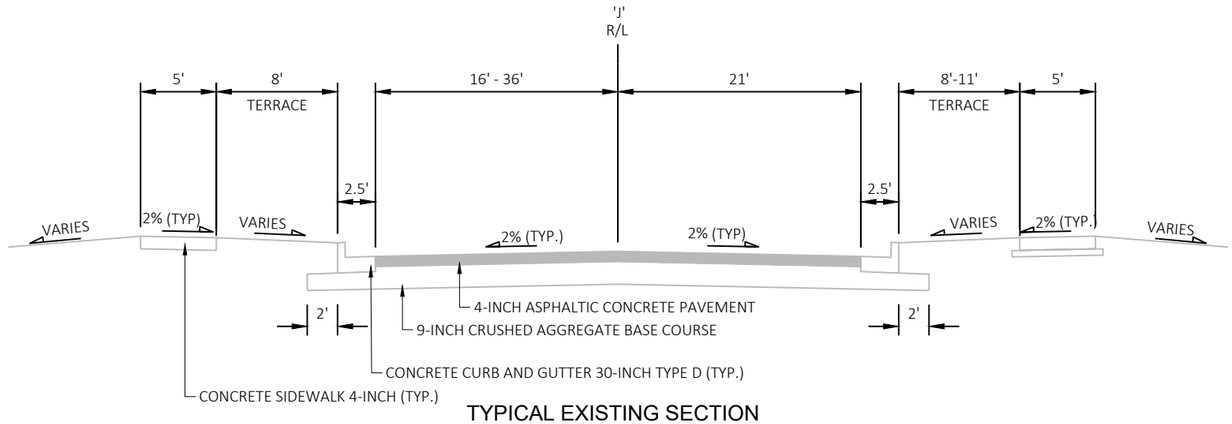
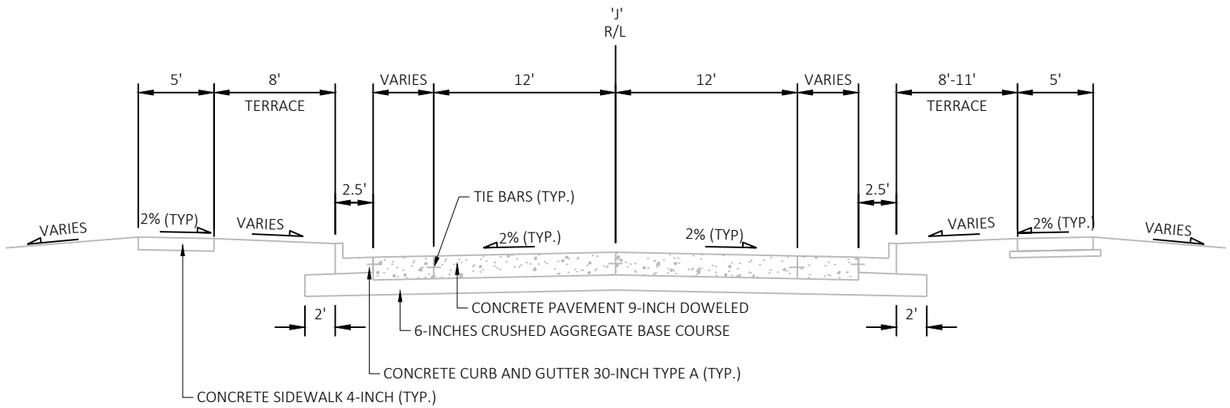


TYPICAL EXISTING SECTION
JEFFERS RD

STA. 17+60'J' TO STA. 18+19'J'
STA. 21+55'J' TO STA. 22+46'J'

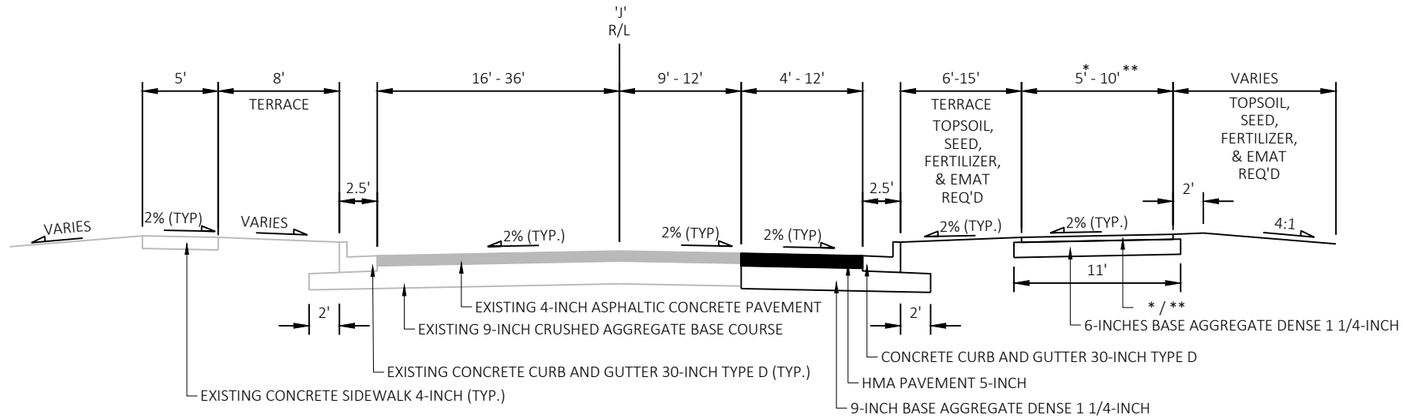


TYPICAL EXISTING SECTION
JEFFERS RD

STA. 18+19'J' TO STA. 21+55'J'

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\020301-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 9/2/2021 1:21 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

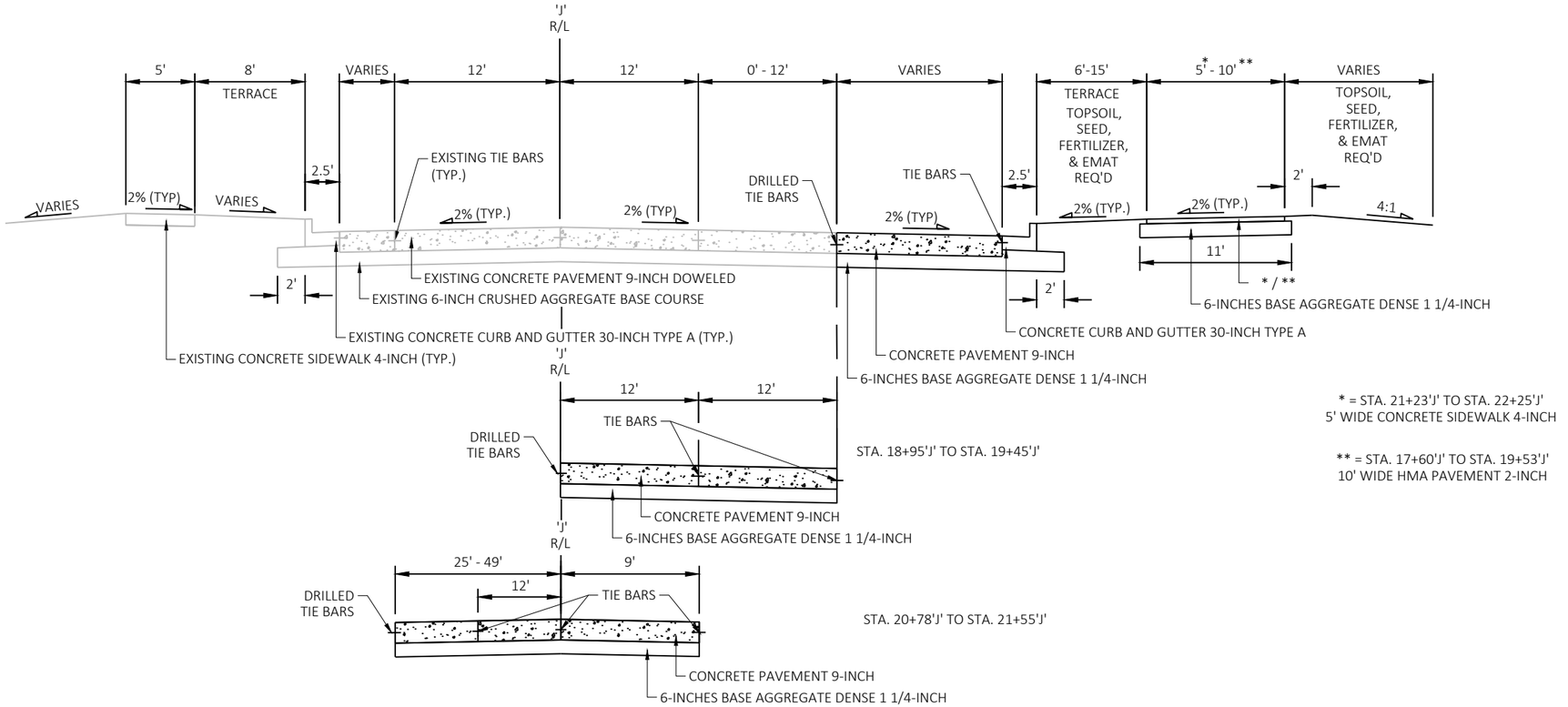


TYPICAL FINISHED SECTION
JEFFERS RD

STA. 17+60'J' TO STA. 18+19'J'
STA. 21+55'J' TO STA. 22+46'J'

* = STA. 21+23'J' TO STA. 22+25'J'
5' WIDE CONCRETE SIDEWALK 4-INCH

** = STA. 17+60'J' TO STA. 19+53'J'
10' WIDE HMA PAVEMENT 2-INCH



TYPICAL FINISHED SECTION
JEFFERS RD

STA. 18+19'J' TO STA. 21+55'J'

STA. 18+95'J' TO STA. 19+45'J'

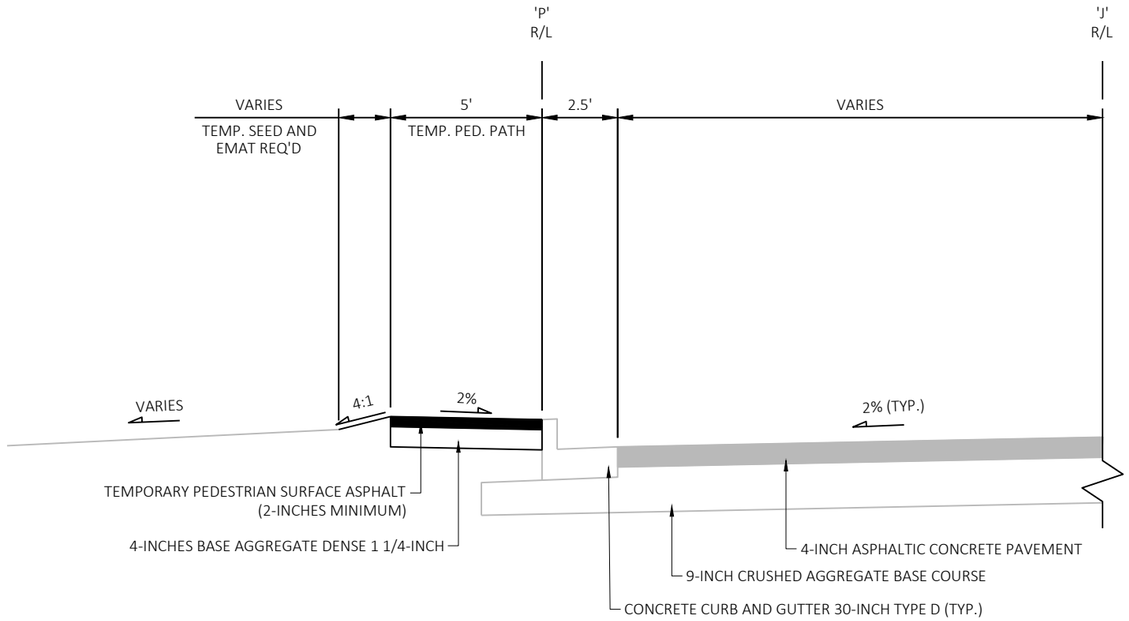
STA. 20+78'J' TO STA. 21+55'J'

* = STA. 21+23'J' TO STA. 22+25'J'
5' WIDE CONCRETE SIDEWALK 4-INCH

** = STA. 17+60'J' TO STA. 19+53'J'
10' WIDE HMA PAVEMENT 2-INCH

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TYPICAL SECTIONS	SHEET 6	E

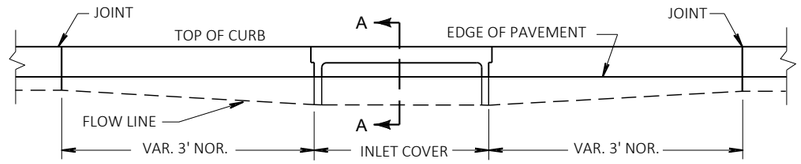
2



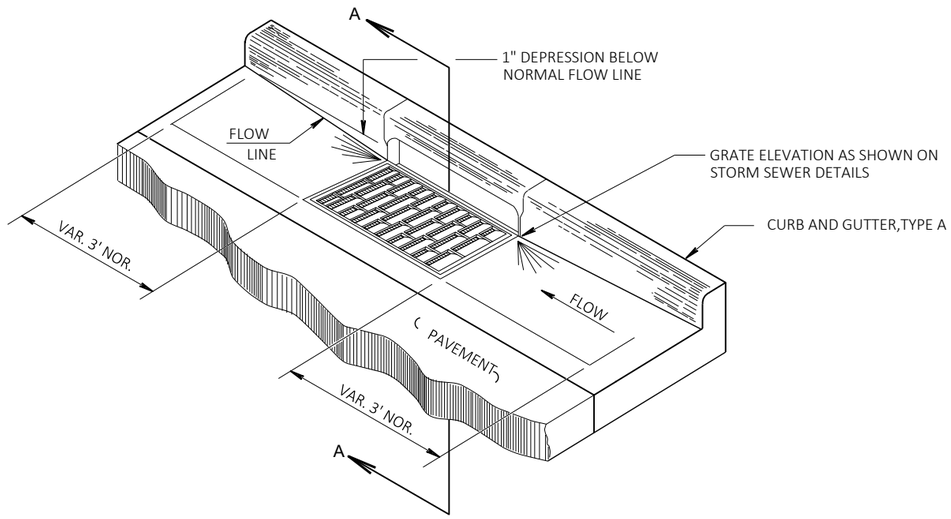
TEMPORARY PEDESTRIAN PATH

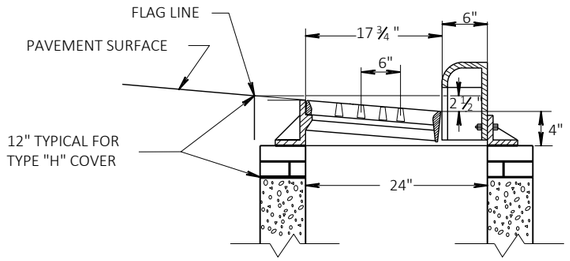
STA. 10+00'P' TO STA. 11+40'P'

2



ELEVATION





SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

2

2

BEGIN PROJECT
STA 366+27.09'EB'
Y = 289991.344
X = 332803.040

BEGIN CONSTRUCTION
STA 17+60.10'J'

END CONSTRUCTION
STA 22+46.00'J'

END PROJECT
STA 369+30.36'EB'

STH 312 EB

STH 312 WB

366'EB'

366'WB'

367'WB'

368'EB'

368'WB'

369'EB'

369'WB'

JEFFERS RD

N

LEGEND

SAWCUT

REMOVING CONCRETE CURB & GUTTER

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE PAVEMENT

REMOVING HMA PAVEMENT (PAID FOR AS EXCAVATION COMMON)

+27.70'EB' -17.46' LT
+27.09'EB' -29.71' LT
+72.91'WB' 19.88' RT
+72.24'EB' -21.15' LT
+77.51'EB' -21.61' LT
+76.91'EB' -33.87' LT
+64.40'EB' 61.42' RT
+69.13'EB' 64.91' RT
+67.40'EB' 45.03' RT
+84.82'EB' 58.10' RT
+70.92'EB' -0.17' LT
+73.85'WB' 2.59' RT
+03.69'EB' 0.00'
+03.59'EB' -23.93' LT
+93.14'WB' 12.44' RT
+93.48'WB' 18.43' RT
+95.45'J' 0.00'
+73.69'J' -0.15' LT
+78.30'WB' 21.96' RT
+79.37'WB' 34.06' RT
+54.93'WB' 24.01' RT
+51.13'WB' 20.33' RT
+52.78'EB' 26.28' RT
+66.51'EB' -18.34' LT
+63.86'EB' -11.98' LT
+51.69'WB' 0.20' RT
+80.62'EB' 25.80' RT
+86.21'EB' -1.34' LT
+81.07'WB' 0.13' RT
+83.32'WB' 21.51' RT
+86.04'EB' -20.17' LT
+17.76'EB' 40.63' RT
+29.23'WB' 30.07' RT
+28.29'WB' 17.82' RT
+19.81'EB' 31.83' RT
+19.83'EB' 28.09' RT
+30.36'EB' 27.13' RT
+30.36'EB' 26.05' RT
+60.10'J' 12.00' RT
+60.10'J' 18.67' RT
+60.10'J' 27.65' RT
+60.10'J' 32.65' RT
+19.03'J' 12.00' RT
+19.22'J' 23.35' RT
+68.28'J' 23.40' RT
+95.45'J' 24.16' RT
+99.92'J' -61.19' LT
+85.43'J' -49.53' LT
+16.20'J' 45.28' LT
+78.22'J' -49.30' LT
+09.12'J' -27.99' LT
+09.12'J' -24.95' LT
+55.03'J' -24.95' LT
+79.39'J' -13.86' LT
+80.12'J' 9.00' RT
+54.85'J' 9.00' RT
+25.53'J' 8.98' RT
+25.43'J' 23.89' RT
+25.43'J' 35.46' RT
+25.43'J' 40.46' RT
+60.93'WB' -25.91' LT
+60.93'WB' -40.76' LT

SAWCUT REQ'D (TYP.)

RAISED CONCRETE ISLAND (PAID FOR AS REMOVING CONCRETE PAVEMENT)

REMOVING CURB & GUTTER (TYP.)

REMOVING HMA PAVEMENT (PAID FOR AS EXCAVATION COMMON)

REMOVING CURB & GUTTER (TYP.)

REMOVING CONCRETE SIDEWALK (TYP.)

REMOVING CONCRETE PAVEMENT (TYP.)

REMOVING HMA PAVEMENT (PAID FOR AS EXCAVATION COMMON)

RAISED CONCRETE ISLAND (PAID FOR AS REMOVING CONCRETE PAVEMENT)

REMOVING HMA PAVEMENT (PAID FOR AS EXCAVATION COMMON)

REMOVING CONCRETE PAVEMENT (TYP.)

REMOVING HMA PAVEMENT (PAID FOR AS EXCAVATION COMMON)

REMOVING CURB & GUTTER (TYP.)

REMOVING CONCRETE SIDEWALK (TYP.)

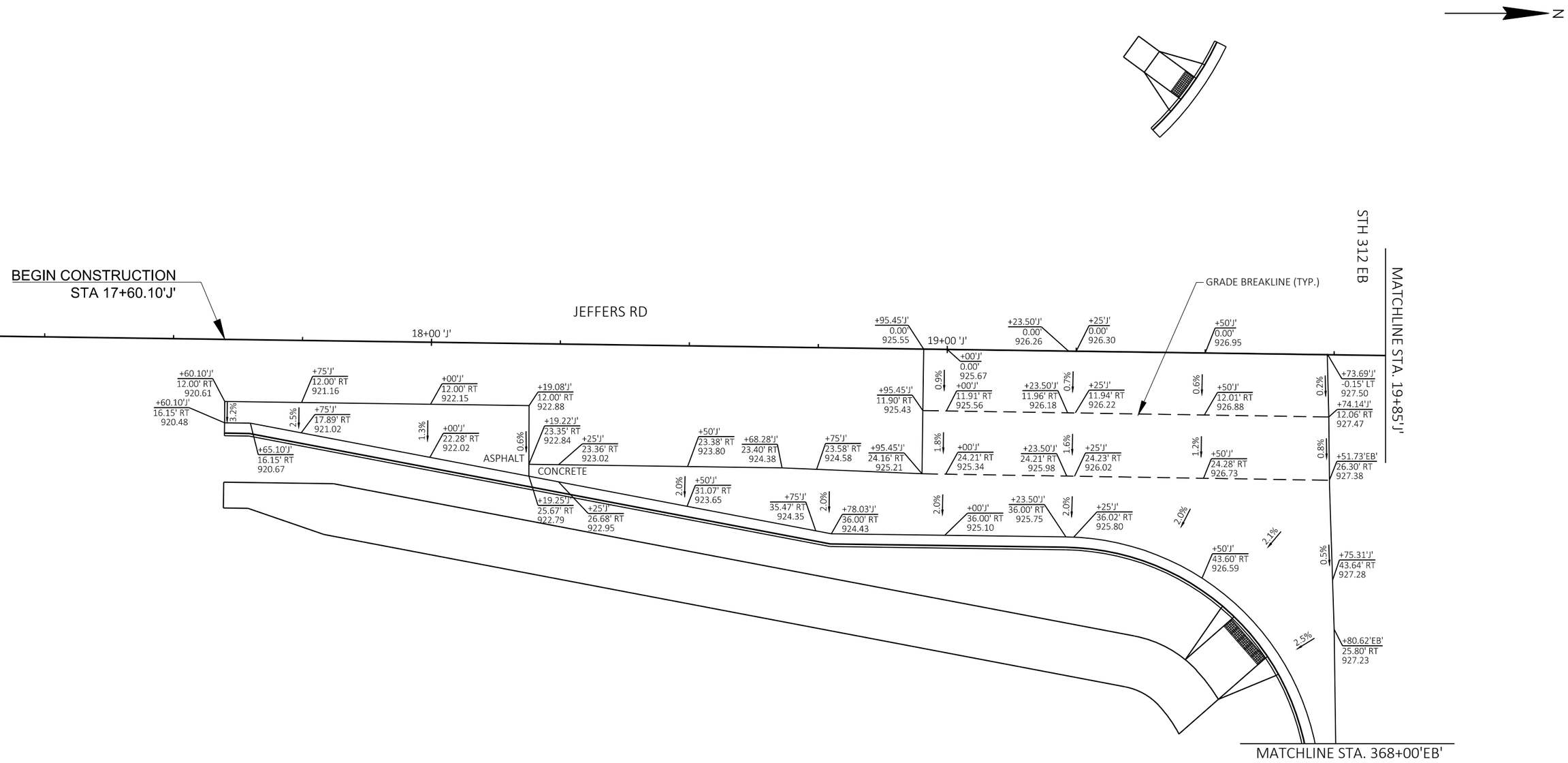
NOTE: CONTRACTOR TO REMOVE PAVEMENT TO THE NEAREST JOINT OR AS DIRECTED BY ENGINEER.

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	REMOVAL PLANS	SHEET 9	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021002-RM.DWG
LAYOUT NAME - 01

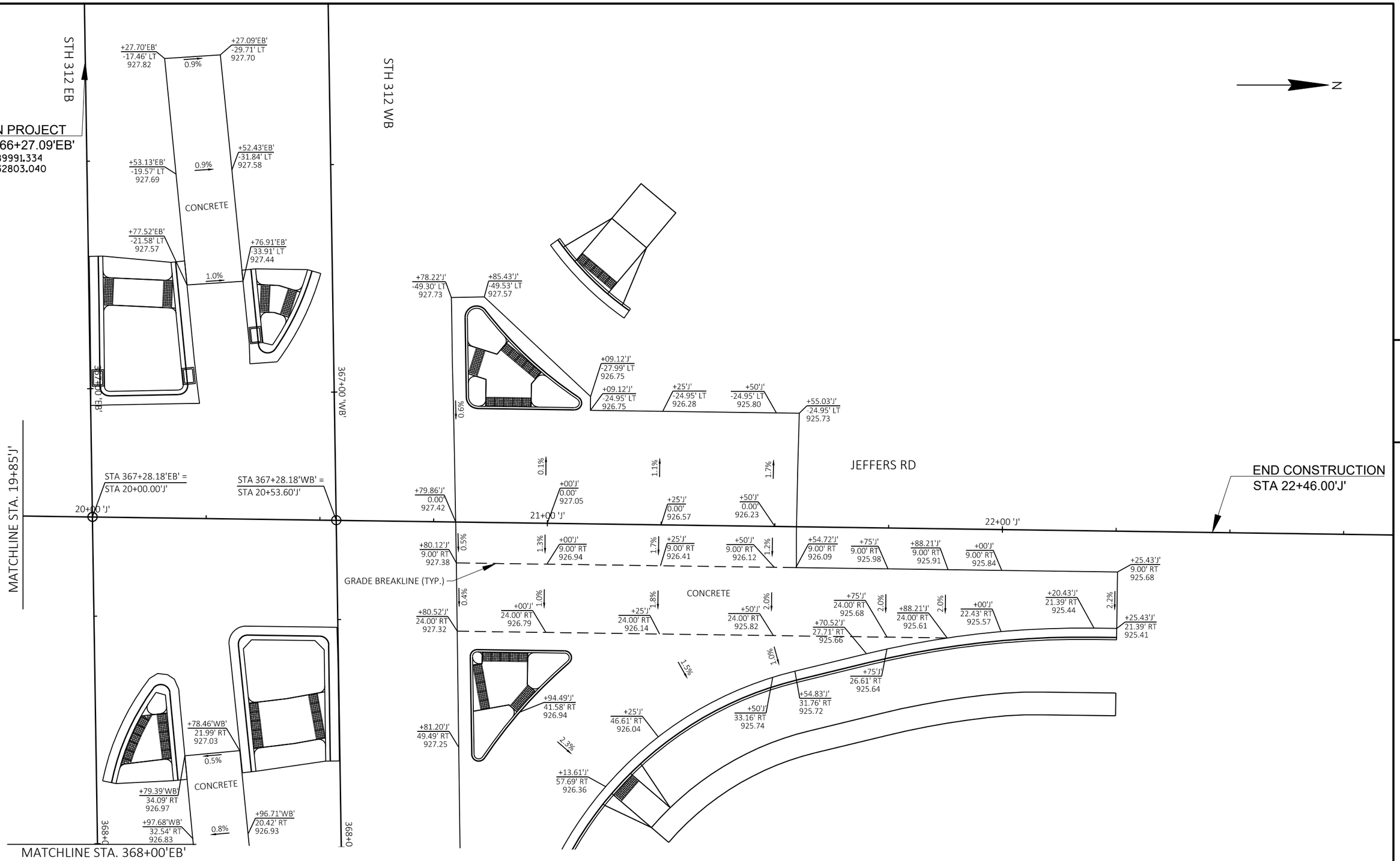
PLOT DATE : 9/3/2021 12:13 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PAVING DETAILS	SHEET 10	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 9/3/2021 12:18 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44



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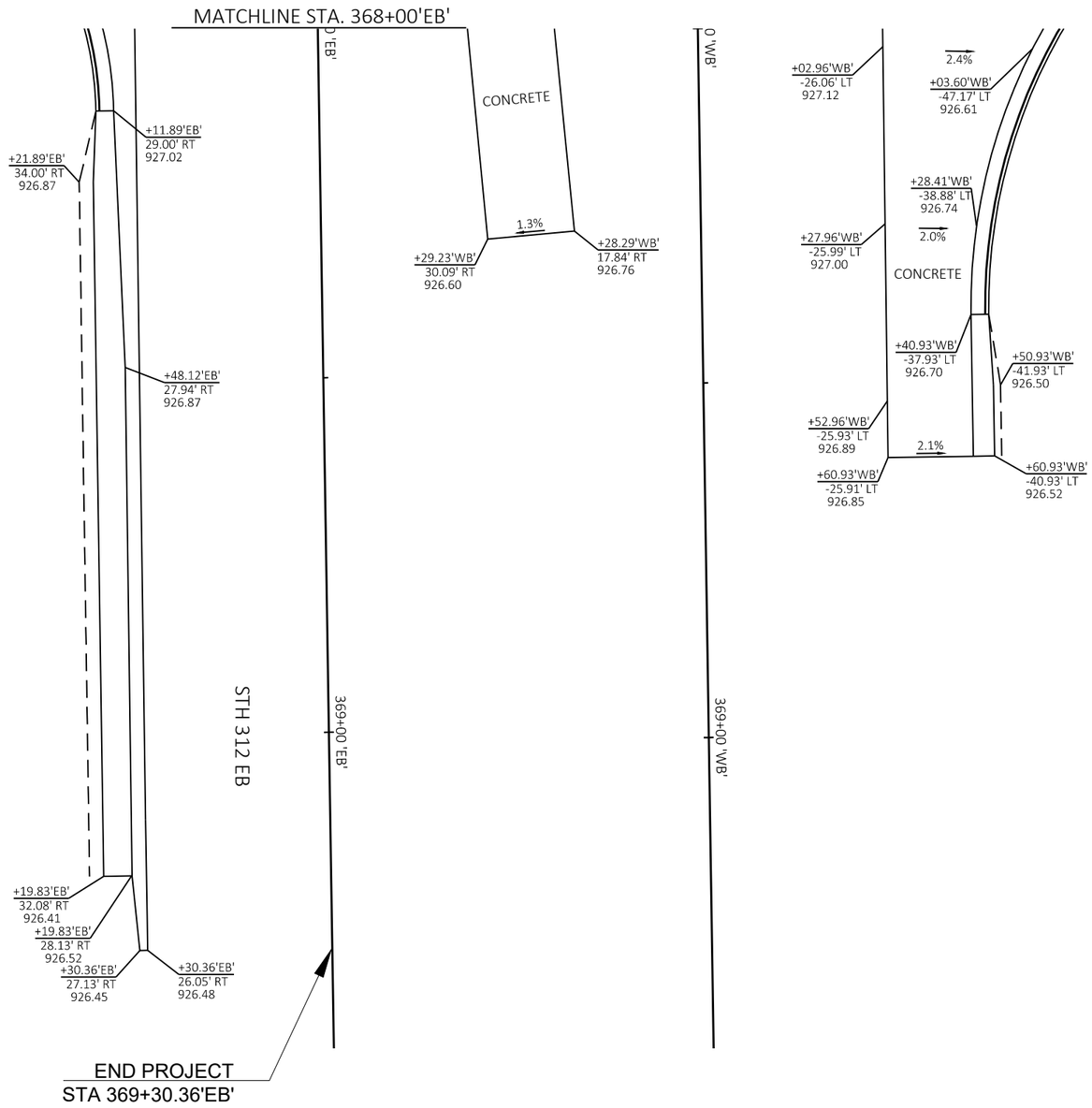


5

5

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PAVING DETAILS	SHEET 12	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 9/3/2021 12:18 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

2

N

NWQ

NWI

NEQ

NEI

STH 312 WB

365'WB'

366'WB'

367'WB'

368'WB'

369'WB'

370'WB'

ELN

ELS

WLN

WLS

365'EB'

366'EB'

367'EB'

368'EB'

369'EB'

370'EB'

STH 312 EB

SWQ

SEQ

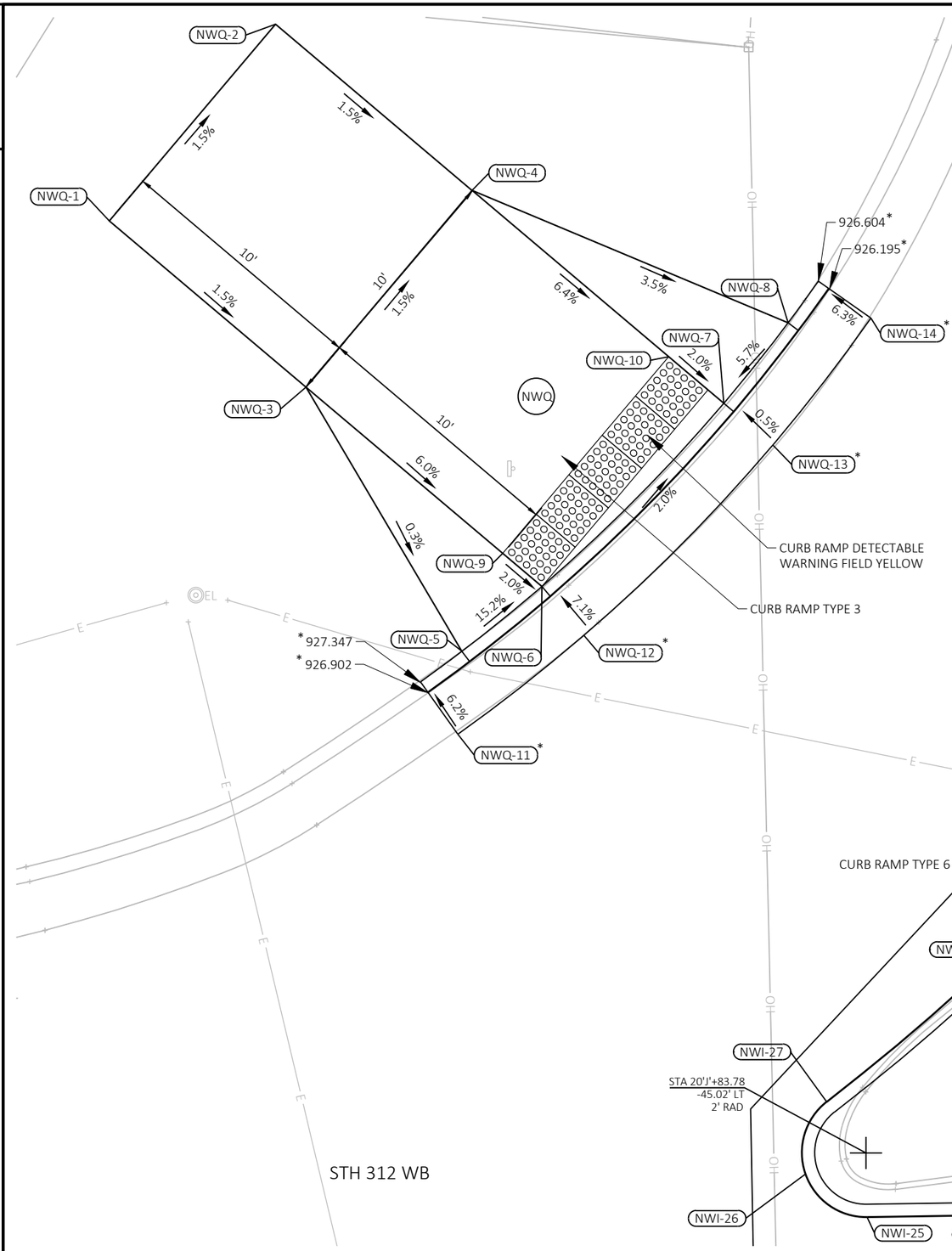
JEFFERS RD

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: OVERVIEW	SHEET 13	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - OVERVIEW

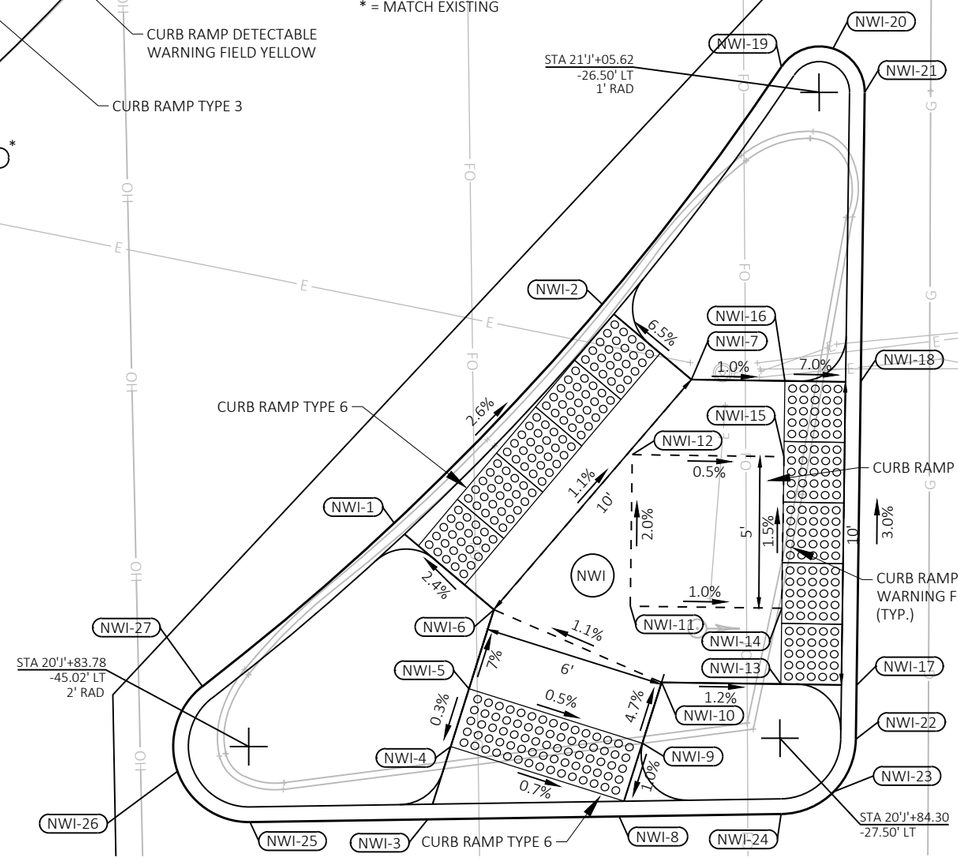
PLOT DATE : 9/2/2021 12:54 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



NW Quadrant Curb Ramp (NWQ)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NWQ-1	21+19.57'J'	74.92' LT	927.49	290113.52	332830.86
NWQ-2	21+27.30'J'	68.57' LT	927.34	290121.16	332837.32
NWQ-3	21+13.22'J'	67.19' LT	927.34	290107.07	332838.50
NWQ-4	21+20.95'J'	60.84' LT	927.19	290114.71	332844.95
NWQ-5	21+03.05'J'	61.00' LT	927.30	290096.81	332844.55
NWQ-6	21+05.60'J'	57.92' LT	926.69	290099.32	332847.67
NWQ-7	21+12.82'J'	50.95' LT	926.49	290106.44	332854.74
NWQ-8	21+15.98'J'	48.50' LT	926.72	290109.56	332857.23
NWQ-9	21+06.87'J'	59.46' LT	926.73	290100.61	332846.14
NWQ-10	21+14.60'J'	53.12' LT	926.55	290108.25	332852.59
NWQ-11	20+99.82'J'	61.11' LT	927.02	290093.58	332844.40
NWQ-12	21+03.74'J'	56.27' LT	926.83	290097.43	332849.30
NWQ-13	21+11.23'J'	49.02' LT	926.49	290104.82	332856.64
NWQ-14	21+16.20'J'	45.28' LT	926.31	290109.75	332860.45

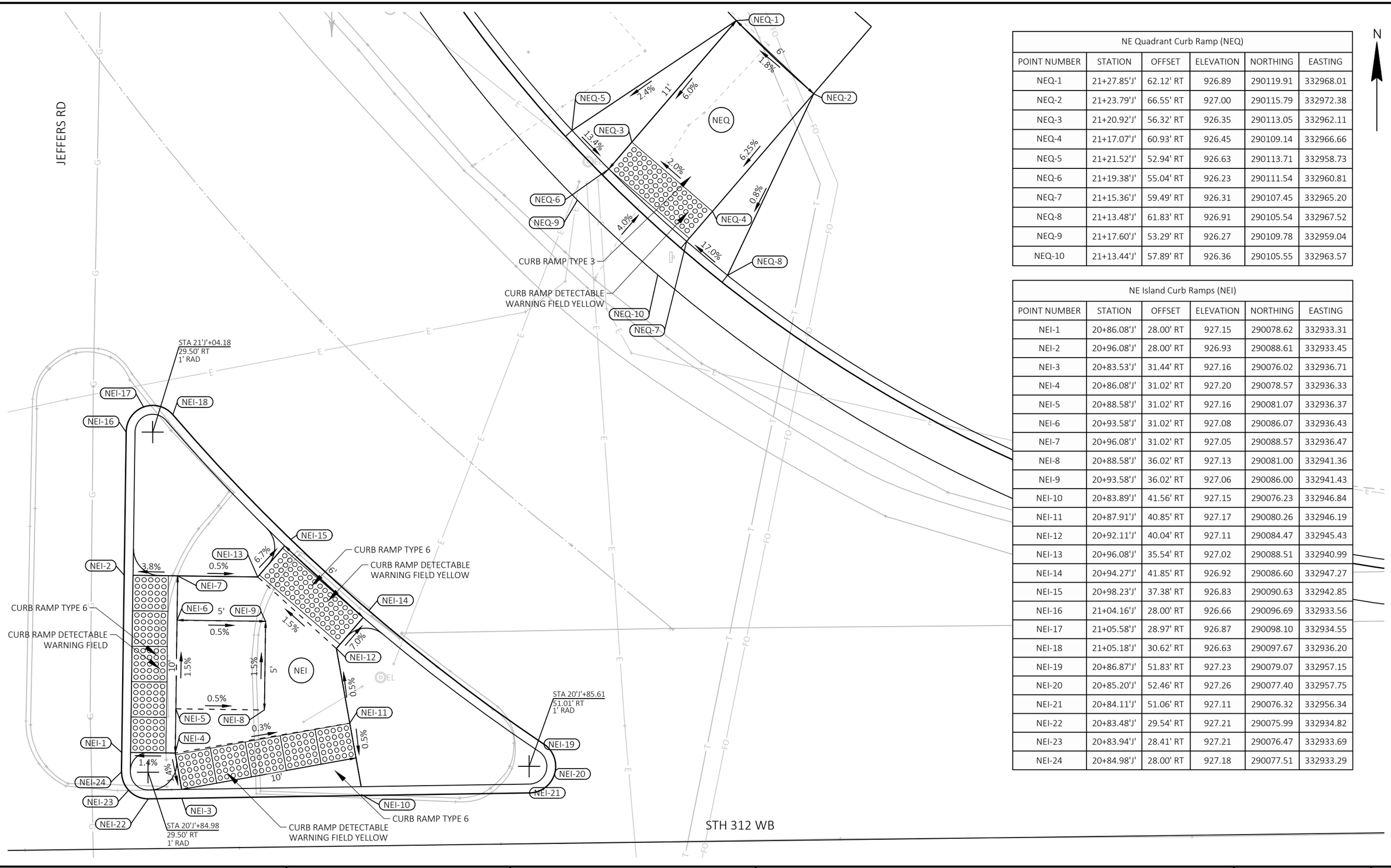
* = MATCH EXISTING



NW Island Curb Ramps (NWI)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NWI-1	20+91.22'J'	40.32' LT	927.35	290084.69	332865.06
NWI-2	20+98.53'J'	33.56' LT	927.10	290091.91	332871.93
NWI-3	20+81.46'J'	39.09' LT	927.63	290074.92	332866.17
NWI-4	20+83.87'J'	38.36' LT	927.64	290077.32	332866.92
NWI-5	20+85.79'J'	37.79' LT	927.64	290079.23	332867.52
NWI-6	20+88.41'J'	37.00' LT	927.45	290081.84	332868.35
NWI-7	20+96.08'J'	30.59' LT	927.35	290089.42	332874.86
NWI-8	20+81.64'J'	32.77' LT	927.59	290075.02	332872.49
NWI-9	20+84.07'J'	32.04' LT	927.61	290077.43	332873.25
NWI-10	20+86.08'J'	31.43' LT	927.51	290079.44	332873.88
NWI-11	20+88.58'J'	32.50' LT	927.48	290081.95	332872.85
NWI-12	20+93.58'J'	32.50' LT	927.38	290086.95	332872.92
NWI-13	20+86.08'J'	27.50' LT	927.47	290079.38	332877.82
NWI-14	20+88.58'J'	27.50' LT	927.43	290081.88	332877.85
NWI-15	20+93.58'J'	27.50' LT	927.35	290086.88	332877.92
NWI-16	20+96.08'J'	27.50' LT	927.32	290089.38	332877.95
NWI-17	20+86.08'J'	25.00' LT	927.44	290079.35	332880.31
NWI-18	20+96.08'J'	25.00' LT	927.14	290089.35	332880.45
NWI-19	21+06.44'J'	27.76' LT	926.84	290099.74	332877.84
NWI-20	21+07.06'J'	26.07' LT	926.80	290100.34	332879.53
NWI-21	21+05.64'J'	25.00' LT	926.85	290098.90	332880.58
NWI-22	20+84.30'J'	25.00' LT	927.48	290077.56	332880.29
NWI-23	20+82.56'J'	25.71' LT	927.52	290075.83	332879.56
NWI-24	20+81.80'J'	27.43' LT	927.54	290075.10	332877.83
NWI-25	20+81.28'J'	44.95' LT	927.66	290074.83	332860.30
NWI-26	20+82.93'J'	47.37' LT	927.62	290076.50	332857.90
NWI-27	20+85.74'J'	46.58' LT	927.55	290079.30	332858.73

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: NWQ & NWI	SHEET 14	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - NW
PLOT DATE : 9/2/2021 12:54 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



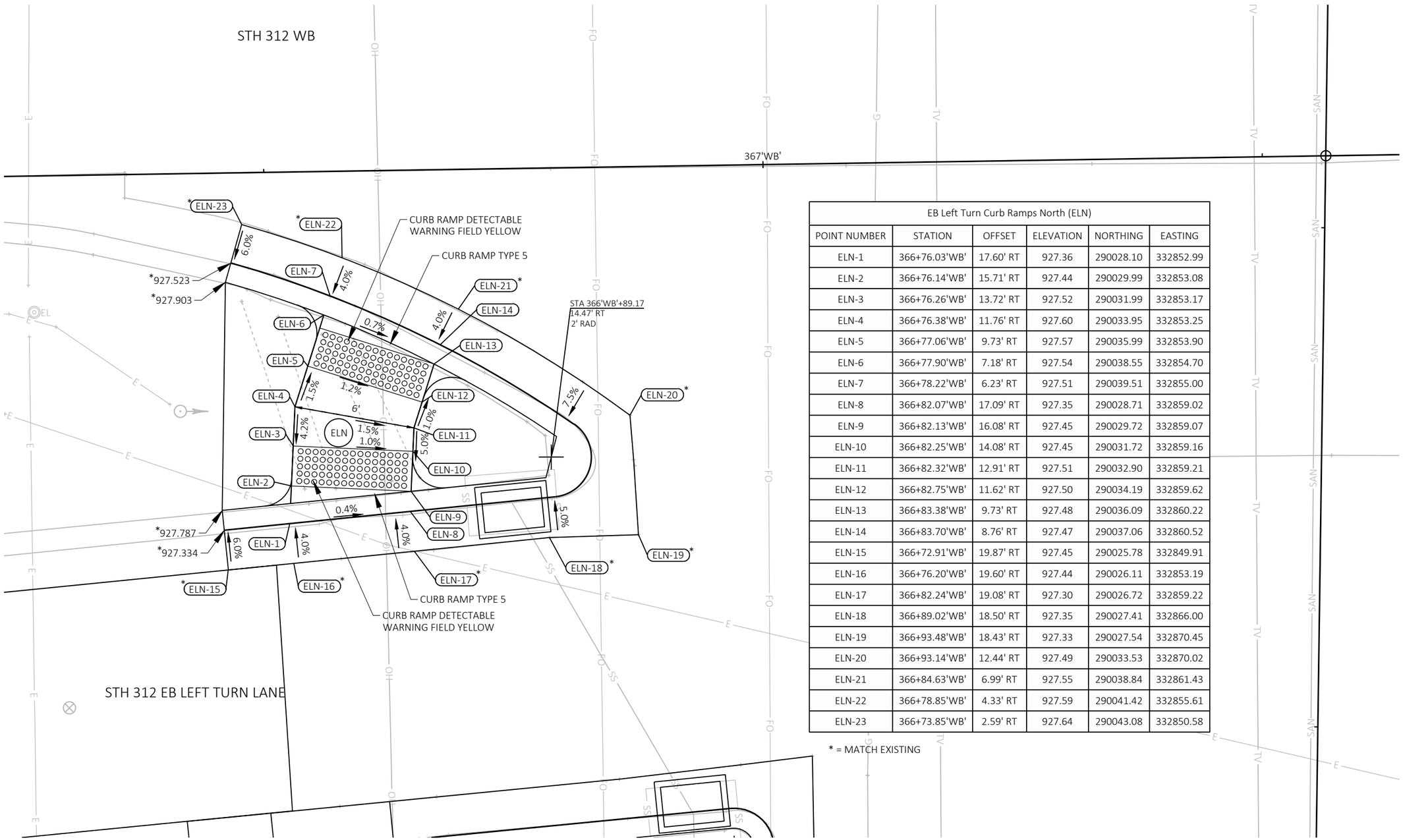
NE Quadrant Curb Ramp (NEQ)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NEQ-1	21+27.85'J'	62.12' RT	926.89	290119.91	332968.01
NEQ-2	21+23.79'J'	66.55' RT	927.00	290115.79	332972.38
NEQ-3	21+20.92'J'	56.32' RT	926.35	290113.05	332962.11
NEQ-4	21+17.07'J'	60.93' RT	926.45	290109.14	332966.66
NEQ-5	21+21.52'J'	52.94' RT	926.63	290113.71	332958.73
NEQ-6	21+19.38'J'	55.04' RT	926.23	290111.54	332960.81
NEQ-7	21+15.36'J'	59.49' RT	926.31	290107.45	332965.20
NEQ-8	21+13.48'J'	61.83' RT	926.91	290105.54	332967.52
NEQ-9	21+17.60'J'	53.29' RT	926.27	290109.78	332959.04
NEQ-10	21+13.44'J'	57.89' RT	926.36	290105.55	332963.57

NE Island Curb Ramps (NEI)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NEI-1	20+86.08'J'	28.00' RT	927.15	290078.62	332933.31
NEI-2	20+96.08'J'	28.00' RT	926.93	290088.61	332933.45
NEI-3	20+83.53'J'	31.44' RT	927.16	290076.02	332936.71
NEI-4	20+86.08'J'	31.02' RT	927.20	290078.57	332936.33
NEI-5	20+88.58'J'	31.02' RT	927.16	290081.07	332936.37
NEI-6	20+93.58'J'	31.02' RT	927.08	290086.07	332936.43
NEI-7	20+96.08'J'	31.02' RT	927.05	290088.57	332936.47
NEI-8	20+88.58'J'	36.02' RT	927.13	290081.00	332941.36
NEI-9	20+93.58'J'	36.02' RT	927.06	290086.00	332941.43
NEI-10	20+83.89'J'	41.56' RT	927.15	290076.23	332946.84
NEI-11	20+87.91'J'	40.85' RT	927.17	290080.26	332946.19
NEI-12	20+92.11'J'	40.04' RT	927.11	290084.47	332945.43
NEI-13	20+96.08'J'	35.54' RT	927.02	290088.51	332940.99
NEI-14	20+94.27'J'	41.85' RT	926.92	290086.60	332947.27
NEI-15	20+98.23'J'	37.38' RT	926.83	290090.63	332942.85
NEI-16	21+04.16'J'	28.00' RT	926.66	290096.69	332933.56
NEI-17	21+05.58'J'	28.97' RT	926.87	290098.10	332934.55
NEI-18	21+05.18'J'	30.62' RT	926.63	290097.67	332936.20
NEI-19	20+86.87'J'	51.83' RT	927.23	290079.07	332957.15
NEI-20	20+85.20'J'	52.46' RT	927.26	290077.40	332957.75
NEI-21	20+84.11'J'	51.06' RT	927.11	290076.32	332956.34
NEI-22	20+83.48'J'	29.54' RT	927.21	290075.99	332934.82
NEI-23	20+83.94'J'	28.41' RT	927.21	290076.47	332933.69
NEI-24	20+84.98'J'	28.00' RT	927.18	290077.51	332933.29

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: NEQ & NEI	SHEET 15	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - NE
PLOT DATE : 9/2/2021 12:54 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



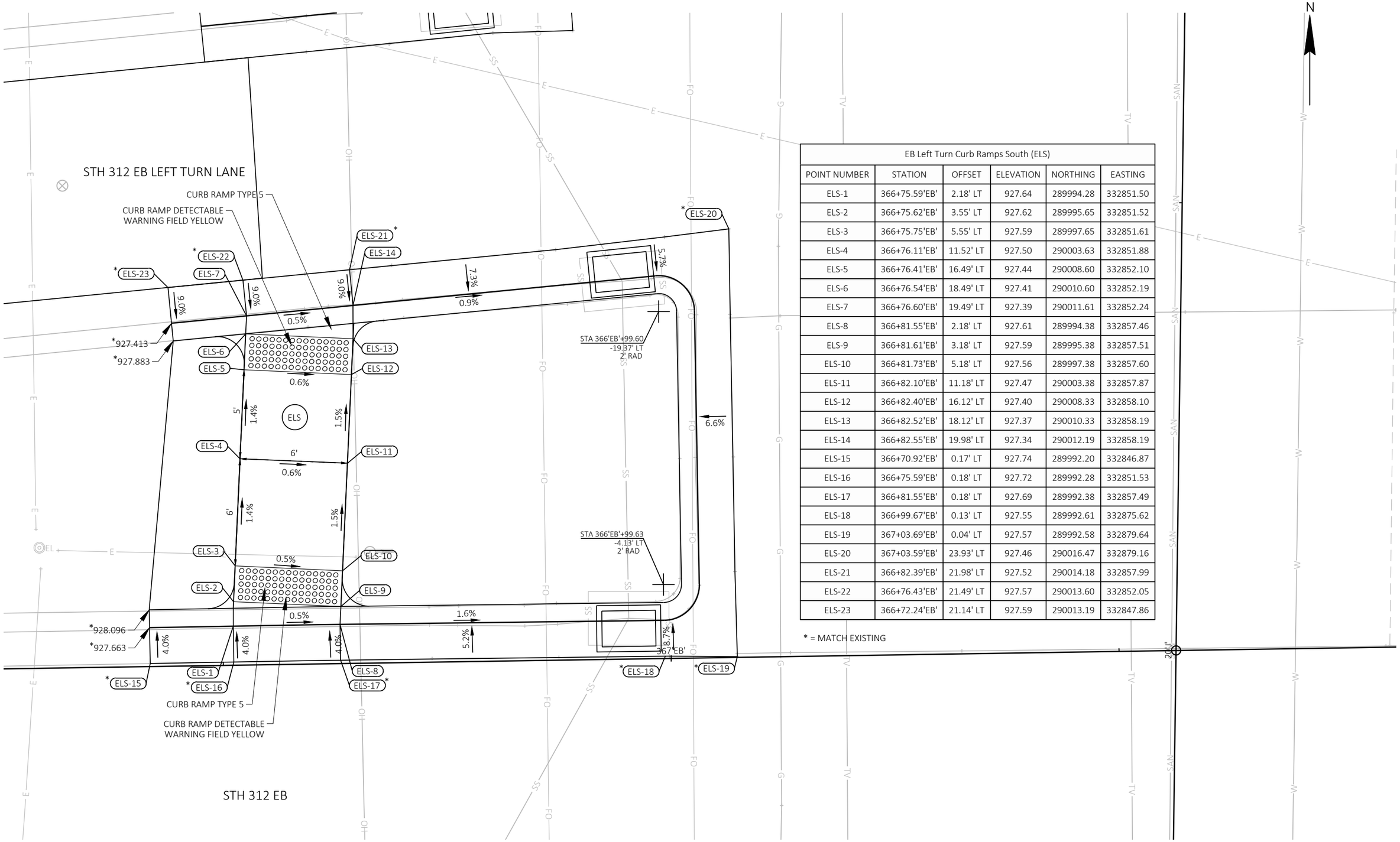
EB Left Turn Curb Ramps North (ELN)

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ELN-1	366+76.03'WB'	17.60' RT	927.36	290028.10	332852.99
ELN-2	366+76.14'WB'	15.71' RT	927.44	290029.99	332853.08
ELN-3	366+76.26'WB'	13.72' RT	927.52	290031.99	332853.17
ELN-4	366+76.38'WB'	11.76' RT	927.60	290033.95	332853.25
ELN-5	366+77.06'WB'	9.73' RT	927.57	290035.99	332853.90
ELN-6	366+77.90'WB'	7.18' RT	927.54	290038.55	332854.70
ELN-7	366+78.22'WB'	6.23' RT	927.51	290039.51	332855.00
ELN-8	366+82.07'WB'	17.09' RT	927.35	290028.71	332859.02
ELN-9	366+82.13'WB'	16.08' RT	927.45	290029.72	332859.07
ELN-10	366+82.25'WB'	14.08' RT	927.45	290031.72	332859.16
ELN-11	366+82.32'WB'	12.91' RT	927.51	290032.90	332859.21
ELN-12	366+82.75'WB'	11.62' RT	927.50	290034.19	332859.62
ELN-13	366+83.38'WB'	9.73' RT	927.48	290036.09	332860.22
ELN-14	366+83.70'WB'	8.76' RT	927.47	290037.06	332860.52
ELN-15	366+72.91'WB'	19.87' RT	927.45	290025.78	332849.91
ELN-16	366+76.20'WB'	19.60' RT	927.44	290026.11	332853.19
ELN-17	366+82.24'WB'	19.08' RT	927.30	290026.72	332859.22
ELN-18	366+89.02'WB'	18.50' RT	927.35	290027.41	332866.00
ELN-19	366+93.48'WB'	18.43' RT	927.33	290027.54	332870.45
ELN-20	366+93.14'WB'	12.44' RT	927.49	290033.53	332870.02
ELN-21	366+84.63'WB'	6.99' RT	927.55	290038.84	332861.43
ELN-22	366+78.85'WB'	4.33' RT	927.59	290041.42	332855.61
ELN-23	366+73.85'WB'	2.59' RT	927.64	290043.08	332850.58

* = MATCH EXISTING

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: ELN	SHEET 16	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - ELN
PLOT DATE : 9/2/2021 12:54 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



EB Left Turn Curb Ramps South (ELS)

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ELS-1	366+75.59'EB'	2.18' LT	927.64	289994.28	332851.50
ELS-2	366+75.62'EB'	3.55' LT	927.62	289995.65	332851.52
ELS-3	366+75.75'EB'	5.55' LT	927.59	289997.65	332851.61
ELS-4	366+76.11'EB'	11.52' LT	927.50	290003.63	332851.88
ELS-5	366+76.41'EB'	16.49' LT	927.44	290008.60	332852.10
ELS-6	366+76.54'EB'	18.49' LT	927.41	290010.60	332852.19
ELS-7	366+76.60'EB'	19.49' LT	927.39	290011.61	332852.24
ELS-8	366+81.55'EB'	2.18' LT	927.61	289994.38	332857.46
ELS-9	366+81.61'EB'	3.18' LT	927.59	289995.38	332857.51
ELS-10	366+81.73'EB'	5.18' LT	927.56	289997.38	332857.60
ELS-11	366+82.10'EB'	11.18' LT	927.47	290003.38	332857.87
ELS-12	366+82.40'EB'	16.12' LT	927.40	290008.33	332858.10
ELS-13	366+82.52'EB'	18.12' LT	927.37	290010.33	332858.19
ELS-14	366+82.55'EB'	19.98' LT	927.34	290012.19	332858.19
ELS-15	366+70.92'EB'	0.17' LT	927.74	289992.20	332846.87
ELS-16	366+75.59'EB'	0.18' LT	927.72	289992.28	332851.53
ELS-17	366+81.55'EB'	0.18' LT	927.69	289992.38	332857.49
ELS-18	366+99.67'EB'	0.13' LT	927.55	289992.61	332875.62
ELS-19	367+03.69'EB'	0.04' LT	927.57	289992.58	332879.64
ELS-20	367+03.59'EB'	23.93' LT	927.46	290016.47	332879.16
ELS-21	366+82.39'EB'	21.98' LT	927.52	290014.18	332857.99
ELS-22	366+76.43'EB'	21.49' LT	927.57	290013.60	332852.05
ELS-23	366+72.24'EB'	21.14' LT	927.59	290013.19	332847.86

* = MATCH EXISTING

2

STH 312 WB

N

WB Left Turn Curb Ramps North (WLN)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WLN-1	367+68.15'WB'	20.81' RT	927.06	290026.34	332945.16
WLN-2	367+68.07'WB'	19.81' RT	927.07	290027.33	332945.05
WLN-3	367+67.86'WB'	17.82' RT	927.09	290029.32	332944.82
WLN-4	367+67.25'WB'	11.91' RT	927.16	290035.21	332944.11
WLN-5	367+66.42'WB'	6.72' RT	927.23	290040.40	332943.20
WLN-6	367+66.10'WB'	4.74' RT	927.24	290042.37	332942.85
WLN-7	367+65.83'WB'	2.11' RT	927.27	290044.99	332942.54
WLN-8	367+78.12'WB'	19.94' RT	926.96	290027.36	332955.10
WLN-9	367+78.01'WB'	18.77' RT	926.97	290028.52	332954.98
WLN-10	367+77.81'WB'	16.78' RT	926.99	290030.51	332954.74
WLN-11	367+77.19'WB'	10.88' RT	927.07	290036.40	332954.04
WLN-12	367+76.29'WB'	5.10' RT	927.14	290042.17	332953.04
WLN-13	367+75.96'WB'	3.12' RT	927.16	290044.14	332952.69
WLN-14	367+75.96'WB'	2.12' RT	927.17	290045.14	332952.67
WLN-15	367+83.32'WB'	21.49' RT	927.00	290025.89	332960.33
WLN-16	367+78.31'WB'	21.93' RT	927.04	290025.37	332955.33
WLN-17	367+68.33'WB'	22.80' RT	927.11	290024.35	332945.36
WLN-18	367+55.45'WB'	23.92' RT	927.22	290023.02	332932.51
WLN-19	367+51.15'WB'	19.83' RT	927.29	290027.05	332928.14
WLN-20	367+51.47'WB'	8.05' RT	927.31	290038.83	332928.28
WLN-21	367+51.58'WB'	3.99' RT	927.31	290042.90	332928.33
WLN-22	367+51.69'WB'	0.20' RT	927.32	290046.68	332928.37
WLN-23	367+55.55'WB'	0.16' RT	927.31	290046.79	332932.23
WLN-24	367+65.83'WB'	0.13' RT	927.29	290046.97	332942.51
WLN-25	367+75.97'WB'	0.12' RT	927.24	290047.14	332952.65
WLN-26	367+81.07'WB'	0.13' RT	927.23	290047.21	332957.75

* = MATCH EXISTING

HIGH POINT
REJECT CURB REQ'D
TO PROVIDE POSITIVE DRAINAGE

STA 367'WB'+55.62
4.05' RT
2' RAD

CURB RAMP TYPE 5

CURB RAMP DETECTABLE
WARNING FIELD YELLOW

STA 367'WB'+55.09
19.93' RT
2' RAD

CURB RAMP TYPE 5

CURB RAMP DETECTABLE
WARNING FIELD YELLOW

927.164*
927.581*
927.339*
926.911*

STH 312 WB LEFT TURN LANE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: WLN	SHEET 18	E

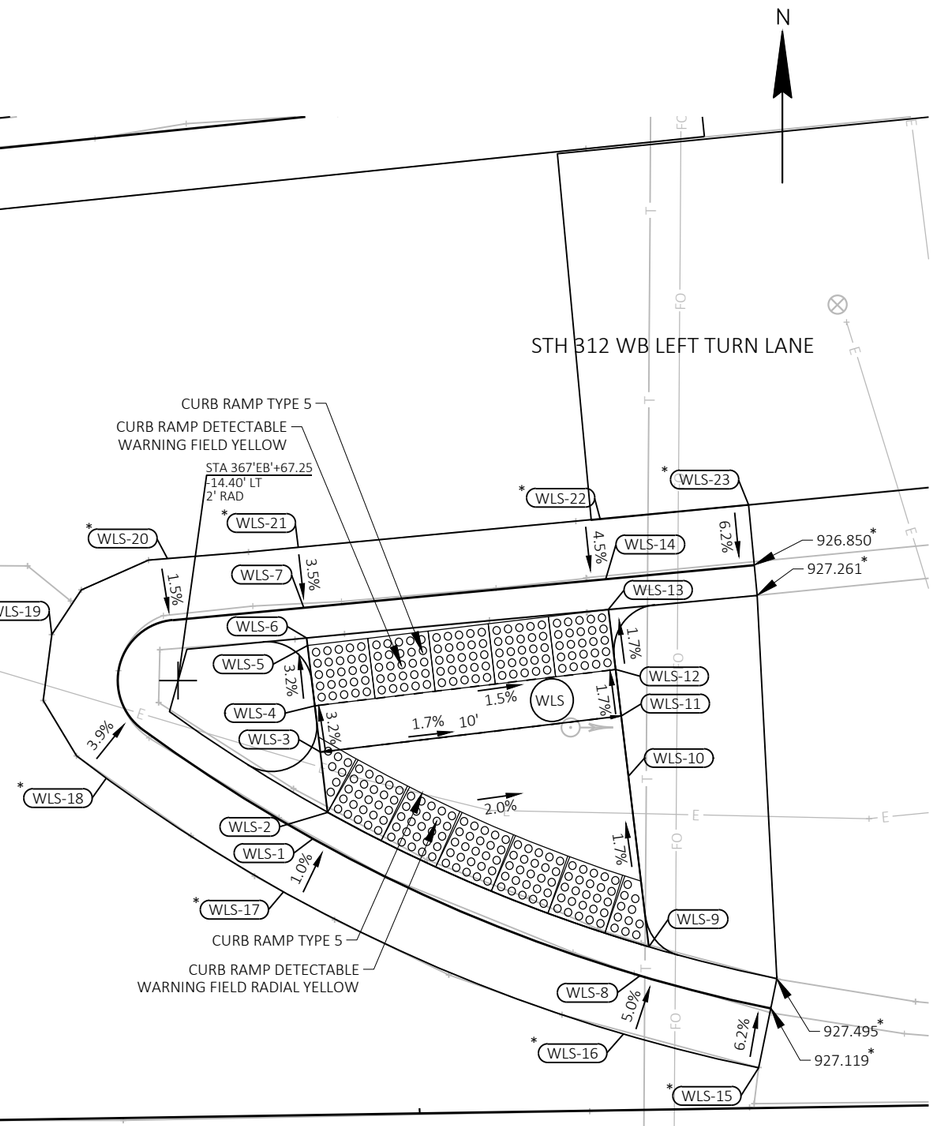
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - WLN

PLOT DATE : 9/2/2021 12:54 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

WB Left Turn Curb Ramps South (WLS)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WLS-1	367+71.62'EB'	9.11' LT	927.23	290002.72	332947.41
WLS-2	367+72.12'EB'	9.98' LT	927.19	290003.59	332947.90
WLS-3	367+71.91'EB'	11.97' LT	927.13	290005.58	332947.66
WLS-4	367+71.75'EB'	13.50' LT	927.08	290007.11	332947.48
WLS-5	367+71.54'EB'	15.49' LT	927.02	290009.10	332947.24
WLS-6	367+71.52'EB'	15.74' LT	927.01	290009.34	332947.21
WLS-7	367+71.44'EB'	16.74' LT	926.98	290010.34	332947.11
WLS-8	367+82.36'EB'	4.44' LT	927.11	289998.22	332958.22
WLS-9	367+82.65'EB'	5.38' LT	927.09	289999.15	332958.50
WLS-10	367+82.06'EB'	11.02' LT	926.99	290004.79	332957.83
WLS-11	367+81.86'EB'	13.01' LT	926.96	290006.77	332957.59
WLS-12	367+81.70'EB'	14.54' LT	926.93	290008.30	332957.40
WLS-13	367+81.49'EB'	16.53' LT	926.90	290010.29	332957.17
WLS-14	367+81.41'EB'	17.53' LT	926.88	290011.28	332957.07
WLS-15	367+86.21'EB'	1.33' LT	927.19	289995.17	332962.12
WLS-16	367+81.76'EB'	2.51' LT	927.21	289996.28	332957.65
WLS-17	367+70.62'EB'	7.38' LT	927.25	290000.97	332946.44
WLS-18	367+64.84'EB'	11.22' LT	927.20	290004.72	332940.60
WLS-19	367+63.11'EB'	15.98' LT	927.13	290009.45	332938.79
WLS-20	367+66.97'EB'	18.44' LT	927.08	290011.97	332942.62
WLS-21	367+71.28'EB'	18.74' LT	927.05	290012.33	332946.93
WLS-22	367+81.25'EB'	19.53' LT	926.97	290013.29	332956.88
WLS-23	367+86.17'EB'	19.91' LT	926.93	290013.74	332961.79

* = MATCH EXISTING



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: WLS	SHEET 19	E

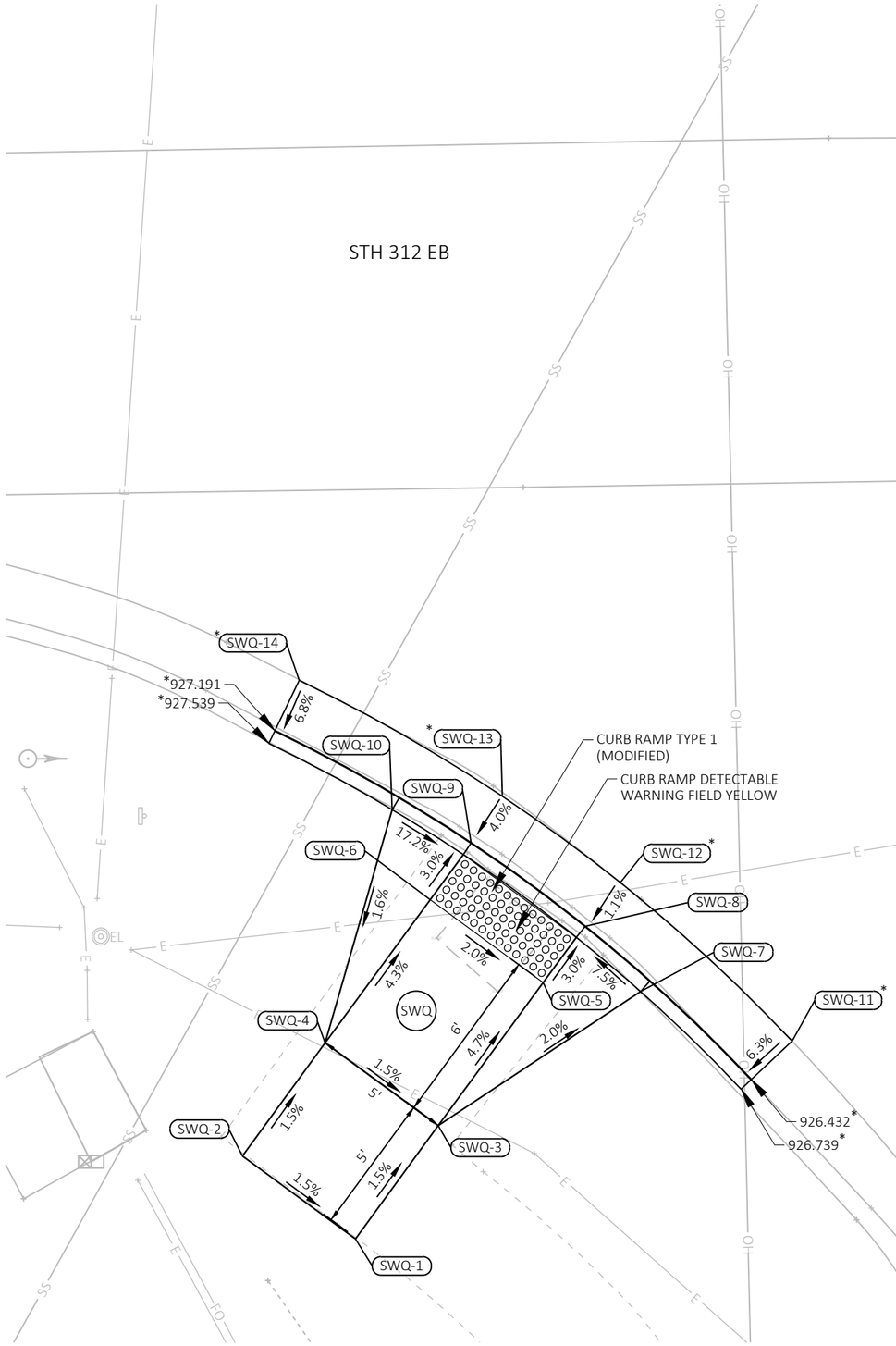
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - WLS
PLOT DATE : 9/2/2021 12:54 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

N

STH 312 EB

JEFFERS RD

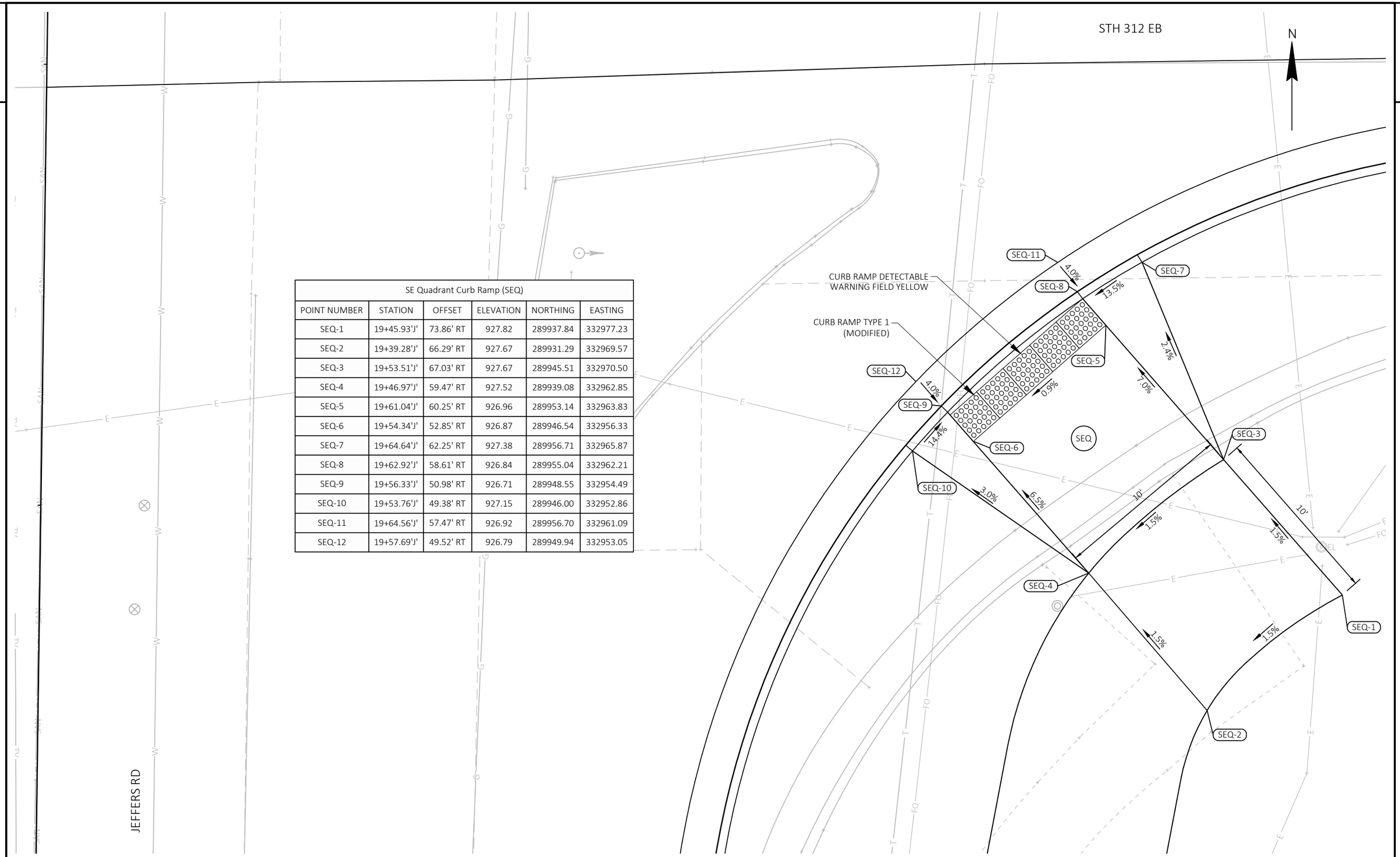


SW Quadrant Curb Ramp (SWQ)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SWQ-1	19+33.38'J'	57.11' LT	927.24	289927.10	332846.10
SWQ-2	19+36.27'J'	61.19' LT	927.32	289930.05	332842.06
SWQ-3	19+37.45'J'	54.21' LT	927.17	289931.14	332849.05
SWQ-4	19+40.35'J'	58.29' LT	927.24	289934.09	332845.01
SWQ-5	19+42.60'J'	50.54' LT	926.87	289936.23	332852.79
SWQ-6	19+45.51'J'	54.61' LT	926.97	289939.19	332848.76
SWQ-7	19+42.34'J'	47.05' LT	926.99	289935.92	332856.27
SWQ-8	19+44.63'J'	49.07' LT	926.80	289938.24	332854.29
SWQ-9	19+47.55'J'	53.18' LT	926.90	289941.22	332850.22
SWQ-10	19+48.70'J'	56.01' LT	927.38	289942.40	332847.41
SWQ-11	19+40.65'J'	41.63' LT	926.57	289934.16	332861.68
SWQ-12	19+46.21'J'	47.84' LT	926.82	289939.81	332855.54
SWQ-13	19+49.23'J'	52.09' LT	926.98	289942.89	332851.33
SWQ-14	19+53.27'J'	59.39' LT	927.23	289947.02	332844.09

* = MATCH EXISTING

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: SWQ	SHEET 20	E

SE Quadrant Curb Ramp (SEQ)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SEQ-1	19+45.93'J'	73.86' RT	927.82	289937.84	332977.23
SEQ-2	19+39.28'J'	66.29' RT	927.67	289931.29	332969.57
SEQ-3	19+53.51'J'	67.03' RT	927.67	289945.51	332970.50
SEQ-4	19+46.97'J'	59.47' RT	927.52	289939.08	332962.85
SEQ-5	19+61.04'J'	60.25' RT	926.96	289953.14	332963.83
SEQ-6	19+54.34'J'	52.85' RT	926.87	289946.54	332956.33
SEQ-7	19+64.64'J'	62.25' RT	927.38	289956.71	332965.87
SEQ-8	19+62.92'J'	58.61' RT	926.84	289955.04	332962.21
SEQ-9	19+56.33'J'	50.98' RT	926.71	289948.55	332954.49
SEQ-10	19+53.76'J'	49.38' RT	927.15	289946.00	332952.86
SEQ-11	19+64.56'J'	57.47' RT	926.92	289956.70	332961.09
SEQ-12	19+57.69'J'	49.52' RT	926.79	289949.94	332953.05



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CURB RAMP DETAILS: SEQ	SHEET 21	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021301-CR.DWG
LAYOUT NAME - SE
PLOT DATE : 9/2/2021 12:54 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

2

N

LEGEND

JEFFERS RD CROSS SECTIONS

SE CURB RETURN CROSS SECTIONS

NE CURB RETURN CROSS SECTIONS

STH 312 EB

STH 312 WB

366'EB'

366'WB'

367'EB'

367'WB'

11'P'

JEFFERS RD

JEFFERS RD

18'J'

19'J'

20'J'

21'J'

22'J'

23'J'

M/L

11.5'

25'

10'SE'

M/L

47'

11'NE'

368'EB'

368'WB'

369'EB'

369'WB'

NOTE:
THIS LAYOUT SHOWS OFFSETS AT CROSS SECTIONS WHERE MATCHLINES ARE REQUIRED ONLY.
CROSS SECTIONS ARE PROVIDED EVERY 25' (TYP.) FOR JEFFERS RD AND 5' (TYP.) FOR SE CURB RETURN AND NE CURB RETURN.

EARTHWORK VOLUMES FOR EACH ALIGNMENT ARE CALCULATED WITHIN EACH OF THE REGIONS SHOWN. THIS DIAGRAM IS FOR VISUAL REPRESENTATION ONLY. REFER TO CROSS SECTIONS FOR MORE INFORMATION.

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	MATCHLINE DIAGRAM	SHEET 22	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\021501-ML.DWG
LAYOUT NAME - 01

PLOT DATE : 9/3/2021 12:37 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

R/W

R/W

GLENN PL

INLET PROTECTION
TYPE C REQ'D

BP: 15+00.00 'J'

15+00 'J'

16+00 'J'

JEFFERS RD

MATCHLINE STA. 16+95 'J'

R/W

LEGEND

INLET PROTECTION

EROSION MAT

TEMPORARY DITCH CHECKS

SILT FENCE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET 23	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\022001-EC.DWG
LAYOUT NAME - 00
PLOT DATE : 9/3/2021 9:46 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

R/W

JEFFERS RD

MATCHLINE STA. 16+95'J'

17+00 'J'

18+00 'J'

19+00 'J'

MATCHLINE STA. 19+85'J'

STH 312 EB

INLET PROTECTION
TYPE C REQ'D

EROSION MAT URBAN
CLASS I TYPE A REQ'D

MATCHLINE STA. 368+00'EB'

R/W

LEGEND

INLET PROTECTION

EROSION MAT

TEMPORARY DITCH CHECKS

SILT FENCE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET 24	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 9/3/2021 9:46 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

INLET PROTECTION

EROSION MAT

TEMPORARY DITCH CHECKS

SILT FENCE

N

R/W

+28.15'J'
-78.82' LT

INLET PROTECTION
TYPE A REQ'D

+43.94'J'
-52.96' LT

+46.48'J'
-51.94' LT

EROSION MAT URBAN
CLASS I TYPE A REQ'D

STH 312 WB

367+00 'WB'

INLET PROTECTION
TYPE C REQ'D

MATCHLINE STA. 19+85'J'

20+00 'J'

21+00 'J'

22+00 'J'

MATCHLINE STA. 22+75'J'

JEFFERS RD

EROSION MAT URBAN
CLASS I TYPE A REQ'D

R/W

STH 312 EB

368+00

MATCHLINE STA. 368+00'EB'

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET 25	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 9/3/2021 9:46 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION

EROSION MAT

TEMPORARY DITCH CHECKS

SILT FENCE

N

R/W

PRAIRIE LN

R/W

EP: 24+50.00 'J'

MATCHLINE STA. 22+75 'J'

23+00 'J'

24+00 'J'

JEFFERS RD

INLET PROTECTION
TYPE C REQ'D

R/W

R/W

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET 26	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 9/3/2021 9:46 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

MATCHLINE STA. 368+00'EB'

STH 312 EB

STH 312 WB

369+00 'EB'

369+00 'WB'

+10.38'WB'
-79.61' LT

+43.03'WB'
-54.79' LT

EROSION MAT URBAN
CLASS I TYPE A REQ'D

+62'WB'
-53.87' LT

EROSION MAT URBAN
CLASS I TYPE A REQ'D

INLET PROTECTION
TYPE C REQ'D

R/W

LEGEND

INLET PROTECTION

EROSION MAT

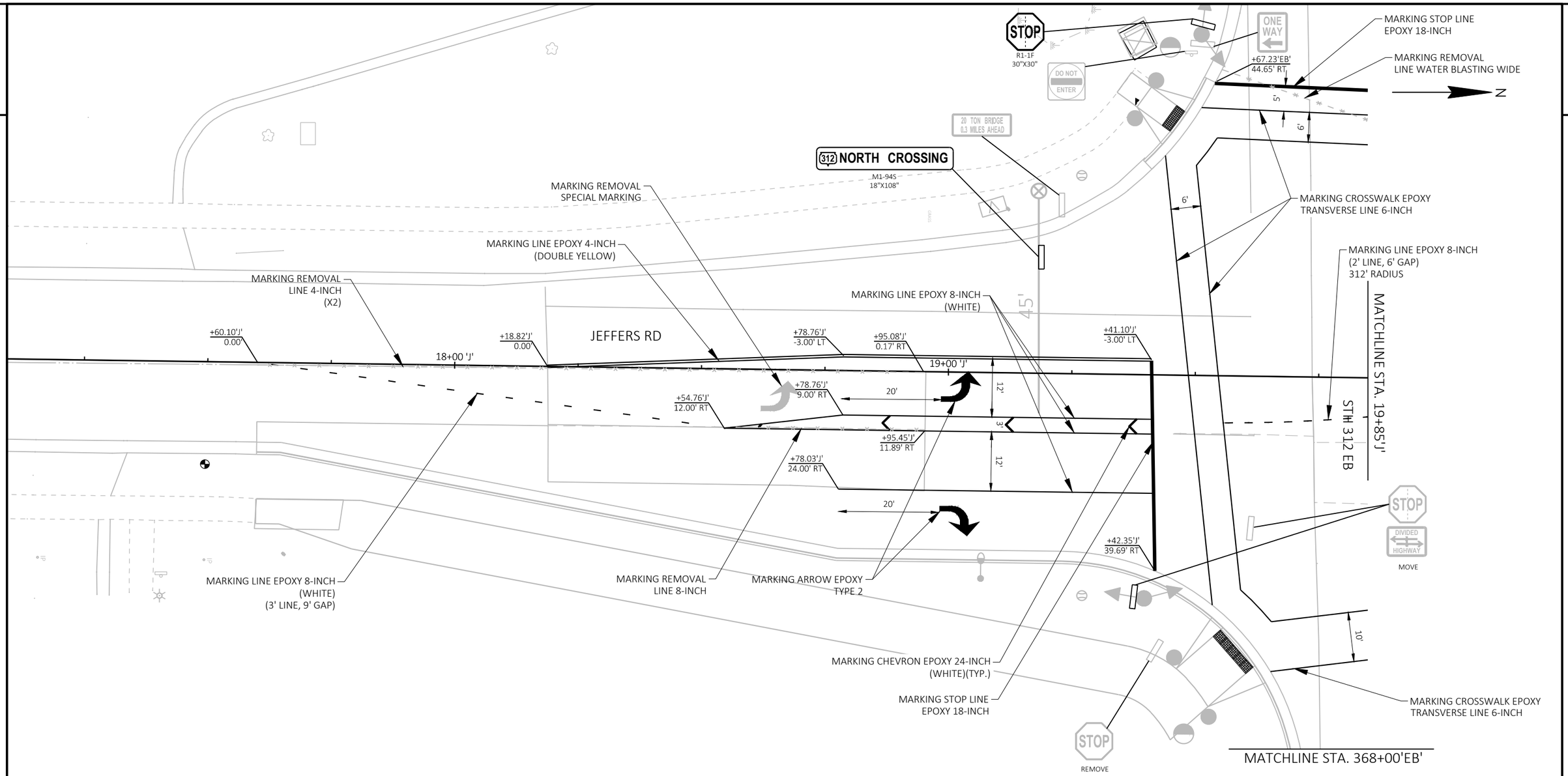
TEMPORARY DITCH CHECKS

SILT FENCE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET 27	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 9/3/2021 9:47 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 28	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\023201-PS.DWG
LAYOUT NAME - 01
PLOT DATE : 9/15/2021 2:21 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

NB JEFFERS RD LEFT TURN SKIP DASH MARKING

STATION	OFFSET	STATION	OFFSET
19+55.78'J'	9.53' RT	20+21.66'J'	2.00' RT
19+60.90'J'	9.45' RT	20+26.63'J'	0.84' RT
19+66.00'J'	9.27' RT	20+31.57'J'	0.40' LT
19+70.77'J'	9.09' RT	20+36.19'J'	1.74' LT
19+76.19'J'	8.71' RT	20+40.48'J'	3.51' LT
19+81.33'J'	8.27' RT	20+43.40'J'	5.04' LT
19+86.40'J'	7.79' RT	20+49.58'J'	9.28' LT
19+91.57'J'	7.21' RT	20+53.35'J'	12.63' LT
19+96.56'J'	6.53' RT	20+56.47'J'	16.67' LT
20+02.84'J'	5.41' RT	20+59.27'J'	20.84' LT
20+06.82'J'	4.93' RT	20+61.61'J'	25.77' LT
20+10.75'J'	4.22' RT	20+63.21'J'	30.00' LT
20+15.92'J'	3.20' RT	20+64.20'J'	35.09' LT
		20+64.66'J'	37.86' LT

SB JEFFERS RD LEFT TURN SKIP DASH MARKING

STATION	OFFSET	STATION	OFFSET
19+89.29'J'	46.57' RT	20+24.19'J'	5.33' RT
19+89.42'J'	42.86' RT	20+29.07'J'	4.12' RT
19+90.06'J'	38.05' RT	20+34.07'J'	3.21' RT
19+91.00'J'	34.30' RT	20+39.01'J'	2.41' RT
19+93.36'J'	28.31' RT	20+43.95'J'	1.47' RT
19+95.67'J'	24.04' RT	20+48.89'J'	0.85' RT
19+98.58'J'	19.98' RT	20+53.77'J'	0.19' RT
20+01.84'J'	16.41' RT	20+58.91'J'	0.52' LT
20+04.84'J'	13.80' RT	20+63.89'J'	1.03' LT
20+07.33'J'	11.90' RT	20+68.88'J'	1.61' LT
20+10.07'J'	10.08' RT	20+73.89'J'	2.07' LT
20+14.45'J'	7.90' RT	20+78.89'J'	2.29' LT
20+18.85'J'	6.55' RT	20+83.88'J'	2.58' LT
		20+86.08'J'	2.76' LT

N

STH 312 EB

STH 312 WB

50'

MARKING REMOVAL LINE WATER BLASTING WIDE

MARKING STOP LINE EPOXY 18-INCH

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

MARKING REMOVAL LINE WATER BLASTING WIDE

R1-2 36"X31"

STOP R1-1F 30"X30"

+70.40'EB' 0.00'

+71.69'EB' -21.10' LT

+72.45'EB' -33.53' LT

(REMAIN AS-IS)

DIVIDED HIGHWAY MOVE

RIGHT TURN OBEY THIS SIGN REMOVE

MARKING CURB EPOXY

LEFT TURN YIELD ON FLASHING YELLOW ARROW REMOVE

MARKING ISLAND NOSE EPOXY

367+47.71'EB'

367+00'WB'

42' RADIUS

MARKING CURB EPOXY

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP)

312' RADIUS

20+00 'J'

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

MARKING STOP LINE EPOXY 18-INCH

MARKING REMOVAL LINE WATER BLASTING WIDE

MARKING LINE EPOXY 8-INCH (WHITE)

MARKING YIELD LINE EPOXY 18-INCH

+15.20'J' -45.98' LT

+03.71'J' -30.80' LT

10'

5'

+01.08'J' -25.00' LT

+15.76'J' -24.00' LT

5'

15'

W12-1D 24"X24"

MARKING CHEVRON EPOXY 24-INCH (WHITE)(TYP.)

MARKING REMOVAL LINE 8-INCH

MARKING REMOVAL SPECIAL MARKING

MARKING LINE EPOXY 8-INCH (WHITE)

+04.77'J' -10.00' LT

+18.84'J' -9.00' LT

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

+45.97'J' -0.16' LT

6'

20'

21+00 'J'

22+00 'J'

20'

12'

+70.84'J' -3.00' LT

+04.95'J' 3.29' RT

+01.08'J' 8.98' RT

+46.08'J' 2.96' RT

+70.81'J' 8.75' RT

MARKING ARROW EPOXY TYPE 2

MARKING ARROW EPOXY TYPE 2

MARKING REMOVAL LINE 4-INCH (X2)

JEFFERS RD

MATCHLINE STA. 19+85'J'

MARKING ISLAND NOSE EPOXY

MARKING CURB EPOXY

42' RADIUS

MARKING ISLAND NOSE EPOXY

MARKING CURB EPOXY

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

ONE WAY MOVE

10'

STOP R1-1F 30"X30"

+70.39'WB' 0.00'

LEFT TURN YIELD ON FLASHING YELLOW ARROW REMOVE

10'

10'

5'

5'

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

55'

+92.33'WB' -54.38' LT

6'

5'

312 NORTH CROSSING M1-9S 18"X108"

MOVE

STOP R1-1F 30"X30"

368+00'EB'

+77.79'WB' 34.20' RT

+83.33'WB' 21.54' RT

STOP R1-1F 30"X30"

MARKING STOP LINE EPOXY 18-INCH

MARKING REMOVAL LINE WATER BLASTING WIDE

+75.93'WB' -28.00' LT

W12-1D 24"X24"

+76.28'WB' -36.47' LT

+88.69'WB' -28.00' LT

MARKING LINE EPOXY 8-INCH (WHITE)

MARKING YIELD LINE EPOXY 18-INCH

MP

YIELD MOVE

MATCHLINE STA. 368+00'EB'

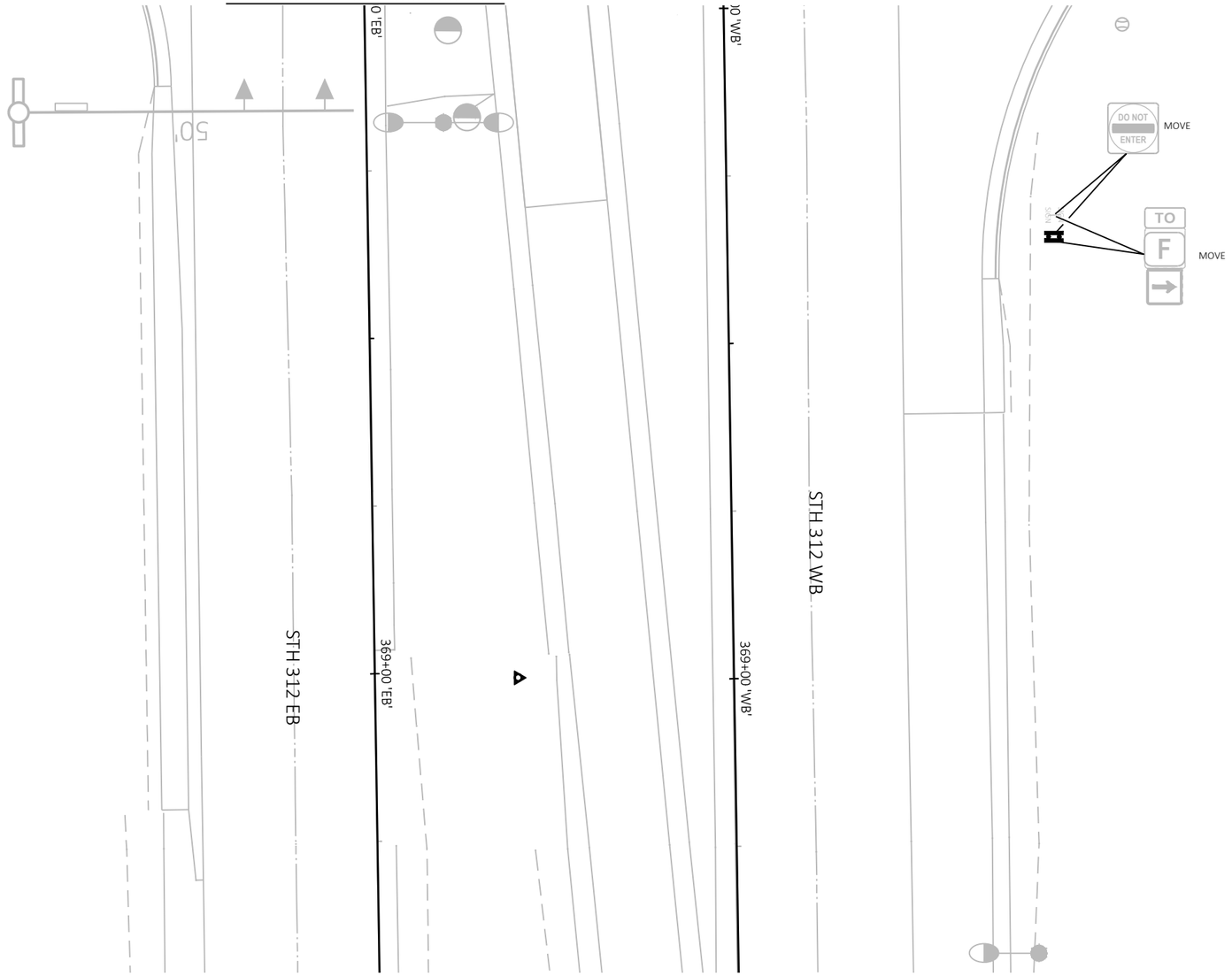
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 29	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\023201-PS.DWG
LAYOUT NAME - 02
PLOT DATE : 9/15/2021 2:22 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 368+00'EB'



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 30	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\023201-PS.DWG
LAYOUT NAME - 03

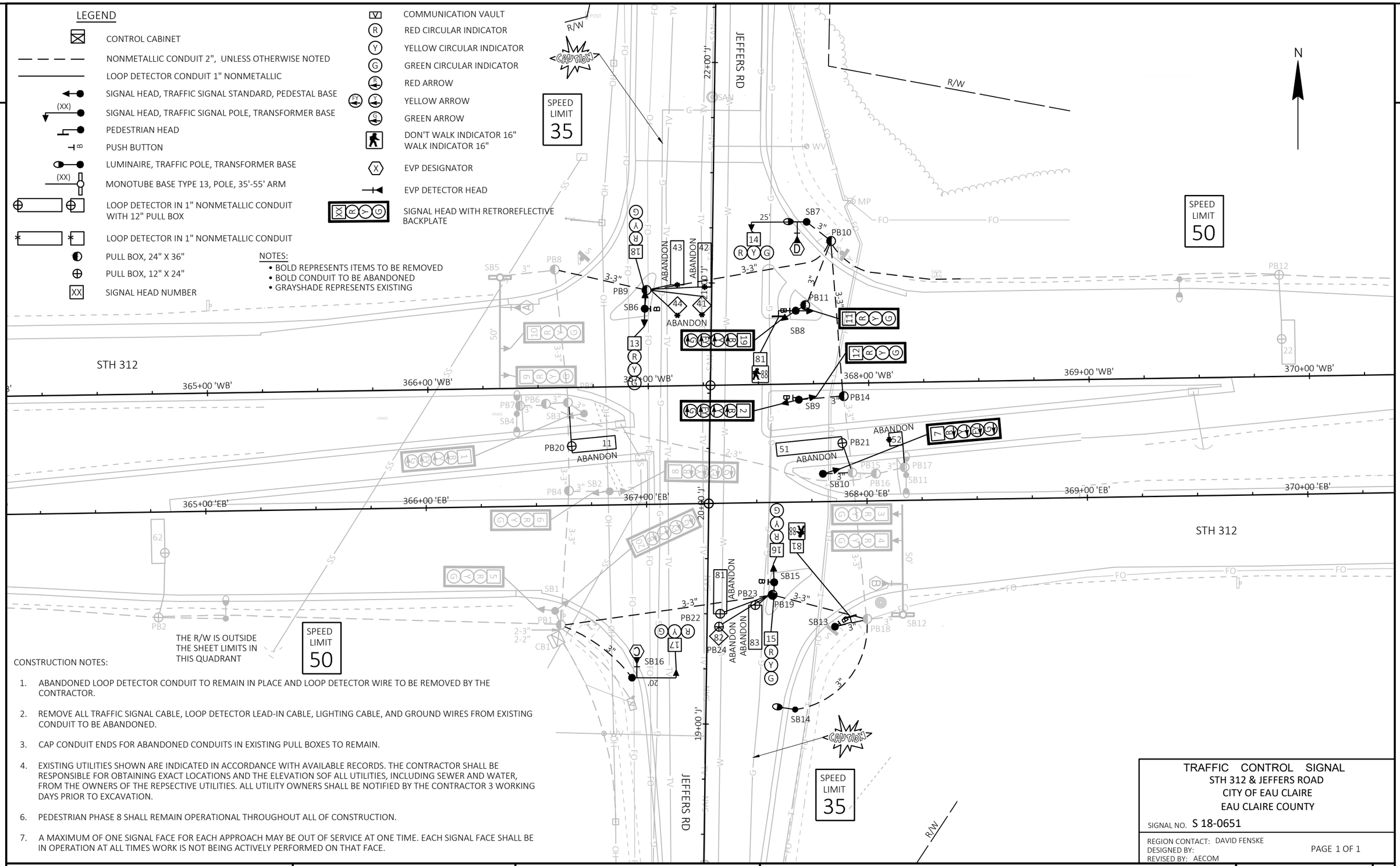
PLOT DATE : 9/15/2021 2:22 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- PB PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE TYPE 13, POLE, 35'-55' ARM
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- XX SIGNAL HEAD NUMBER

- COMMUNICATION VAULT
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE

NOTES:
- BOLD REPRESENTS ITEMS TO BE REMOVED
- BOLD CONDUIT TO BE ABANDONED
- GRAYSHADE REPRESENTS EXISTING



THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

SPEED LIMIT 50

CONSTRUCTION NOTES:

1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE AND LOOP DETECTOR WIRE TO BE REMOVED BY THE CONTRACTOR.
2. REMOVE ALL TRAFFIC SIGNAL CABLE, LOOP DETECTOR LEAD-IN CABLE, LIGHTING CABLE, AND GROUND WIRES FROM EXISTING CONDUIT TO BE ABANDONED.
3. CAP CONDUIT ENDS FOR ABANDONED CONDUITS IN EXISTING PULL BOXES TO REMAIN.
4. EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATION SOF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE REPSECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
6. PEDESTRIAN PHASE 8 SHALL REMAIN OPERATIONAL THROUGHOUT ALL OF CONSTRUCTION.
7. A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

TRAFFIC CONTROL SIGNAL
STH 312 & JEFFERS ROAD
CITY OF EAU CLAIRE
EAU CLAIRE COUNTY

SIGNAL NO. S 18-0651

REGION CONTACT: DAVID FENSKE
DESIGNED BY:
REVISED BY: AECOM

PAGE 1 OF 1

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 31	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\024001-SR.DWG
LAYOUT NAME - 024001-sr
PLOT DATE : 7/13/2021 1:33 PM
PLOT BY : SALOMONSEN, DEREK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- CONDUIT SPECIAL 3-INCH
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- PB PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE, LED C
- (XX) MONOTUBE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE TYPE 13, POLE, 35'-55' ARM
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER

- COMMUNICATION VAULT
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE AND TUNNEL VISORS
- SIGNAL HEAD WITH STANDARD BACKPLATE AND TUNNEL VISORS
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

SPEED LIMIT 35

SPEED LIMIT 50

MONOTUBE STRUCTURE NUMBER
SB6 = S-18-0651-01
SB9 = S-18-0651-04
SB16 = S-18-0651-02
SB19 = S-18-0651-03

SPEED LIMIT 50

SPEED LIMIT 35

N

STH 312

JEFFERS RD

MATCHLINE: 97+00'EB'

MATCHLINE: 103+00'EB'

365+00 'WB' 366+00 'WB' 367+00 'WB' 368+00 'WB' 369+00 'WB' 370+00 'WB'

365+00 'EB' 366+00 'EB' 367+00 'EB' 368+00 'EB' 369+00 'EB' 370+00 'EB'

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø7 Ø8

2-6'X20' 3 TURNS

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL CONDUIT INTO EXISTING ITEM ADJUSTING PULL BOXES

THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

CAUTION

ABANDONED

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT OF CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE DEPARTMENTS ELECTRICAL SHOP AT (715)-225-0360.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. PROPOSED PAVEMENT MARKINGS AND PEDESTRIAN DETECTABLE WARNING FIELDS ARE SHOWN GRAYSHADE FOR PLAN CLARITY.
6. PRIOR TO STAGE 1 CONSTRUCTION, CONDUIT AND PULL BOXES SHALL BE INSTALLED IN NORTHEAST QUADRANT AND EAST APPROACH MEDIAN AND TEMPORARY CONNECTIONS MADE TO EXISTING SIGNAL HEADS AND LOOP DETECTORS.
7. PRIOR TO STAGE 2 CONSTRUCTION, NEW PULL BOXES, SIGNAL BASES, ARMS, POLES, SIGNAL HEADS, AND CONDUIT SHALL BE INSTALLED IN THE SOUTHEAST QUADRANT, WITH TEMPORARY CONNECTIONS MADE TO THE PROPOSED SIGNAL HEADS AND LOOP DETECTORS. INSTALL THE REMAINING SIGNAL EQUIPMENT IN THE NORTHEAST QUADRANT, WITH TEMPORARY CONNECTIONS MADE TO THE PROPOSED SIGNAL HEADS AND LOOP DETECTORS.
8. THERE IS A SEVERAL MONTH BACKORDER FOR DELIVERY OF MONOTUBE EQUIPMENT. PROVIDE AS MUCH ADVANCE NOTICE AS POSSIBLE TO ENSURE TIMELY DELIVERY.

REVISION

REV. NO.		APPROVAL RECOMMENDED		APPROVED	
		REGION		CENTRAL OFFICE	
		DATE	BY	DATE	BY
4	5-9-19	CHANGED HEADS 5, 7, 12, & 14 TO 4-SECTION FYA, ADDED HEADS 6 & 13, AND BEGAN FYA OPERATION.			
	5-17-18	REPLACED TROMBONE ARM POLES WITH MONOTUBE POLES AT SB6 & SB14.			
	2-2-15	CHANGED MMU.			
	2-7-14	REPLACED CONTROLLER.			
	7-19-12	CHANGED PED HEADS TO COUNTDOWN STYLE. (APPR. XX-XX-XX)			
	10-26-07	WIRED PHASE 4 & 8 BIKE BUTTONS AND PH 8 PED HEADS WITH NE QUADRANT RECONSTRUCTION.			
	5-25-07	ADDED PH 8 PED WIRING.			
	2-22-07	CHANGED TO ALL-RED FLASH, ADDED FIBER COMM, AND CHANGED NUMBERING OF SIDE STREET PHASING.			
	12-14-06	CHANGED CONTROLLER.			
	10-6-00	ADDED EMERGENCY VEHICLE DETECTION. (APPR. 9-4-07)			
	11-19-97	CONSTRUCTION AS-BUILT. MINOR LOCATION REVISIONS.			

REPLACE SIDE ROAD TROMBONE ARM POLES WITH MONOTUBE POLES; ADD PEDESTRIAN PHASING FOR PHASES 2, 4, AND 6; RELOCATE THE NB NEAR RIGHT SIGNAL POLE; REPLACE LOOP DETECTOR FOR PHASES 1, 4, 5, AND 8; ADD PHASES 3 and 7 WITH 4-SECTION FYA SIGNAL HEADS ON SIDE ROAD.

TRAFFIC CONTROL SIGNAL

STH 312 & JEFFERS ROAD
CITY OF EAU CLAIRE
EAU CLAIRE COUNTY

SIGNAL NO. S 18-0651
CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8-26-96 WILLARD JOCHIMSEN
DISTRICT CHIEF TRAFFIC ENGINEER

APPROVED
DATE 9-3-96 WILLIAM C. GILDING
(FOR) STATE TRAFFIC ENGINEER

REGION CONTACT: DAVID FENSKE
DESIGNED BY:
REVISED BY: AECOM

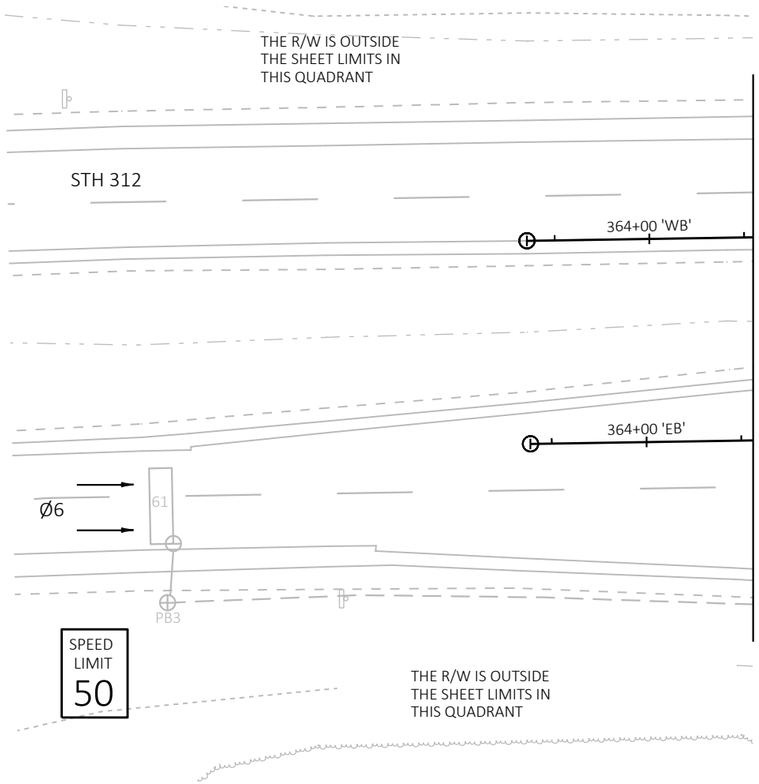
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC SIGNAL PLAN	SHEET 32	E

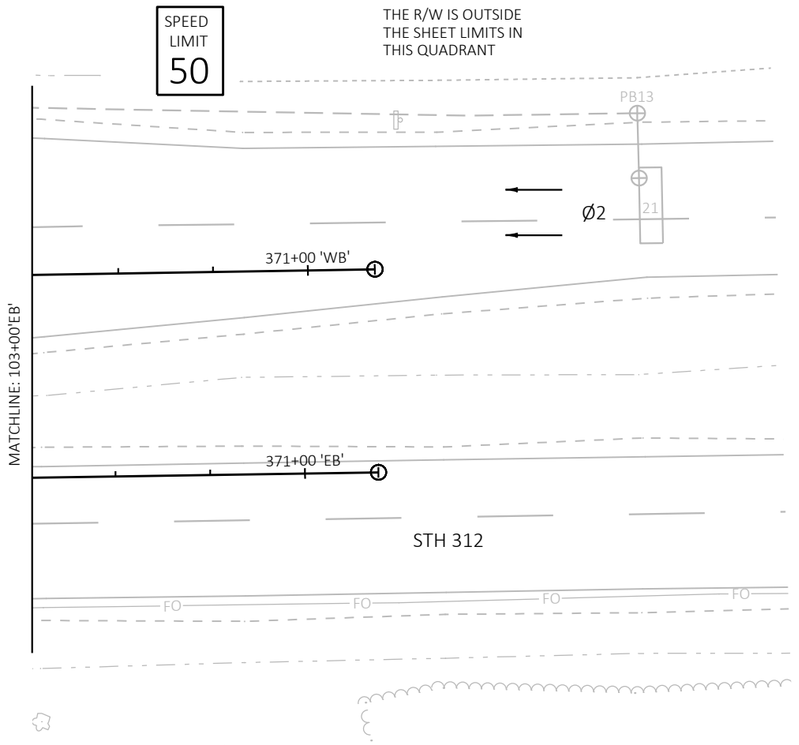
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\024201-SP.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 9/7/2021 4:06 PM PLOT BY : SALOMONSEN, DEREK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N





TRAFFIC CONTROL SIGNAL
STH 312 & JEFFERS ROAD
CITY OF EAU CLAIRE
EAU CLAIRE COUNTY

SIGNAL NO. S 18-0651

REGION CONTACT: DAVID FENSKE
DESIGNED BY:
REVISED BY: AECOM

PAGE 2 OF 3

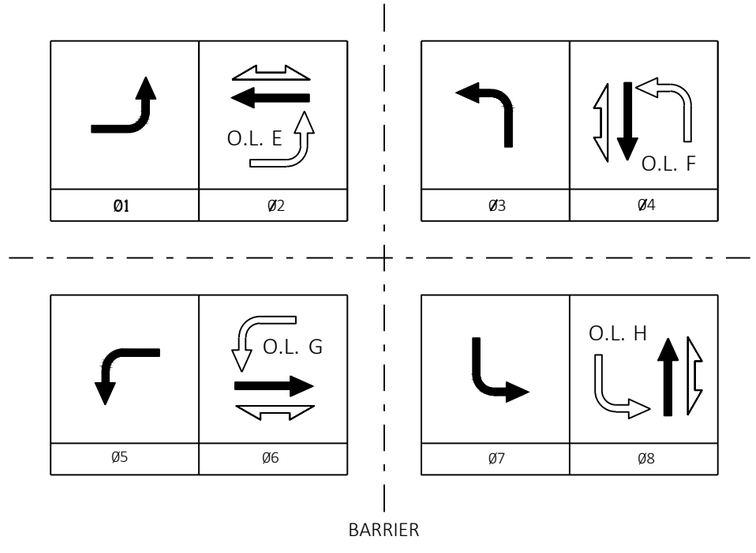
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC SIGNAL PLAN	SHEET 33	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\024201-SP.DWG
LAYOUT NAME - 024202-sp
PLOT DATE : 9/7/2021 4:06 PM
PLOT BY : SALOMONSEN, DEREK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	5,6,7	-
Ø2	8,9,10,11	R
Ø3	23,24	-
Ø4	15,16,17	R
Ø5	12,13,14	-
Ø6	1,2,3,4	R
Ø7	18,19	-
Ø8	20,21,22	R
Ø2P	28,29	-
Ø4P	41,42,43,44	-
Ø6P	61,62	-
Ø8P	81,82,83,84	-
OLE	5,6,7	R
OLF	23,24	R
OLG	12,13,14	R
OLH	18,19	R

OL ASSIGNMENTS
1 + 2
3 + 4
5 + 6
7 + 8



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W /Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3		8		X
4		8		X
5		2		X
6	X	2	MIN	X
7		4		X
8		4		X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "E" =	1	2
O.L. "F" =	3	4
O.L. "G" =	5	6
O.L. "H" =	7	8

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
CLOSED LOOP TWISTED PAIR	
FIBER OPTIC NETWORK	X
INTERSECTION ONLY (CELL MODEM)*	
*LOCATION OF CELL MODEM CONTROLLER NO: S-	
SIGNAL SYSTEM: SS-18-0132	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. PHASE 4 BIKE BUTTON WIRED TO SPECIAL DETECTOR 4 (DETECTOR 12) AND CALLS PHASE 4 BIKE MINIMUM GREEN. PHASE 8 BIKE BUTTON WIRED TO SPECIAL DETECTOR 8 (DETECTOR 16) AND CALLS PHASE 8 BIKE MINIMUM GREEN.

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	31	41	51	61	71	81
PHASE CALLED	1	2	3	4	5	6	7	8
PHASE EXTENDED	1	2	3	4	5	6	7	8
DISCONNECT TIME								
CALLING DELAY				3"				
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR #(S)	83							
PHASE CALLED	8							
PHASE EXTENDED	8							
DISCONNECT TIME								
CALLING DELAY	3"							
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12	22	32	42	52	62	72	82
PHASE CALLED	1	2	3	4	5	6	7	8
PHASE EXTENDED	1	2	3	4	5	6	7	8
DISCONNECT TIME								
CALLING DELAY			3"				3"	
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR #(S)	84							
PHASE CALLED	8							
PHASE EXTENDED	8							
DISCONNECT TIME								
CALLING DELAY	3"							
EXTENSION STRETCH								
LOOP FUNCTION								

EMERGENCY VEHICLE PREEMPTION ASSIGNMENT

EMERGENCY VEHICLE DETECTOR	A	B	C	D
PREEMPTION CHANNEL	1	2	3	4
MOVEMENT				
DIRECTION	WB	EB	SB	NB
PHASES	2+5	1+6	4+7	3+8

NOTES:
FULL CLEARANCE AND MINIMUM GREEN INTERVALS SHALL ALWAYS BE PROVIDED.

TRAFFIC CONTROL SIGNAL
STH 312 & JEFFERS ROAD
CITY OF EAU CLAIRE
EAU CLAIRE COUNTY

SIGNAL NO. S 18-0651

REGION CONTACT: DAVID FENSKE
DESIGNED BY:
REVISED BY: AECOM

PAGE 3 OF 3

PROJECT ID:	7028-00-73
INTERSECTION:	STH 312 & JEFFERS RD

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE: Jul-21

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR										OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	D/WALK	WALK	PED	
SB1	12	2	RED	ORG	GRN								
		13				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
SB2	12	1	RED	ORG	GRN								
		14				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
		42								BLK	BLU		
SB3	5	43								RED	GRN		
SB4	12	5				RED	ORG	WHT/BLK	GRN				
SB6	5	10	RED	ORG	GRN								
		11	RED	ORG	GRN								
SB7	12	15	RED	ORG	GRN								
		28								BLK	BLU		
SB8	12	23				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
		44								BLK	BLU		
SB9	12	21	RED	ORG	GRN								
		24				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
SB10	12	22	RED	ORG	GRN								
		29								BLK	BLU		
SB11	12	6				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
		9	RED	ORG	GRN								
		81								BLK	BLU		
SB12	12	7				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
		8	RED	ORG	GRN								
		82								BLK	BLU		
SB13	5	83								RED	GRN		
SB14	12	12				RED	ORG	WHT/BLK	GRN				
SB16	5	3	RED	ORG	GRN								
		4	RED	ORG	GRN								
SB17	5	61								RED	GRN		
SB18	5	84								RED	GRN		
SB19	12	18				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
		20	RED	ORG	GRN								
SB20	12	16	RED	ORG	GRN								
		17	RED	ORG	GRN								
		19				RED/BLK	ORG/BLK	WHT/BLK	GRN/BLK				
SB21	5	62								RED	GRN		
SB22	5	41								RED	GRN		

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	SB20
SB20	SB21
SB21	SB22
SB22	CB1

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB5
SB5	SB9
CB1	SB19
SB19	SB15

LOOP LEAD-IN CABLE FOR PED PUSH BUTTONS	
FROM	TO
CB1	SB2
CB1	SB3
CB1	SB7 (X2)
CB1	SB8
CB1	SB10
CB1	SB11
CB1	SB12
CB1	SB13
CB1	SB17
CB1	SB18
CB1	SB19
CB1	SB21
CB1	SB22

PULL BOX GROUNDING 10 AWG	
FROM	TO
PB1	SB1
PB4	SB3
PB5	SB4
PB6	SB4
PB8	SB6
PB9	SB7
PB10	SB9
PB11	SB10
PB14	SB12
PB15	SB14
PB16	SB14
PB18	SB17
PB19	SB19
PB20	SB20

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB6
B	CB1	SB16
C	CB1	SB20
D	CB1	SB9

CAT-5E CABLE VIDEO CAMERA	
FROM	TO
CB1	SB14

1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.

STH 312 & JEFFERS ROAD

CITY OF EAU CLAIRE
EAU CLAIRE COUNTY

CONTROLLER TYPE: ECONOLITE

SIGNAL NO: S 18-0651 CABINET TYPE: TS2

DATE: JULY 2021 PAGE NO. 1 OF 1

2

CONSTRUCTION ACTIVITIES

- CONSTRUCT SB PAVEMENT, MEDIAN ISLAND, AND CURB RAMP IN NW QUADRANT
- CONSTRUCT CURB RAMP IN SW QUADRANT
- CONSTRUCT TEMPORARY PEDESTRIAN SURFACE FOR USE IN STAGE 2

TRAFFIC DURING STAGE

- SB JEFFERS RD CLOSED. TRAFFIC TO USE COUNTY LINE RD / 10TH AVE.
- NB JEFFERS RD OPEN
- STH 312 WB OUTSIDE AND LEFT TURN LANES CLOSED
- STH 312 EB OUTSIDE AND LEFT TURN LANES CLOSED

LEGEND

- PEDESTRIAN ROUTE
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TYPE 2 BARRICADE WITH SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- (B) TEMPORARY CURB RAMP
- (C) TEMPORARY PEDESTRIAN BARRICADE
- (D) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N

PRAIRIE LN

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE NORTH OF COUNTY LINE RD / 10TH AVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

STH 312 WB
365'WB'
370'WB'
25' TYP.

R3-2
24"X24"

365'EB'
STH 312 EB
370'EB'
25' TYP.

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO11-2
24"X24"
AHEAD
WO16-9P
48"X24"
15' TYP.
WO16-7L
48"X24"
R9-9
24"X12"
SIDEWALK CLOSED
SIDEWALK CLOSED
CROSS HERE
R9-11A
24"X12"
PEDESTRIAN CROSSWALK
R9-2
36"X18"
ROAD WORK AHEAD
WO-1A
36"X36"
PLACE SOUTH AT GLENN PL
JEFFERS RD

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC CONTROL - STAGE 1 PHASE 1	SHEET 36	E

2

CONSTRUCTION ACTIVITIES

- CONSTRUCT WEST MEDIAN NOSES AND CURB RAMPS
- CONSTRUCT STH 312 EB LEFT TURN LANE LOOP DETECTOR

TRAFFIC DURING STAGE

- SB JEFFERS RD CLOSED. TRAFFIC TO USE COUNTY LINE RD / 1OTH AVE
- NB JEFFERS RD OPEN
- STH 312 WB INSIDE AND LEFT TURN LANES CLOSED
- STH 312 EB INSIDE AND LEFT TURN LANES CLOSED

PRAIRIE LN

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE NORTH OF COUNTY LINE RD / 10TH AVE

LEGEND

- PEDESTRIAN ROUTE
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TYPE 2 BARRICADE WITH SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- (B) TEMPORARY CURB RAMP
- (C) TEMPORARY PEDESTRIAN BARRICADE
- (D) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

STH 312 WB
365'WB'
370'WB'
R3-2
24"X24"
100' TYP.
25' TYP.
365'EB'
370'EB'
STH 312 EB

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R3-2
24"X24"
WO11-2
24"X24"
AHEAD
WO16-9P
48"X24"
WO16-7L
48"X24"
R9-9
24"X12"
SIDEWALK CLOSED
SIDEWALK CLOSED CROSS HERE
R9-11A
24"X12"
PEDESTRIAN CROSSWALK
R9-7
36"X18"
ROAD WORK AHEAD
W20-1A
36"X36"
PLACE SOUTH AT GLENN PL
JEFFERS RD

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC CONTROL - STAGE 1 PHASE 2	SHEET 37	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\025101-TC_S1_P2.DWG
LAYOUT NAME - 01
PLOT DATE : 9/1/2021 1:49 PM
PLOT BY : CZECH, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:75 FT

2

CONSTRUCTION ACTIVITIES

- CONSTRUCT NE AND SE QUADRANTS

TRAFFIC DURING STAGE

- SB JEFFERS RD OPEN
- NB JEFFERS RD CLOSED
- STH 312 WB OUTSIDE, LEFT TURN, AND RIGHT TURN LANES CLOSED
- STH 312 EB OUTSIDE AND LEFT TURN LANES CLOSED

LEGEND

- PEDESTRIAN ROUTE
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TYPE 2 BARRICADE WITH SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- (B) TEMPORARY CURB RAMP
- (C) TEMPORARY PEDESTRIAN BARRICADE
- (D) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N

PRAIRIE LN

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE

R9-9 24"X12" SIDEWALK CLOSED

WO11-2 24"X24"

AHEAD WO16-9P 48"X24"

WO16-7L 48"X24"

TEMPORARY ASPHALT PATH

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R3-1 24"X24"

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

25' TYP.

STH 312 WB

365'WB'

370'WB'

R3-2 24"X24"

BEGIN RIGHT TURN LANE

R3-20R 24"X36"

STH 312 EB

365'EB'

370'EB'

100' TYP.

50' TYP.

20'

25' TYP.

JEFFERS RD

R9-8 36"x18" PEDESTRIAN CROSSWALK

R11-2 48" X 30" ROAD CLOSED

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC CONTROL - STAGE 2 PHASE 1	SHEET 38	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\025102-TC_S2_P1.DWG
LAYOUT NAME - 01
PLOT DATE : 9/1/2021 1:50 PM
PLOT BY : CZECH, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:75 FT
WISDOT/CADDS SHEET 42

2

CONSTRUCTION ACTIVITIES

- CONSTRUCT EAST MEDIAN NOSES AND CURB RAMPS
- CONSTRUCT STH 312 WB LEFT TURN LANE LOOP DETECTOR

TRAFFIC DURING STAGE

- SB JEFFERS RD OPEN
- NB JEFFERS RD CLOSED
- STH 312 WB INSIDE, LEFT TURN, AND RIGHT TURN LANES CLOSED
- STH 312 EB INSIDE AND LEFT TURN LANES CLOSED

LEGEND

- PEDESTRIAN ROUTE
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TYPE 2 BARRICADE WITH SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- (B) TEMPORARY CURB RAMP
- (C) TEMPORARY PEDESTRIAN BARRICADE
- (D) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N

PRAIRIE LN

WO11-2 24"X24"

AHEAD WO16-9P 48"X24"

WO16-7L 48"X24"

R9-11A 24"X12" SIDEWALK CLOSED CROSS HERE

SIDEWALK CLOSED R9-9 24"X12"

TEMPORARY ASPHALT PATH

R9-9 24"X12" SIDEWALK CLOSED

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R3-1 24"X24"

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

25' TYP.

STH 312 WB

365'WB'

370'WB'

100' TYP.

R3-2 24"X24"

25' TYP.

365'EB'

370'EB'

STH 312 EB

20'

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

25' TYP.

JEFFERS RD

PEDESTRIAN CROSSWALK R9-8 36"x18"

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

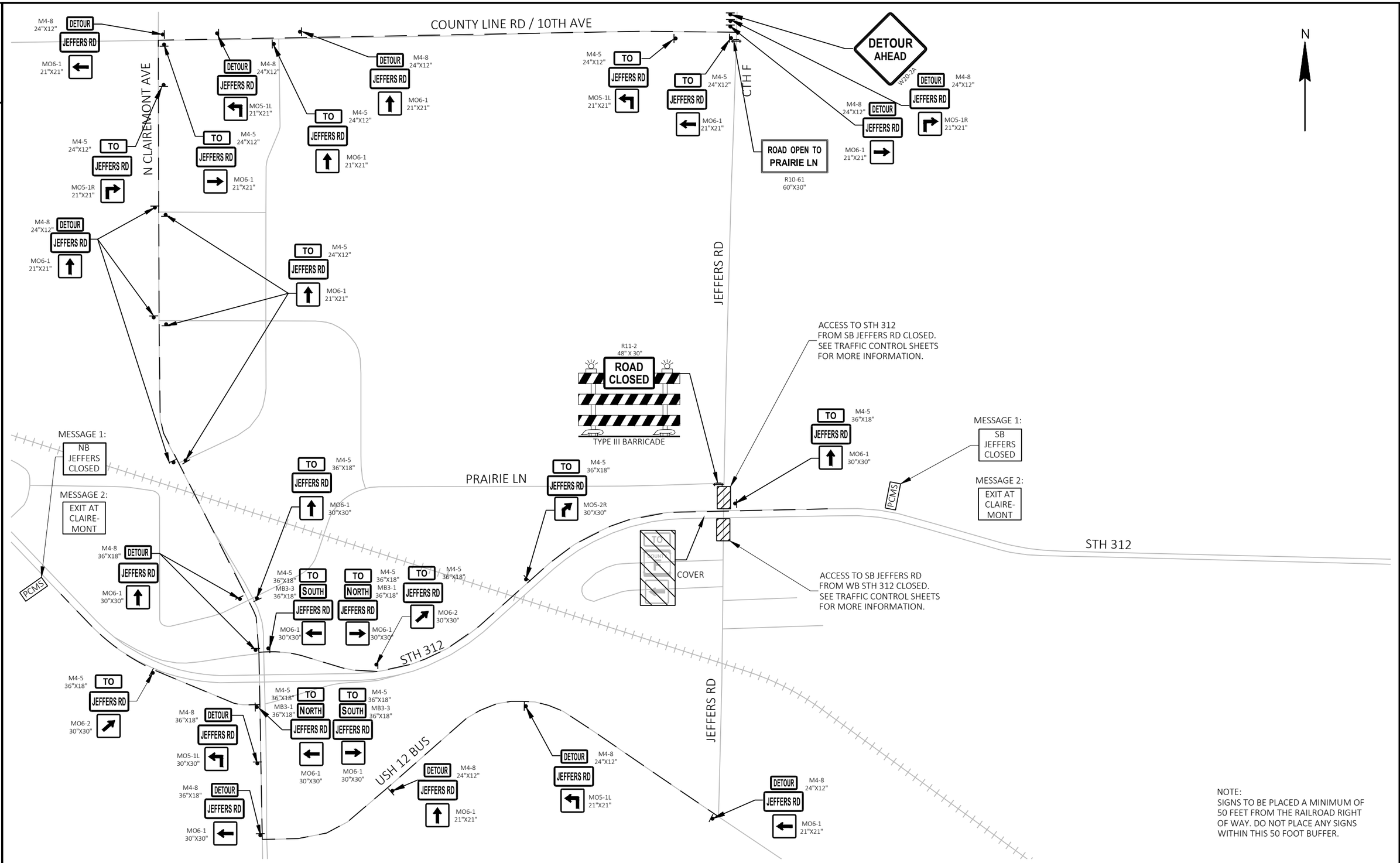
SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURE" FOR EXACT PLACEMENT OF ADVANCE WARNING DRUMS AND SIGNAGE

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TRAFFIC CONTROL - STAGE 2 PHASE 2	SHEET 39	E

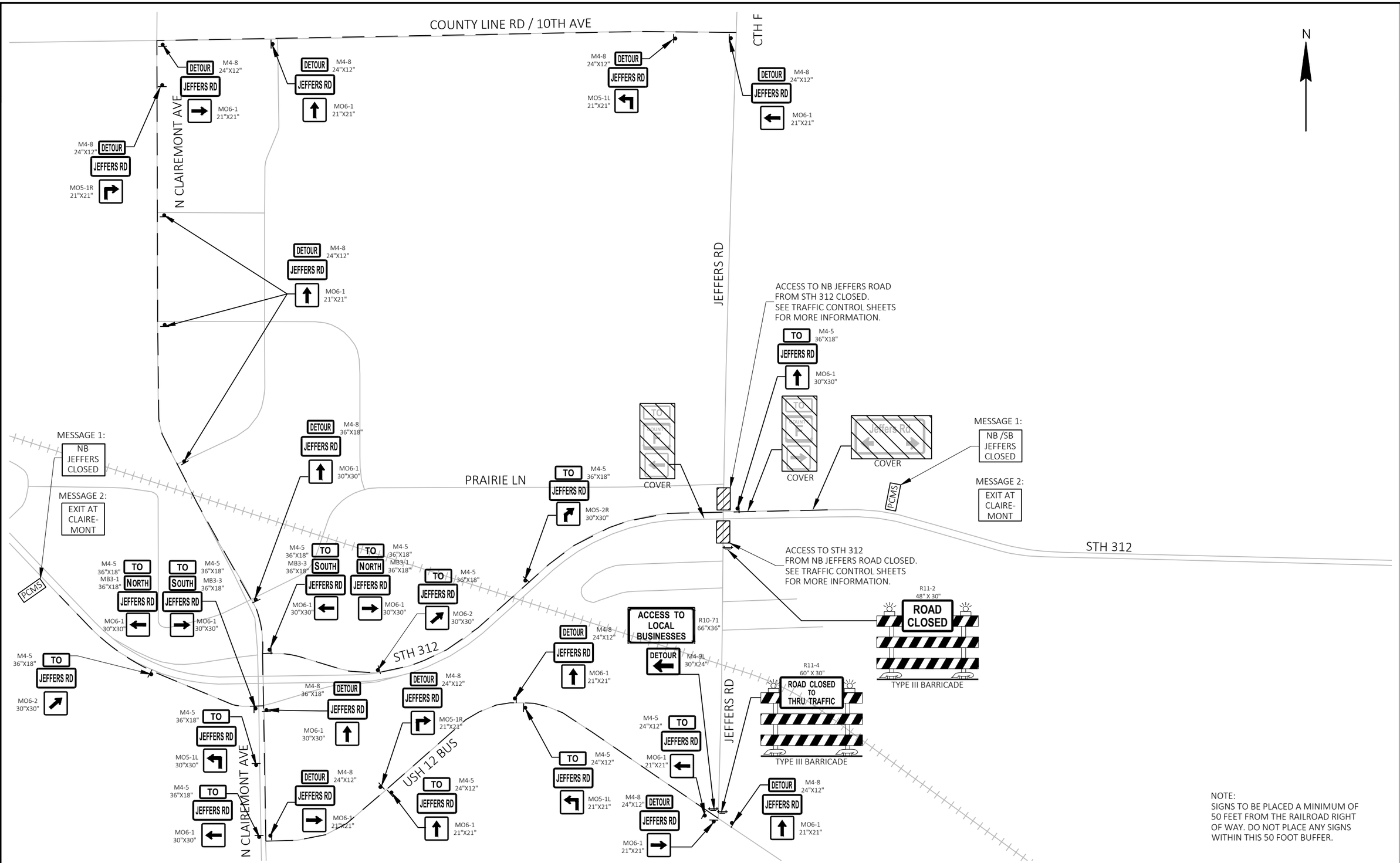
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\025102-TC_S2_P2.DWG PLOT DATE : 9/1/2021 1:50 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:75 FT

LAYOUT NAME - 01

WISDOT/CADDS SHEET 42



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	DETOUR PLAN - STAGE 1 PHASE 1 & PHASE 2	SHEET 40	E



PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	DETOUR PLAN - STAGE 2 PHASE 1 & PHASE 2	SHEET 41	E

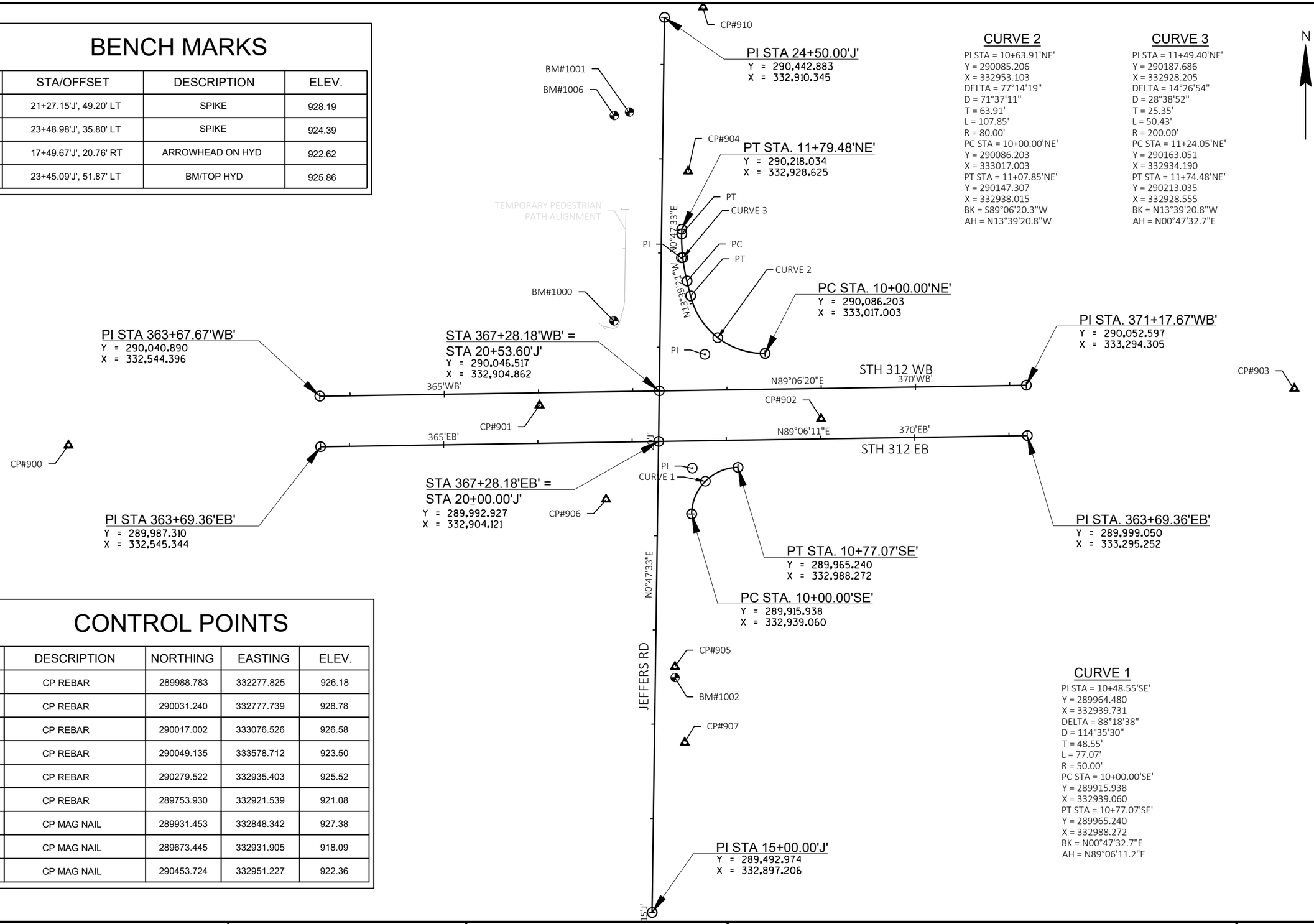
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\60637676_STH312-JEFFERSRD-INTERSECTION - DOCUMENTS\0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\027001-DT.DWG
LAYOUT NAME - 02
PLOT DATE : 7/14/2021 1:28 PM
PLOT BY : CZECH, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT

BENCH MARKS

NO.	STA/OFFSET	DESCRIPTION	ELEV.
1000	21+27.15'J', 49.20' LT	SPIKE	928.19
1001	23+48.98'J', 35.80' LT	SPIKE	924.39
1002	17+49.67'J', 20.76' RT	ARROWHEAD ON HYD	922.62
1006	23+45.09'J', 51.87' LT	BM/TOP HYD	925.86

CONTROL POINTS

NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
900	CP REBAR	289988.783	332277.825	926.18
901	CP REBAR	290031.240	332777.739	928.78
902	CP REBAR	290017.002	333076.526	926.58
903	CP REBAR	290049.135	333578.712	923.50
904	CP REBAR	290279.522	332935.403	925.52
905	CP REBAR	289753.930	332921.539	921.08
906	CP MAG NAIL	289931.453	332848.342	927.38
907	CP MAG NAIL	289673.445	332931.905	918.09
910	CP MAG NAIL	290453.724	332951.227	922.36



CURVE 2

PI STA = 10+63.91'NE'
Y = 290085.206
X = 332953.103
DELTA = 77°14'19"
D = 71°37'11"
T = 63.91'
L = 107.85'
R = 80.00'
PC STA = 10+00.00'NE'
Y = 290086.203
X = 333017.003
PT STA = 11+07.85'NE'
Y = 290147.307
X = 332938.015
BK = S89°06'20.3"W
AH = N13°39'20.8"W

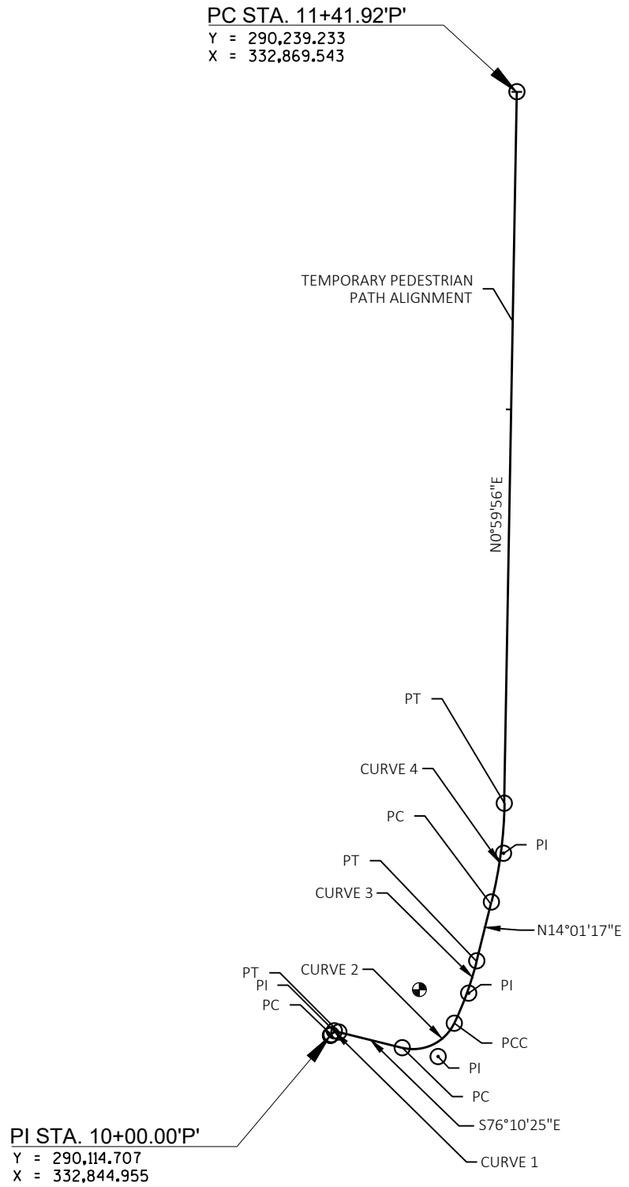
CURVE 3

PI STA = 11+49.40'NE'
Y = 290187.686
X = 332928.205
DELTA = 14°26'54"
D = 28°38'52"
T = 25.35'
L = 50.43'
R = 200.00'
PC STA = 11+24.05'NE'
Y = 290163.051
X = 332934.190
PT STA = 11+74.48'NE'
Y = 290213.035
X = 332928.555
BK = N13°39'20.8"W
AH = N00°47'32.7"E

CURVE 1

PI STA = 10+48.55'SE'
Y = 289964.480
X = 332939.731
DELTA = 88°18'38"
D = 114°35'30"
T = 48.55'
L = 77.07'
R = 50.00'
PC STA = 10+00.00'SE'
Y = 289915.938
X = 332939.060
PT STA = 10+77.07'SE'
Y = 289965.240
X = 332988.272
BK = N00°47'32.7"E
AH = N89°06'11.2"E

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	ALIGNMENT DATA	SHEET 42	E



JEFFERS RD

N

2

CURVE 1	CURVE 2	CURVE 3	CURVE 4
PI STA = 10+00.78'P'	PI STA = 10+14.77'P'	PI STA = 10+22.47'P'	PI STA = 10+41.47'P'
Y = 290115.302	Y = 290111.929	Y = 290120.275	Y = 290138.739
X = 332845.460	X = 332859.168	X = 332863.180	X = 332867.791
DELTA = 63°30'09"	DELTA = 78°08'56"	DELTA = 11°39'23"	DELTA = 13°01'21"
D = 5729°34'41"	D = 954°55'47"	D = 133°14'46"	D = 98°47'09"
T = 0.62'	T = 4.87'	T = 4.39'	T = 6.62'
L = 1.11'	L = 8.18'	L = 8.75'	L = 13.18'
R = 1.00'	R = 6.00'	R = 43.00'	R = 58.00'
PC STA = 10+00.16'P'	PC STA = 10+09.90'P'	PC STA = 10+18.08'P'	PC STA = 10+34.85'P'
Y = 290114.831	Y = 290113.093	Y = 290116.319	Y = 290132.316
X = 332845.060	X = 332854.437	X = 332861.279	X = 332866.187
PT STA = 10+01.27'P'	PT STA = 10+18.08'P'	PT STA = 10+26.83'P'	PT STA = 10+48.03'P'
Y = 290115.154	Y = 290116.319	Y = 290124.533	Y = 290145.357
X = 332846.061	X = 332861.279	X = 332864.244	X = 332867.907
BK = N40°19'26.2"E	BK = S76°10'24.5"E	BK = N25°40'39.7"E	BK = N14°01'16.5"E
AH = S76°10'24.5"E	AH = N25°40'39.7"E	AH = N14°01'16.5"E	AH = N00°59'55.9"E

STH 312 WB

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	ALIGNMENT DATA	SHEET 43	E

Estimate Of Quantities

7028-00-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	1,550.000	1,550.000
0004	204.0150	Removing Curb & Gutter	LF	414.000	414.000
0006	204.0155	Removing Concrete Sidewalk	SY	322.000	322.000
0008	204.0195	Removing Concrete Bases	EACH	9.000	9.000
0010	204.9060.S	Removing (item description) 01. Removing Traffic Signals STH 312 & Jeffers Rd	EACH	1.000	1.000
0012	205.0100	Excavation Common	CY	1,146.000	1,146.000
0014	213.0100	Finishing Roadway (project) 01. 7028-00-73	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	19.000	19.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	914.000	914.000
0020	415.0090	Concrete Pavement 9-Inch	SY	1,358.000	1,358.000
0022	415.4100	Concrete Pavement Joint Filling	SY	1,448.000	1,448.000
0024	416.0610	Drilled Tie Bars	EACH	366.000	366.000
0026	416.0620	Drilled Dowel Bars	EACH	40.000	40.000
0028	455.0605	Tack Coat	GAL	9.000	9.000
0030	460.2000	Incentive Density HMA Pavement	DOL	70.000	70.000
0032	460.6244	HMA Pavement 4 MT 58-34 S	TON	91.000	91.000
0034	601.0105	Concrete Curb Type A	LF	153.000	153.000
0036	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	329.000	329.000
0038	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	131.000	131.000
0040	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	220.000	220.000
0042	602.0405	Concrete Sidewalk 4-Inch	SF	2,914.000	2,914.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	268.000	268.000
0046	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	24.000	24.000
0048	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0050	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7028-00-73	EACH	1.000	1.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	620.0200	Concrete Median Blunt Nose	SF	97.000	97.000
0056	624.0100	Water	MGAL	17.000	17.000
0058	625.0100	Topsoil	SY	1,158.000	1,158.000
0060	628.1504	Silt Fence	LF	240.000	240.000
0062	628.1520	Silt Fence Maintenance	LF	240.000	240.000
0064	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0068	628.2006	Erosion Mat Urban Class I Type A	SY	1,273.000	1,273.000
0070	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0072	628.7015	Inlet Protection Type C	EACH	14.000	14.000
0074	628.7504	Temporary Ditch Checks	LF	28.000	28.000
0076	629.0210	Fertilizer Type B	CWT	0.800	0.800
0078	630.0130	Seeding Mixture No. 30	LB	21.000	21.000
0080	630.0200	Seeding Temporary	LB	2.000	2.000
0082	630.0500	Seed Water	MGAL	29.000	29.000
0084	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0086	634.0805	Posts Tubular Steel 2x2-Inch X 5-FT	EACH	2.000	2.000
0088	637.2210	Signs Type II Reflective H	SF	54.880	54.880
0090	637.2230	Signs Type II Reflective F	SF	8.000	8.000
0092	638.2102	Moving Signs Type II	EACH	10.000	10.000
0094	638.2602	Removing Signs Type II	EACH	5.000	5.000
0096	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0098	638.4000	Moving Small Sign Supports	EACH	3.000	3.000

7028-00-73

Line	Item	Item Description	Unit	Total	Qty
0100	642.5001	Field Office Type B	EACH	1.000	1.000
0102	643.0300	Traffic Control Drums	DAY	13,445.000	13,445.000
0104	643.0410	Traffic Control Barricades Type II	DAY	594.000	594.000
0106	643.0420	Traffic Control Barricades Type III	DAY	890.000	890.000
0108	643.0705	Traffic Control Warning Lights Type A	DAY	1,780.000	1,780.000
0110	643.0715	Traffic Control Warning Lights Type C	DAY	1,950.000	1,950.000
0112	643.0800	Traffic Control Arrow Boards	DAY	300.000	300.000
0114	643.0900	Traffic Control Signs	DAY	10,554.000	10,554.000
0116	643.0920	Traffic Control Covering Signs Type II	EACH	7.000	7.000
0118	643.1050	Traffic Control Signs PCMS	DAY	150.000	150.000
0120	643.5000	Traffic Control	EACH	1.000	1.000
0122	644.1410	Temporary Pedestrian Surface Asphalt	SF	700.000	700.000
0124	644.1420	Temporary Pedestrian Surface Plywood	SF	122.000	122.000
0126	644.1601	Temporary Pedestrian Curb Ramp	DAY	236.000	236.000
0128	644.1810	Temporary Pedestrian Barricade	LF	40.000	40.000
0130	646.1020	Marking Line Epoxy 4-Inch	LF	538.000	538.000
0132	646.3020	Marking Line Epoxy 8-Inch	LF	617.000	617.000
0134	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0136	646.6120	Marking Stop Line Epoxy 18-Inch	LF	175.000	175.000
0138	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	22.000	22.000
0140	646.7220	Marking Chevron Epoxy 24-Inch	LF	50.000	50.000
0142	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	743.000	743.000
0144	646.8120	Marking Curb Epoxy	LF	220.000	220.000
0146	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0148	646.9000	Marking Removal Line 4-Inch	LF	219.000	219.000
0150	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	151.000	151.000
0152	646.9100	Marking Removal Line 8-Inch	LF	50.000	50.000
0154	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	38.000	38.000
0156	646.9210	Marking Removal Line Water Blasting Wide	LF	94.000	94.000
0158	646.9300	Marking Removal Special Marking	EACH	1.000	1.000
0160	646.9310	Marking Removal Special Marking Water Blasting	EACH	1.000	1.000
0162	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	150.000	150.000
0164	650.5000	Construction Staking Base	LF	393.000	393.000
0166	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	131.000	131.000
0168	650.7000	Construction Staking Concrete Pavement	LF	335.000	335.000
0170	650.8500	Construction Staking Electrical Installations (project) 01. 7028-00-73	LS	1.000	1.000
0172	650.9000	Construction Staking Curb Ramps	EACH	18.000	18.000
0174	650.9910	Construction Staking Supplemental Control (project) 01. 7028-00-73	LS	1.000	1.000
0176	650.9920	Construction Staking Slope Stakes	LF	480.000	480.000
0178	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	231.000	231.000
0180	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	229.000	229.000
0182	652.0615	Conduit Special 3-Inch	LF	688.000	688.000
0184	652.0700.S	Install Conduit into Existing Item	EACH	7.000	7.000
0186	652.0800	Conduit Loop Detector	LF	1,372.000	1,372.000
0188	653.0140	Pull Boxes Steel 24x42-Inch	EACH	6.000	6.000
0190	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0192	653.0905	Removing Pull Boxes	EACH	10.000	10.000
0194	654.0101	Concrete Bases Type 1	EACH	12.000	12.000
0196	654.0102	Concrete Bases Type 2	EACH	1.000	1.000

7028-00-73

Line	Item	Item Description	Unit	Total	Qty
0198	654.0113	Concrete Bases Type 13	EACH	1.000	1.000
0200	654.0120	Concrete Bases Type 10-Special	EACH	1.000	1.000
0202	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,835.000	1,835.000
0204	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,582.000	3,582.000
0206	655.0305	Cable Type UF 2-12 AWG Grounded	LF	961.000	961.000
0208	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,520.000	2,520.000
0210	655.0610	Electrical Wire Lighting 12 AWG	LF	246.000	246.000
0212	655.0700	Loop Detector Lead In Cable	LF	7,787.000	7,787.000
0214	655.0800	Loop Detector Wire	LF	4,228.000	4,228.000
0216	655.0900	Traffic Signal EVP Detector Cable	LF	1,062.000	1,062.000
0218	657.0100	Pedestal Bases	EACH	12.000	12.000
0220	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0222	657.0310	Poles Type 3	EACH	1.000	1.000
0224	657.0347	Poles Type 9-Special	EACH	1.000	1.000
0226	657.0360	Poles Type 13	EACH	1.000	1.000
0228	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	6.000	6.000
0230	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	6.000	6.000
0232	657.0546	Monotube Arms 45-FT-Special	EACH	1.000	1.000
0234	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000
0236	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000
0238	657.0810	Luminaire Arms Steel 10-FT	EACH	1.000	1.000
0240	658.0173	Traffic Signal Face 3S 12-Inch	EACH	8.000	8.000
0242	658.0174	Traffic Signal Face 4S 12-Inch	EACH	7.000	7.000
0244	658.0416	Pedestrian Signal Face 16-Inch	EACH	12.000	12.000
0246	658.0500	Pedestrian Push Buttons	EACH	14.000	14.000
0248	658.5069	Signal Mounting Hardware (location) 01. 1003-10-73	LS	1.000	1.000
0250	659.1125	Luminaires Utility LED C	EACH	2.000	2.000
0252	690.0150	Sawing Asphalt	LF	158.000	158.000
0254	690.0250	Sawing Concrete	LF	1,336.000	1,336.000
0256	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0258	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0260	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
0262	SPV.0060	Special 01. Install State Furnished EVP Detector Heads STH 312 & Jeffers Rd	EACH	2.000	2.000
0264	SPV.0090	Special 01. Install State Furnished CAT-5E Cable	LF	337.000	337.000

3

REMOVING CONCRETE PAVEMENT

STATION	-	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.0155 REMOVING CONCRETE SIDEWALK (SY)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	182	88
19+28'J'	-	19+77'J'	SE QUADRANT	362	22
19+28'J'	-	19+56'J'	SW QUADRANT	--	10
368+12'EB'	-	369+31'EB'	EB SHOULDER	91	--
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	68	65
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	68	69
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	398	--
366+56'WB'	-	367+04'WB'	NW QUADRANT	56	--
367+52'WB'	-	368+41'WB'	NE QUADRANT	298	68
368+41'WB'	-	368+61'WB'	WB SHOULDER	27	--
			PROJECT TOTALS	**1,550**	**322**

REMOVING CURB & GUTTER

STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER (LF)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	60
19+28'J'	-	19+77'J'	SE QUADRANT	--
19+28'J'	-	19+56'J'	SW QUADRANT	21
368+12'EB'	-	369+31'EB'	EB SHOULDER	--
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	117
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	123
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	--
366+56'WB'	-	367+04'WB'	NW QUADRANT	22
367+52'WB'	-	368+41'WB'	NE QUADRANT	71
368+41'WB'	-	368+61'WB'	WB SHOULDER	--
			PROJECT TOTALS	**414**

3

BASE AGGREGATE & HMA PAVEMENT

STATION	-	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	455.0605 TACK COAT (GAL)	460.6244 HMA PAVEMENT 4 MT 58-34S (TON)	624.0100 WATER (MGAL)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	--	190	3	36	3
19+28'J'	-	19+77'J'	SE QUADRANT	--	122	--	4	2
19+28'J'	-	19+56'J'	SW QUADRANT	--	6	--	--	1
368+12'EB'	-	369+31'EB'	EB SHOULDER	17	41	--	8	1
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	--	59	--	--	1
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	--	60	--	--	1
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	--	184	5	28	3
366+56'WB'	-	367+04'WB'	NW QUADRANT	--	56	--	8	1
367+52'WB'	-	368+41'WB'	NE QUADRANT	--	183	1	6	3
368+41'WB'	-	368+61'WB'	WB SHOULDER	2	14	--	1	1
			PROJECT TOTALS	**19**	**914**	**9**	**91**	**17**

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

3

EARTHWORK SUMMARY

Stages	From/To Station	Location	205.0100 Excavation Common CY	Salvaged/ Unusable Pavement Material	(1) Available Material	Unexpanded Fill	Expanded Fill CY	(2) Mass Ordinate +/-
			Cut				Factor 1.3	
Stage 1 Phase 1	20+81'J' to 21+55'J'	Jeffers Rd North	86	60	26	0	0	86
	20+81'J' to 21+07'J'	NW Quadrant Pork Chop Island 'NWI'	25	5	20	0	0	25
	21+00'J' to 21+20'J'	NW Quadrant Curb Ramp 'NWQ'	10	2	8	0	0	10
	19+33'J' to 19+54'J'	SW Quadrant Curb Ramp 'SWQ'	10	3	7	0	0	10
	10+00'P' to 11+37'P'	Temporary Pedestrian Path 'P'	14	0	14	0	0	14
Stage 1 Phase 1 Subtotal			146	70	76	0	0	145
Stage 1 Phase 2	366+27'EB' to 367+77'EB'	EB Left Turn Lane	30	20	10	0	0	30
	366+72'WB" to 366+94'WB'	EB Left Turn Lane Curb Ramps North 'ELN'	15	5	10	0	0	15
	366+70'EB' to 367+04'EB'	EB Left Turn Lane Curb Ramps South 'ELS'	35	20	15	0	0	35
Stage 1 Phase 2 Subtotal			80	45	35	0	0	80
Stage 2 Phase 1	17+60'J' to 19+74'J'	Jeffers Rd South	272	85	187	0	0	272
	20+81'J' to 22+25'J'	Jeffers Rd North	145	75	70	1	1	144
	368+12'EB' to 369+30'EB'	STH 312 Eastbound	93	10	83	0	0	93
	368+41'WB' to 368+61'WB'	STH 312 Westbound	19	10	9	0	0	19
	10+00'NE' to 11+37'NE'	NE Quadrant	225	60	165	17	22	203
	10+00'SE' to 10+77'SE'	SE Quadrant	73	70	3	25	32	41
Stage 2 Phase 1 Subtotal			828	310	518	43	56	772
Stage 2 Phase 2	367+78'WB' to 368+29'WB'	WB Left Turn Lane	30	20	10	0	0	30
	367+51'WB' to 367+84'WB'	WB Left Turn Lane Curb Ramps North 'WLN'	35	20	15	0	0	35
	367+63'EB' to 367+86'EB'	WB Left Turn Lane Curb Ramps South 'WLS'	15	5	10	0	0	15
Stage 2 Phase 2 Subtotal			80	45	35	0	0	80
Stage 3	10+00'P' to 11+37'P'	Temporary Pedestrian Path 'P'	13	0	13	13	16	-4
Stage 3 Subtotal			13	0	13	13	16	-4
		Project Totals	1,146	470	676	56	73	1,073
		Total Excavation Common	1,146					

1) Available Material = Cut - Salvaged/Unusuable Pavement Material.

2) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division. Mass Ordinate = Cut - Fill. The Mass Ordinate is for information purposes only.

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONCRETE PAVEMENT

STATION	-	STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.4100 CONCRETE PAVEMENT JOINT FILLING (SY)	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW (SF)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	183	212	--	--	--
19+28'J'	-	19+77'J'	SE QUADRANT	277	297	156	20	--
19+28'J'	-	19+56'J'	SW QUADRANT	--	--	92	10	--
368+12'EB'	-	369+31'EB'	EB SHOULDER	28	28	--	--	--
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	68	71	589	48	--
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	68	76	622	60	24
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	398	398	--	--	--
366+56'WB'	-	367+04'WB'	NW QUADRANT	20	20	558	66	--
367+52'WB'	-	368+41'WB'	NE QUADRANT	289	319	897	64	--
368+41'WB'	-	368+61'WB'	WB SHOULDER	27	27	--	--	--
			PROJECT TOTALS	**1,358**	**1,448**	**2,914**	**268**	**24**

DRILLED TIE BARS AND DOWEL BARS

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)
17+60'J'	-	19+80'J'	SOUTH JEFFERS	132	--
366+27'EB'	-	368+29'EB'	MEDIANS AND TURN BAYS	140	40
20+78'J'	-	22+25'J'	NORTH JEFFERS	94	--
			PROJECT TOTALS	**366**	**40**

CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION	601.0105 CONCRETE CURB TYPE A (LF)	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A (LF)	620.0200 CONCRETE MEDIAN BLUNT NOSE (SF)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	--	106	60	--	--
19+28'J'	-	19+77'J'	SE QUADRANT	--	74	--	--	--
19+28'J'	-	19+56'J'	SW QUADRANT	--	22	--	--	--
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	--	--	--	110	30
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	--	--	--	110	67
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	--	--	--	--	--
366+56'WB'	-	367+04'WB'	NW QUADRANT	78	22	--	--	--
367+52'WB'	-	368+41'WB'	NE QUADRANT	76	105	71	--	--
			PROJECT TOTALS	**153**	**329**	**131**	**220**	**97**

MAINTENANCE AND REPAIR OF HAUL ROADS

PROJECT	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (EACH)
7028-00-73	1
PROJECT TOTALS	**1**

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

EROSION CONTROL & STORM SEWER ITEMS

STATION	-	STATION	LOCATION	611.8115 ADJUSTING INLET COVERS (EACH)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
17+60'J'	-	19+23'J'	JEFFERS RD SOUTH LEG	--	--	--	295	--	4	--	--	--
19+28'J'	-	19+77'J'	SE QUADRANT	--	--	--	116	--	--	--	--	--
19+28'J'	-	19+56'J'	SW QUADRANT	--	--	--	25	--	--	--	--	--
368+12'EB'	-	369+31'EB'	EB SHOULDER	--	--	--	284	--	--	22	--	--
366+27'EB'	-	367+04'EB'	WEST MEDIANS & TURN BAY	3	--	--	--	--	3	--	--	--
367+52'EB'	-	368+29'EB'	EAST MEDIANS & TURN BAY	--	--	--	--	--	1	--	--	--
20+78'J'	-	22+25'J'	JEFFERS RD NORTH LEG	--	--	--	--	--	3	--	--	--
366+56'WB'	-	367+04'WB'	NW QUADRANT	--	130	130	97	1	--	--	--	--
367+52'WB'	-	368+41'WB'	NE QUADRANT	--	37	37	308	--	--	--	--	--
368+41'WB'	-	368+61'WB'	WB SHOULDER	--	23	23	32	--	--	--	--	--
			UNDISTRIBUTED	--	50	50	116	--	3	6	4	2
			PROJECT TOTALS	**3**	**240**	**240**	**1,273**	**1**	**14**	**28**	**4**	**2**

REMOVING SIGNS, MOVING SIGNS, AND PERMANENT SIGNING

LOCATION	STATION	SIGN CODE	SIGN TYPE	SIGN SIZE INCHES	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0805 POSTS TUBULAR STEEL 2x2-INCH 5-FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
JEFFERS RD, SB LANE	19+20'J'	M1-94S	II	18"X108"	13.50	-	-	-	-	-	-	-	312 NORTH CROSSING
JEFFERS RD, RT	19+45'J'	-	II	-	-	-	-	-	-	-	1	1	STOP
JEFFERS RD, RT	19+60'J'	-	II	-	-	-	-	-	2	-	-	-	FOLDING STOP, DIVIDED HIGHWAY
NE QUADRANT ISLAND	20+90'J'	W12-1D	II	24"X24"	-	4.00	-	1	-	-	-	-	DOUBLE DIAGONAL ARROW
NE QUADRANT ISLAND	20+80'J'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
NE QUADRANT ISLAND	20+90'J'	-	II	-	-	-	-	-	1	1	-	-	ONE WAY
NE QUADRANT CURB	20+95'J'	-	II	-	-	-	-	-	1	1	-	-	YIELD
NW QUADRANT ISLAND	20+90'J'	-	II	-	-	-	-	-	2	-	-	-	FOLDING STOP, DIVIDED HIGHWAY
NW QUADRANT ISLAND	21+05'J'	W12-1D	II	24"X24"	-	4.00	-	1	-	-	-	-	DOUBLE DIAGONAL ARROW
NW QUADRANT CURB	21+15'J'	R1-2	II	36"X31"	3.88	-	1	-	-	-	-	-	YIELD
NW QUADRANT CURB	21+25'J'	-	II	-	-	-	-	-	-	-	2	1	STOP, RIGHT TURN OBEY THIS SIGN
JEFFERS RD, NB LANE	21+30'J'	M1-94S	II	18"X108"	13.50	-	-	-	-	-	-	-	312 NORTH CROSSING
STH 312 EB, RT	366+55'EB'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
STH 312 WB MEDIAN	366+60'WB'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
STH 312 EB MEDIAN	366+70'EB'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
STH 312 EB MEDIAN	366+75'EB'	-	II	-	-	-	-	-	-	-	1	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW
STH 312 WB MEDIAN	367+70'WB'	-	II	-	-	-	-	-	-	-	1	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW
STH 312 EB MEDIAN	367+75'EB'	-	II	-	-	-	-	-	1	-	-	-	KEEP RIGHT SYMBOL
STH 312 WB MEDIAN	367+80'WB'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
STH 312 EB MEDIAN	367+85'EB'	R1-1F	II	30"X30"	6.25	-	-	-	-	-	-	-	FOLDING STOP
STH 312 WB, LT	368+30'WB'	-	II	-	-	-	-	-	3	1	-	-	TO CTH F, RIGHT TURN ARROW, DO NOT ENTER
PROJECT TOTALS					**54.88**	**8.00**	**1**	**2**	**10**	**3**	**5**	**2**	*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

TRAFFIC CONTROL

STAGE	ROADWAY	ANTICIPATED DAYS IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 (DAYS)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO.	643.0410 (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 (DAYS)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 (DAYS)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 (DAYS)	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 (DAYS)	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 (DAYS)	* 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 (DAYS)	643.5000 TRAFFIC CONTROL (EACH)	** 644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT (SF)	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO.	644.1601 (DAYS)	644.1810 TEMPORARY PEDESTRIAN BARRICADES (SF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (LF)
STAGE 1 P1																										
	STH 312	18	150	2700	-	-	4	72	8	144	26	468	4	72	29	522	-	-	-	-	-	-	-	-	-	-
	JEFFERS RD	18	36	648	6	108	3	54	6	108	-	-	-	-	14	252	-	-	-	-	-	74	2	36	20	50
	DETOUR	18	-	-	-	-	1	18	2	36	-	-	-	-	102	1836	3	2	36	-	-	-	-	-	-	-
STAGE 1 P2																										
	STH 312	14	110	1540	-	-	5	70	10	140	26	364	4	56	24	336	-	-	-	-	-	-	-	-	-	-
	JEFFERS RD	14	23	322	4	56	3	42	6	84	-	-	-	-	14	196	-	-	-	-	-	-	2	28	-	-
	DETOUR	14	-	-	-	-	1	14	2	28	-	-	-	-	102	1428	-	2	28	-	-	-	-	-	-	-
STAGE 2 P1																										
	STH 312	25	143	3575	-	-	6	150	12	300	26	650	4	100	29	725	-	-	-	-	-	-	-	-	-	-
	JEFFERS RD	25	46	1150	10	250	6	150	12	300	-	-	-	-	20	500	-	-	-	-	700	48	4	100	20	100
	DETOUR	25	-	-	-	-	2	50	4	100	-	-	-	-	91	2275	4	2	50	-	-	-	-	-	-	-
STAGE 2 P2																										
	STH 312	18	149	2682	-	-	7	126	14	252	26	468	4	72	27	486	-	-	-	-	-	-	-	-	-	-
	JEFFERS RD	18	46	828	10	180	6	108	12	216	-	-	-	-	20	360	-	-	-	-	-	-	4	72	-	-
	DETOUR	18	-	-	-	-	2	36	4	72	-	-	-	-	91	1638	-	2	36	-	-	-	-	-	-	-
UNDISTRIBUTED																				1						
PROJECT TOTALS			**13,445**		**594**		**890**		**1,780**		**1,950**		**300**		**10,554**		**7**		**150**	**1**	**700**	**122**	**236**		**40**	**150**

* COVERING SIGNS OCCUR FOR ONE COMPLETE CYCLE.

** TEMPORARY PEDESTRIAN SURFACE ASPHALT TO BE INSTALLED IN STAGE 1 PHASE 1 TO BE READY AT BEGINNING OF STAGE 2 PHASE 1 FOR PEDESTRIAN USE.

PAVEMENT MARKING

STATION	-	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW (LF)	646.3020 MARKING LINE EPOXY 8-INCH WHITE (LF)	646.5020 MARKING ARROW EPOXY TYPE 2 WHITE (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE (LF)	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE (EACH)	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE (LF)	646.8120 MARKING CURB EPOXY YELLOW (LF)	646.8220 MARKING ISLAND NOSE EPOXY YELLOW (EACH)
17+60'J'	-	19+80'J'	SOUTH JEFFERS	244	261	2	43	--	15	178	--	--
366+27'EB'	-	368+29'EB'	MEDIANS AND TURN BAYS	--	64	--	98	--	--	369	220	4
20+78'J'	-	22+25'J'	NORTH JEFFERS	294	292	2	34	22	35	196	--	--
			PROJECT TOTALS	**538**	**617**	**4**	**175**	**22**	**50**	**743**	**220**	**4**

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PAVEMENT MARKING REMOVALS

STATION	-	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-NCH (LF)	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH (LF)	646.9100 MARKING REMOVAL LINE 8-INCH (LF)	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH (LF)	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE (LF)	646.9300 MARKING REMOVAL SPECIAL MARKING (EACH)	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING (EACH)
17+60'J'	-	19+80'J'	SOUTH JEFFERS	119	151	--	38	--	--	1
366+27'EB'	-	368+29'EB'	MEDIANS AND TURN BAYS	--	--	--	--	74	--	--
20+78'J'	-	22+25'J'	NORTH JEFFERS	100	--	50	--	20	1	--
			PROJECT TOTALS	**219**	**151**	**50**	**38**	**94**	**1**	**1**

CONSTRUCTION STAKING

STATION	-	STATION	LOCATION	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (EACH)	650.9000 CONSTRUCTION STAKING CURB RAMPS (EACH)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
17+60'J'	-	19+80'J'	SOUTH JEFFERS	322	60	155	--	2	--	215
366+27'EB'	-	368+29'EB'	MEDIANS AND TURN BAYS	--	--	105	--	8	--	120
20+78'J'	-	22+25'J'	NORTH JEFFERS	71	71	75	--	8	--	145
			UNDISTRIBUTED	--	--	--	1	--	1	--
			PROJECT TOTALS	**393**	**131**	**335**	**1**	**18**	**1**	**480**

FINISHING

LOCATION	625.0100 TOPSOIL (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)
JEFFERS RD SOUTH LEG	290	0.2	5	--	7
SE QUADRANT	120	0.1	2	--	3
SW QUADRANT	30	0.0	0	--	1
EB SHOULDER	280	0.2	5	--	6
NW QUADRANT	100	0.1	2	2	4
NE QUADRANT	308	0.2	6	--	7
WB SHOULDER	30	0.0	1	--	1
PROJECT TOTALS	**1,158**	**0.8**	**21**	**2**	**29**

SAWING PAVEMENT

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
17+60'J'	-	19+80'J'	SOUTH JEFFERS	70	421
366+27'EB'	-	368+29'EB'	MEDIANS AND TURN BAYS	--	569
20+78'J'	-	22+25'J'	NORTH JEFFERS	88	346
			PROJECT TOTALS	**158**	**1,336**

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	STATION	204.0195 REMOVING CONCRETE BASES EACH
SB6	366+99 'WB', 35' LT	1
SB7	367+73 'WB', 73' LT	1
SB8	367+67 'WB', 33' LT	1
SB9	367+68 'WB', 07' RT	1
SB10	367+80 'EB', 13' LT	1
SB13	367+85 'EB', 57' RT	1
SB14	367+66 'EB', 94' RT	1
SB15	367+57 'EB', 36' RT	1
SB16	366+92 'EB', 78' RT	1
	TOTAL	9

REMOVING PULL BOXES

PULL BOX NO.	STATION	653.0905 REMOVING PULL BOXES EACH
PB9	367+00 'WB', 44' LT	1
PB10	367+84 'WB', 65' LT	1
PB11	367+72 'WB', 36' LT	1
PB14	367+89 'WB', 6' RT	1
PB19	367+56 'EB', 42' RT	1
PB20	366+66 'EB', 27' LT	1
PB21	367+89 'EB', 26' LT	1
PB22	367+33 'EB', 50' RT	1
PB23	367+49 'EB', 46' RT	1
PB24	367+32 'EB', 56' RT	1
	TOTAL	10

REMOVE TRAFFIC SIGNALS

LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNALS EACH
STH 312 & JEFFERS RD	1
TOTAL	1

PULL BOXES AND COMMUNICATION VAULTS

NO.	** STATION	653.0140 PULL BOXES STEEL 24x42-INCH EACH	653.0900 ADJUSTING PULL BOXES EACH
PB9	367+02 'WB', 49' LT	1	--
PB10	368+05 'WB', 60' LT	1	--
PB11	367+60 'WB', 46' LT	1	--
PB14	367+89 'WB', 6' RT	1	--
PB18	367+99 'EB', 53' RT	1	--
PB19	367+71 'EB', 74' RT	--	1
PB20	366+86 'EB', 72' RT	1	--
	TOTAL	6	1

3

TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0347 POLES TYPE 9-SPECIAL EACH	657.0360 POLES TYPE 13 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0546 MONOTUBE ARMS 45-FT-SPECIAL EACH	657.0555 MONOTUBE ARMS 55-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0810 LUMINAIRE ARMS STEEL 10-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED-C EACH
SB2	--	--	--	--	--	--	--	--	--	--	--	1	--
SB3	1	--	--	--	--	--	1	--	--	--	--	1	--
SB7	1	--	--	--	--	1	--	--	--	--	--	2	--
SB8	1	--	--	--	--	1	--	--	--	--	--	1	--
SB9	--	--	--	--	1	--	--	--	1	--	1	--	1
SB10	1	--	--	--	--	1	--	--	--	--	--	1	--
SB11	1	--	--	--	--	1	--	--	--	--	--	1	--
SB12	1	--	--	--	--	1	--	--	--	--	--	1	--
SB13	1	--	--	--	--	--	1	--	--	--	--	1	--
SB14	1	--	--	--	--	1	--	--	--	--	--	--	--
SB17	1	--	--	--	--	--	1	--	--	--	--	1	--
SB18	1	--	--	--	--	--	1	--	--	--	--	1	--
SB19	--	1	1	--	--	--	--	--	--	1	--	1	1
SB20	--	--	--	1	--	--	--	1	--	--	--	--	--
SB21	1	--	--	--	--	--	1	--	--	--	--	1	--
SB22	1	--	--	--	--	--	1	--	--	--	--	1	--
TOTAL	12	1	1	1	1	6	6	1	1	1	1	14	2

INSTALL CONDUIT INTO EXISTING ITEM

LOC.	STATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
CB1	366+59 'EB', 61' RT	1
PB4	366+65 'EB', 07' LT	1
PB6	366+53 'WB', 07' RT	1
PB8	366+58 'WB', 65' LT	1
PB15	367+94 'EB', 13' LT	1
PB16	368+04 'EB', 12' LT	1
PB18	367+99 'EB', 53' RT	1
	TOTAL	7

LEGEND

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS
STH 312 & JEFFERS RD

3

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0700 * LOOP DETECTOR LEAD IN CABLE L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	SPV.0090.01 INSTALL STATE FURNISHED CAT-5E CABLE L.F.
CB1	SB1	--	41	--	41	--	--	--	--
CB1	SB2	--	129	--	--	--	129	--	--
CB1	SB3	122	--	--	--	--	122	--	--
CB1	SB4	--	174	--	--	--	--	--	--
CB1	SB6	266	--	--	--	--	--	266	--
CB1	SB7	--	305	--	--	--	434	--	--
CB1	SB8	--	319	--	--	--	319	--	--
CB1	SB9	--	428	--	--	--	--	475	--
CB1	SB10	--	469	--	--	--	469	--	--
CB1	SB11	--	483	--	--	--	483	--	--
CB1	SB12	--	349	--	--	--	349	--	--
CB1	SB13	--	353	--	--	--	353	--	--
CB1	SB14	--	296	--	--	--	--	--	337
CB1	SB16	223	--	--	--	--	--	223	--
CB1	SB17	213	--	--	--	--	213	--	--
CB1	SB18	180	--	--	--	--	180	--	--
CB1	SB19	--	170	170	--	--	170	--	--
CB1	SB20	--	66	--	--	--	--	98	--
CB1	SB21	73	--	--	--	--	73	--	--
CB1	SB22	99	--	--	99	--	99	--	--
SB1	SB2	--	--	--	126	--	--	--	--
SB2	SB3	--	--	--	56	--	--	--	--
SB3	SB4	--	--	--	101	--	--	--	--
SB4	SB6	--	--	--	136	--	--	--	--
SB6	SB7	--	--	--	114	--	--	--	--
SB7	SB8	--	--	--	49	--	--	--	--
SB8	SB9	--	--	--	289	--	--	--	--
SB9	SB10	--	--	--	117	--	--	--	--
SB10	SB11	--	--	--	47	--	--	--	--
SB11	SB12	--	--	--	199	--	--	--	--
SB12	SB13	--	--	--	48	--	--	--	--
SB13	SB14	--	--	--	95	--	--	--	--
SB14	SB16	--	--	--	131	--	--	--	--
SB16	SB17	--	--	--	47	--	--	--	--
SB17	SB18	--	--	--	103	--	--	--	--
SB18	SB19	--	--	--	60	--	--	--	--
SB19	SB20	--	--	--	147	--	--	--	--
SB20	SB21	--	--	--	50	--	--	--	--
SB21	SB22	--	--	--	67	--	--	--	--
PB1	SB1	--	--	--	23	--	--	--	--

(CONTINUED ON NEXT PAGE)

TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
6	SB11	--	1***	--
7	SB12	--	1*	--
8	SB12	1*	--	--
9	SB11	1*	--	--
12	SB14	--	1*	--
15	SB7	1	--	--
16	SB20	1	--	--
17	SB20	1	--	--
18	SB19	--	1**	--
19	SB20	--	1	--
20	SB19	1	--	--
21	SB9	1	--	--
22	SB10	1	--	--
23	SB8	--	1**	--
24	SB9	--	1	--
28	SB7	--	--	1
29	SB10	--	--	1
41	SB22	--	--	1
42	SB2	--	--	1
43	SB3	--	--	1
44	SB8	--	--	1
61	SB17	--	--	1
62	SB21	--	--	1
81	SB11	--	--	1
82	SB12	--	--	1
83	SB13	--	--	1
84	SB18	--	--	1
TOTAL		8	7	12

*RETROREFLECTIVE BACKPLATE REQUIRED.
**TUNNEL VISOR REQUIRED.
***RETROFEFLECTIVE BACKPLATE & TUNNEL VISOR REQUIRED.

LEGEND

* QUANTITIES LISTED ELSEWHERE

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS
STH 312 & JEFFERS RD

3

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE (CONTINUED)

LOC.	TO LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	SPV.0090.01 INSTALL STATE FURNISHED CAT-5E CABLE L.F.
PB4	SB3	--	--	--	28	--	--	--	--
PB5	SB4	--	--	--	25	--	--	--	--
PB6	SB4	--	--	--	37	--	--	--	--
PB8	SB6	--	--	--	41	--	--	--	--
PB9	SB7	--	--	--	21	--	--	--	--
PB10	SB9	--	--	--	41	--	--	--	--
PB11	SB10	--	--	--	20	--	--	--	--
PB14	SB12	--	--	--	27	--	--	--	--
PB15	SB14	--	--	--	23	--	--	--	--
PB16	SB14	--	--	--	36	--	--	--	--
PB18	SB17	--	--	--	22	--	--	--	--
PB19	SB19	--	--	--	29	--	--	--	--
PB20	SB20	--	--	--	25	--	--	--	--
CB1	SB5	--	--	221	--	--	--	--	--
SB5	SB9	--	--	343	--	--	--	--	--
SB19	SB15	--	--	227	--	--	--	--	--
SB2	HEAD 42	15	--	--	--	--	--	--	--
SB3	HEAD 43	15	--	--	--	--	--	--	--
SB7	HEAD 15	19	--	--	--	--	--	--	--
SB7	HEAD 28	15	--	--	--	--	--	--	--
SB8	HEAD 23	22	--	--	--	--	--	--	--
SB8	HEAD 44	15	--	--	--	--	--	--	--
SB9	HEAD 21	61	--	--	--	--	--	--	--
SB9	HEAD 24	78	--	--	--	--	--	--	--
SB9	LUMINAIRE	--	--	--	--	129	--	--	--
SB10	HEAD 22	19	--	--	--	--	--	--	--
SB10	HEAD 29	15	--	--	--	--	--	--	--
SB11	HEAD 6	22	--	--	--	--	--	--	--
SB11	HEAD 9	19	--	--	--	--	--	--	--
SB11	HEAD 81	15	--	--	--	--	--	--	--
SB12	HEAD 7	22	--	--	--	--	--	--	--
SB12	HEAD 8	19	--	--	--	--	--	--	--
SB12	HEAD 82	15	--	--	--	--	--	--	--
SB13	HEAD 83	15	--	--	--	--		--	--
SB14	HEAD 12	22	--	--	--	--	--	--	--
SB17	HEAD 61	15	--	--	--	--	--	--	--
SB18	HEAD 84	15	--	--	--	--	--	--	--
SB19	HEAD 18	22	--	--	--	--	--	--	--
SB19	HEAD 20	19	--	--	--	--	--	--	--
SB19	LUMINAIRE	--	--	--	--	117	--	--	--
SB20	HEAD 16	48	--	--	--	--	--	--	--
SB20	HEAD 17	19	--	--	--	--	--	--	--
SB20	HEAD 19	68	--	--	--	--	--	--	--
SB21	HEAD 62	15	--	--	--	--	--	--	--
SB22	HEAD 41	15	--	--	--	--	--	--	--
	TOTAL	1835	3582	961	2520	246	3393	1062	337

CONDUIT

LOC.	TO LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
PB4	SB3	12	--	--
PB8	PB9	--	--	88
PB9	SB7	5	--	--
PB9	SB8	19	--	--
PB8	PB10	--	--	294
PB10	SB9	--	25	--
PB10	PB11	--	94	--
PB11	SB10	4	--	--
PB11	SB11	18	--	--
PB10	PB12	41	--	--
PB10	PB14	--	--	136
PB14	SB12	10	--	--
PB14	SB13	13	--	--
PB15	SB14	7	--	--
PB18	PB19	--	70	--
PB18	SB17	6	--	--
PB19	SB18	23	--	--
PB19	SB19	13	--	--
PB19	PB20	--	--	170
PB20	SB20	--	10	--
PB20	SB21	16	--	--
PB20	SB22	26	--	--
PB20	CB1	30	30	--
	TOTAL	231	229	688

3

LEGEND

* QUANTITIES LISTED ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS
STH 312 & JEFFERS RD

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	** LOCATION	SIZE (FT)	X	SIZE (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB6	366+49 'EB', 25' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	133	278
12	PB6	366+75 'EB', 28' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	133	266
21	PB12							EXISTING	--	732	--
22	PB13							EXISTING	--	531	--
31	PB19	19+20 'J', 04' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	134	141	410
32	PB19	19+46 'J', 03' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	132	141	404
41	PB9	21+23 'J', 17' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	227	302
42	PB9	20+97 'J', 16' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	227	224
51	PB15	368+08 'EB', 28' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	243	242
52	PB15	367+82 'EB', 26' LT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	243	236
61	PB3							EXISTING	--	415	--
62	PB2							EXISTING	--	210	--
71	PB9	21+23 'J', 03' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	134	227	410
72	PB9	20+97 'J', 03' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	227	344
81	PB19	19+21 'J', 18' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	104	141	320
82	PB19	19+47 'J', 18' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	141	308
83	PB19	19+21 'J', 30' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	80	141	248
84	PB19	19+47 'J', 30' RT	6	X	20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	141	236
								TOTAL	1372	4394	4228

CONCRETE BASES

SIGNAL BASE NO.	** STATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH
SB3	366+75 'EB', 13' LT	1	--	--	--
SB7	367+01 'WB', 45' LT	1	--	--	--
SB8	366+98 'WB', 33' LT	1	--	--	--
SB9	367+85 'WB', 76' LT	--	--	1	--
SB10	367+63 'WB', 43' LT	1	--	--	--
SB11	367+71 'WB', 33' LT	1	--	--	--
SB12	367+78 'WB', 07' RT	1	--	--	--
SB13	367+79 'WB', 15' RT	1	--	--	--
SB14	367+87 'EB', 13' LT	1	--	--	--
SB17	367+96 'EB', 48' RT	1	--	--	--
SB18	367+84 'EB', 55' RT	1	--	--	--
SB19	367+72 'EB', 61' RT	--	1	--	--
SB20	366+89 'EB', 81' RT	--	--	--	1
SB21	366+74 'EB', 61' RT	1	--	--	--
SB22	366+67, 'EB', 57' RT	1	--	--	--
	TOTAL	12	1	1	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SIGNAL BASE NO.	SPV.0060.01 INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH
STH 312 & JEFFERS RD	SB9	1
	SB20	1
TOTAL		2

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
STH 312 & JEFFERS RD	1
TOTAL	1

LEGEND

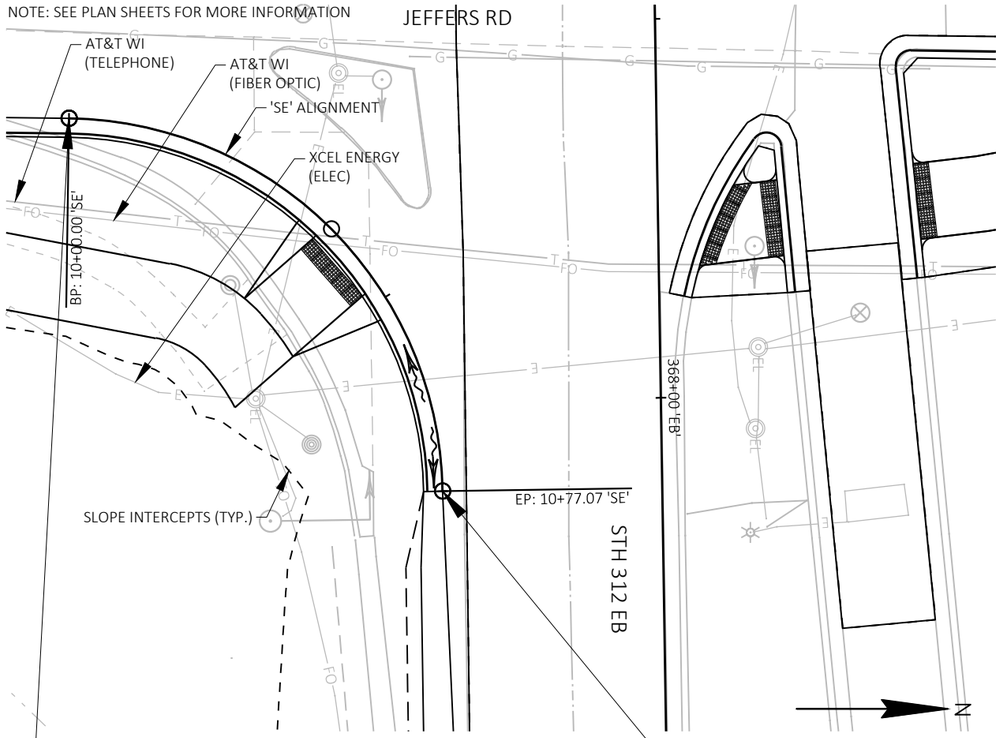
* QUANTITIES LISTED ELSEWHERE

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

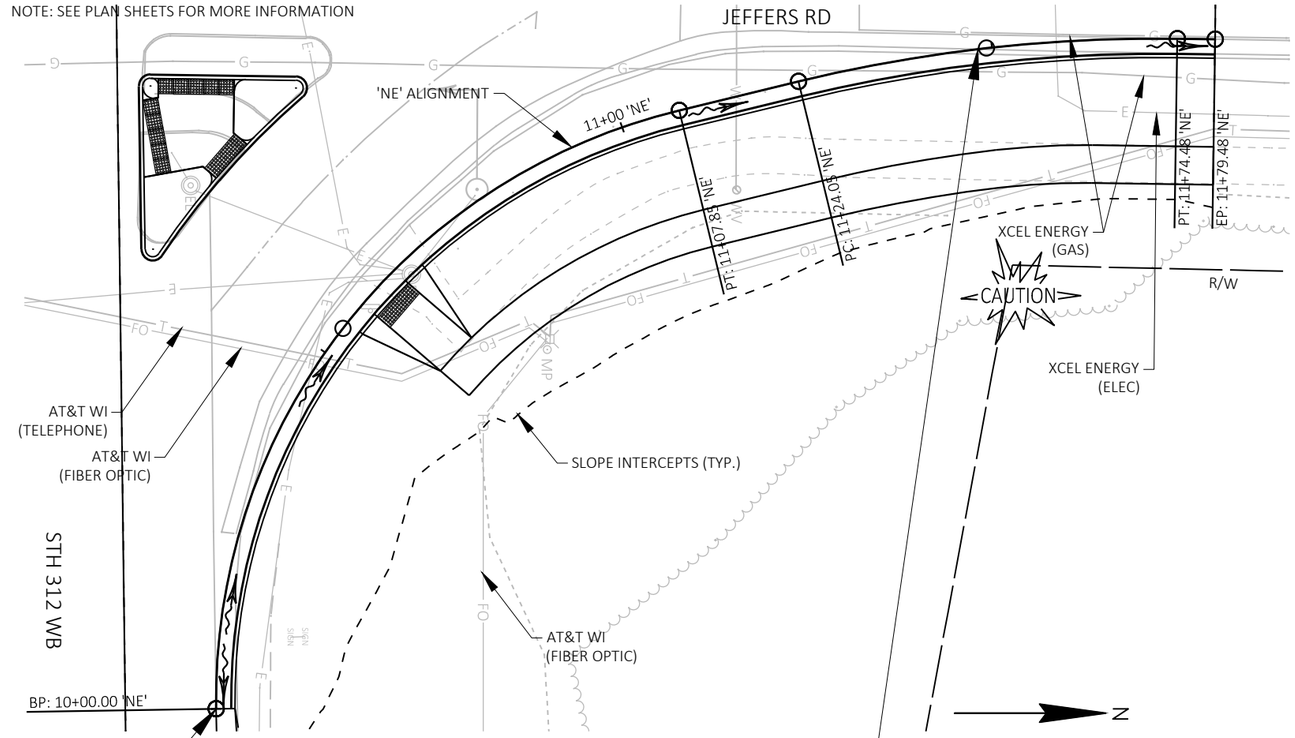
ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

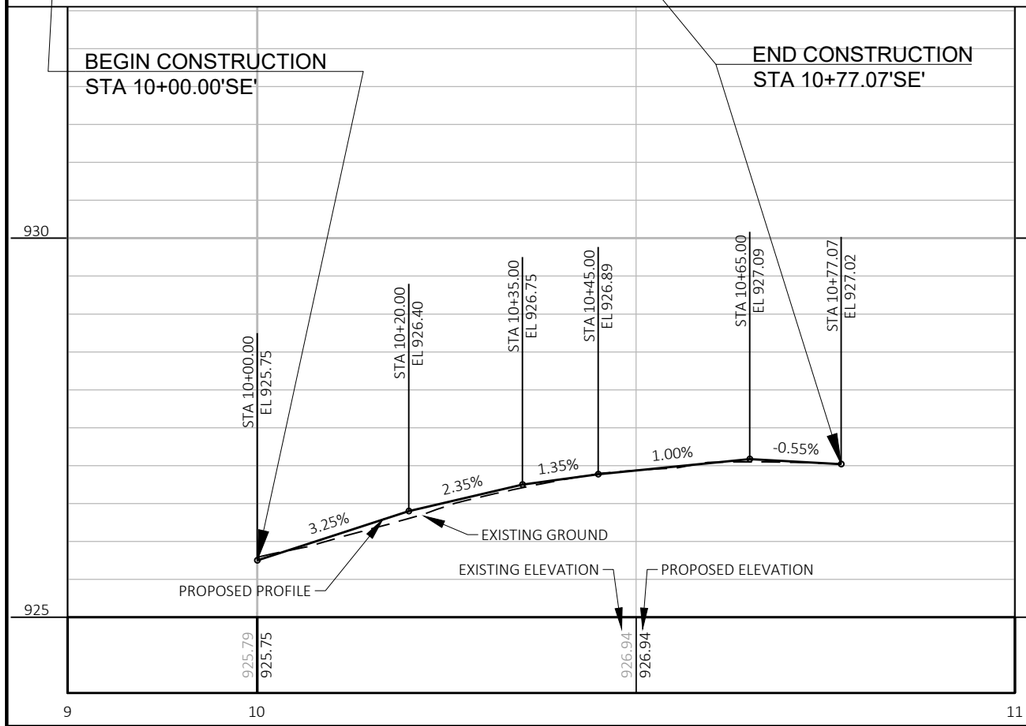
TRAFFIC SIGNALS
STH 312 & JEFFERS RD

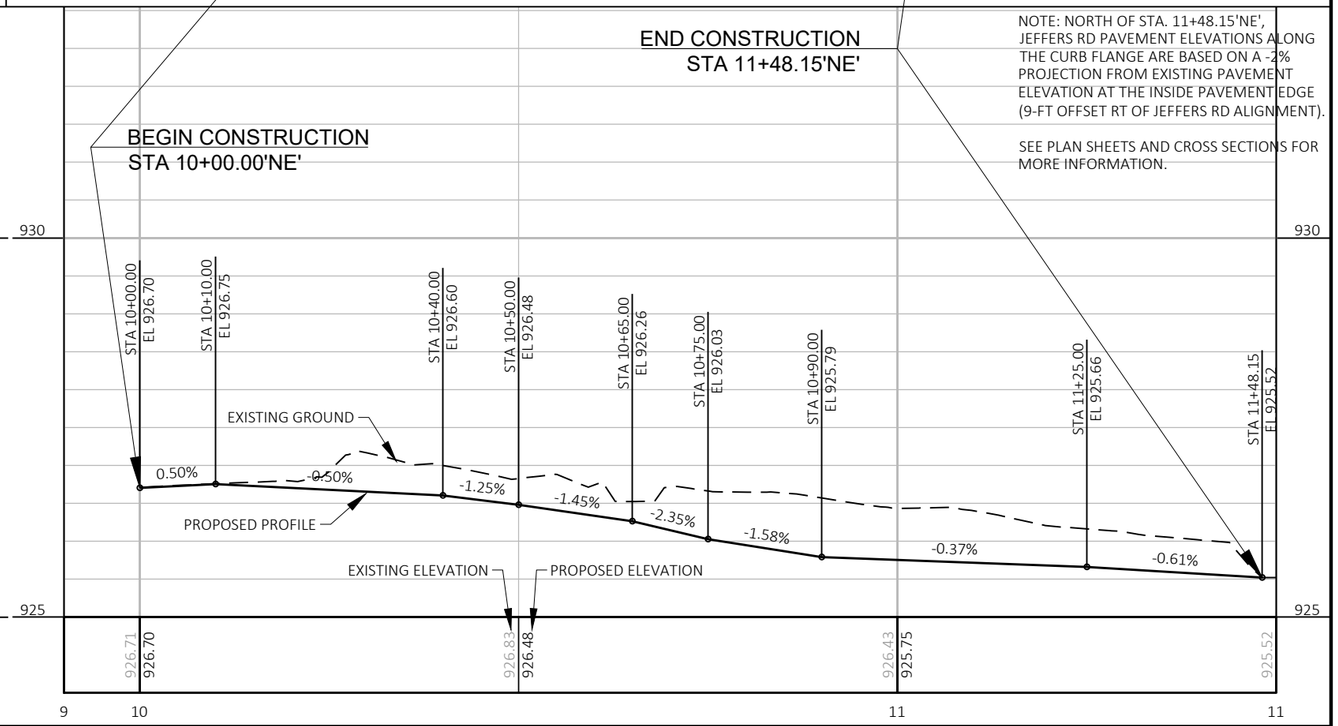
NOTE: SEE PLAN SHEETS FOR MORE INFORMATION



NOTE: SEE PLAN SHEETS FOR MORE INFORMATION



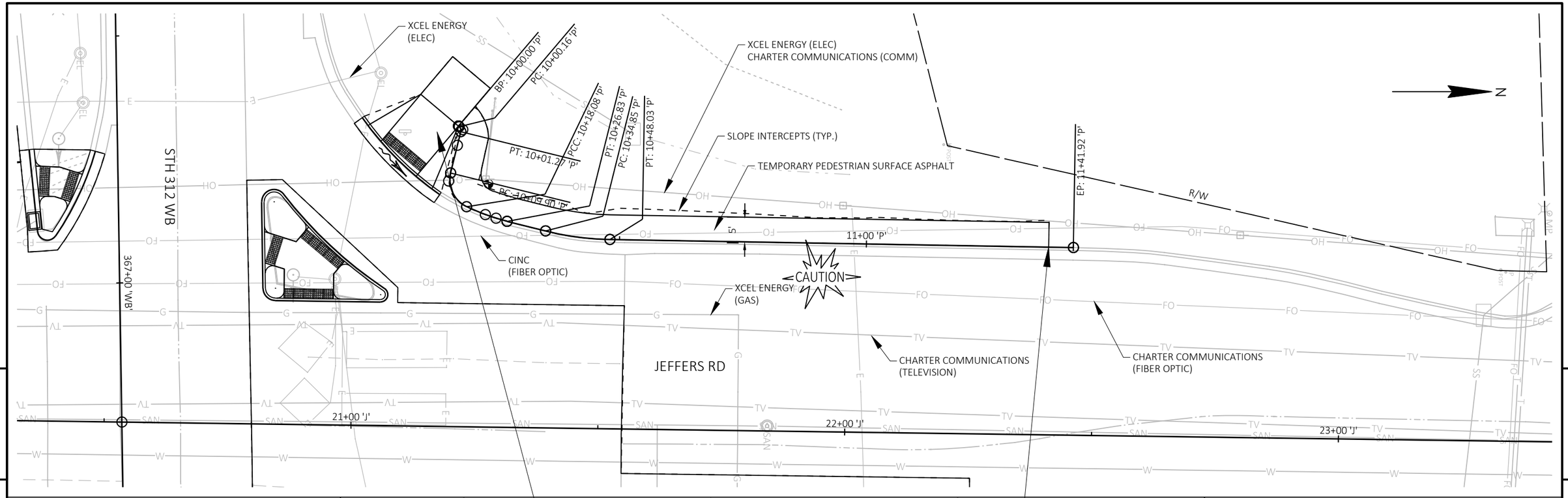


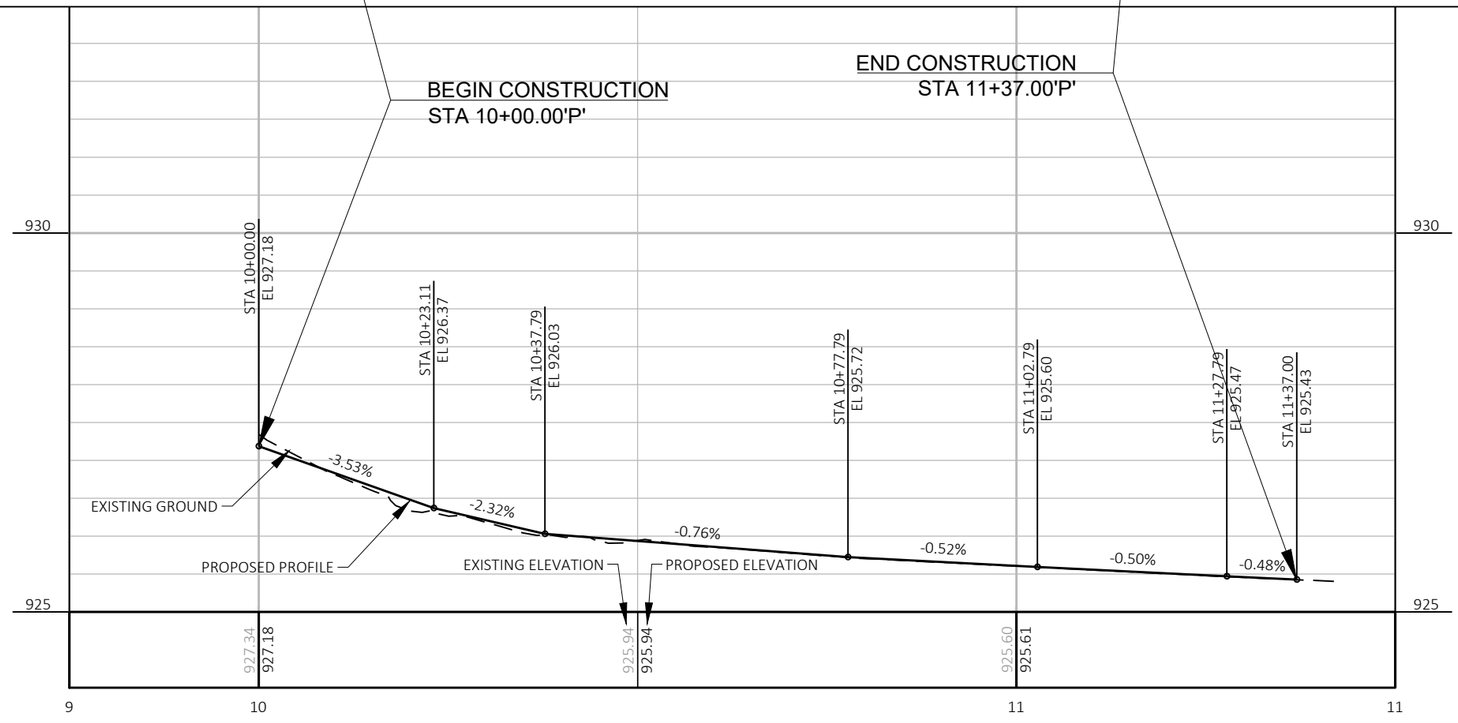


NOTE: NORTH OF STA. 11+48.15'NE', JEFFERS RD PAVEMENT ELEVATIONS ALONG THE CURB FLANGE ARE BASED ON A -2% PROJECTION FROM EXISTING PAVEMENT ELEVATION AT THE INSIDE PAVEMENT EDGE (9-FT OFFSET RT OF JEFFERS RD ALIGNMENT).

SEE PLAN SHEETS AND CROSS SECTIONS FOR MORE INFORMATION.

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PLAN AND PROFILE - NE & SE QUADRANT CURB RETURNS	SHEET 57	E





PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PLAN AND PROFILE - TEMPORARY PEDESTRIAN PATH	SHEET 58	E

N

CITY OF EAU CLAIRE (WATER)

CONCRETE SIDEWALK 4-INCH

XCEL ENERGY (ELECTRIC)
CHARTER COMMUNICATIONS (COMM)

CHARTER COMMUNICATIONS (FIBER OPTIC)

CINC (FIBER OPTIC)

CHARTER COMMUNICATIONS (TELEVISION)

R/W

CONCRETE CURB AND GUTTER 30-INCH TYPE A

CAUTION

XCEL ENERGY (GAS)

XCEL ENERGY (ELECTRIC)

STH 312 EB

MATCHLINE STA. 19+85'J'

BEGIN CONSTRUCTION
STA 17+60.10'J'

XCEL ENERGY (ELECTRIC)

JEFFERS RD

18+00 'J'

*+95.45'J'
0.00'
925.55

19+00 'J'

CITY OF EAU CLAIRE (WATER)

CITY OF EAU CLAIRE (SANITARY)

CONCRETE CURB AND GUTTER 30-INCH TYPE D

HMA PAVEMENT 5-INCH

*+60.10'J'
12.00' RT
920.61

+65.10'J'
16.15' RT
920.67

*+60.10'J'
16.15' RT
920.48

+19.08'J' *
12.00' RT
922.88

CONCRETE CURB AND GUTTER 30-INCH TYPE A

CONCRETE PAVEMENT 9-INCH DOWELED

+19.22'J' *
23.35' RT
922.84

ASPHALT

CONCRETE

+68.28'J' *
23.40' RT
924.38

*+95.45'J'
24.16' RT
925.21

*+73.69'J'
-0.15' LT
927.50

+52.78'EB' *
26.28' RT
927.37

CAUTION

XCEL ENERGY (GAS)

*+60.10'J'
27.65' RT
921.08

*+60.10'J'
32.65' RT
921.19

5'

+81.42'J'
27.65' RT
921.81

+64.88'J'
32.65' RT
921.37

+79.69'J'
37.50' RT
921.94

+78.03'J'
36.00' RT
924.43

+23.50'J'
36.00' RT
925.75
PC

6'

10'

+39.08'J'
55.36' RT
927.16

CONCRETE SIDEWALK 4-INCH

+80.62'EB' *
25.80' RT
927.23

HMA PAVEMENT 2-INCH MULTI-USE PATH

+35.34'J'
64.86' RT
927.41

AT&T WI (TELEPHONE)

AT&T WI (FIBER OPTIC)

SLOPE INTERCEPTS (TYP.)

XCEL ENERGY (ELECTRIC)

50' R

25.5' R

12' R

+45.93'J'
73.86' RT
927.80

+23.50'J'
86.00' RT

+33.27'J'
76.68' RT

MATCHLINE STA. 368+00'EB'

R/W

NOTES: SEE "CURB RAMP DETAILS" SHEETS FOR MORE INFORMATION

DRILLED TIE BARS AND DOWEL BARS REQ'D AT JOINTS IN CONCRETE PAVEMENT SEE TYPICAL SECTIONS, SDD "CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES" AND SDD "RURAL DOWELED CONCRETE PAVEMENT" FOR MORE INFORMATION

* = MATCH EXISTING

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PLAN SHEETS	SHEET 59	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\050201-PN.DWG
LAYOUT NAME - 01

PLOT DATE : 9/3/2021 1:57 PM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

NOTES: SEE "CURB RAMP DETAILS" SHEETS FOR MORE INFORMATION

DRILLED TIE BARS AND DOWEL BARS REQ'D AT JOINTS IN CONCRETE PAVEMENT SEE TYPICAL SECTIONS, SDD "CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES" AND SDD "RURAL DOWELED CONCRETE PAVEMENT" FOR MORE INFORMATION

* = MATCH EXISTING

N

BEGIN PROJECT
STA 366+27.09'EB'
Y = 289991.344
X = 332803.040

*+27.70'EB' -17.46' LT 927.82
+27.09'EB'* -29.71' LT 927.70
CONCRETE PAVEMENT 9-INCH DOWELED
*+77.52'EB' -21.58' LT 927.57
+76.91'EB'* 33.91' LT 927.44
+99.60'EB' -19.37' LT 2' RAD
+99.63'EB' -4.13' LT 2' RAD
+89.17'WB' 14.47' RT 2' RAD
ADJUSTING INLET COVERS REQ'D
ADJUSTING INLET COVERS REQ'D
CONCRETE SIDEWALK 4-INCH
CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
367+00 'WB'
STH 312 WB
STA 367+28.18'EB' = STA 20+00.00'J'
STA 367+28.18'WB' = STA 20+53.60'J'
20+00 'J'
MATCHLINE STA. 19+85'J'

WISDOT TRAFFIC (ELECTRIC)
CONCRETE CURB AND GUTTER 30-INCH TYPE A
* +78.22'J' -49.30' LT 927.73
+85.43'J'* -49.53' LT 927.57
CONCRETE SIDEWALK 4-INCH
+83.78'J' -45.02' LT 2' RAD
CONCRETE SIDEWALK 4-INCH
+05.62'J' -26.50' LT 1' RAD
+09.12'J'* -27.99' LT 926.75
+09.12'J'* -24.95' LT 926.75
+84.30'J' -27.50' LT 2' RAD
CONCRETE CURB TYPE A
+55.03'J'* -24.95' LT 925.73
CONCRETE PAVEMENT 9-INCH DOWELED
21+00 'J'
*+80.12'J' 9.00' RT 927.38

XCEL ENERGY (ELECTRIC)
CHARTER COMMUNICATIONS (COMM)
CINC (FIBER OPTIC)
CHARTER COMMUNICATIONS (TELEVISION)
CHARTER COMMUNICATIONS (FIBER OPTIC)
R/W
CAUTION
XCEL ENERGY (GAS)
CITY OF EAU CLAIRE (SANITARY)
CITY OF EAU CLAIRE (WATER)
JEFFERS RD
END CONSTRUCTION
STA 22+46.00'J'
HMA PAVEMENT 5-INCH
22+00 'J'
+54.72'J'* 9.00' RT 926.09
CONCRETE CURB AND GUTTER 30-INCH TYPE D
+25.43'J'* 9.00' RT 925.68
+20.43'J' 21.39' RT 925.44 PT
+25.43'J'* 21.39' RT 925.41
CONCRETE CURB AND GUTTER 30-INCH TYPE A
CONCRETE
ASPHALT
+70.52'J' 27.71' RT 925.66 PC
+54.83'J' 31.76' RT 925.72 PT
+96.75'J' 36.40' RT 926.22
+09.44'J' 35.59' RT 926.17
+77.97'J' 39.79' RT 926.28
11'
5'
+25.43'J'* 35.59' RT 925.98
+25.43'J'* 40.46' RT 926.05
+58.20'J' 44.83' RT 926.36
CAUTION
XCEL ENERGY (GAS)
XCEL ENERGY (ELECTRIC)
R/W
+59.45'J' 49.67' RT 926.46
+75.14'J' 45.63' RT 926.40
186.5' R
200' R
100' R
CONCRETE SIDEWALK 4-INCH
+27.63'J' 69.76' RT 927.10
AT&T WI (FIBER OPTIC)
AT&T WI (TELEPHONE)
09+44'J' 135.59' RT
+20.43'J' 221.39' RT
22+20.43'J' 221.39' RT
SLOPE INTERCEPTS (TYP.)

STH 312 EB
+55.09'WB' 19.93' RT 2' RAD
+55.60'WB' 4.07' RT 2' RAD
+67.25'EB' -14.41' LT 2' RAD
*+78.46'WB' 21.94' RT 927.03
CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CONCRETE SIDEWALK 4-INCH
+84.98'J' 29.50' RT 1' RAD
+04.18'J' 29.50' RT 1' RAD
CONCRETE CURB TYPE A
+85.61'J' 51.01' RT 1' RAD
*+79.39'WB' 34.09' RT 926.97
CONCRETE PAVEMENT 9-INCH DOWELED
368+00 'EB'
MATCHLINE STA. 368+00'EB'
WISDOT TRAFFIC (ELECTRIC)
AT&T WI (TELEPHONE)
AT&T WI (FIBER OPTIC)

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PLAN SHEETS	SHEET 60	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\050201-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 9/3/2021 1:57 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

NOTES: SEE "CURB RAMP DETAILS" SHEETS FOR MORE INFORMATION

DRILLED TIE BARS AND DOWEL BARS REQ'D AT JOINTS IN CONCRETE PAVEMENT SEE TYPICAL SECTIONS, SDD "CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES" AND SDD "RURAL DOWELED CONCRETE PAVEMENT" FOR MORE INFORMATION

* = MATCH EXISTING

N

MATCHLINE STA. 368+00'EB'

+11.89'EB'
29.00' RT
927.02
PT

CONCRETE CURB AND GUTTER
30-INCH TYPE A

CONCRETE PAVEMENT 9-INCH
DOWELED

+48.12'EB'
27.94' RT
926.87

WISDOT TRAFFIC
(FIBER OPTIC)

HMA PAVEMENT 3-INCH

STH 312 EB

369+00 'EB'

*+19.83'EB'
32.08' RT
926.41

*+19.83'EB'
28.13' RT
926.52

*+30.36'EB'
27.13' RT
926.45

+30.36'EB'*
26.05' RT
926.48

END PROJECT
STA 369+30.36'EB'

*+29.23'WB'
30.05' RT
926.60

+28.29'WB'*
17.84' RT
926.76

CONCRETE PAVEMENT 9-INCH
DOWELED

0 'WB'

STH 312 WB

369+00 'WB'

+20.43'J'
221.39' RT

80' R

SLOPE INTERCEPTS (TYP.)

+74.79'J'
109.23' RT

CONCRETE CURB AND GUTTER
30-INCH TYPE A

+40.93'WB'
-37.93' LT
926.70
PC

*+60.93'WB'
-25.91' LT
926.85

+60.93'WB'*
-40.93' LT
926.52

HMA PAVEMENT 3-INCH

CONCRETE PAVEMENT 9-INCH
DOWELED

AT&T WI
(FIBER OPTIC)

WISDOT TRAFFIC
(ELECTRIC)

R/W

5

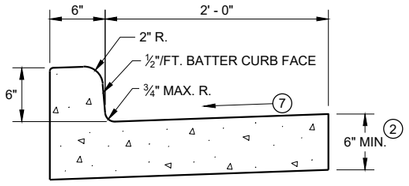
5

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PLAN SHEETS	SHEET 61	E

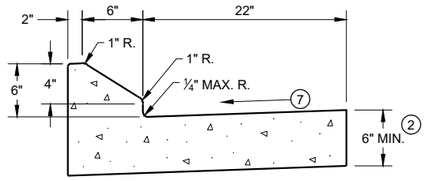
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C12-09B	CONCRETE BASE TYPE 13
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05	MEDIAN ISLAND MARKING
15C20-02	YIELD MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

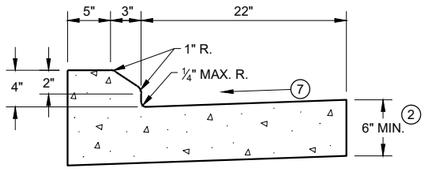
6



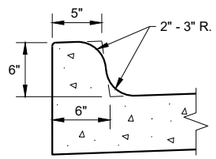
TYPES A (1) & D



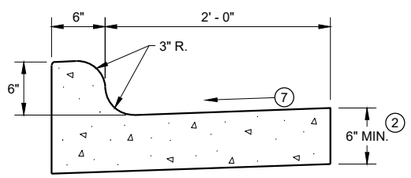
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

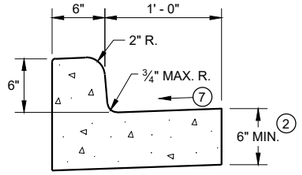


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



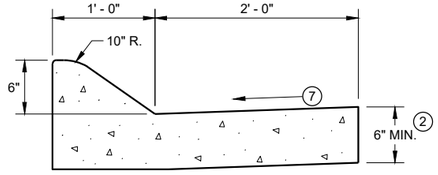
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

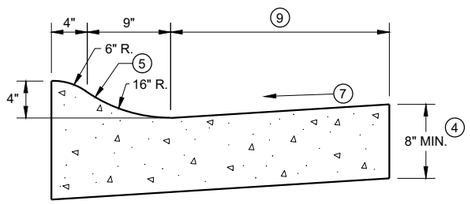
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

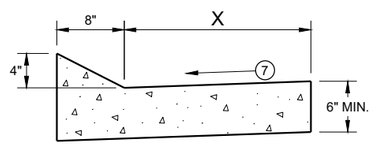
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

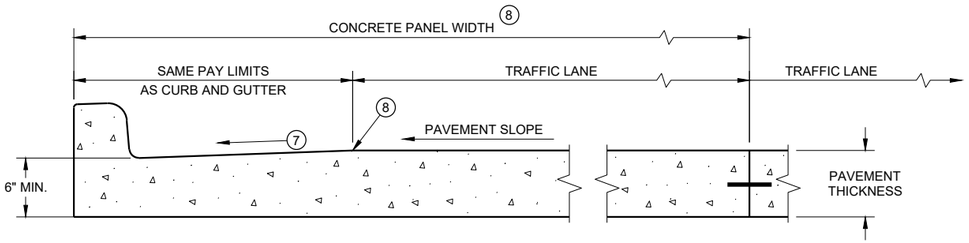


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

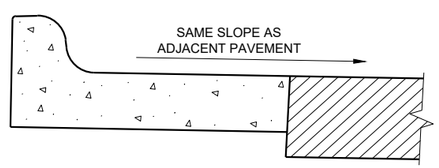
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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 GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

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.

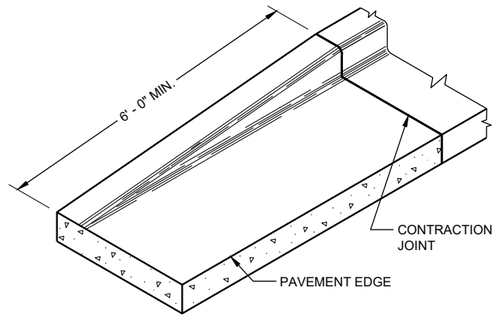
(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(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.

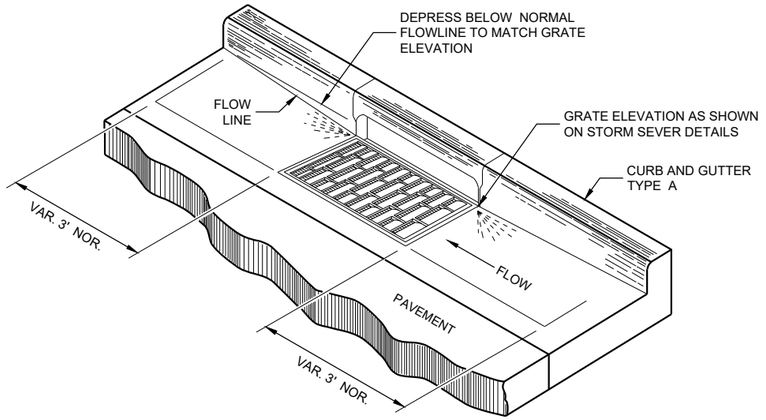
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

SDD 08D01 - 22a
6



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

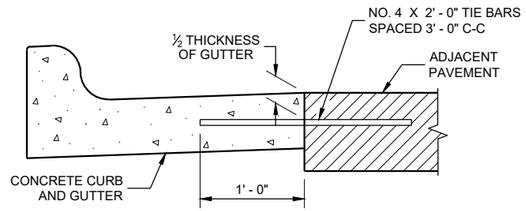
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

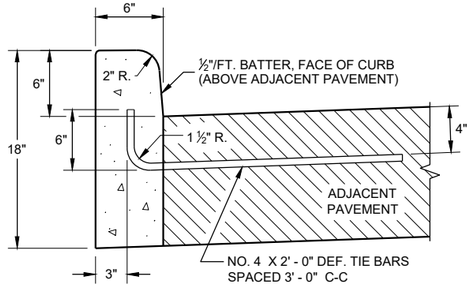
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

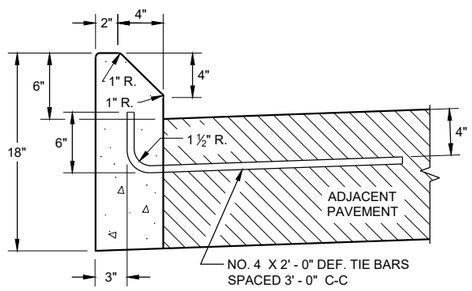
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

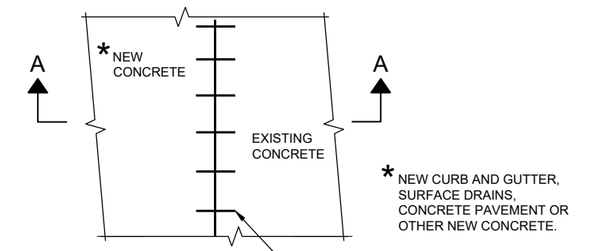


TYPES A (1) & D

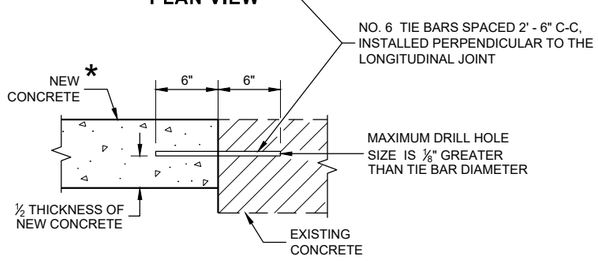


TYPES G (1) & J

CONCRETE CURB

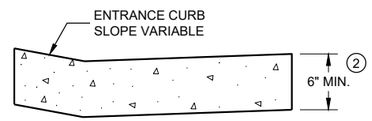


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

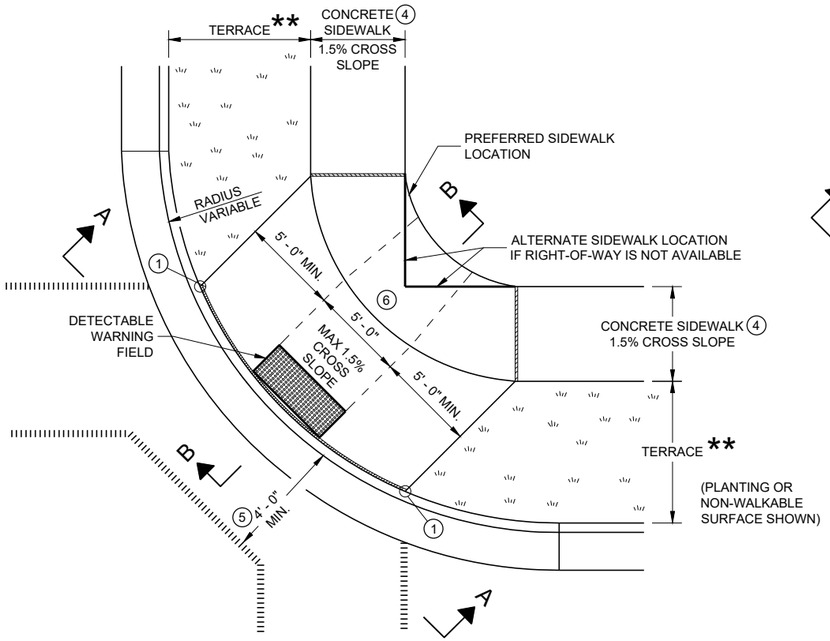
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

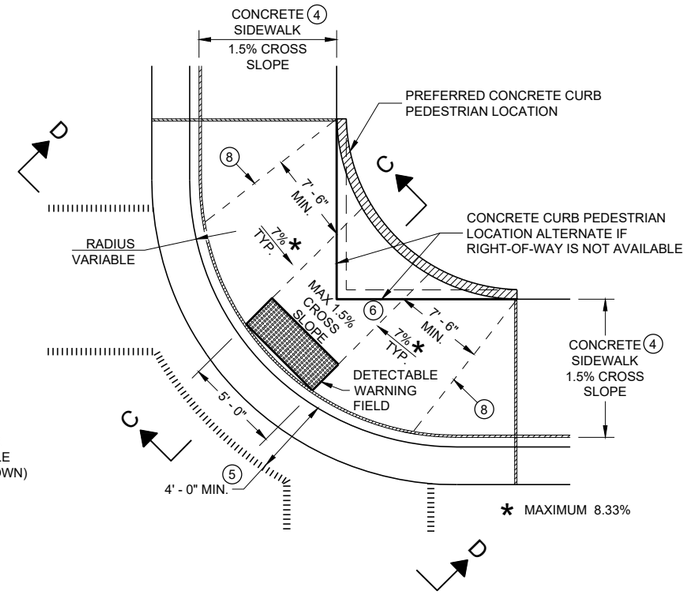
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

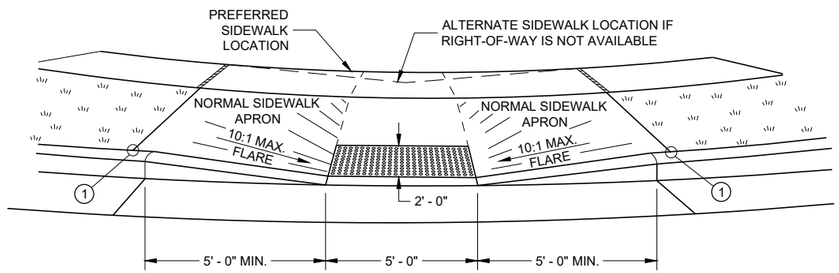
(CENTER OF CORNER RADIUS)



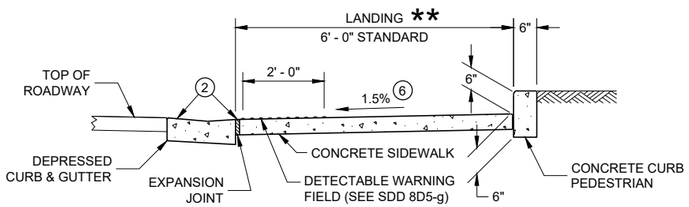
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

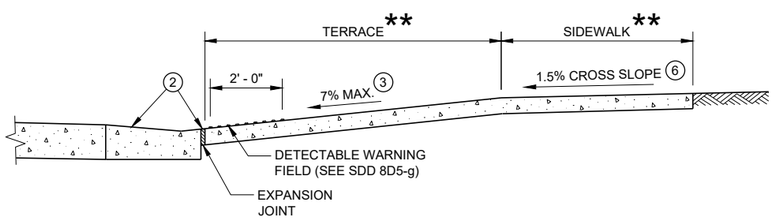


VIEW A - A FOR TYPE 1

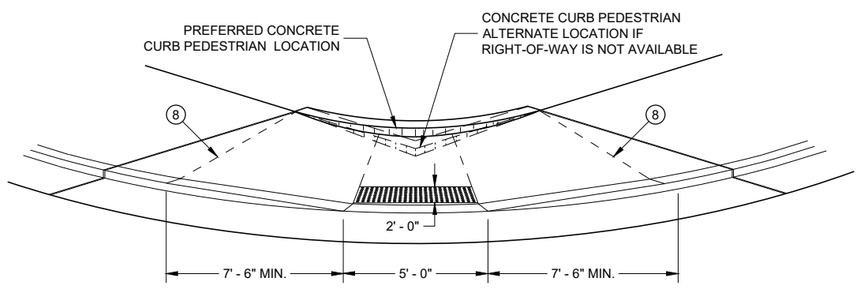


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

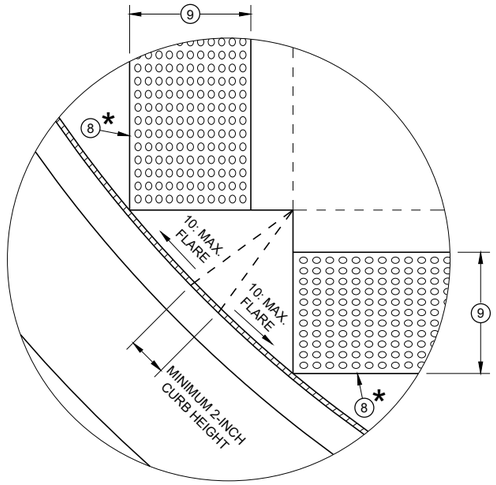
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

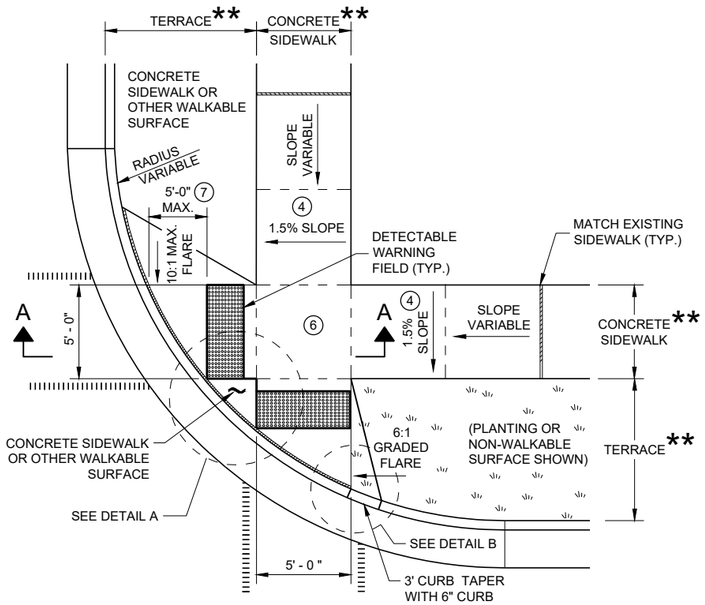
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

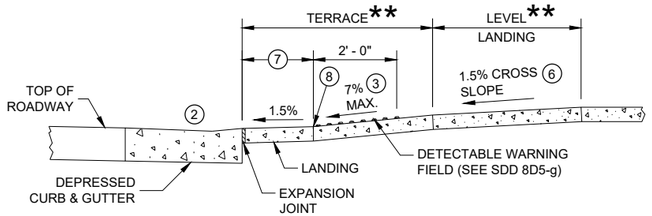
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

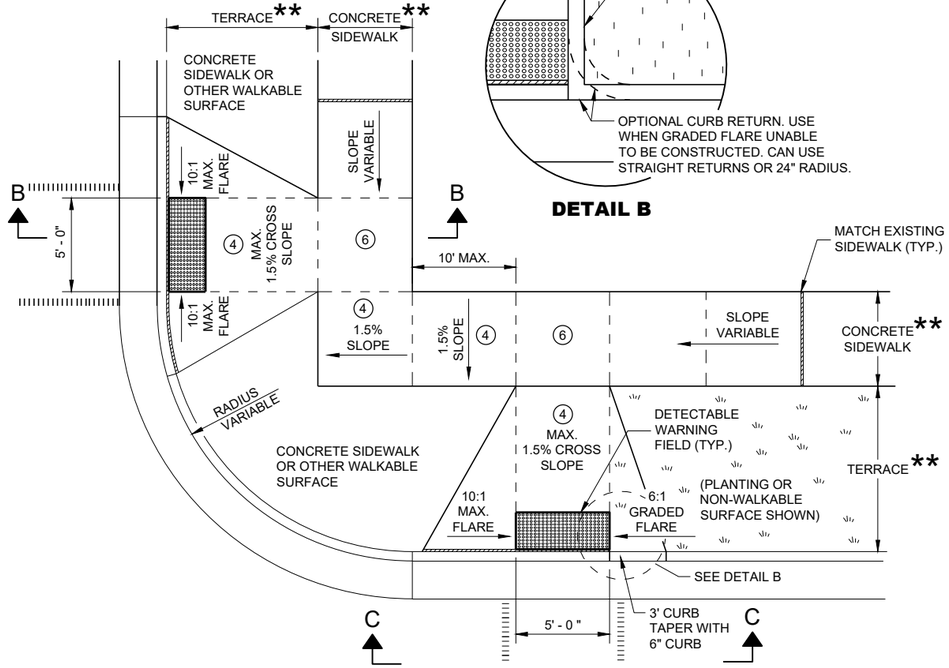
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

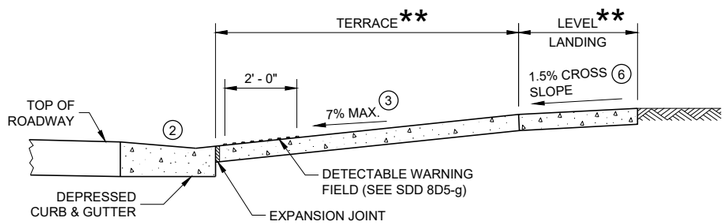
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

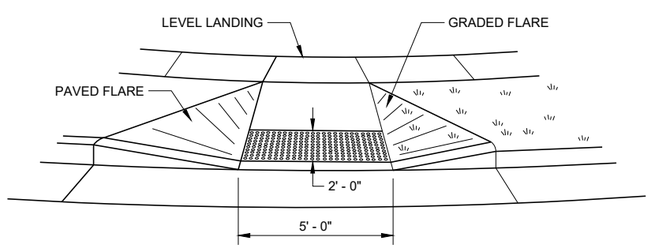


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

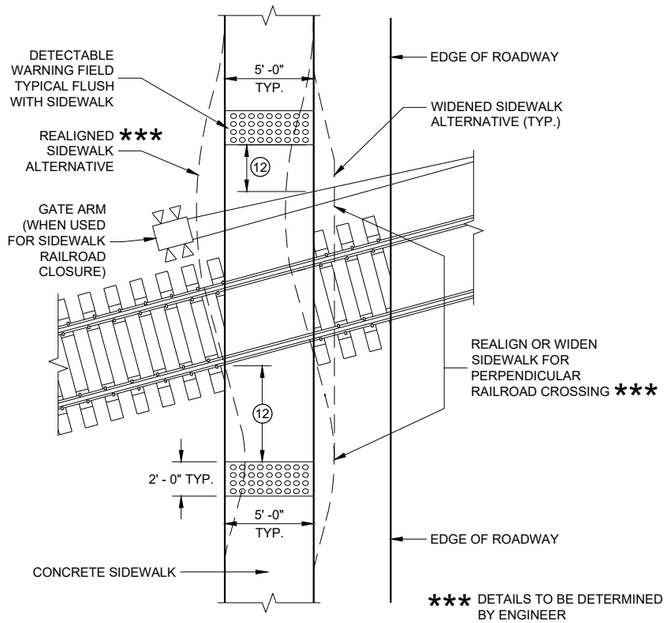
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

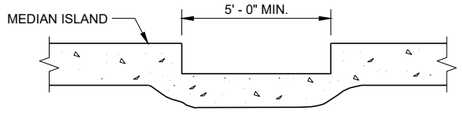
6

SDD 08D05 - 20b

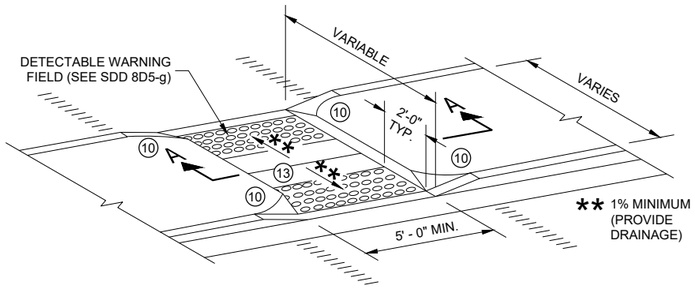


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

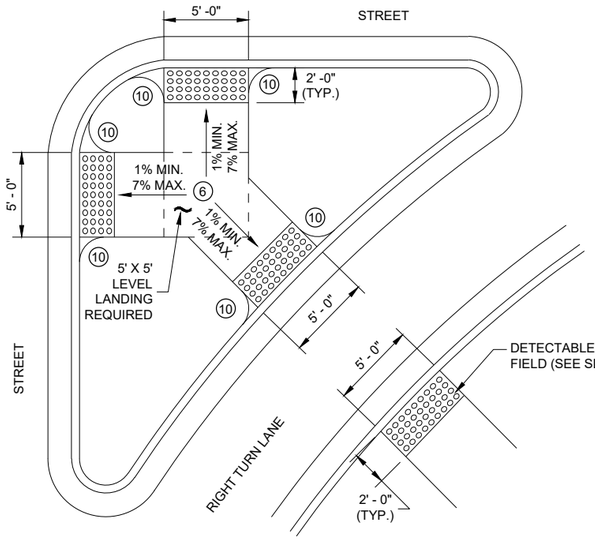
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

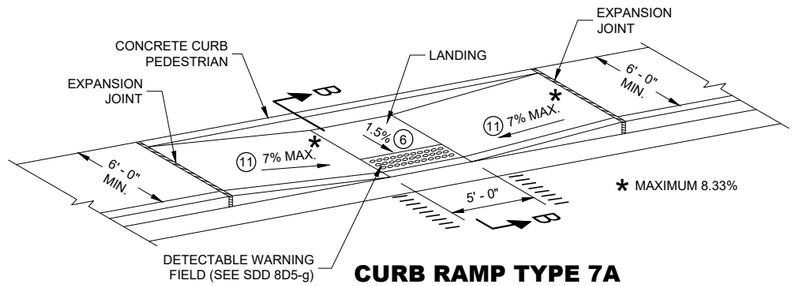
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

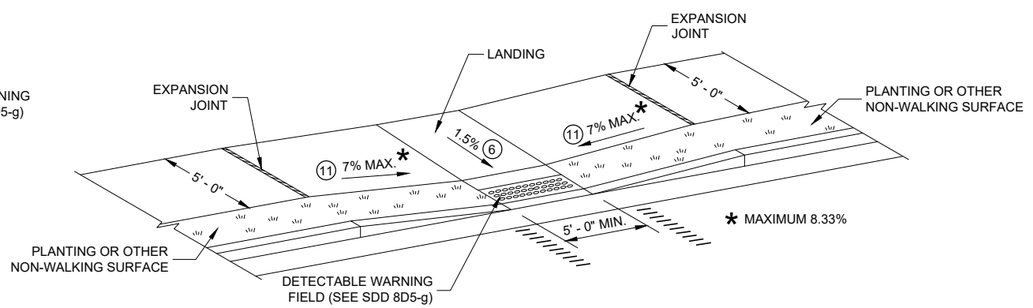
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

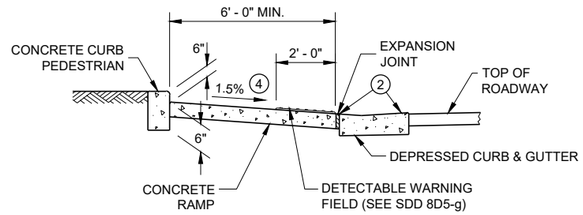
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

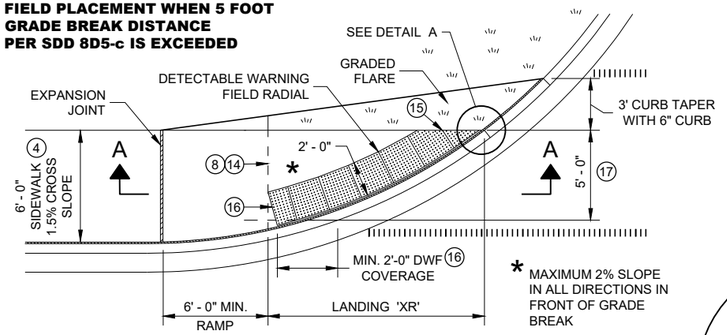
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

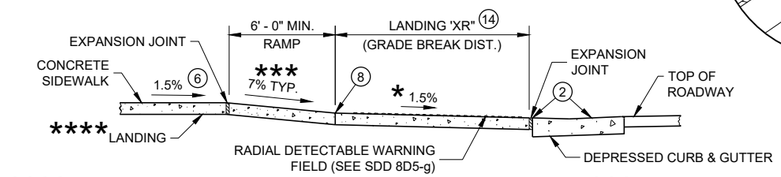
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

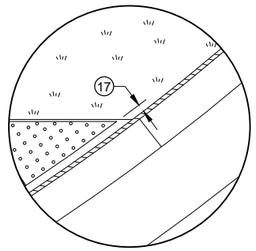
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

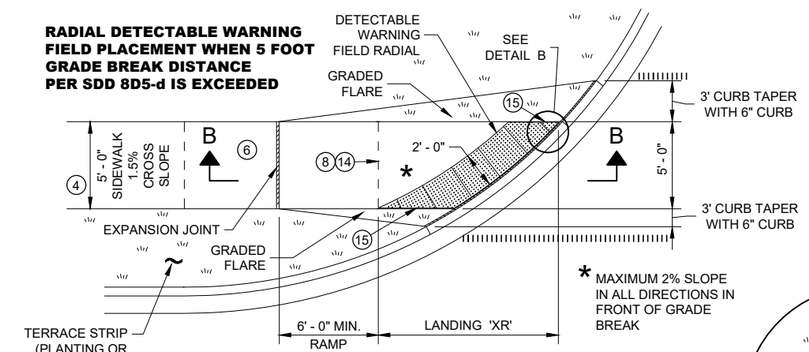
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

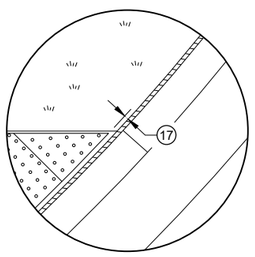
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



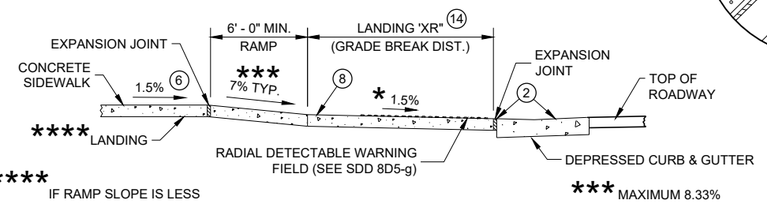
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

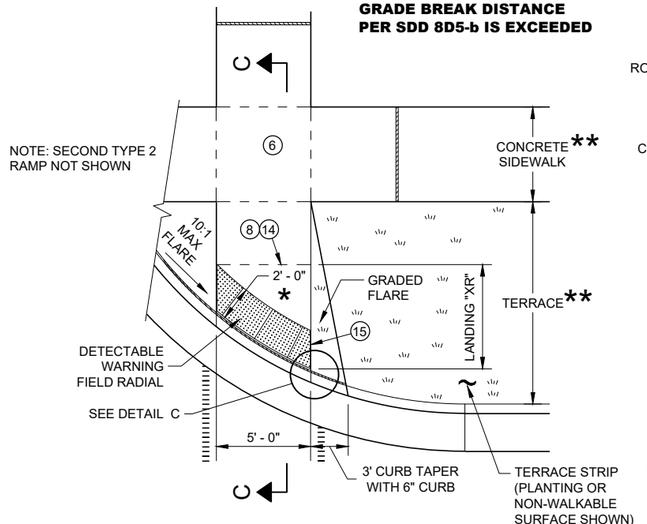


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

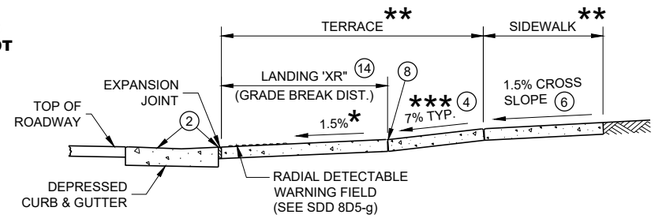


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

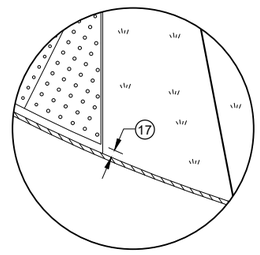


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

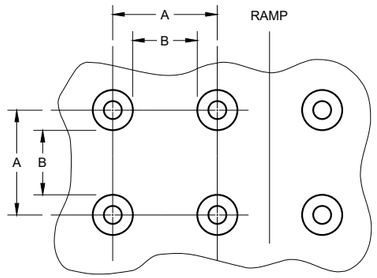
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

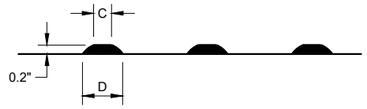
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

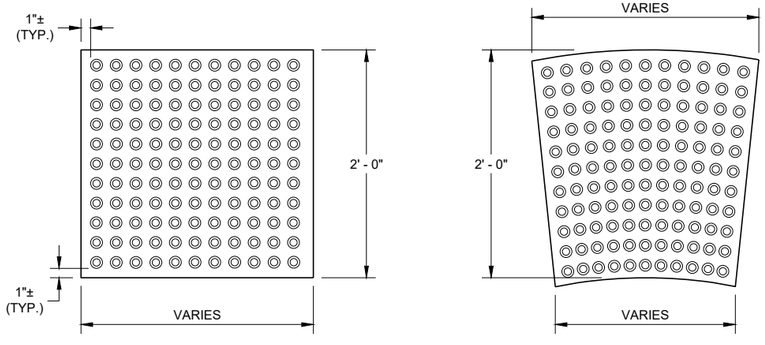


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

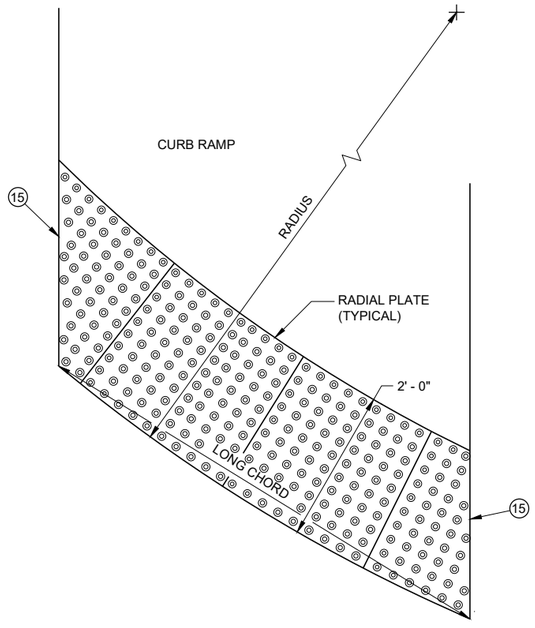
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

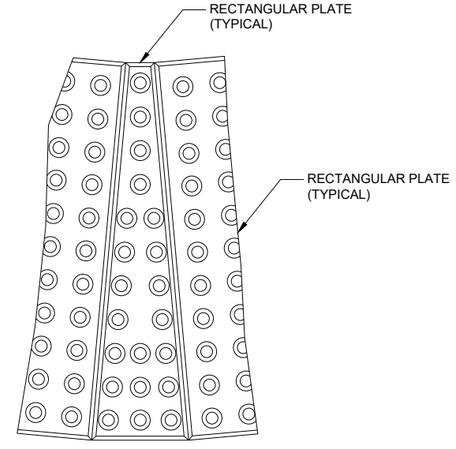
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

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SDD 08D05 - 20g

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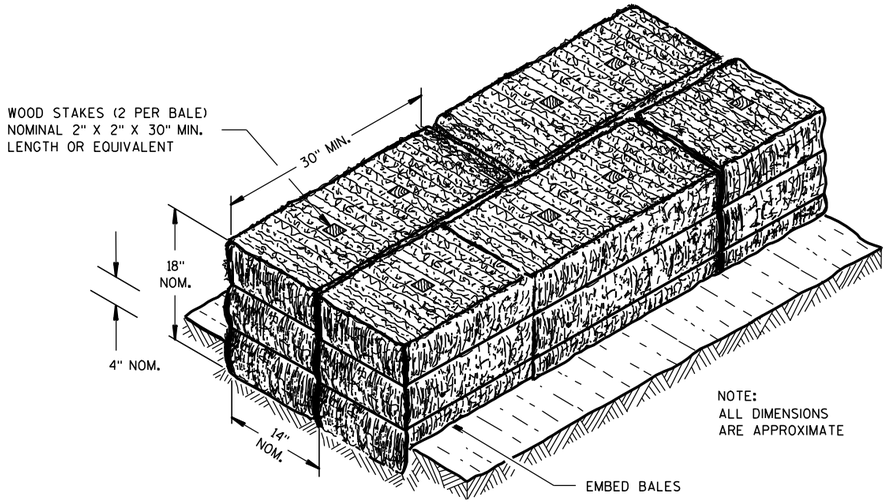
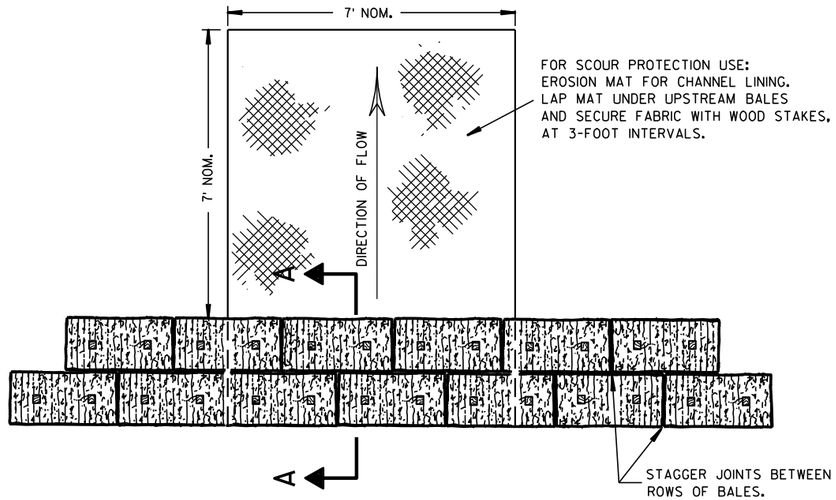
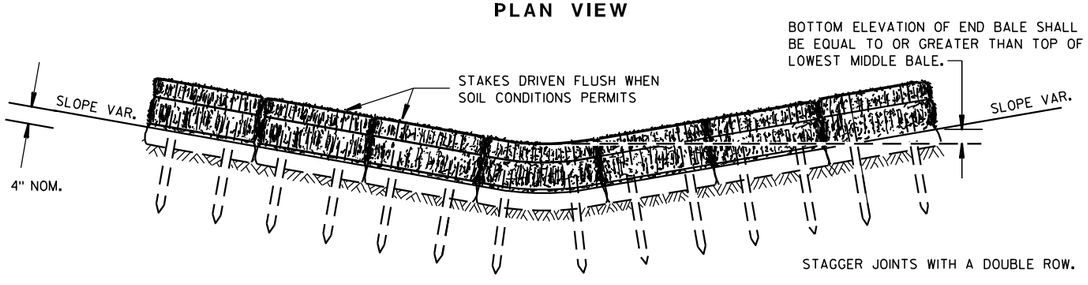
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



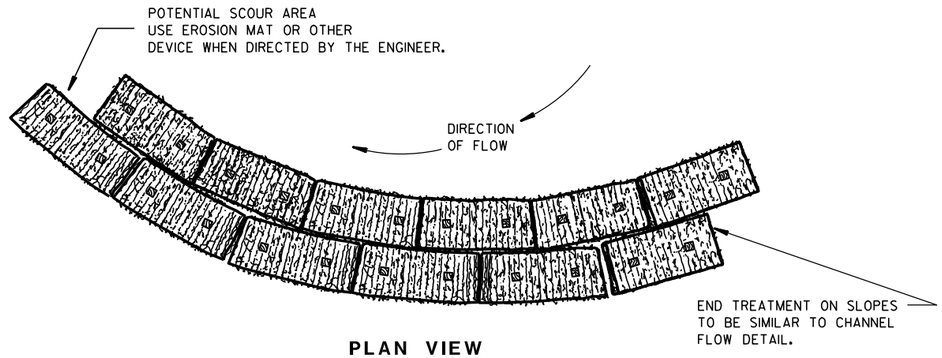
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

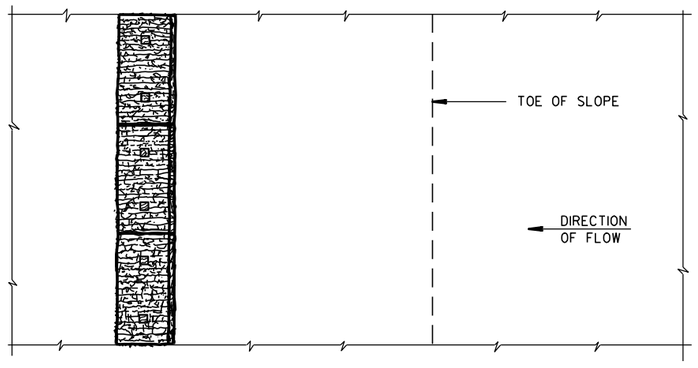
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

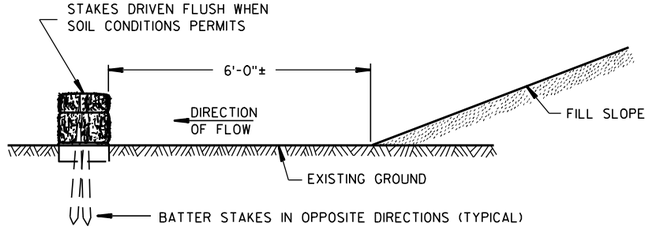


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

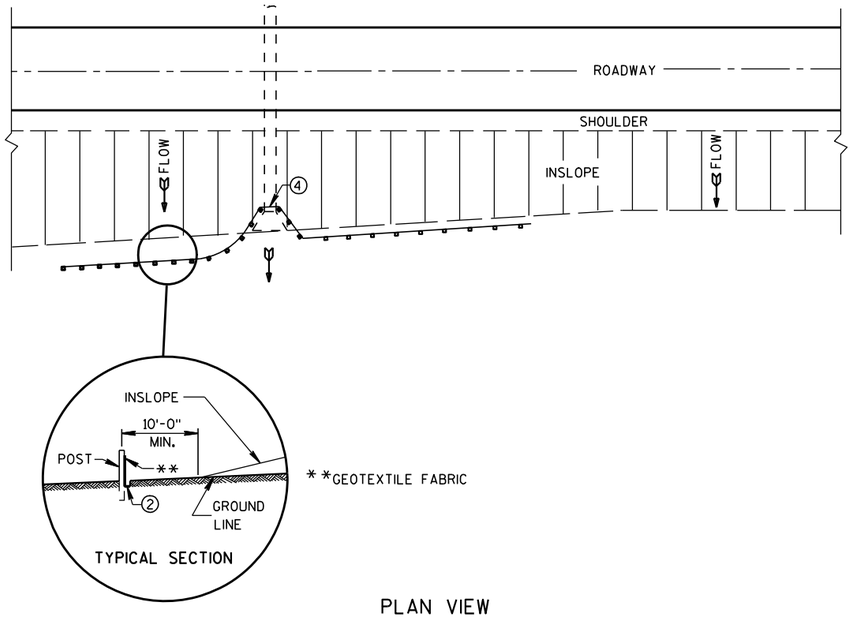
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

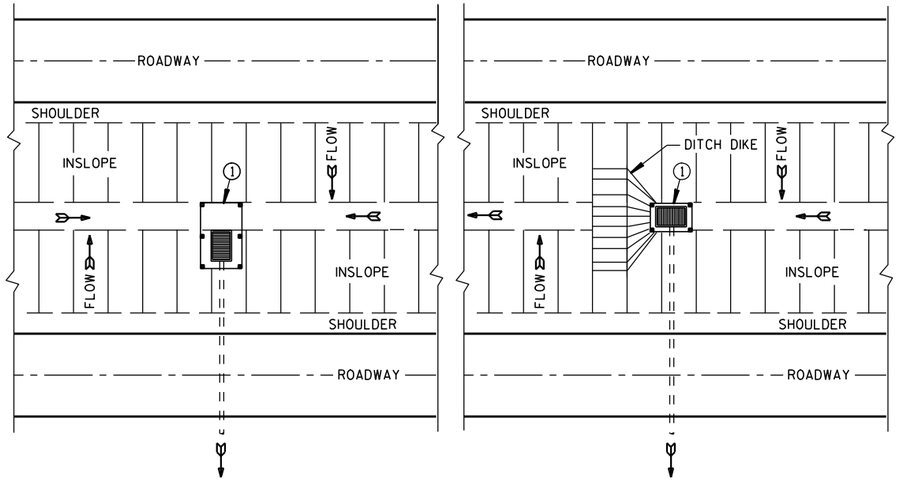
6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

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.

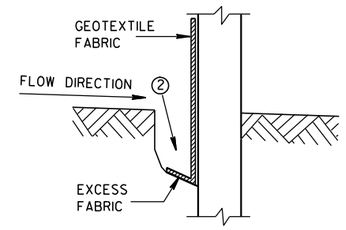
(1) HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

(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.

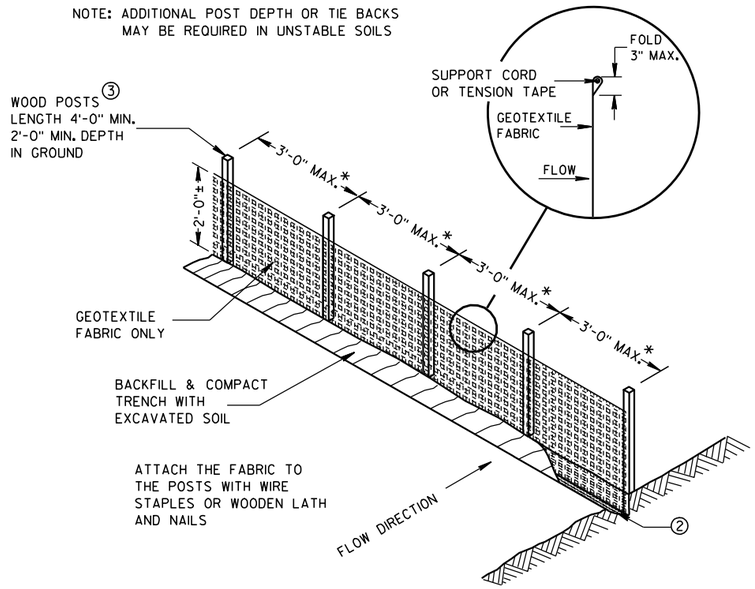
(3) WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

(4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

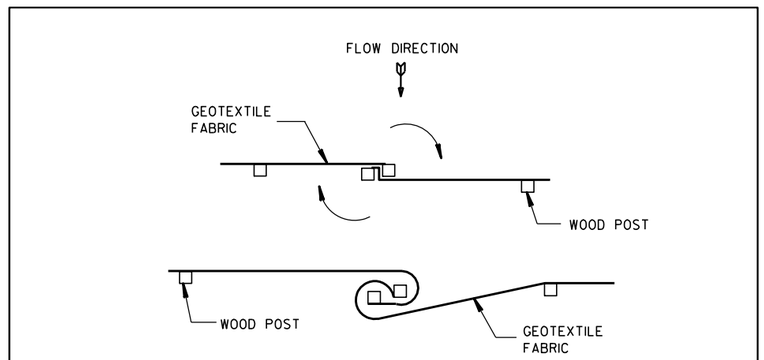
(5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



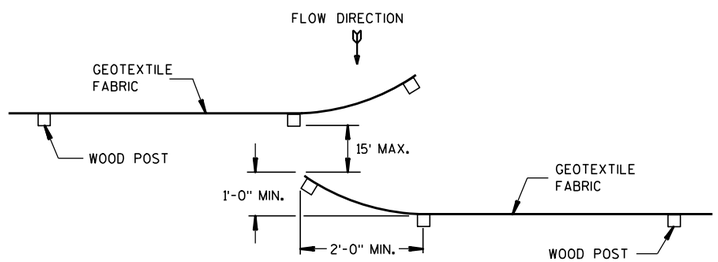
TRENCH DETAIL



SILT FENCE

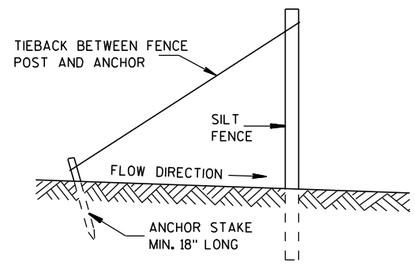


TWIST METHOD



HOOK METHOD

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 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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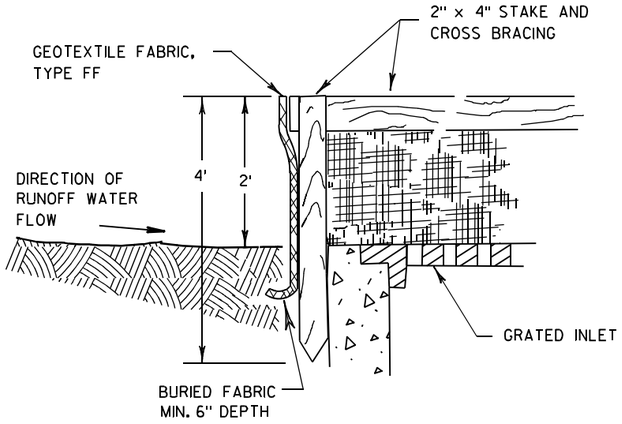
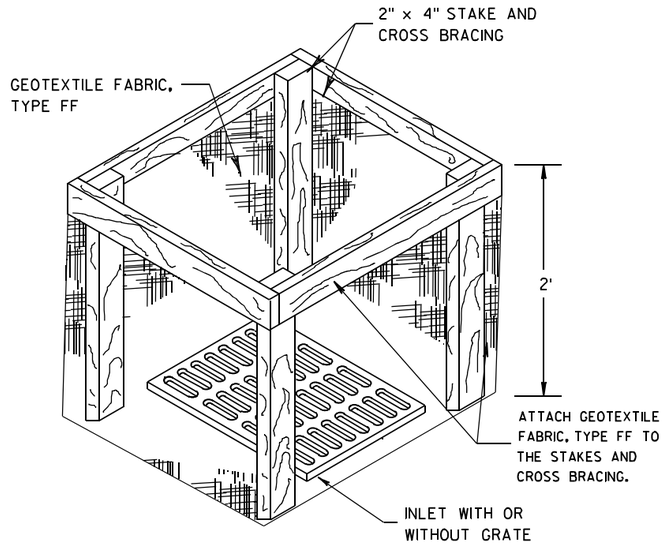
S.D.D. 8 E 9-6

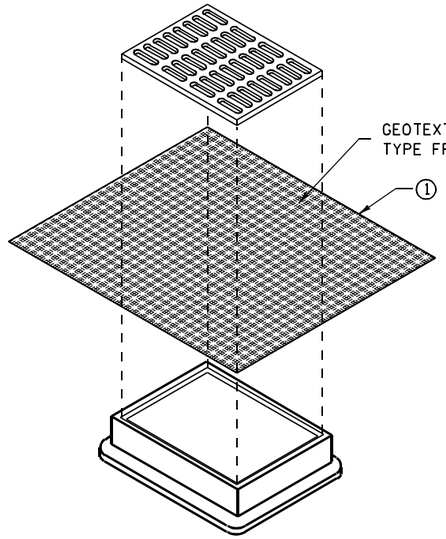
6

S.D.D. 8 E 9-6



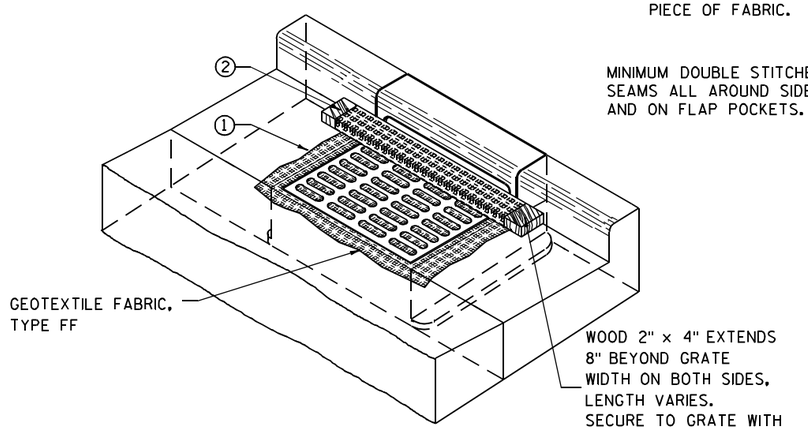


INLET PROTECTION, TYPE A

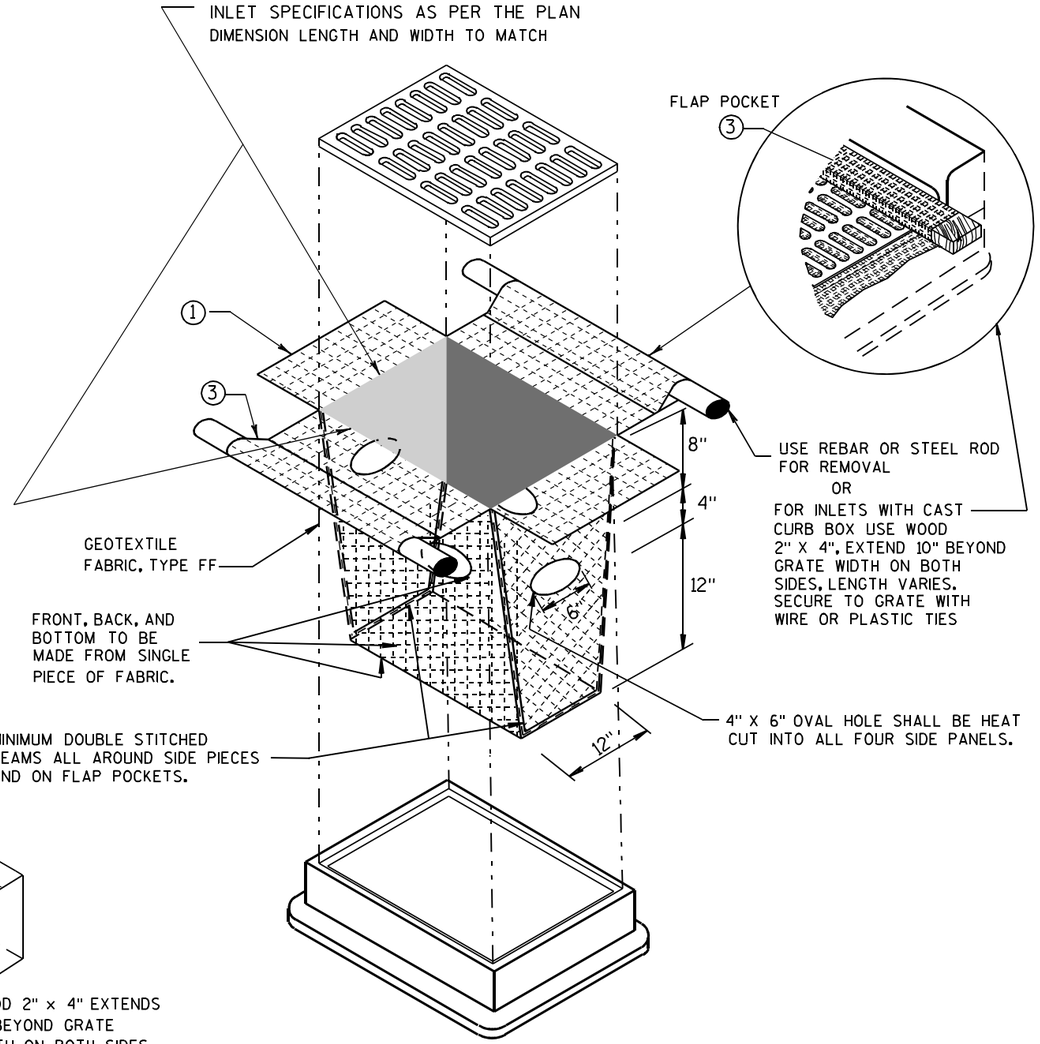


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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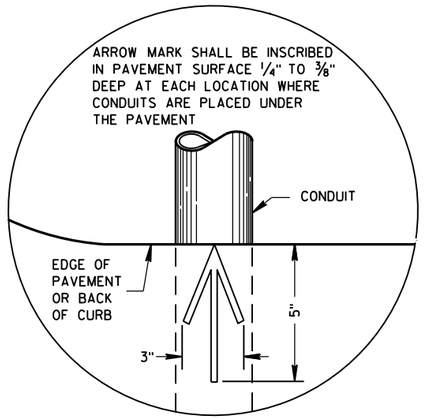
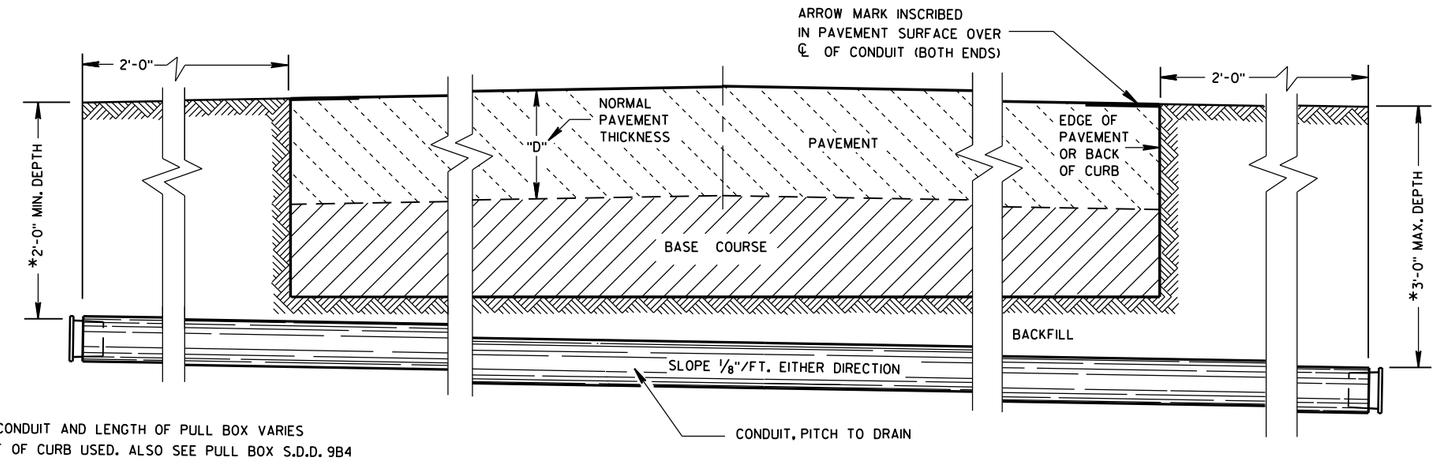
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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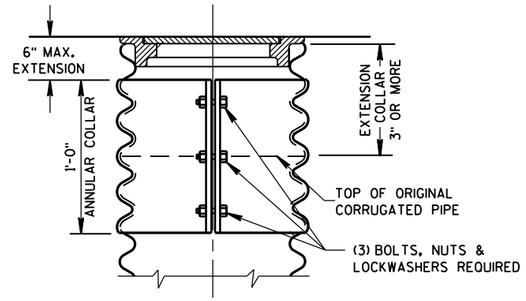
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

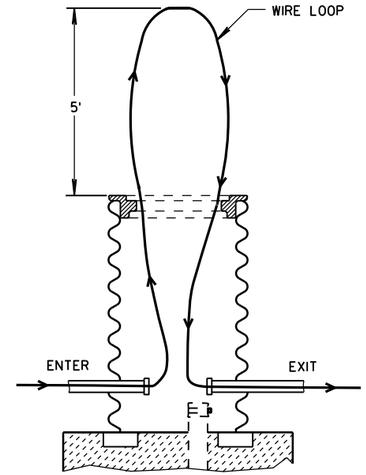
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

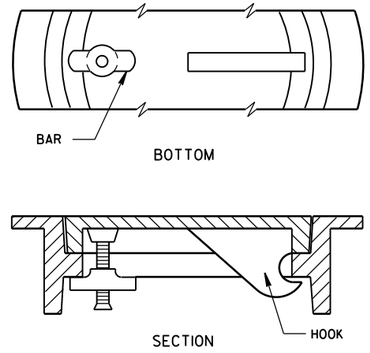
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

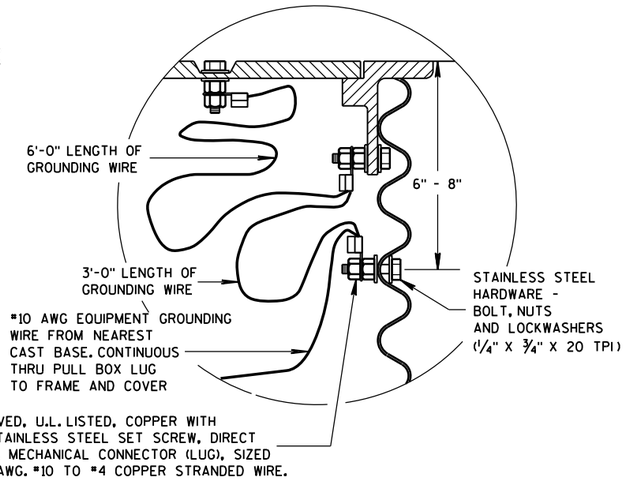


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

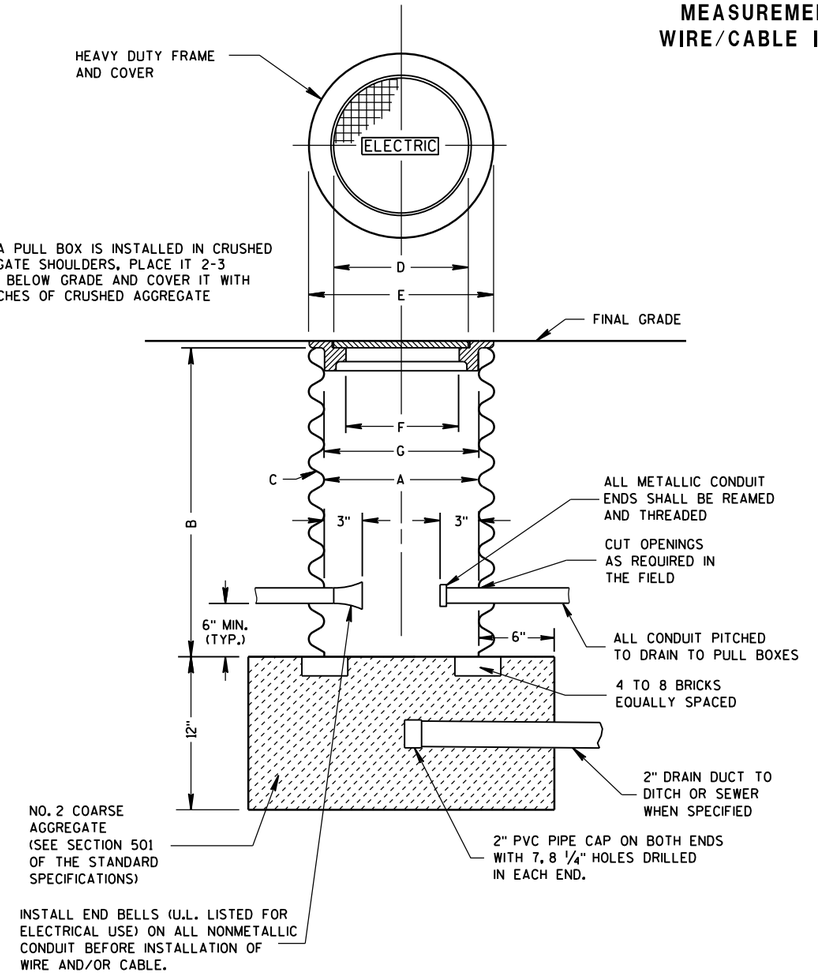
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

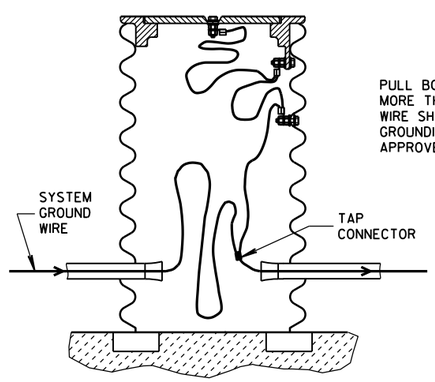
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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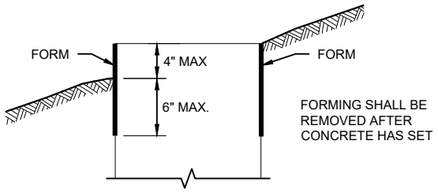
S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

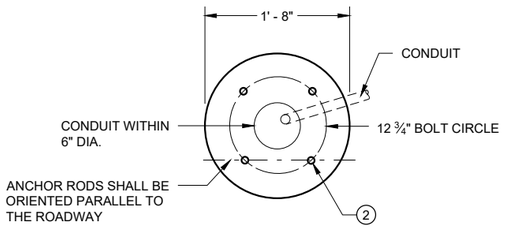
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

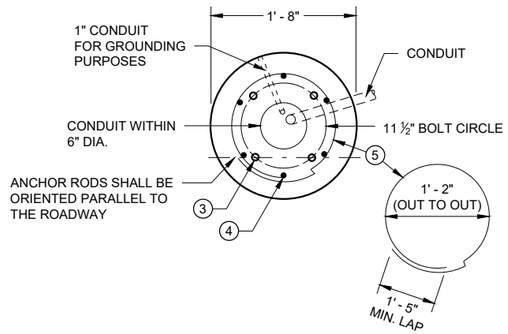
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

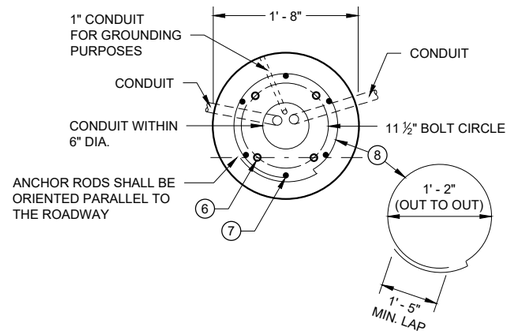
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

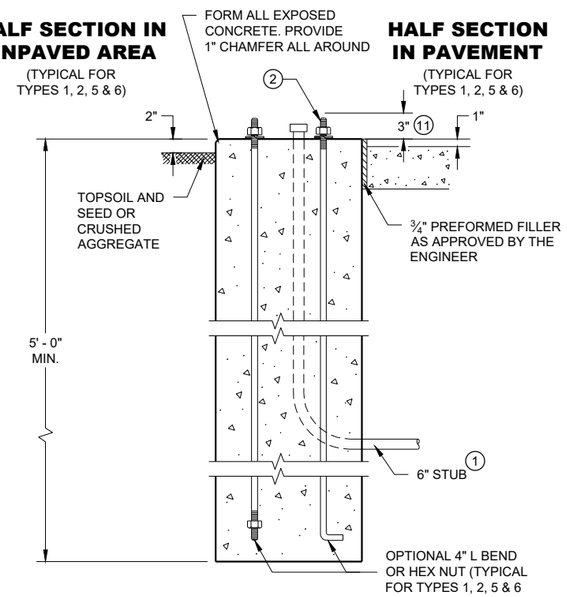
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

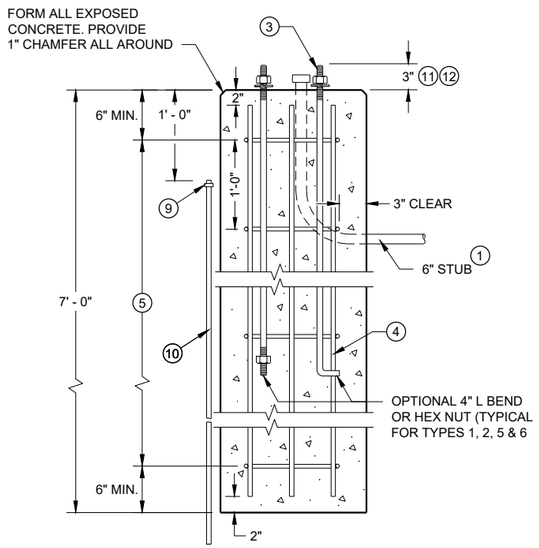
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

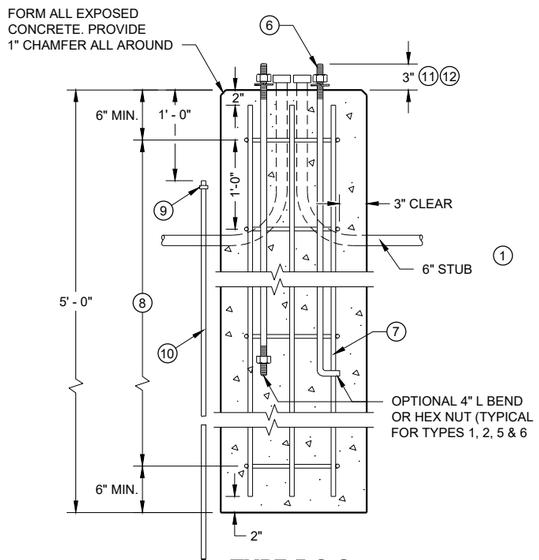
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

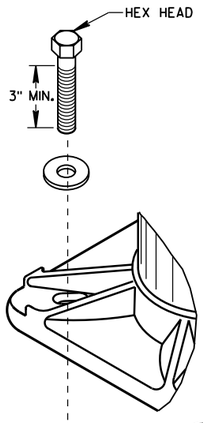
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

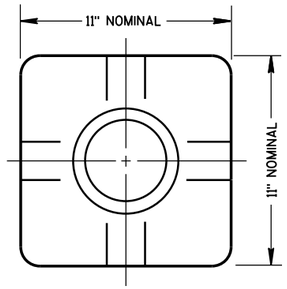
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

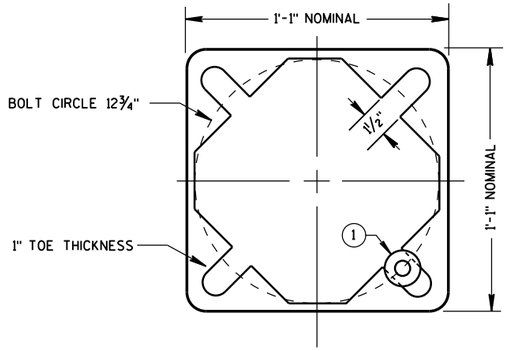
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

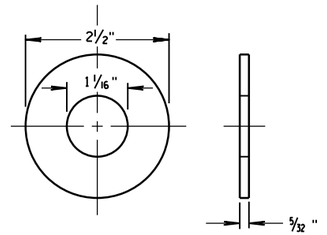




TOP VIEW
(PEDESTAL BASE)

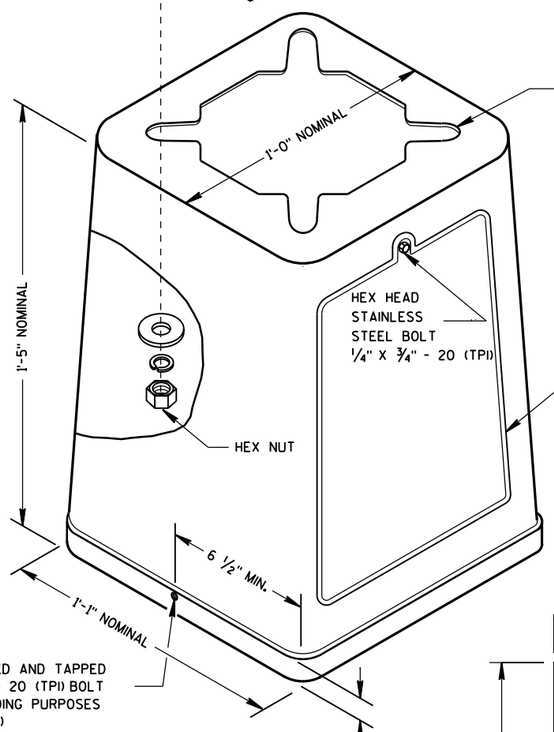


BOTTOM VIEW
(PEDESTAL BASE)

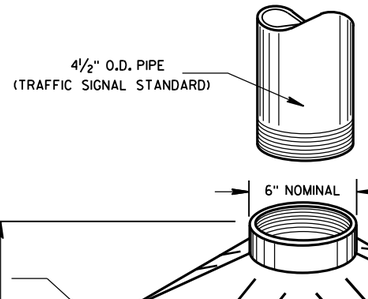


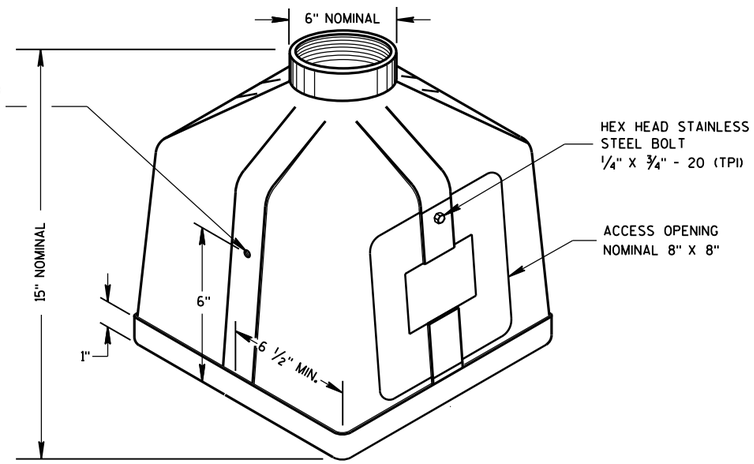
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



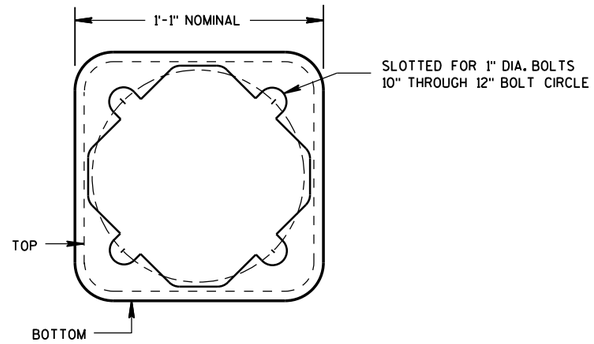
ISOMETRIC VIEW



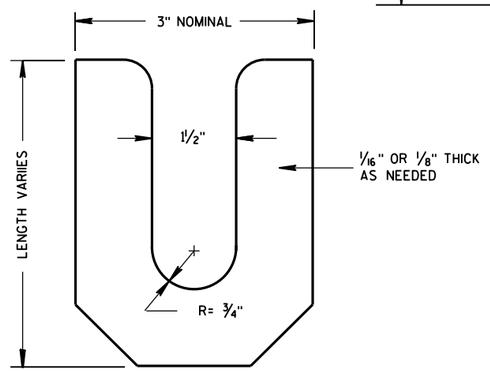


ISOMETRIC VIEW

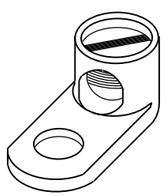
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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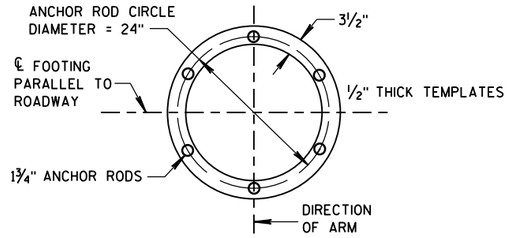
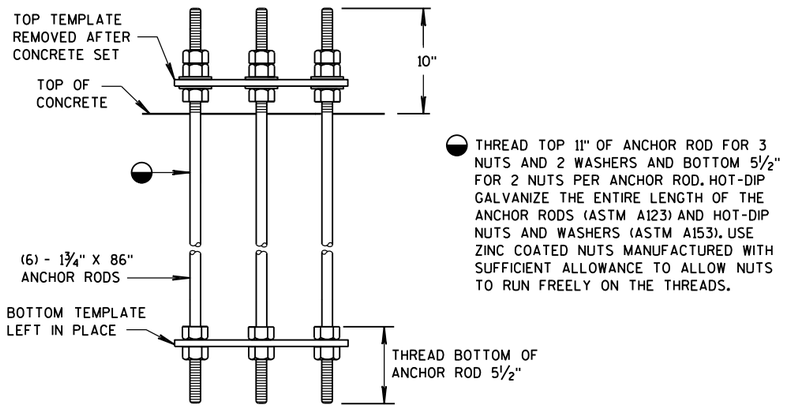
S.D.D. 9 C 3-4

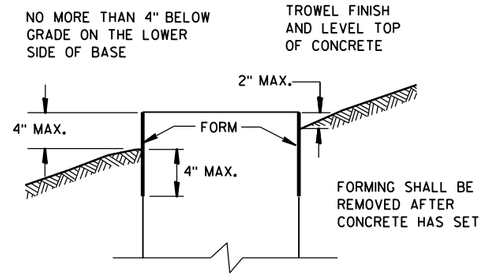


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

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CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 C 12-9b

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

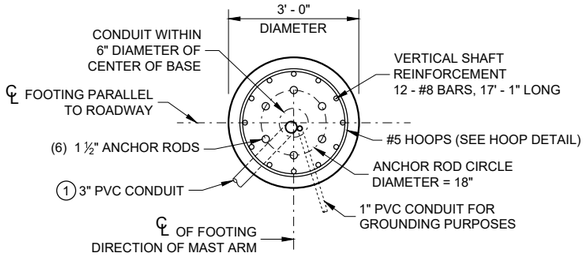
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

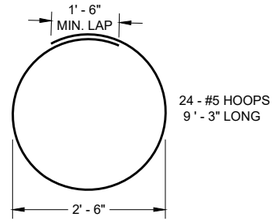
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

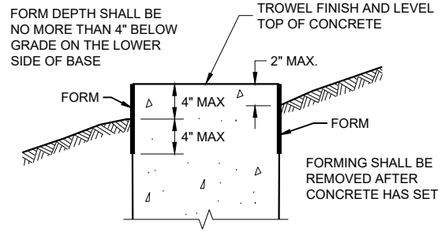
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



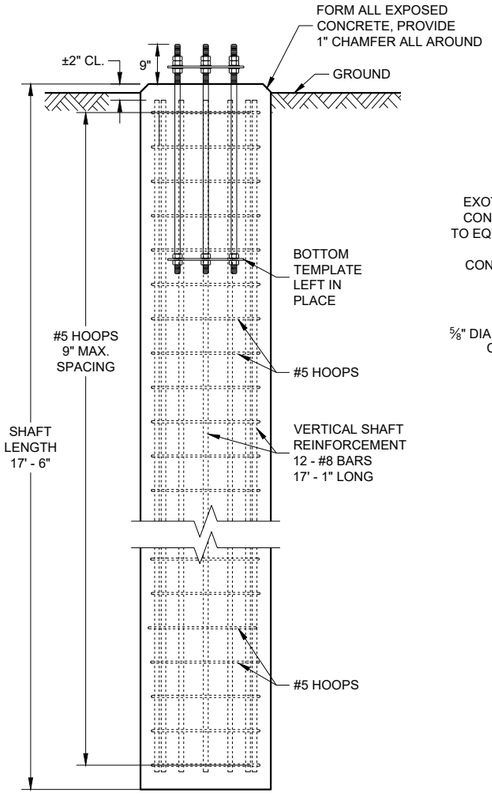
PLAN VIEW



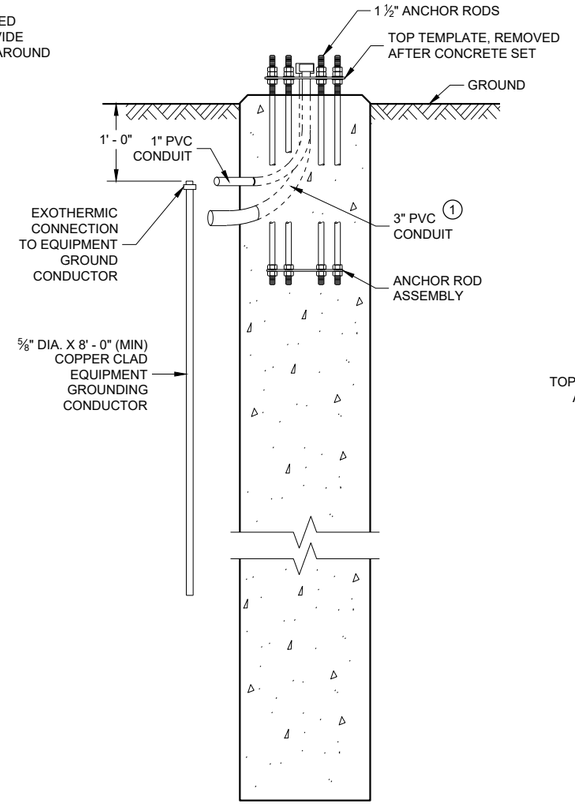
HOOP DETAIL



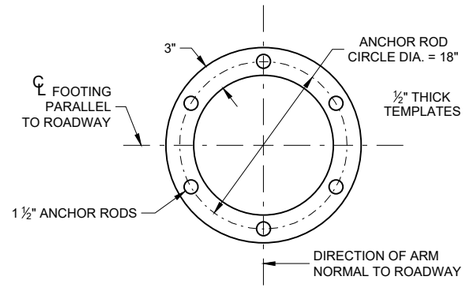
FORMING DETAIL



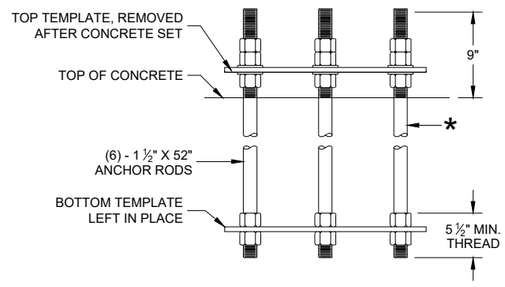
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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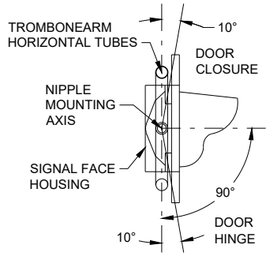
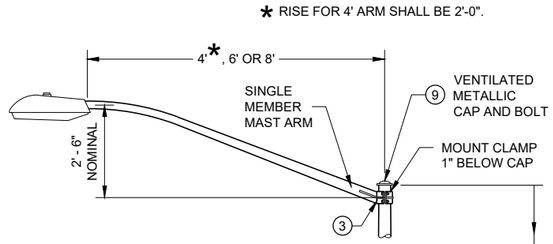
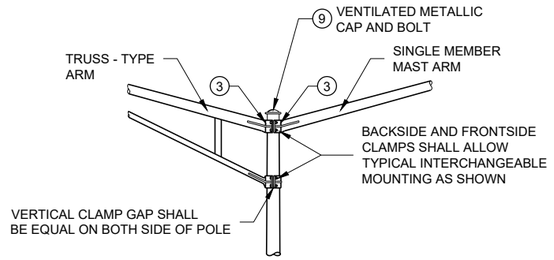
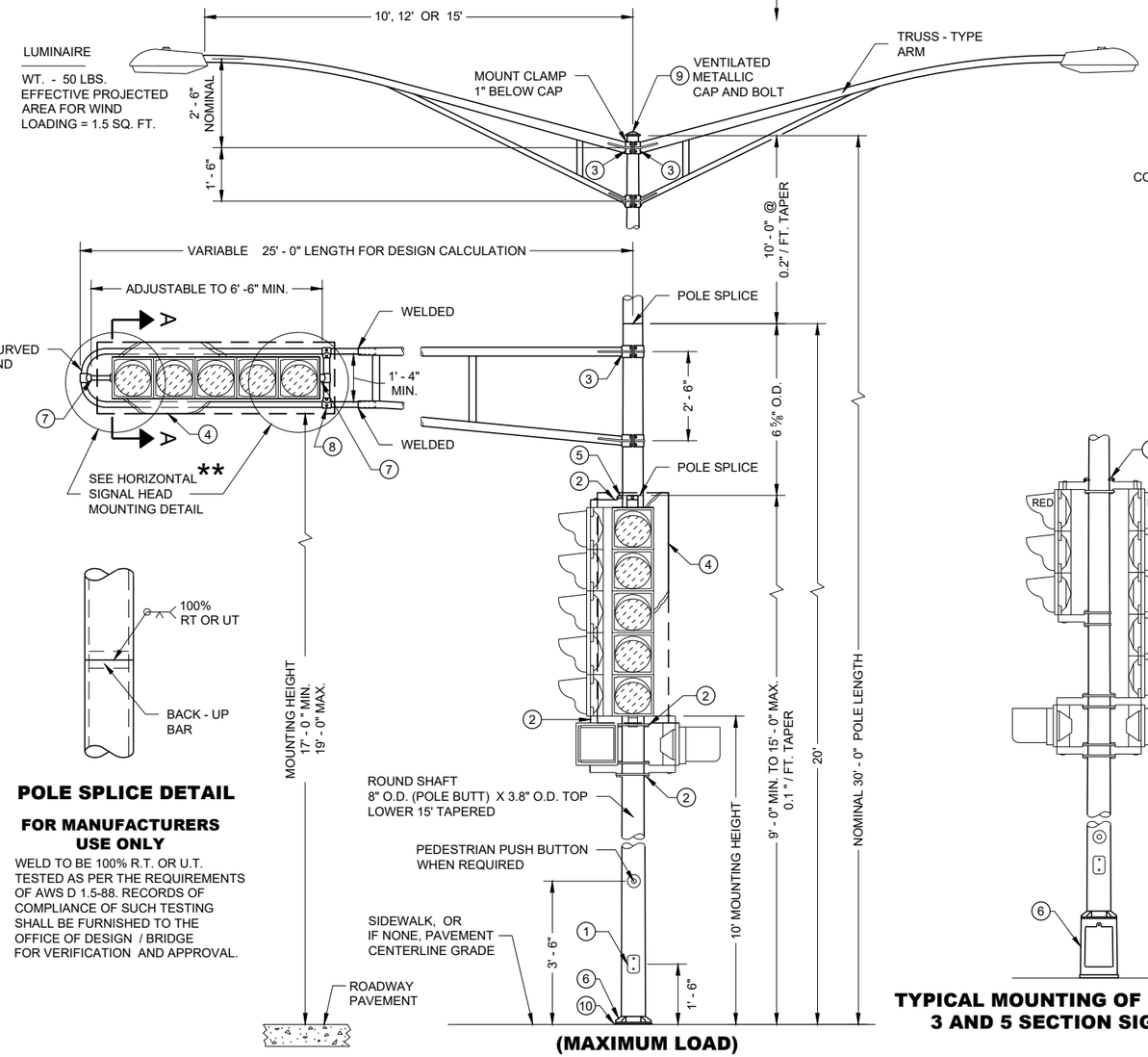


SECTION A-A

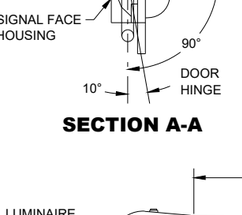




INTERCHANGEABLE MOUNTING DETAIL



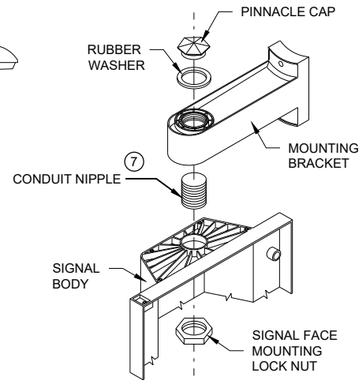
(MAXIMUM LOAD)



POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

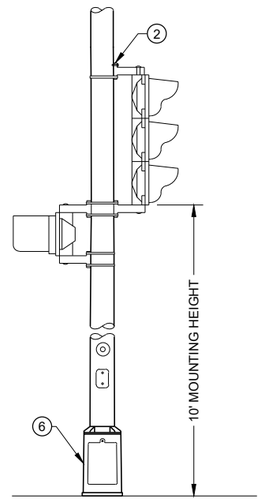
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



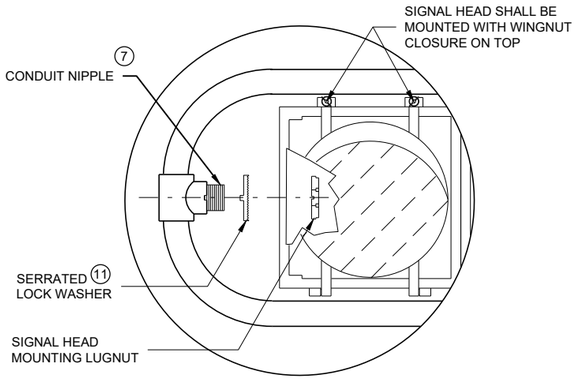
SIGNAL FACE MOUNTING DETAIL

(BANDED)

TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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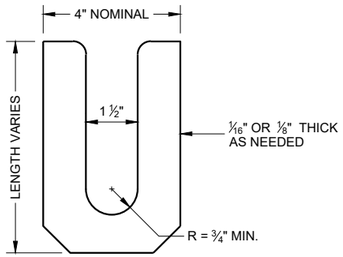
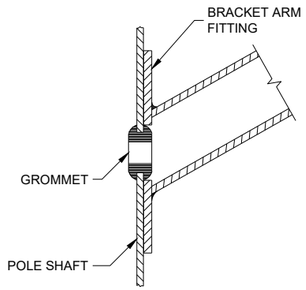
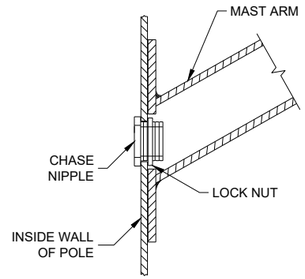


LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

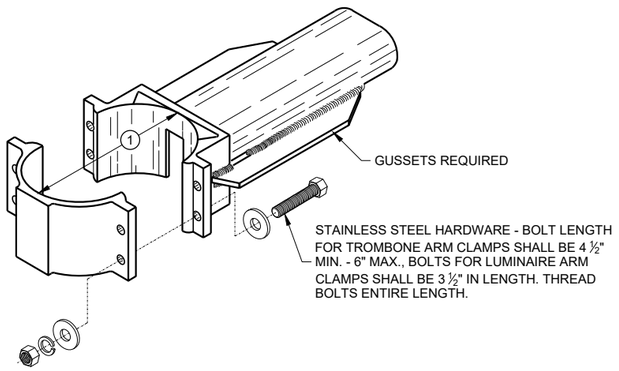
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

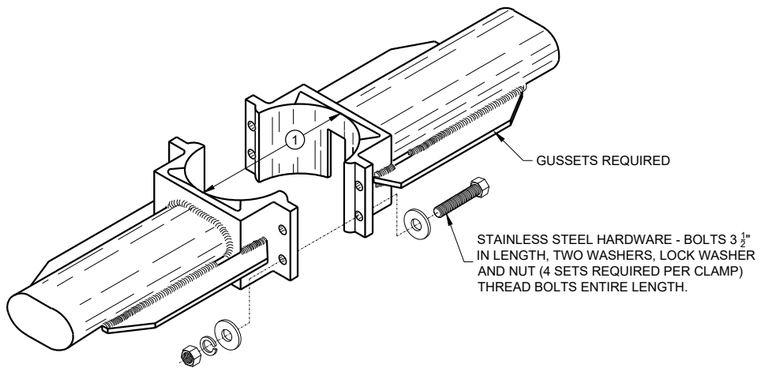
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

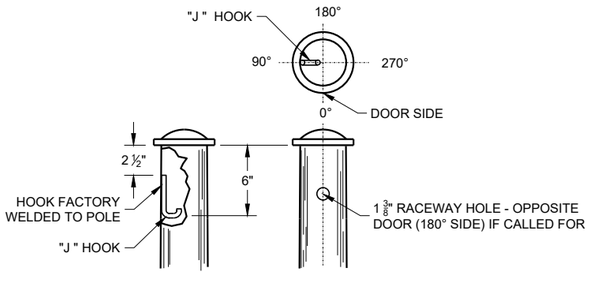
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



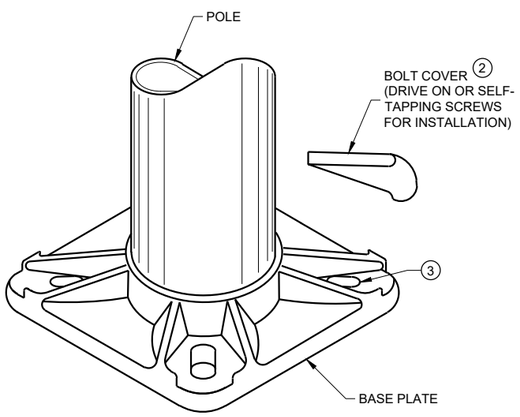
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



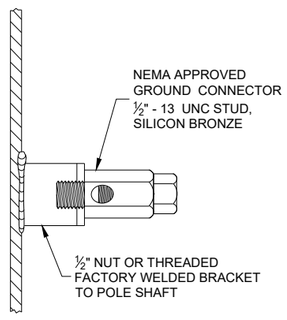
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

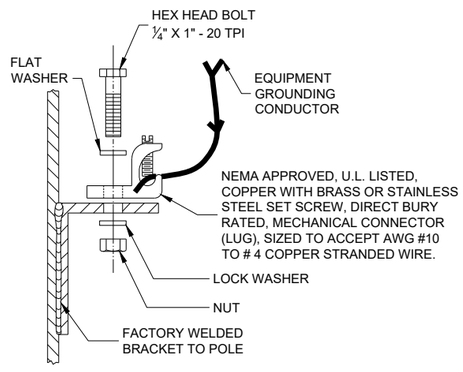


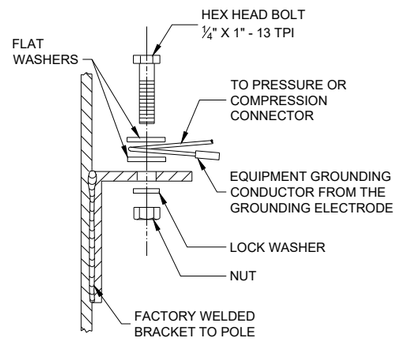
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 80

FHWA

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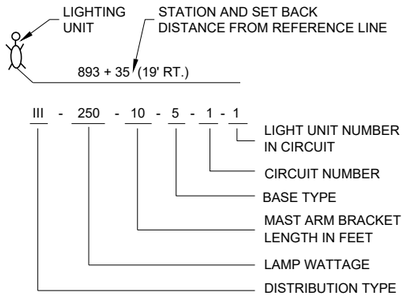
SDD 09A01 - 15g

GENERAL NOTES

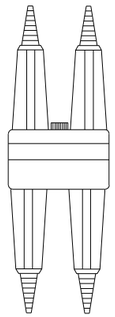
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

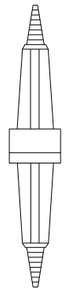
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



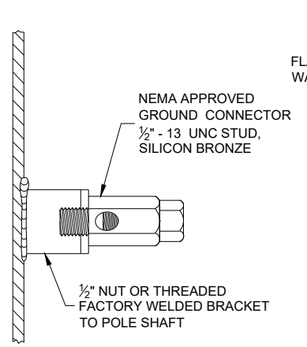
LIGHTING UNIT CODE
(TYPICAL)



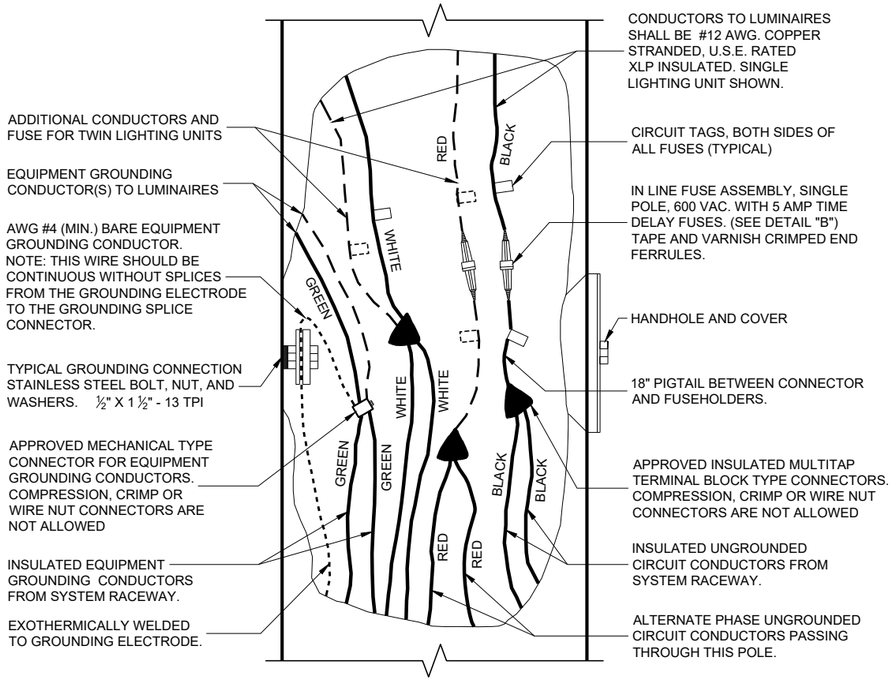
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



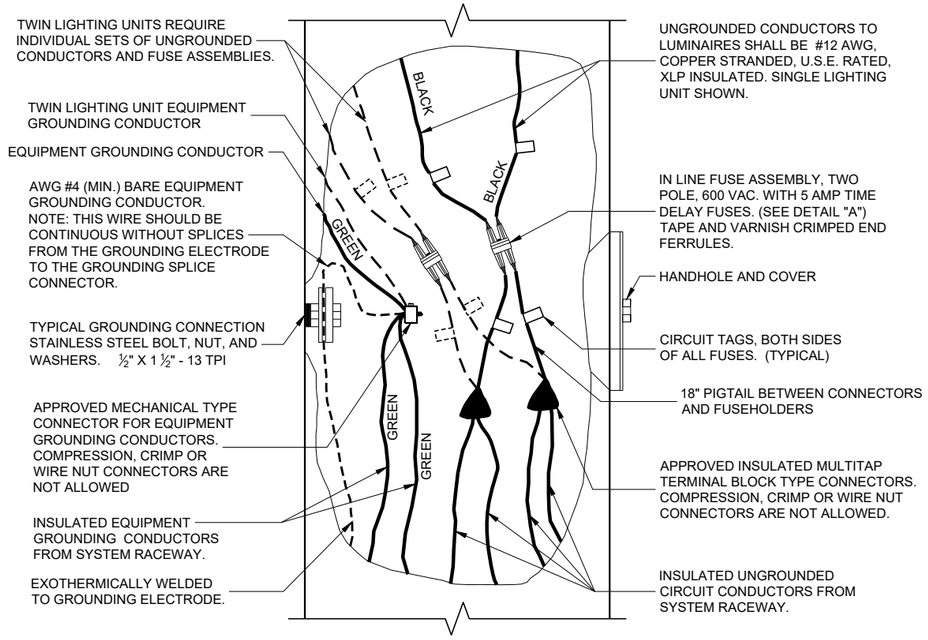
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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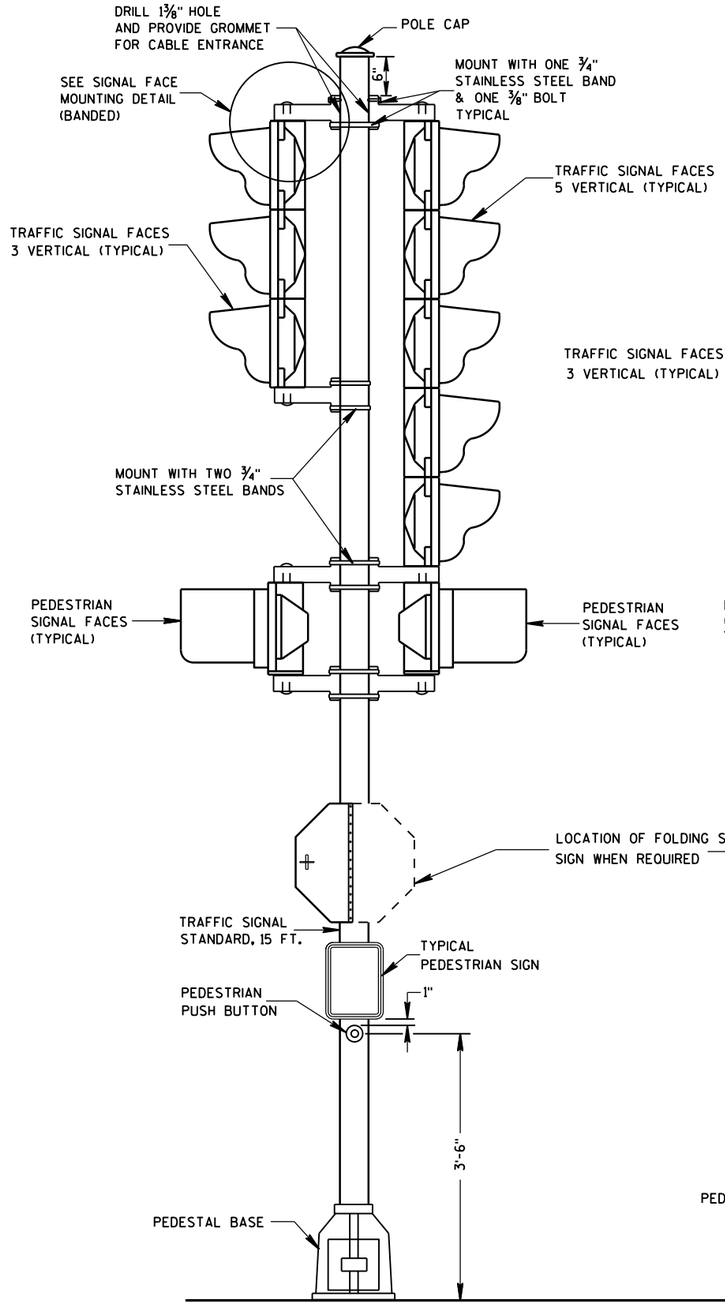
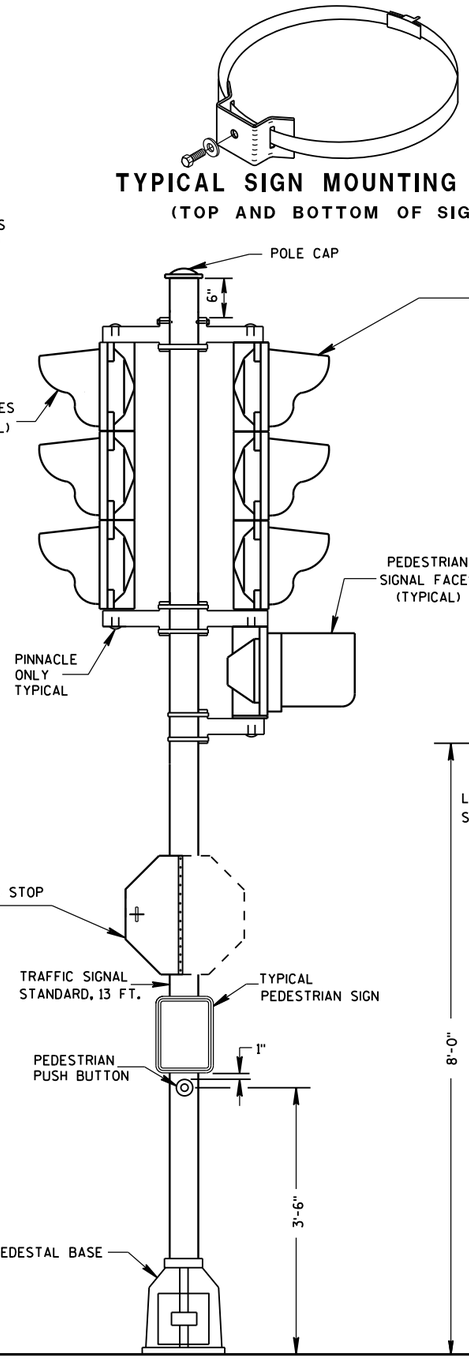
SDD 09E03 - 06

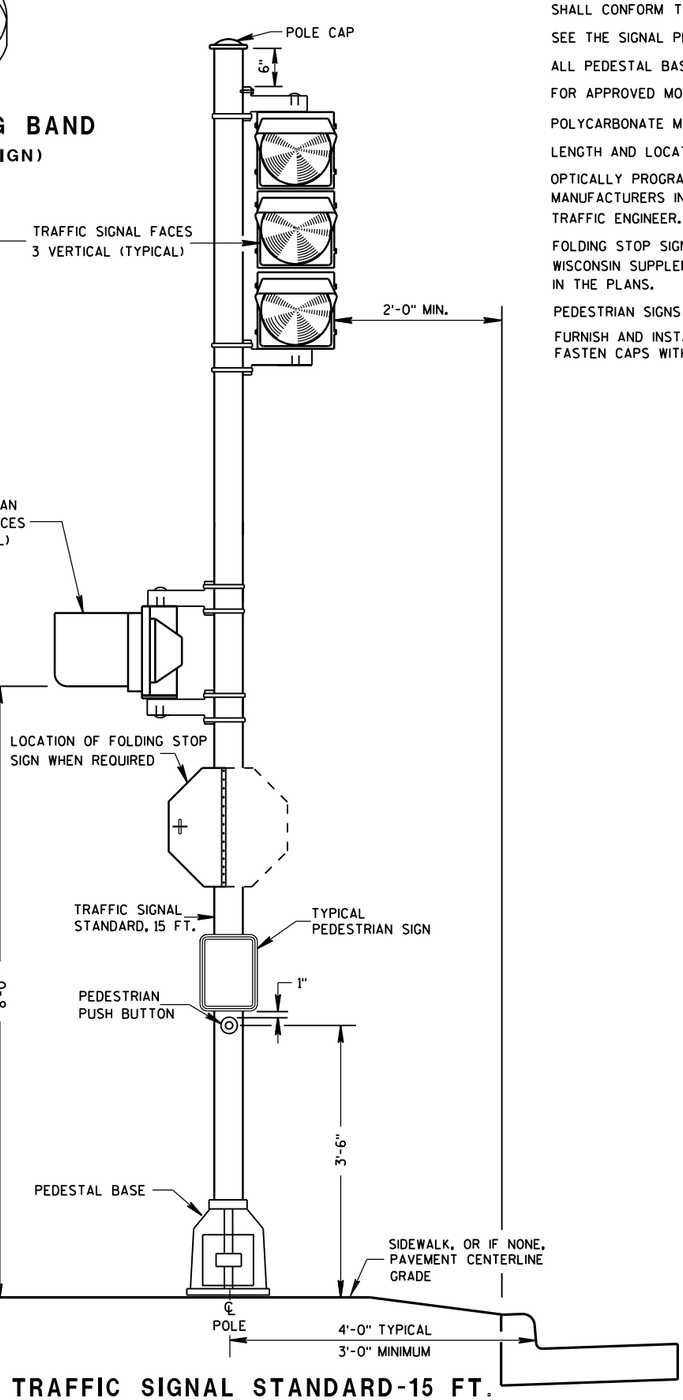


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

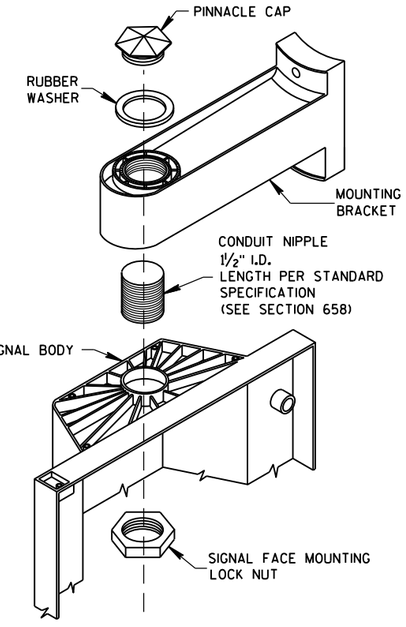
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 2/28/2013 DATE — /S/ Ahmet Demirbilek STATE ELECTRICAL — FHWA

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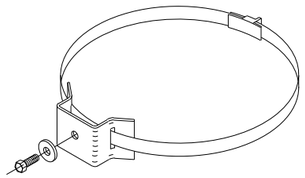
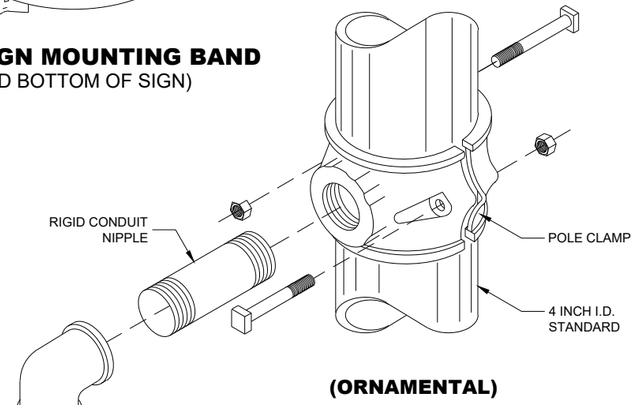
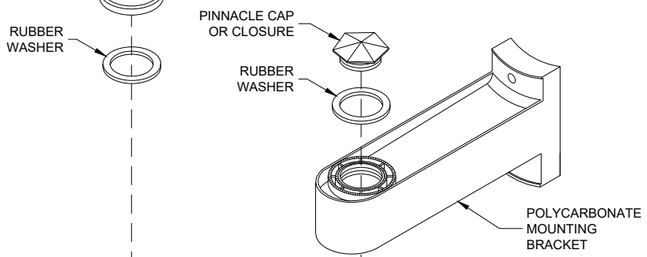
S.D.D. 9 E 6-5



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)



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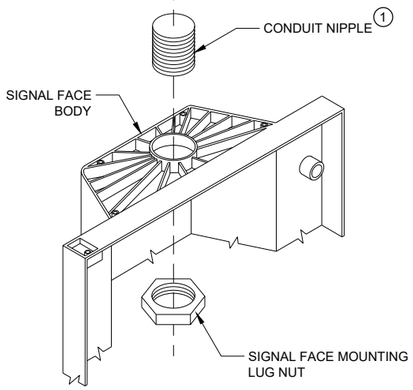
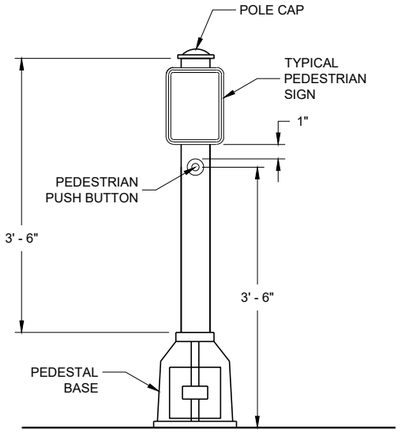


SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

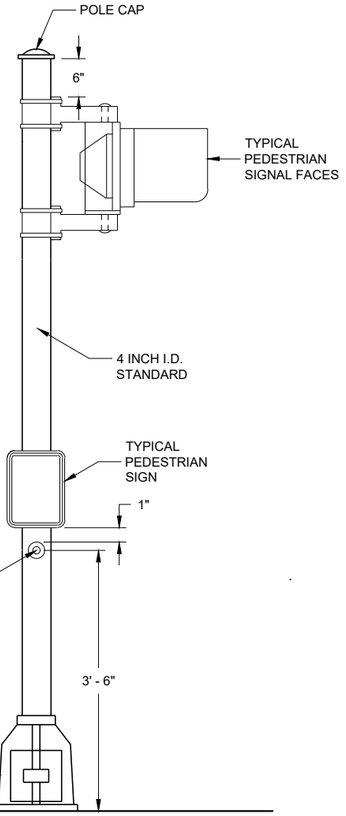
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

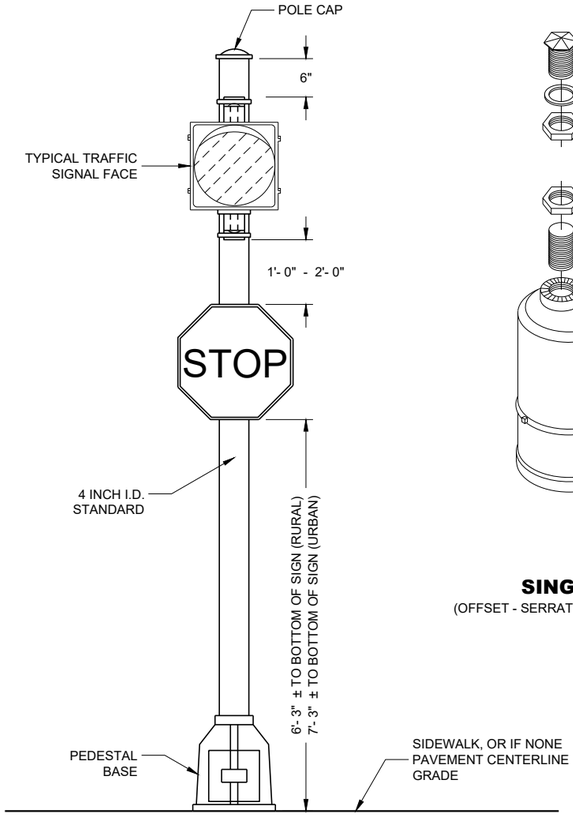
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

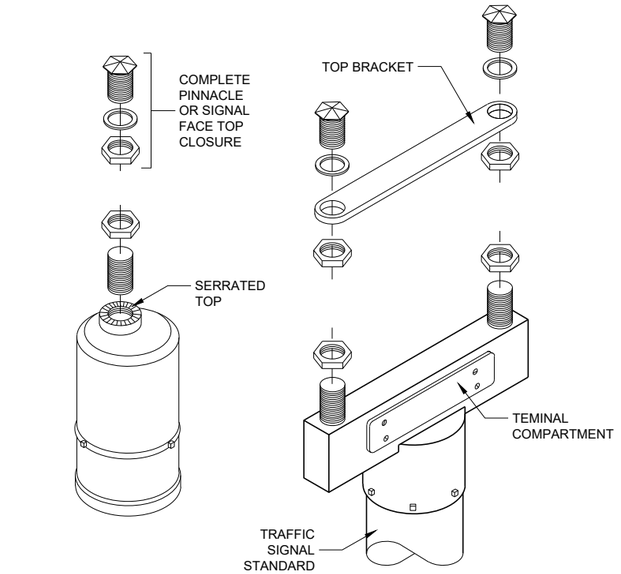
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 83

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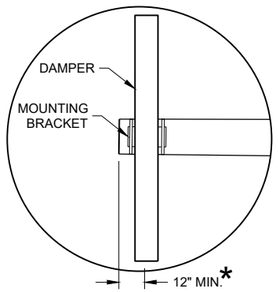
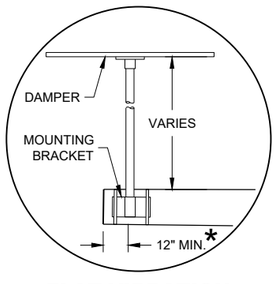
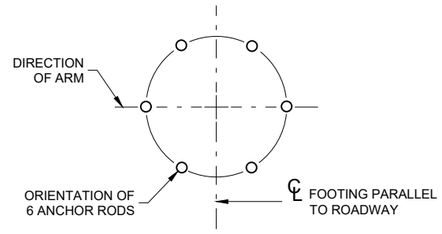


DUMBBELL VIBRATION DAMPER

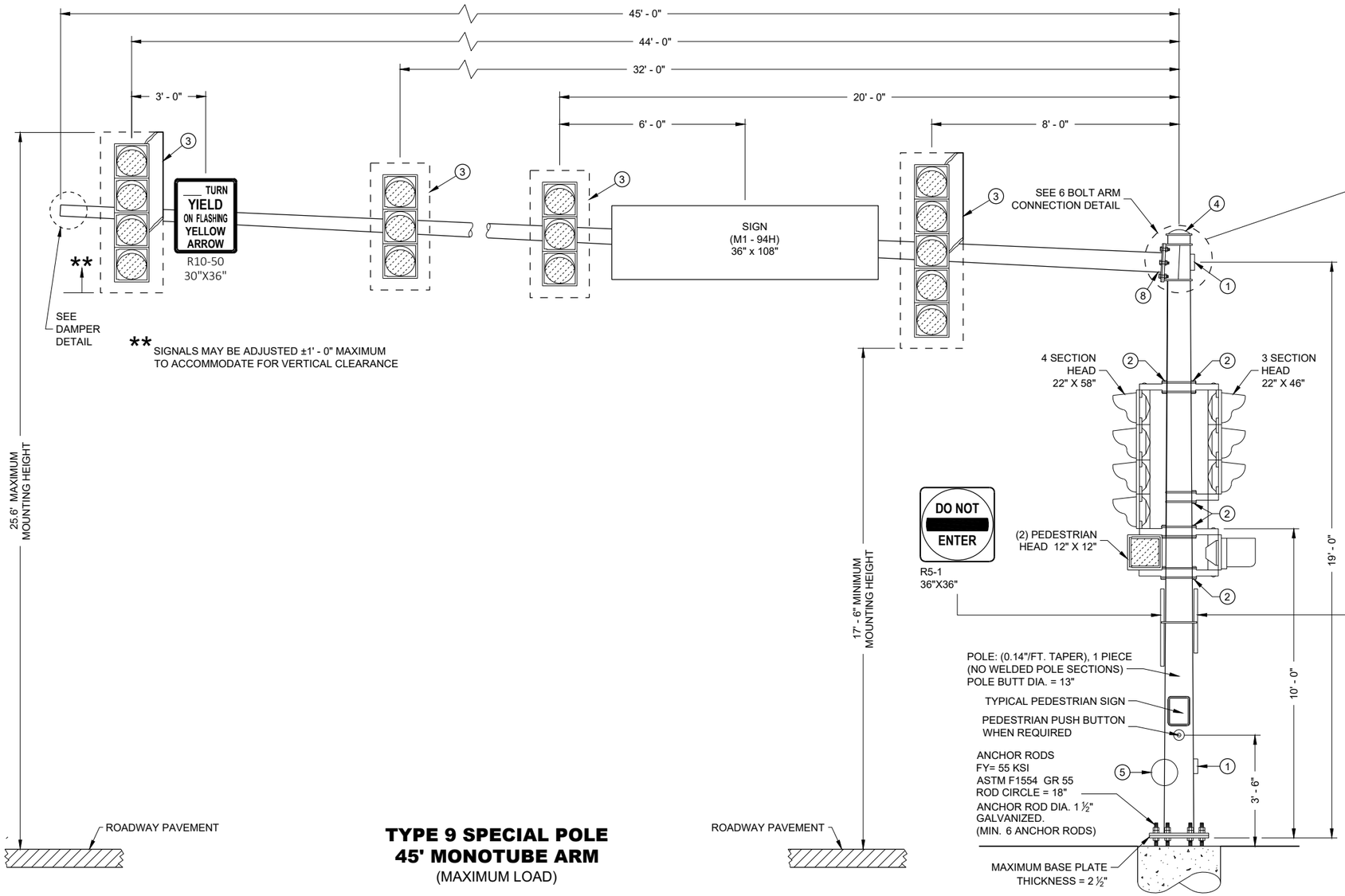


FLAT VIBRATION DAMPER

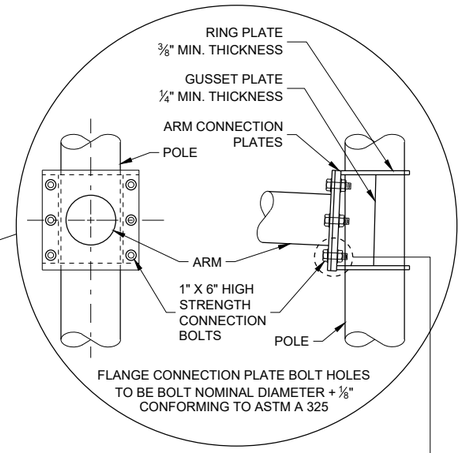
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



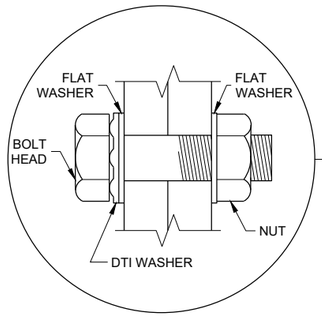
ANCHOR ROD LOCATION



TYPE 9 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
45' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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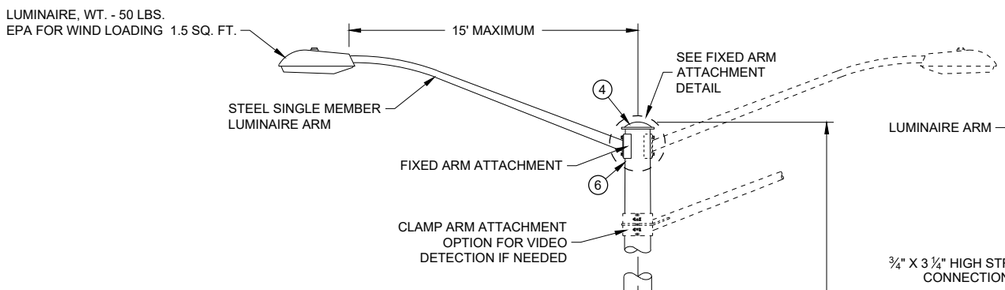
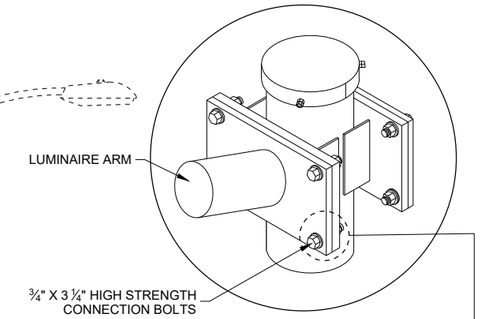
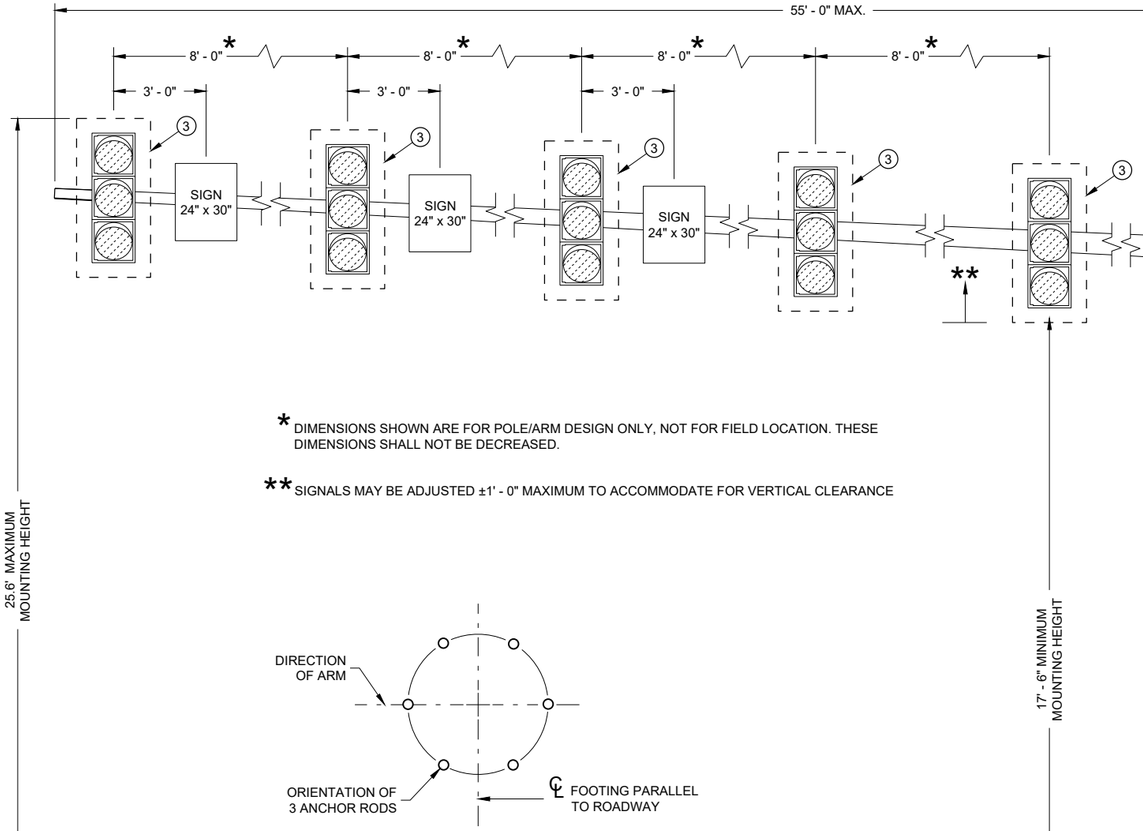
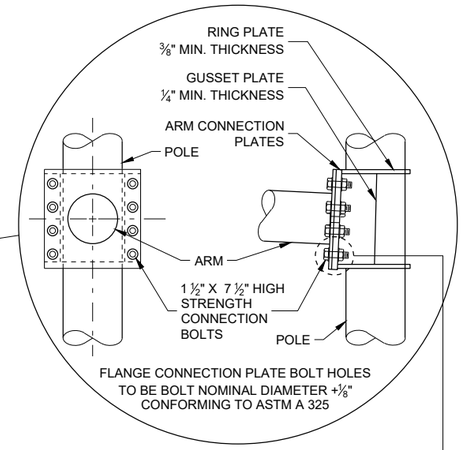


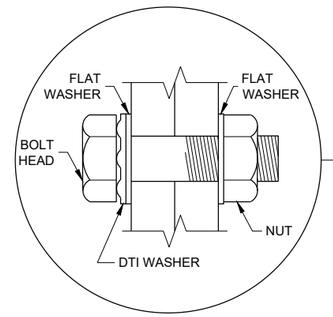


FIXED ARM ATTACHMENT DETAIL





8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

FOLDING STOP SIGN
30" X 30"

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

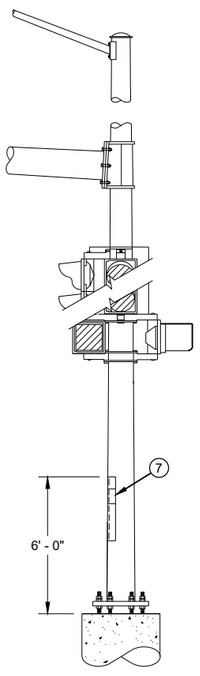
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

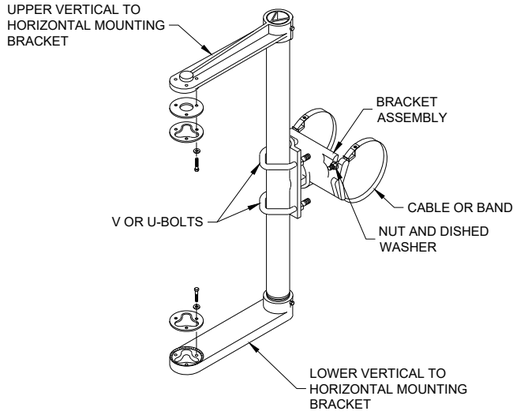
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

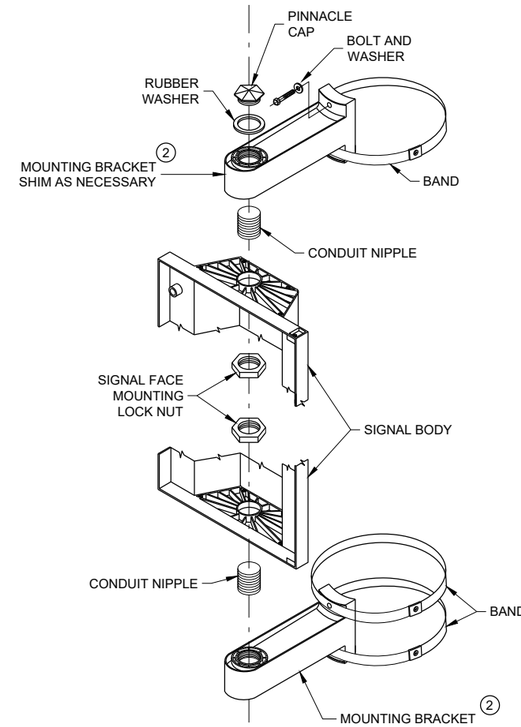


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

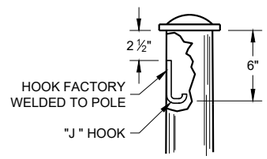
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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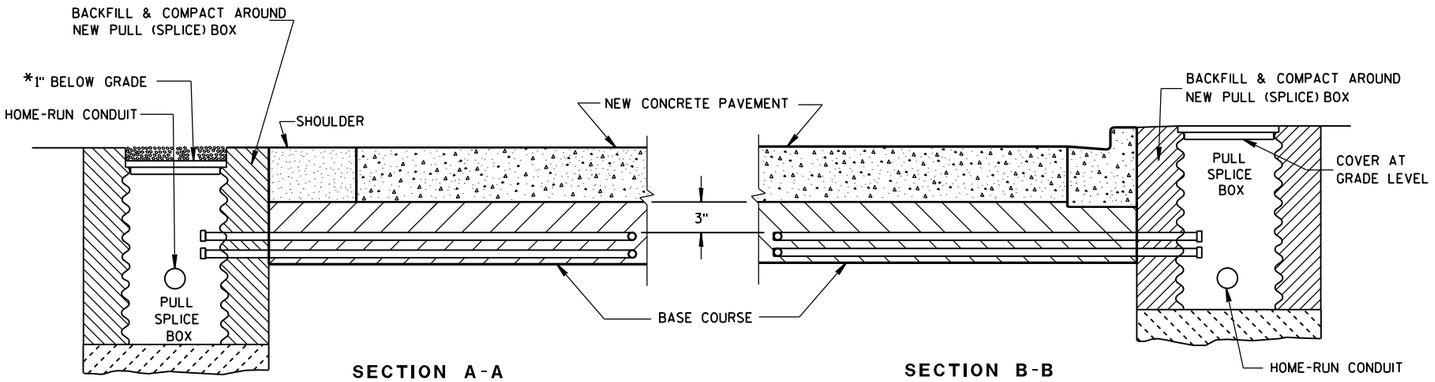


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

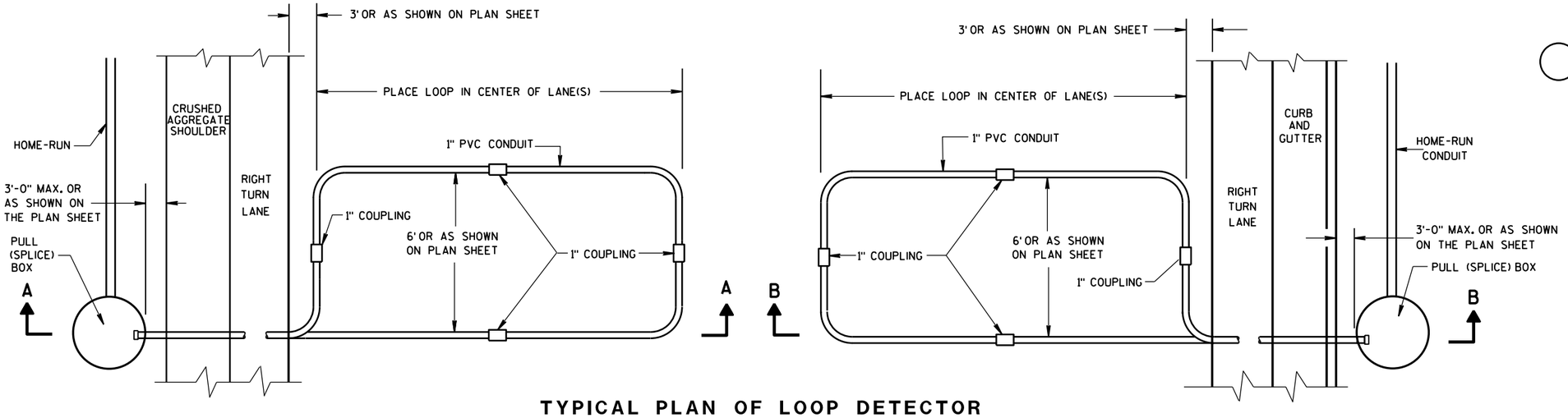
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

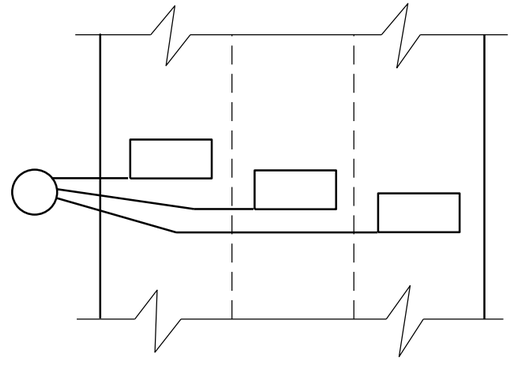
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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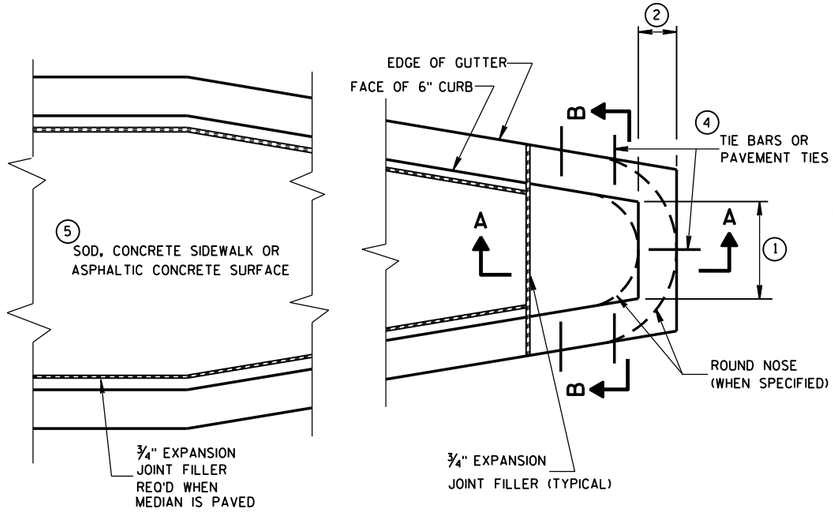
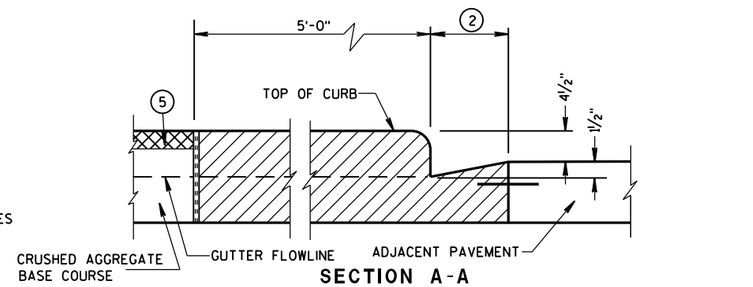
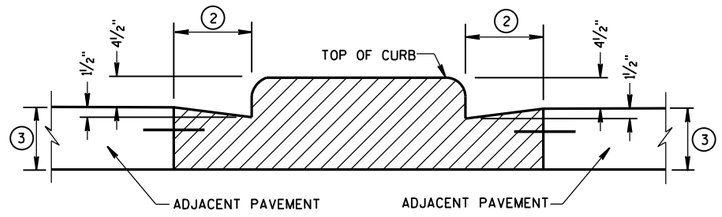




SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

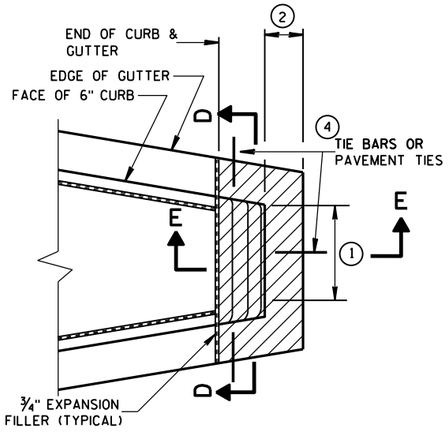
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

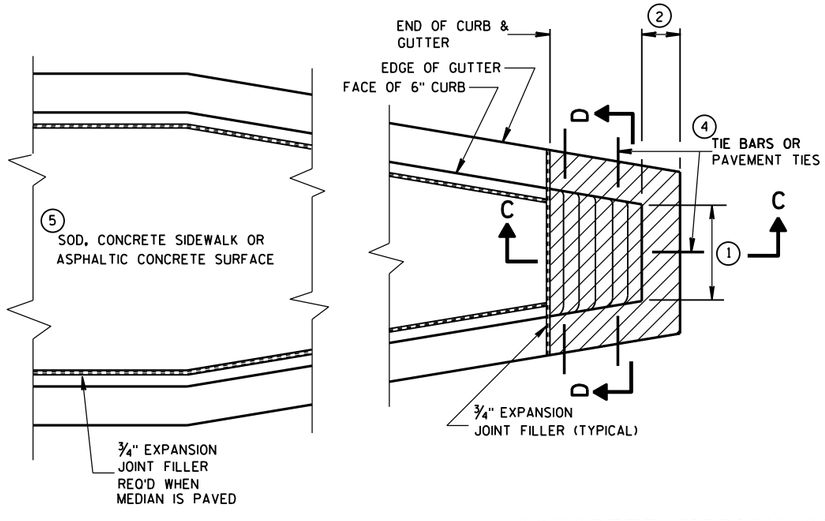
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

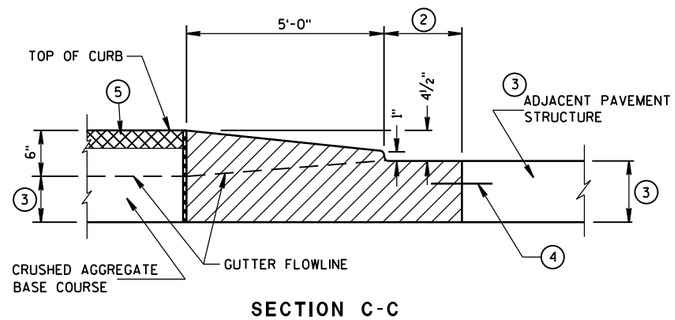
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

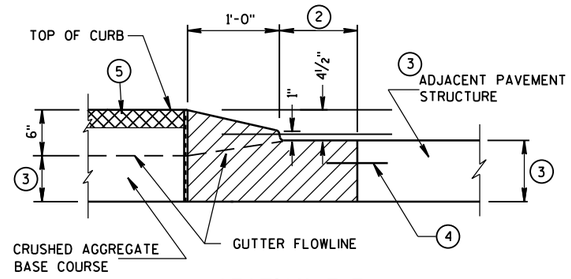




CONCRETE MEDIAN SLOPED NOSE TYPE 1

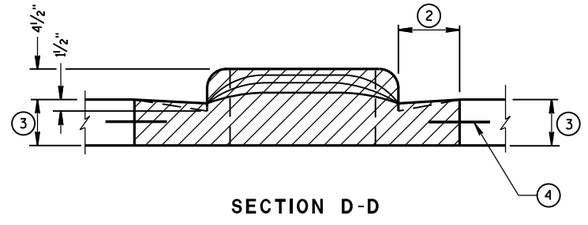


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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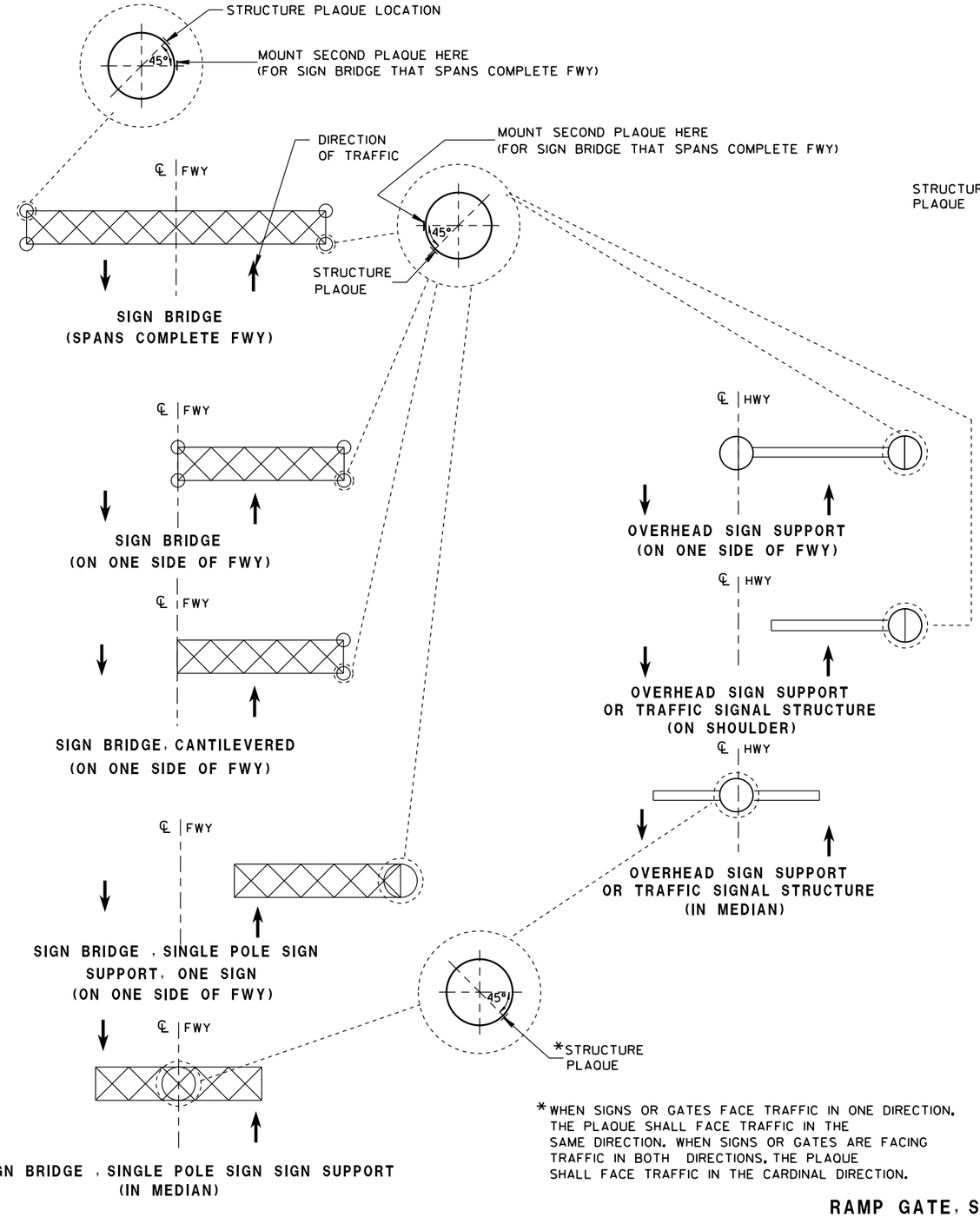
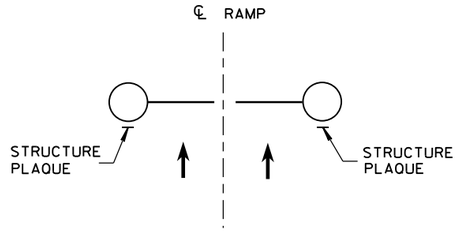
S.D.D. 11 B 2-2

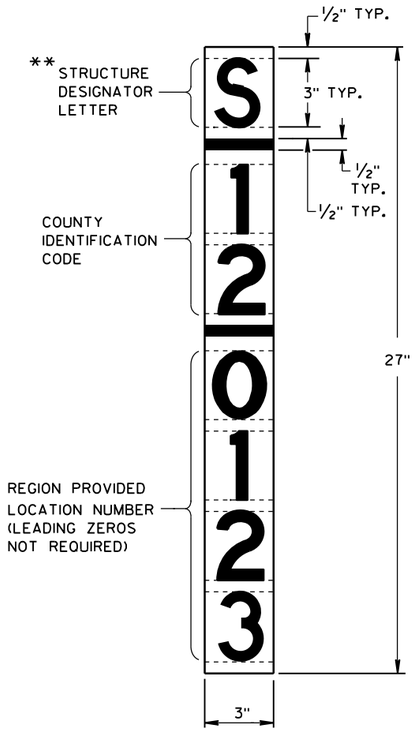


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

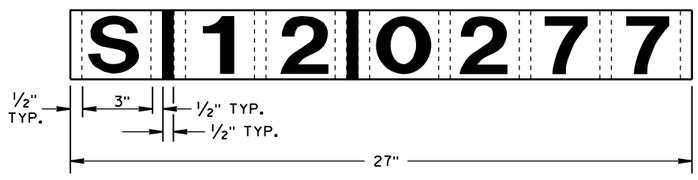
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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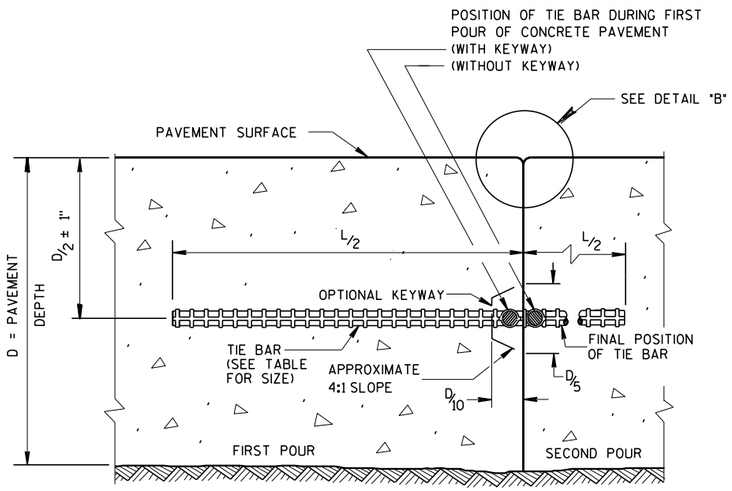
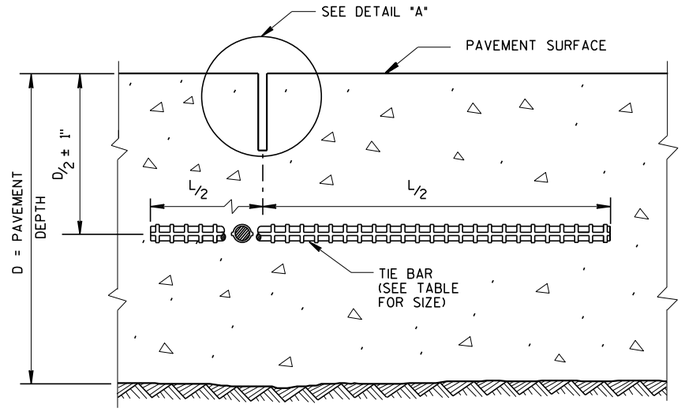
S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

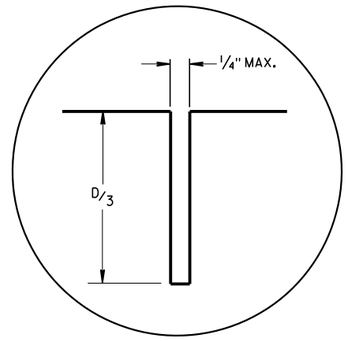
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

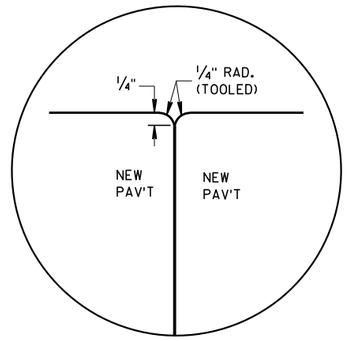
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

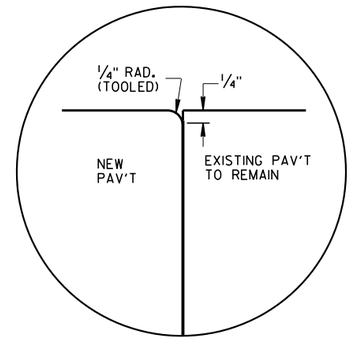
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



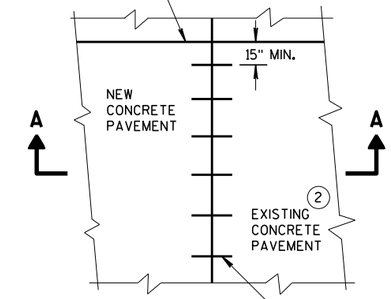
DETAIL "A"



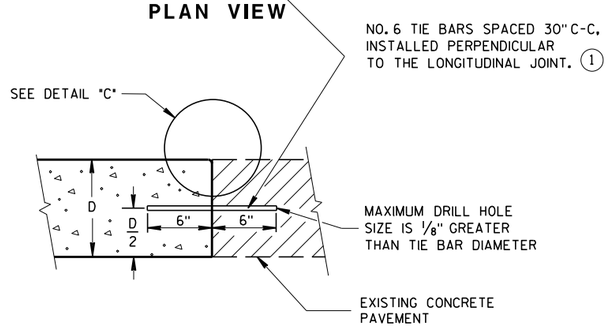
DETAIL "B"



DETAIL "C"



PLAN VIEW



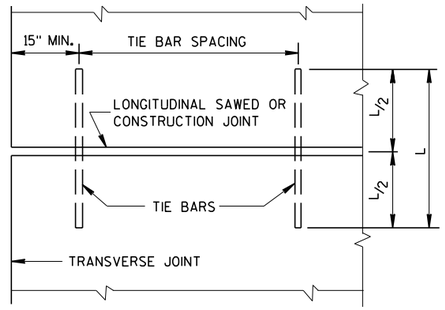
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kerr, P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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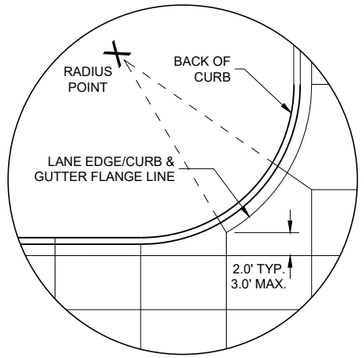
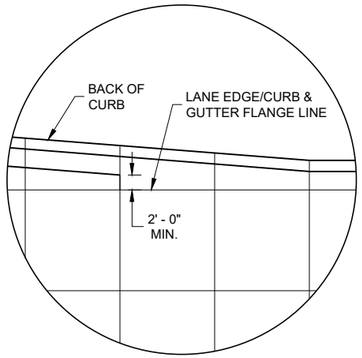
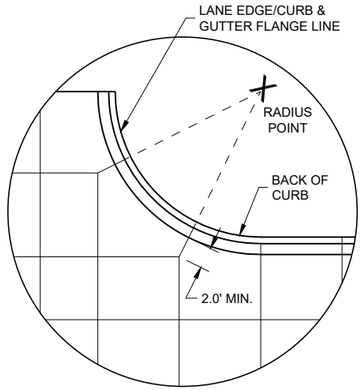
S.D.D. 13 C 1-19



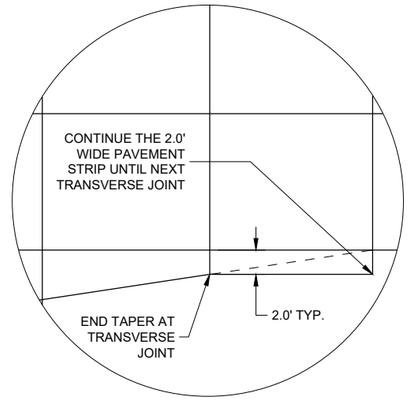
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

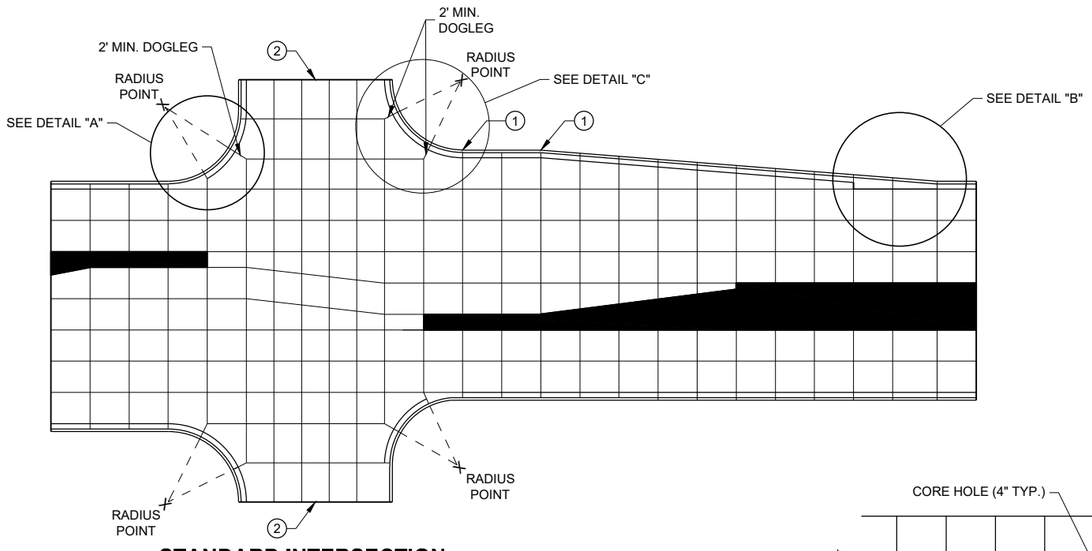
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

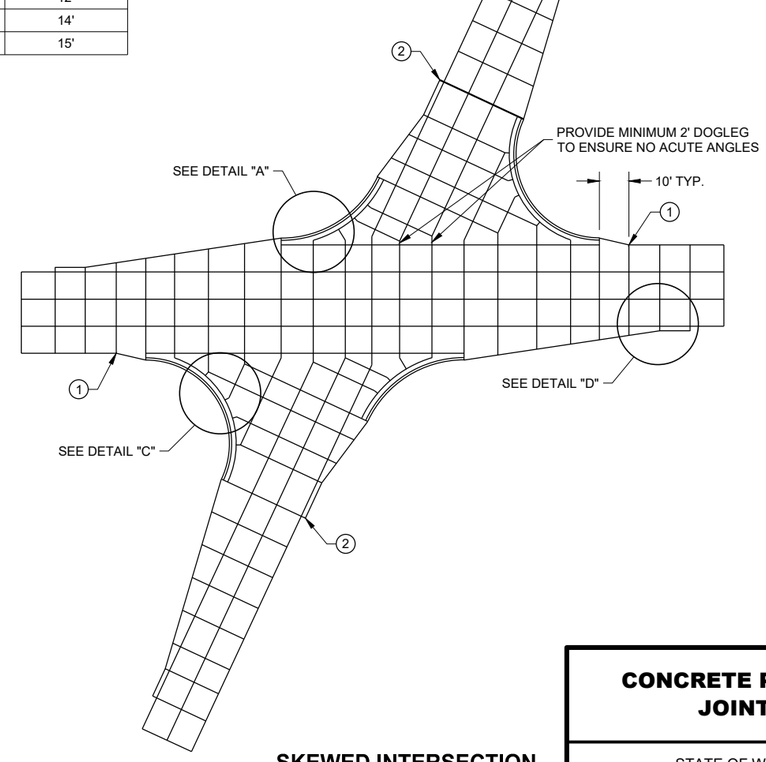
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



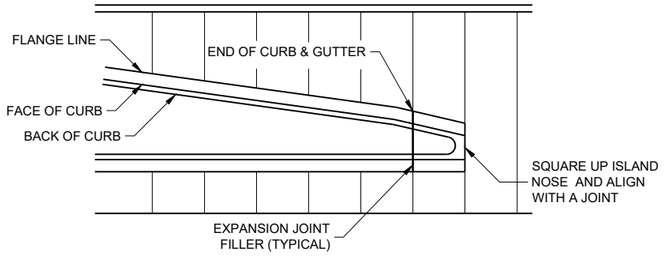
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

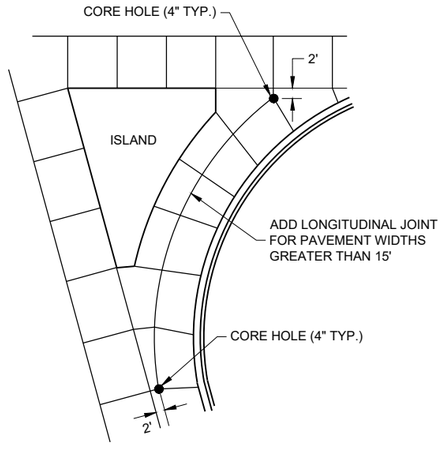
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

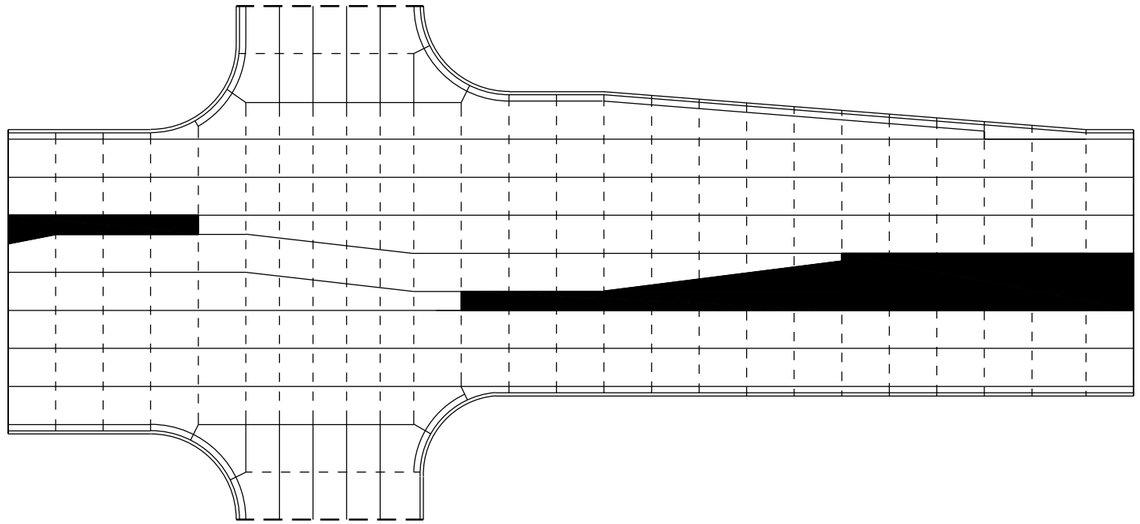
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

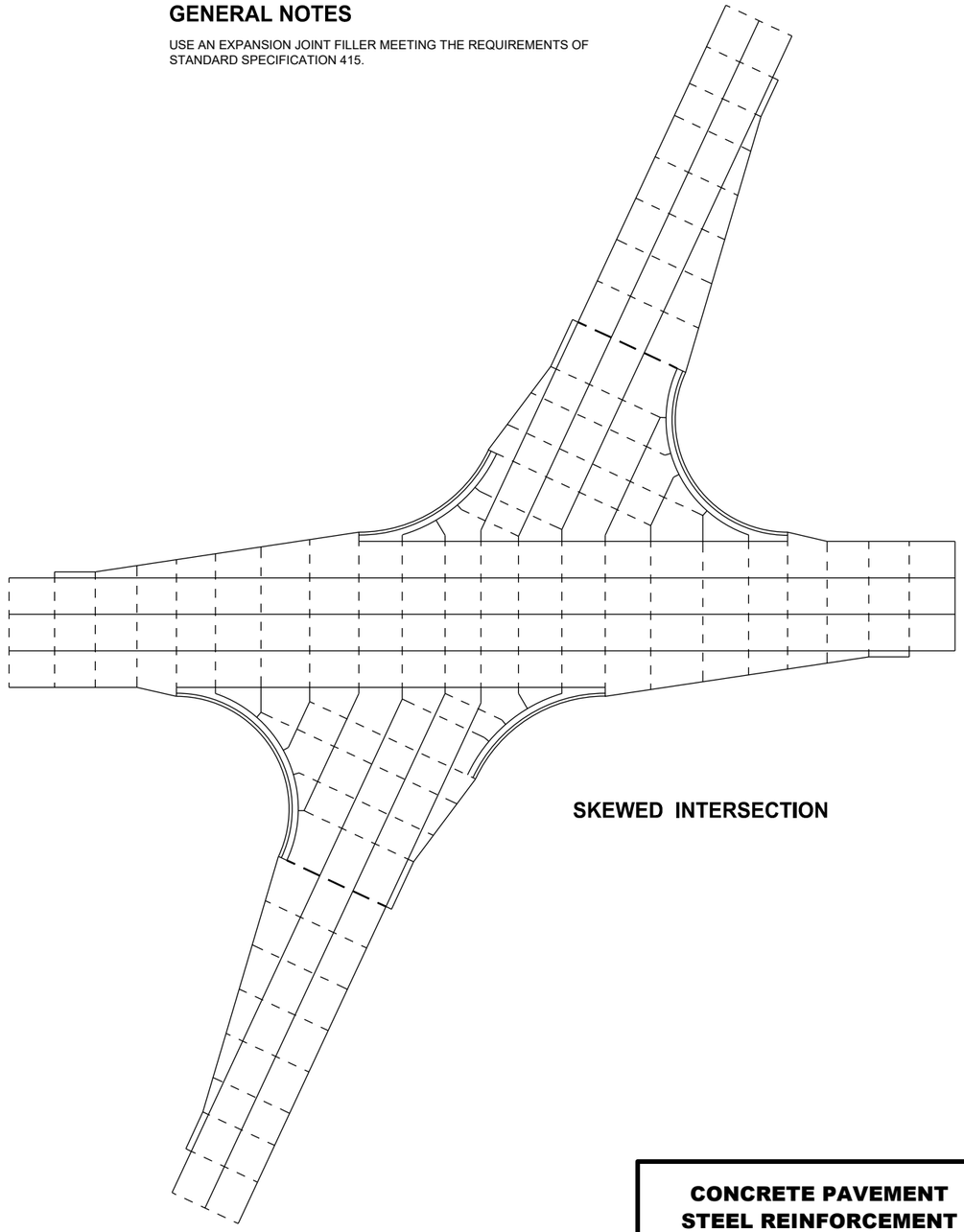
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

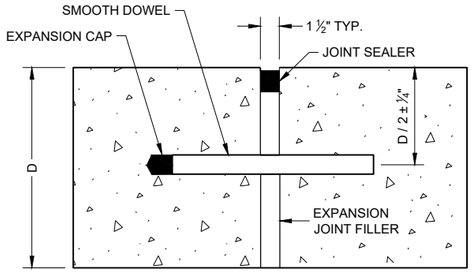
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

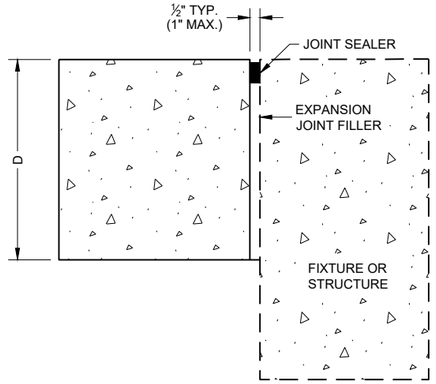
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

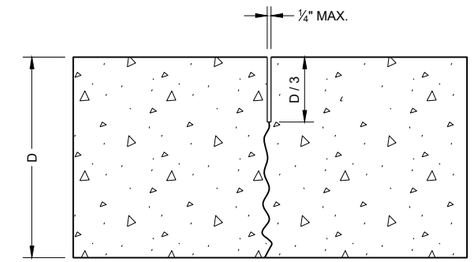
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

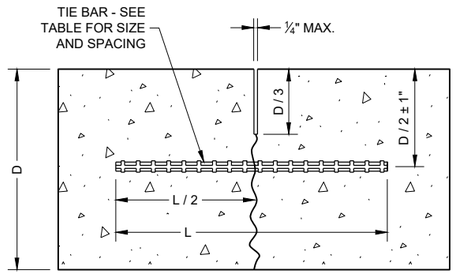
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

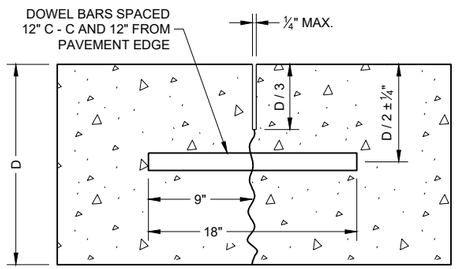
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

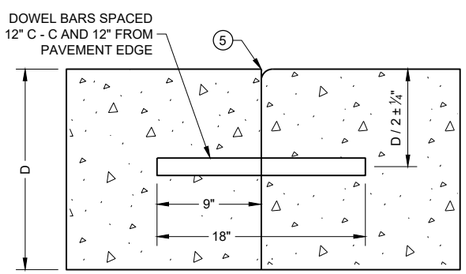


TIED LONGITUDINAL

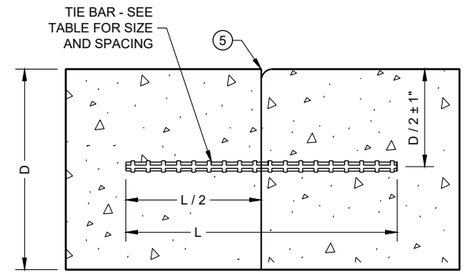


DOWELED TRANSVERSE

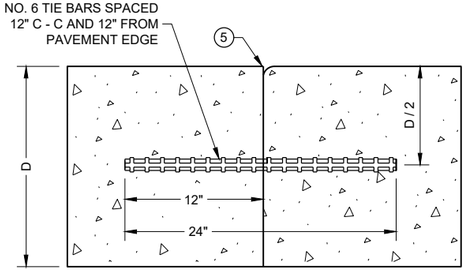
CONTRACTION JOINTS (2)



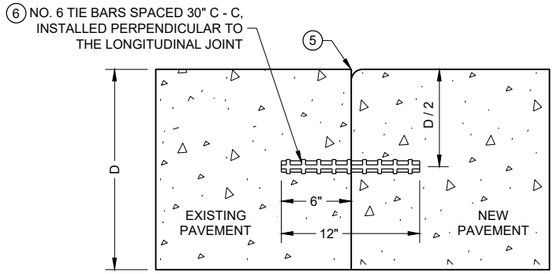
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

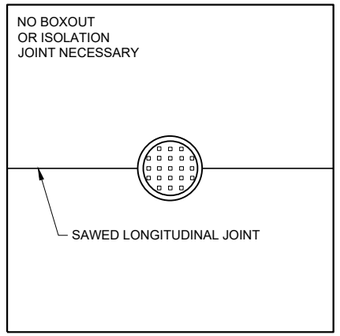
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

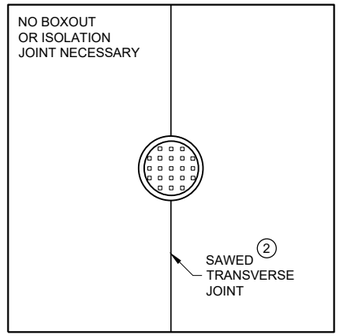
SDD 13C18 - 07c

6

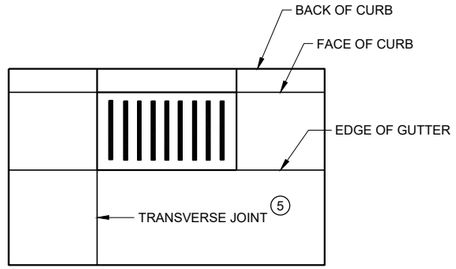
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



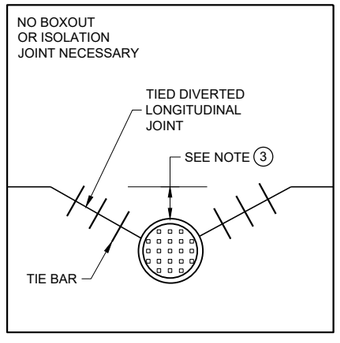
MANHOLE WITH TRANSVERSE JOINT



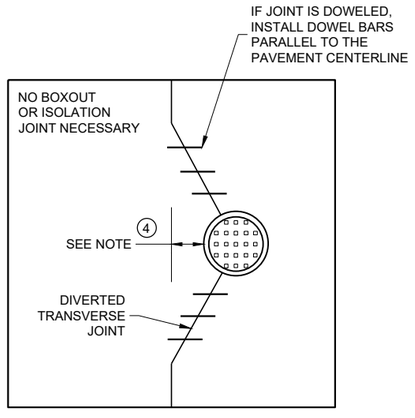
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

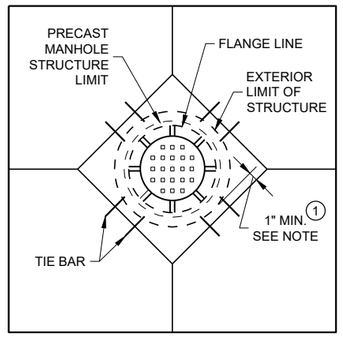
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD13C18 - 07d

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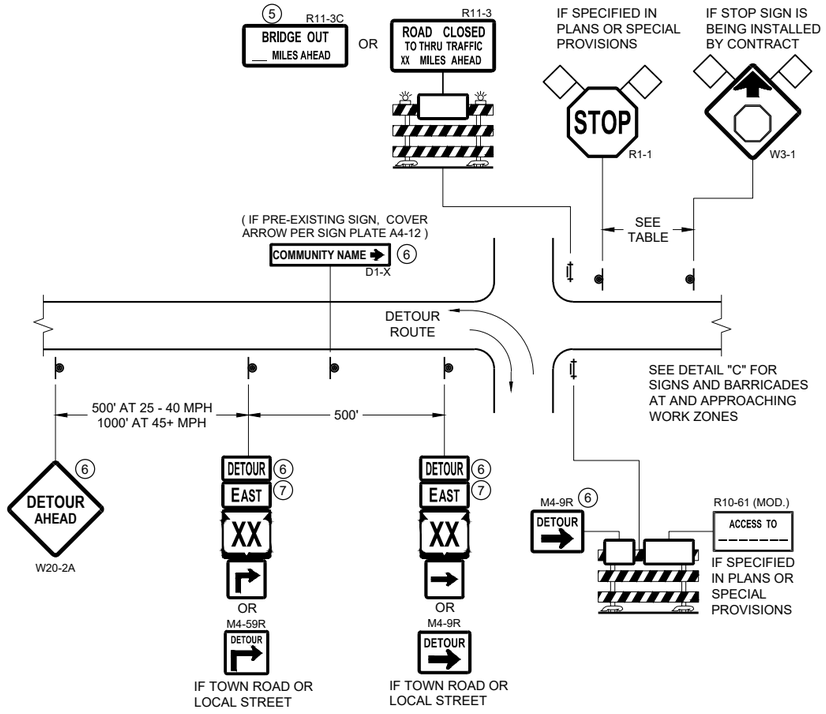
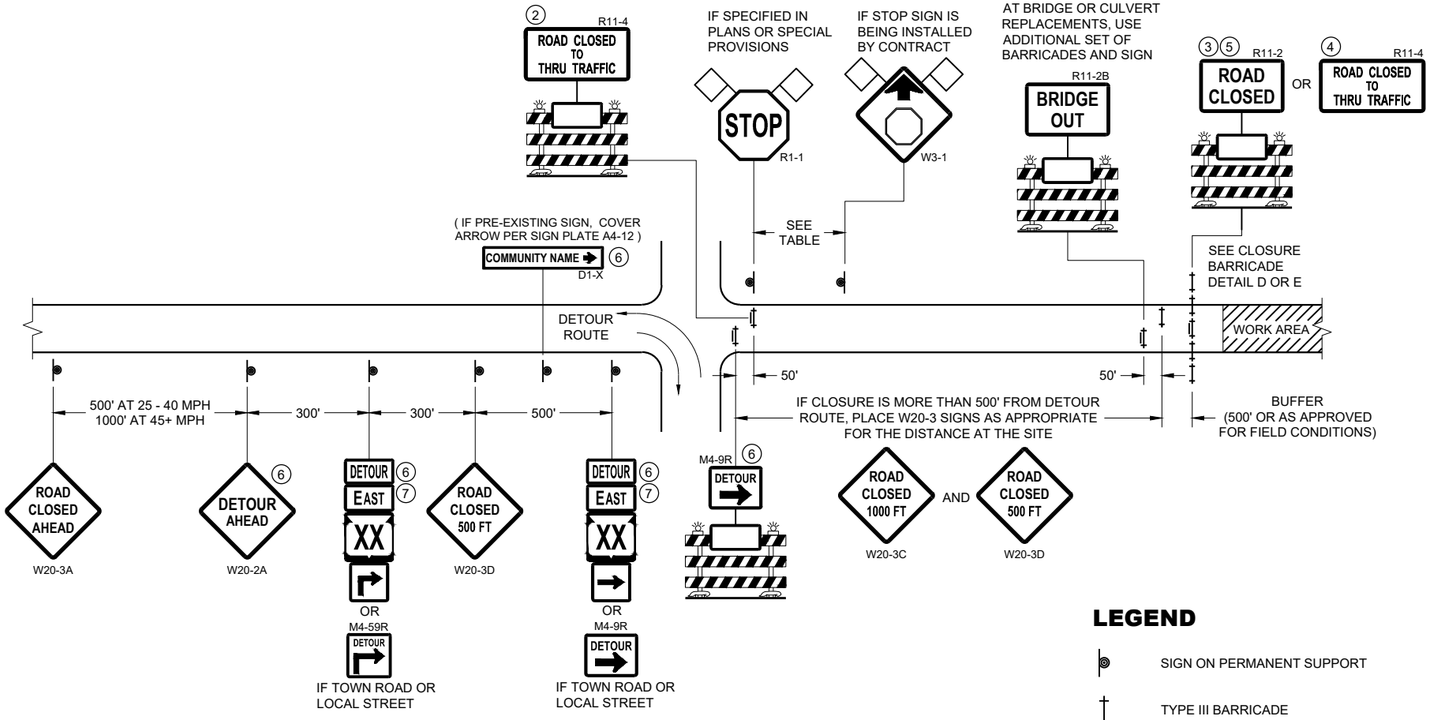
SDD13C18 - 07d



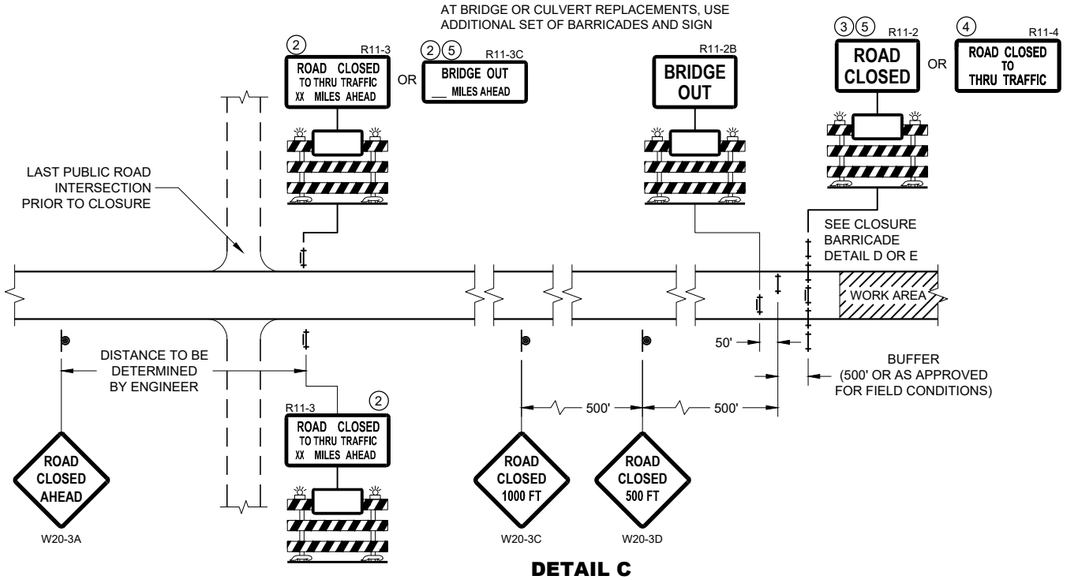
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C02 - 08a

SDD 15C02 - 08a

GENERAL NOTES

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

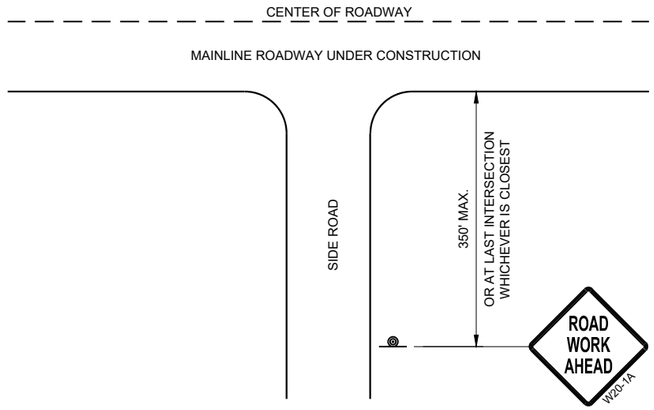
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



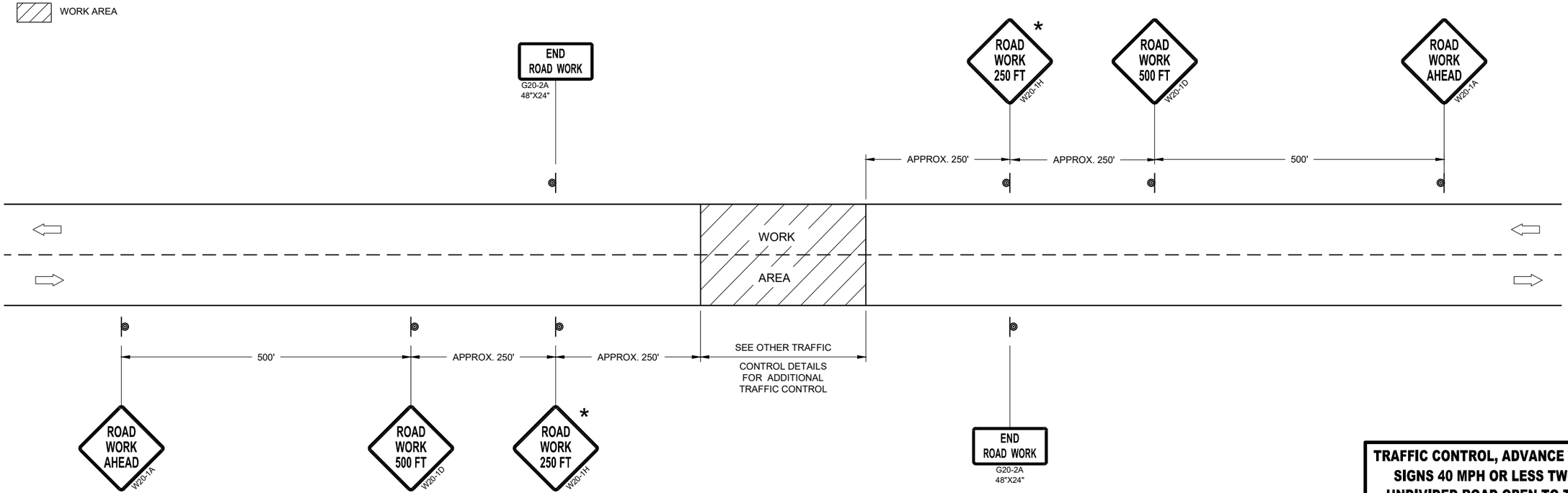
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

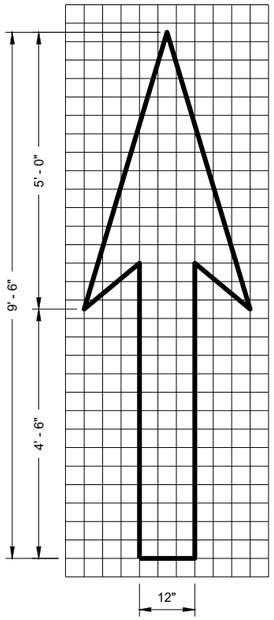
FHWA

6

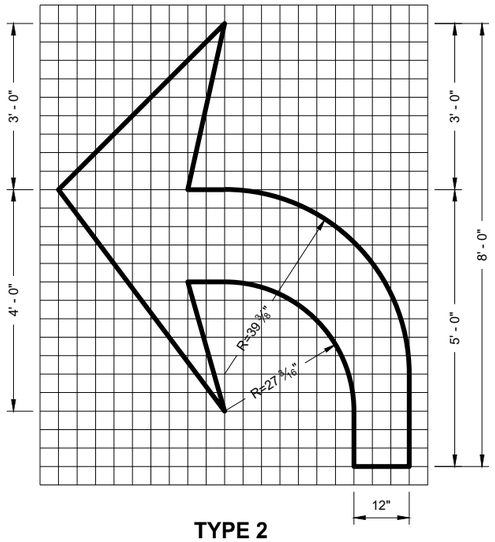
SDD 15C05 - 05

GENERAL NOTES

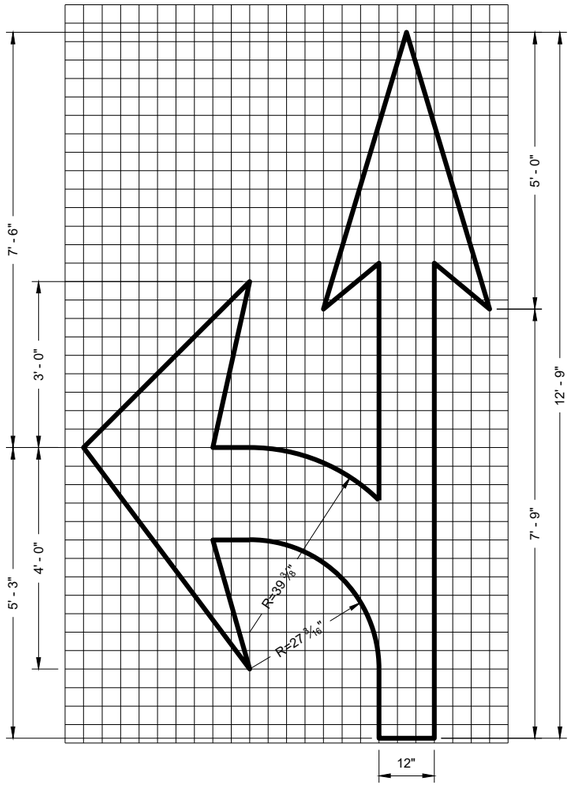
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



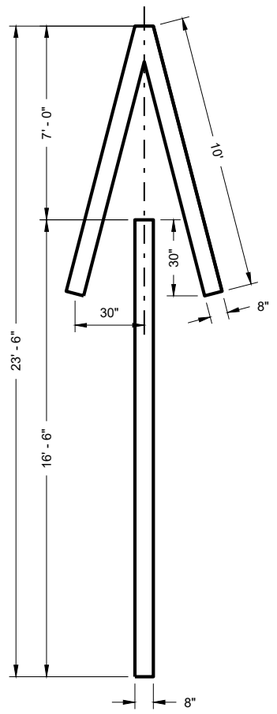
TYPE 1



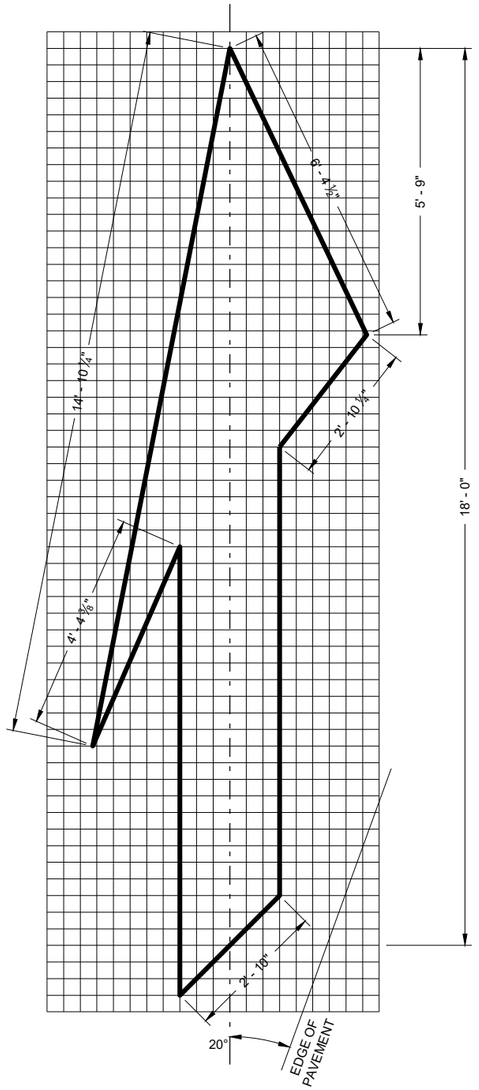
TYPE 2



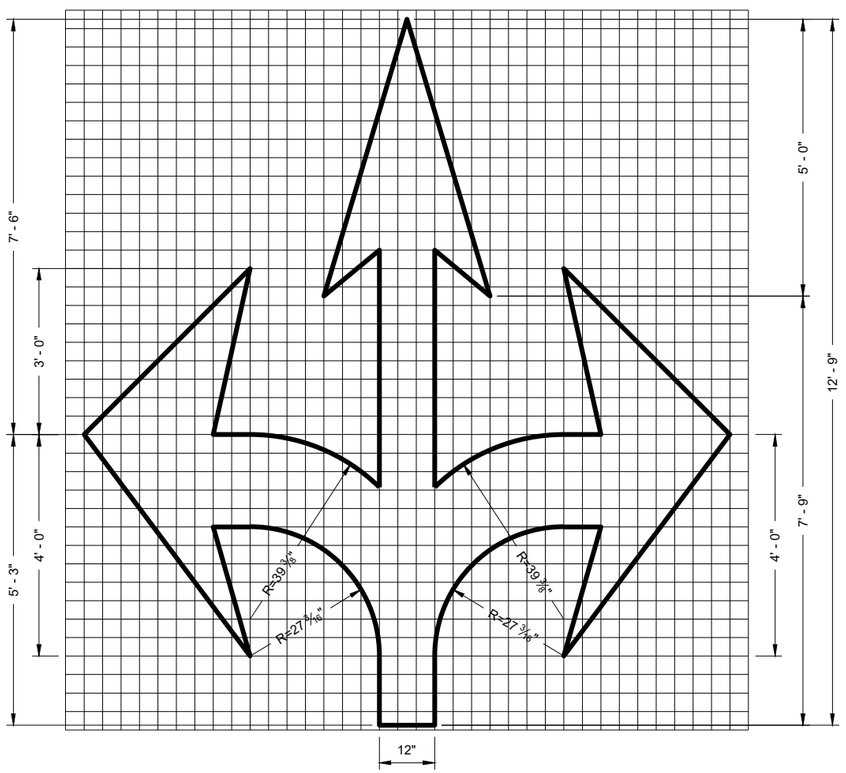
TYPE 3



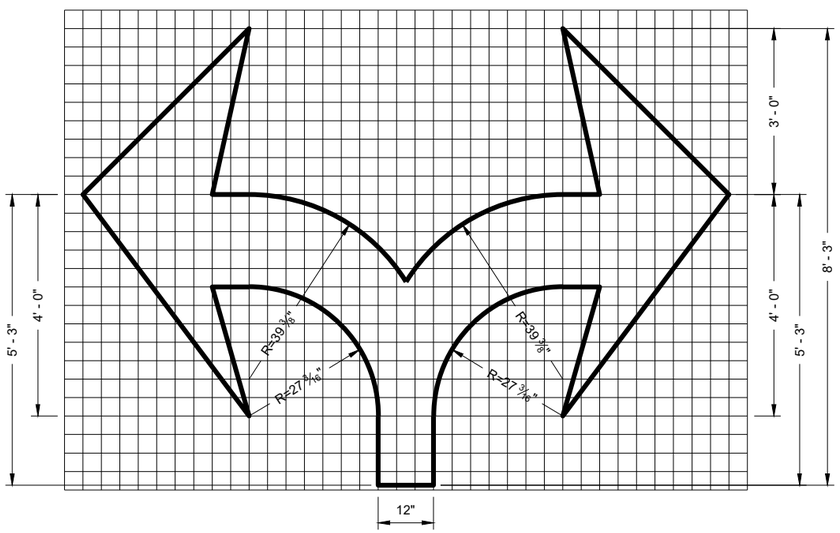
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

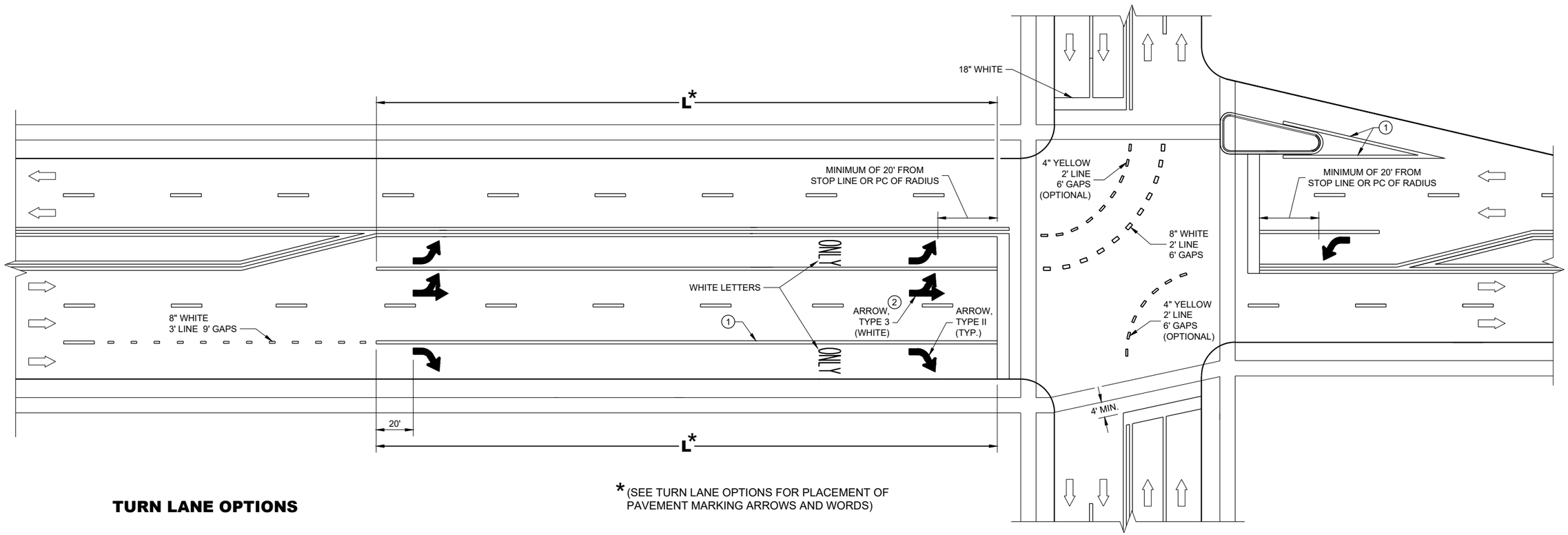
FHWA

6

SDD 15C07 - 15c

6

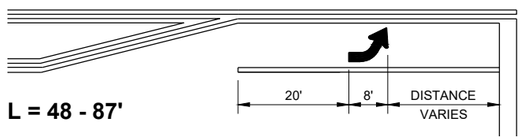
SDD 15C07 - 15c



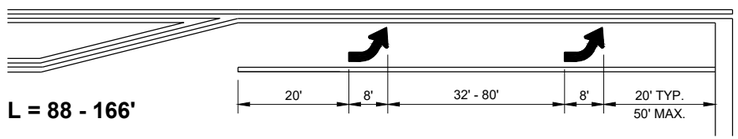
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

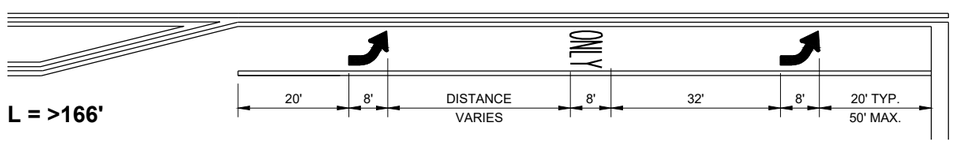
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

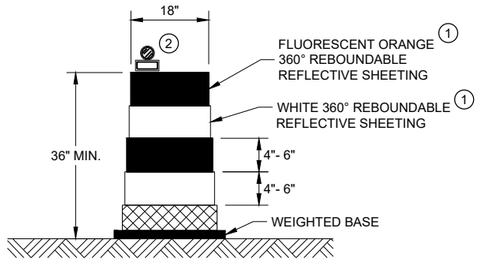
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

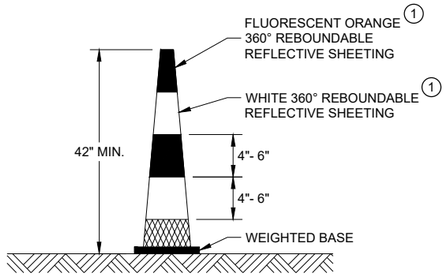
SDD 15C08 - 20c

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.

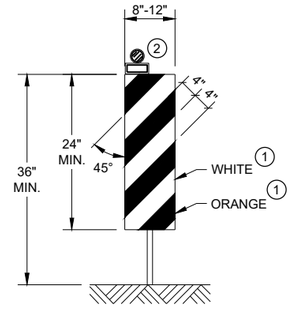


DRUM



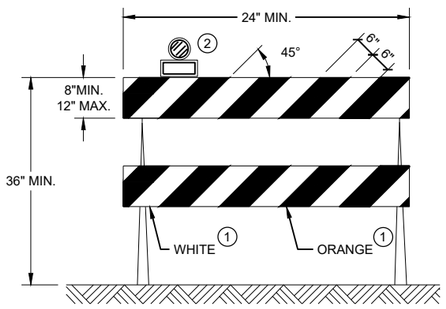
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



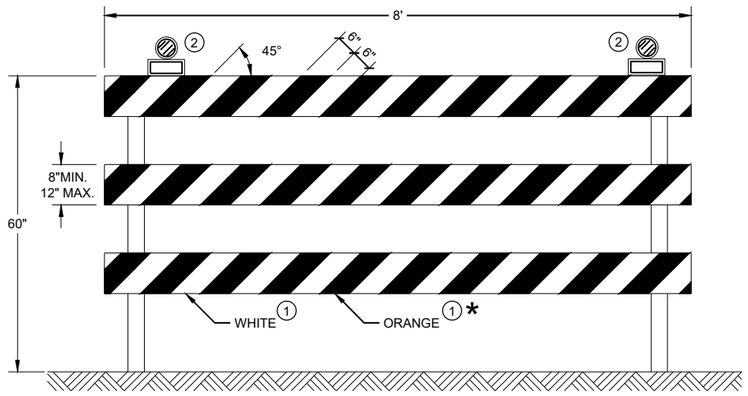
VERTICAL PANEL

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 ENGINEE

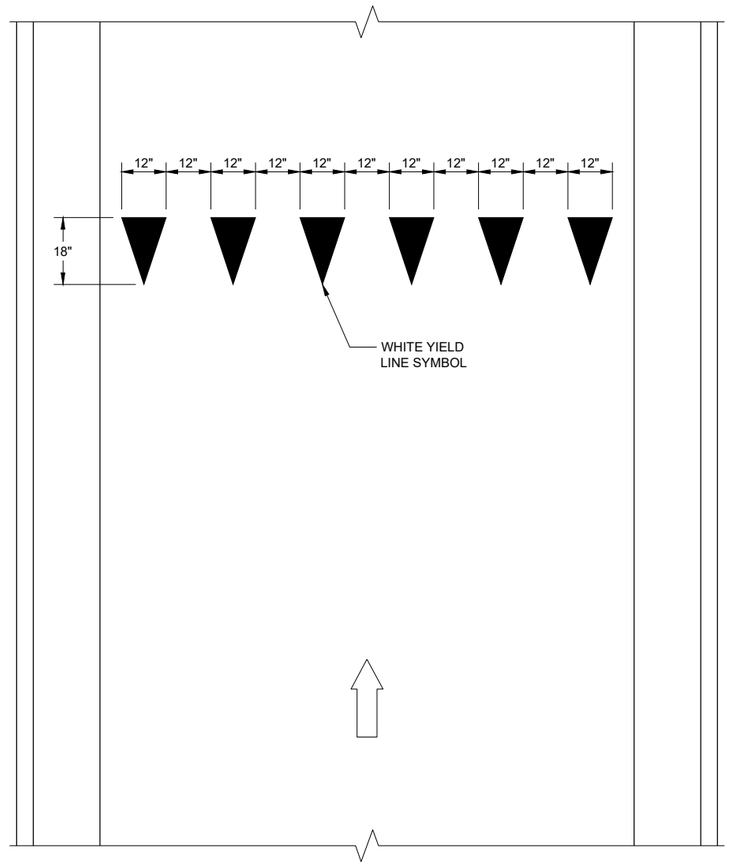
FHWA

6

SDD15C11 - 09b

6

SDD15C11 - 09b

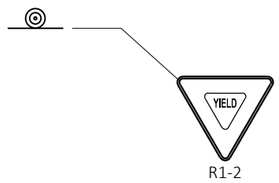


YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

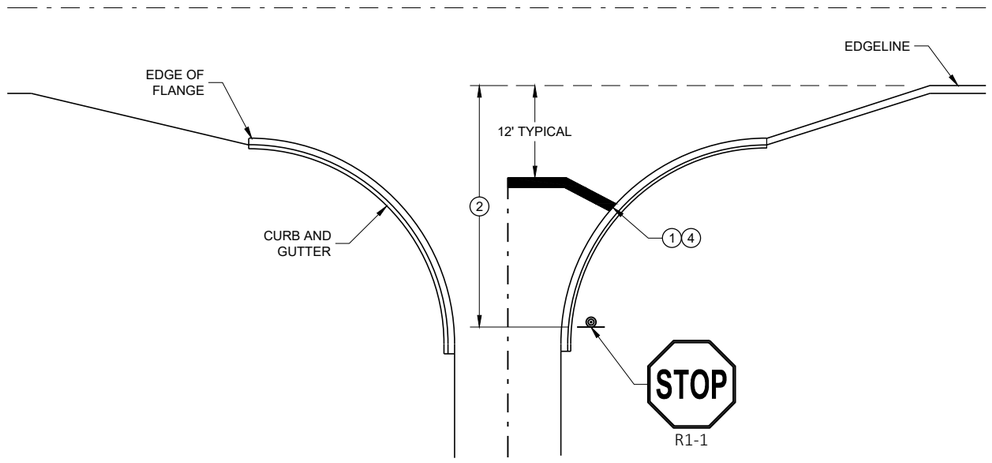
SDD 15C20 - 02

SDD 15C20 - 02

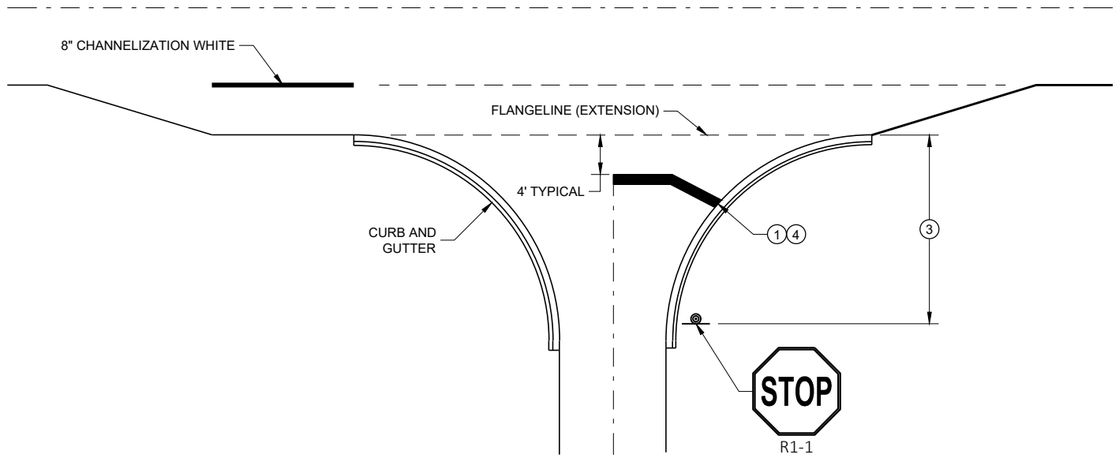
GENERAL NOTES

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

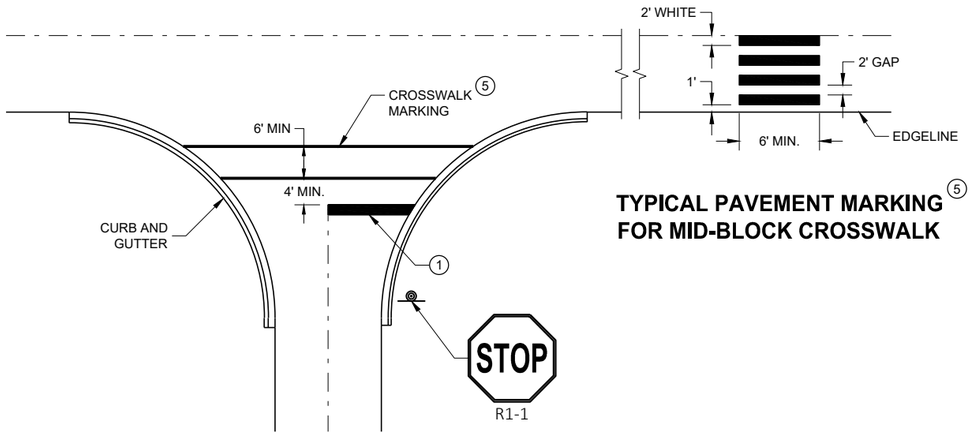
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

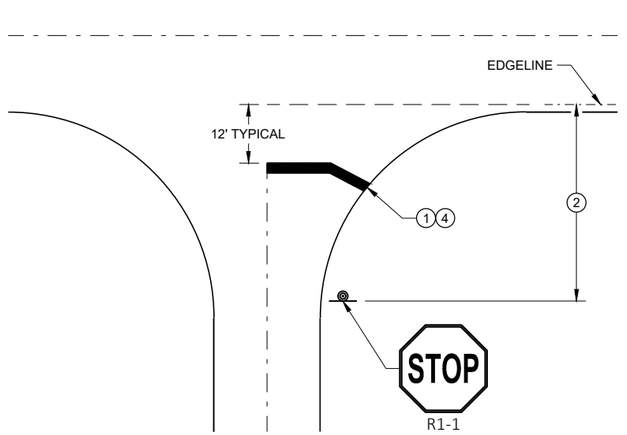


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



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 MAF ENGINEER

FHWA

6

SDD 15C33 - 04

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

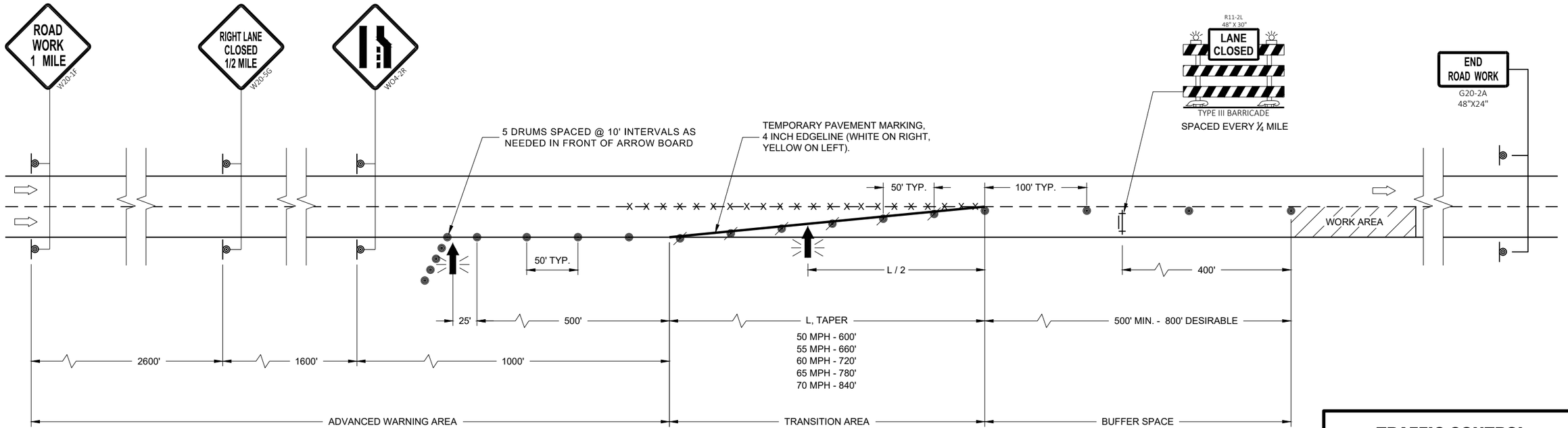
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



6

SDD 15D12 - 09a

TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

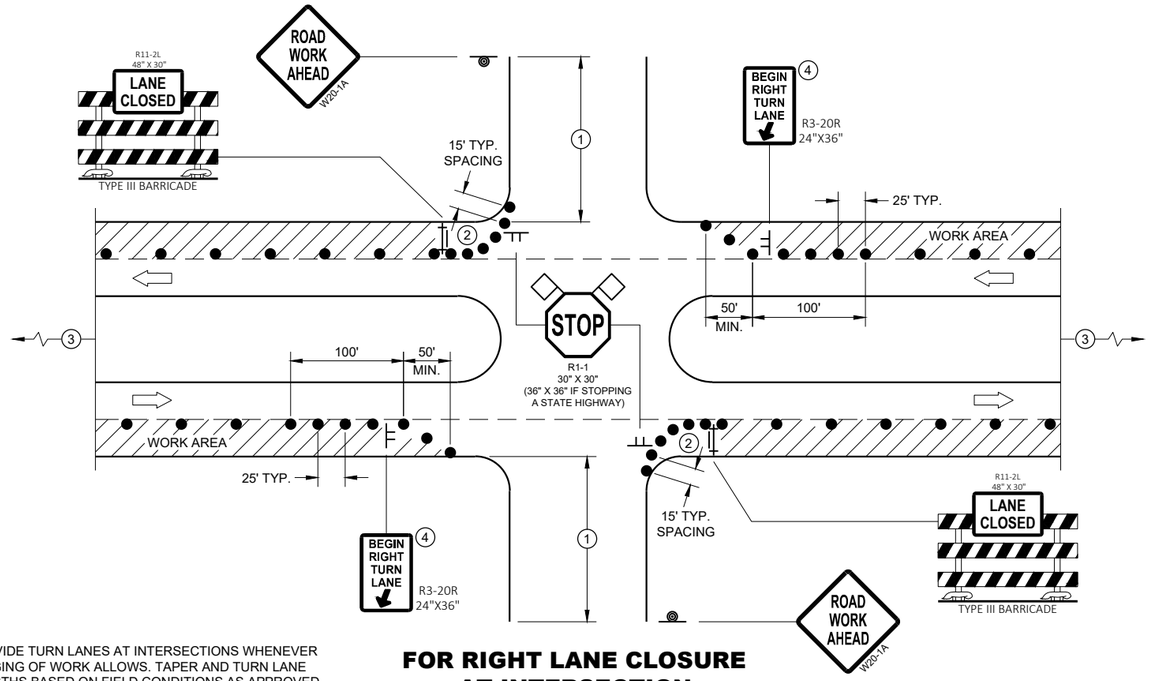
APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 09a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE 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.

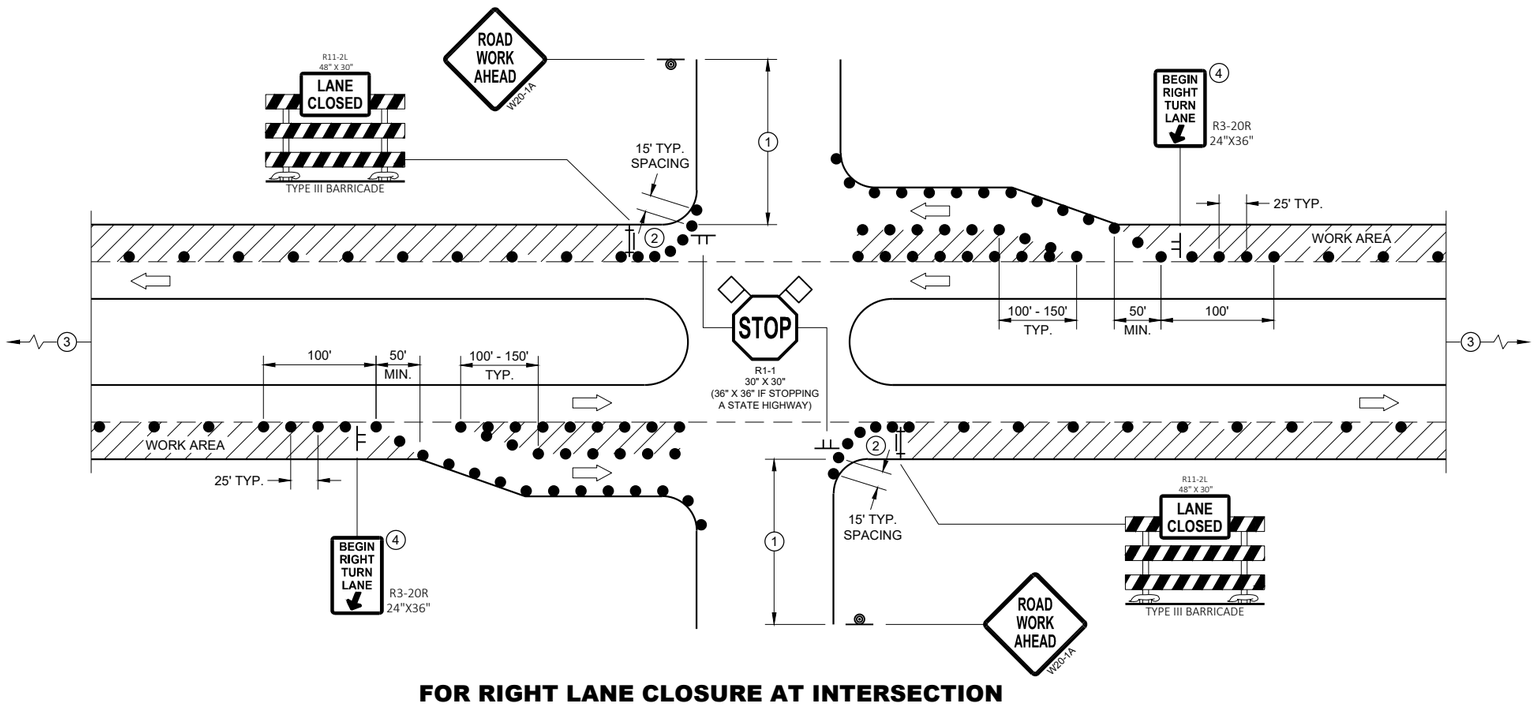
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

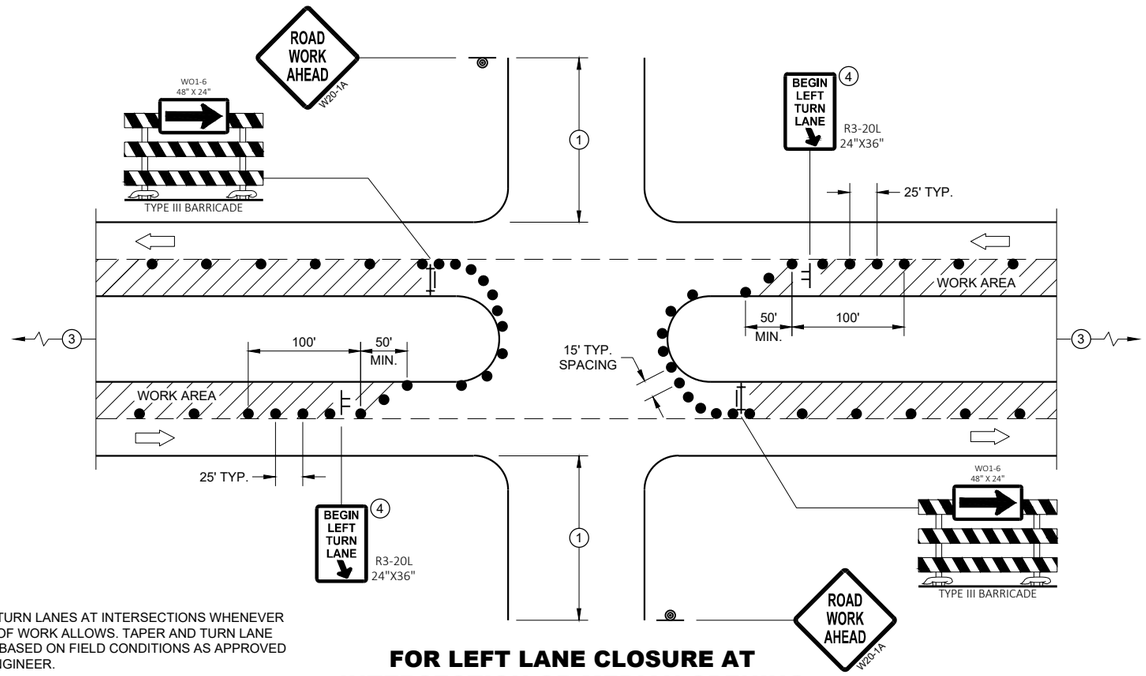
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE 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.

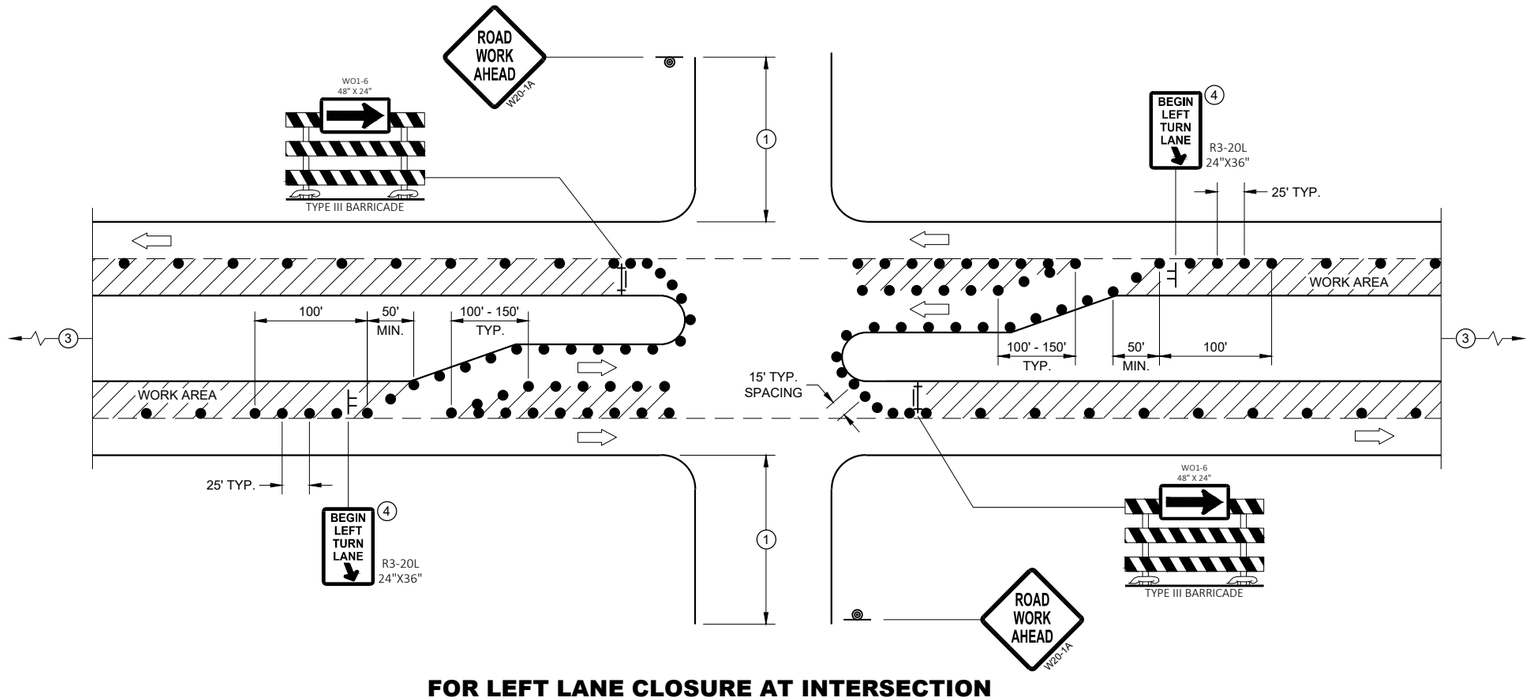
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D21 - 07b

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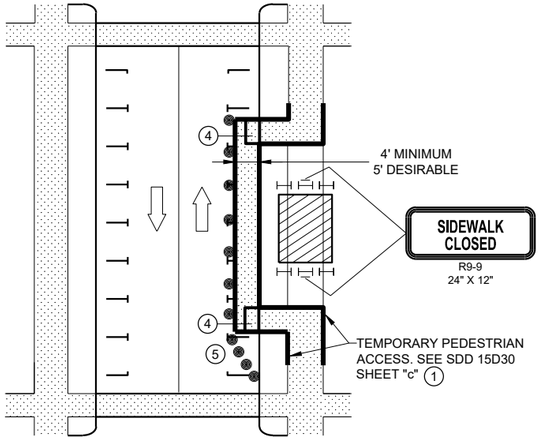
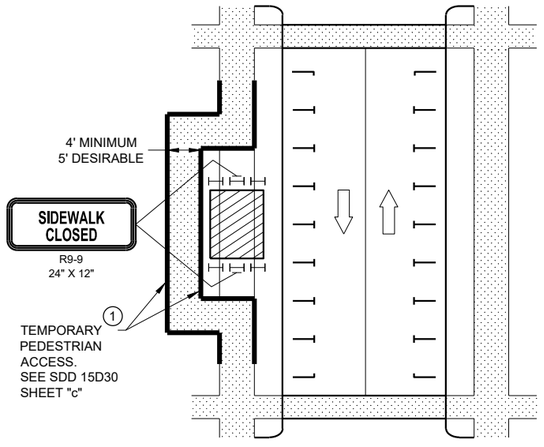
SDD 15D21 - 07b

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

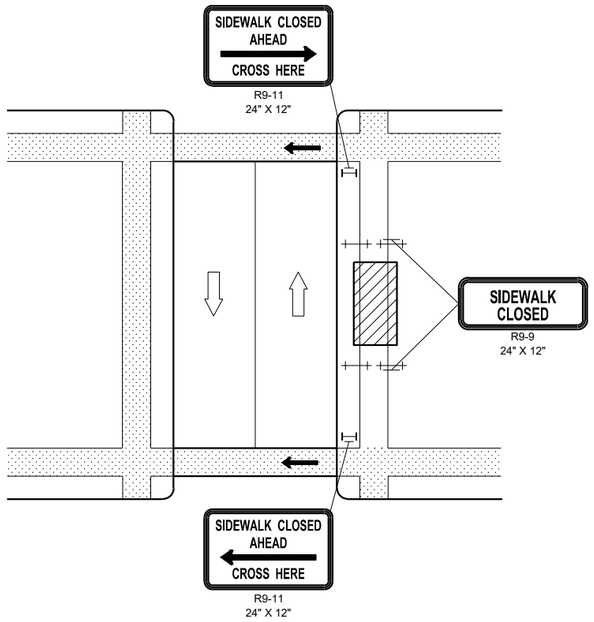


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

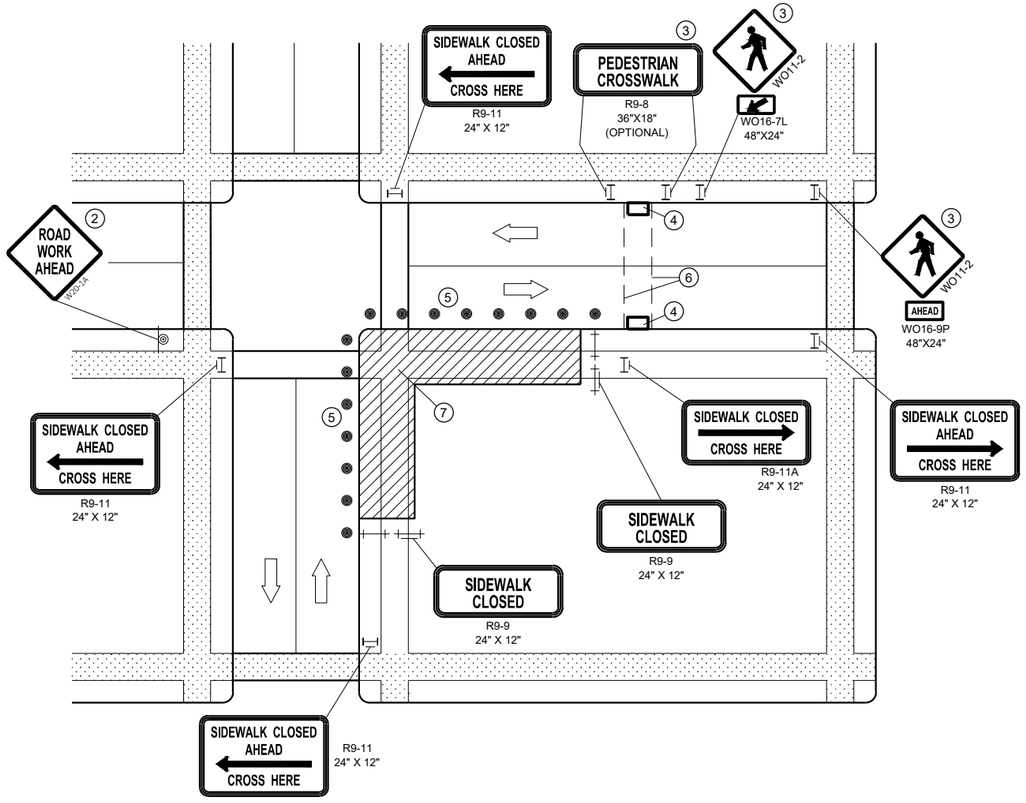
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

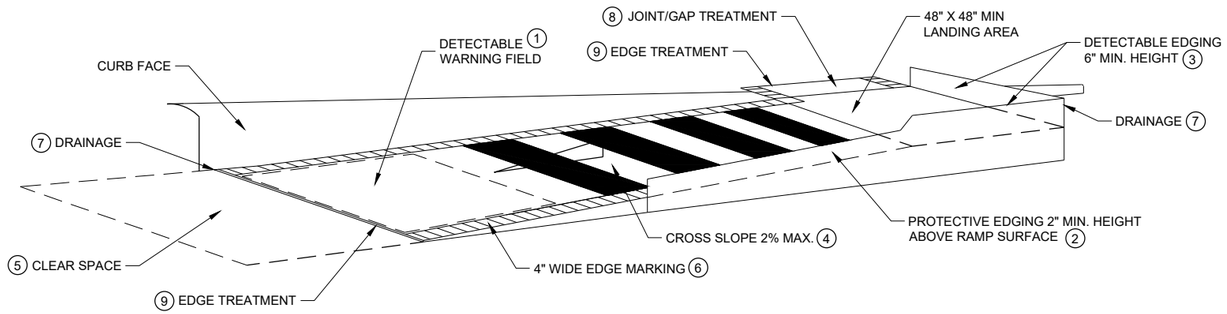
ALTERNATE SIDEWALK WORK BETWEEK LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

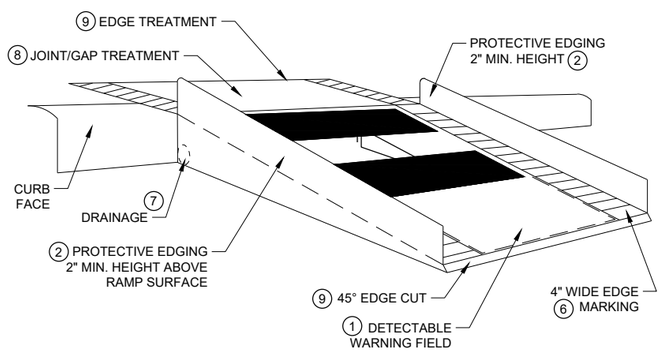
LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

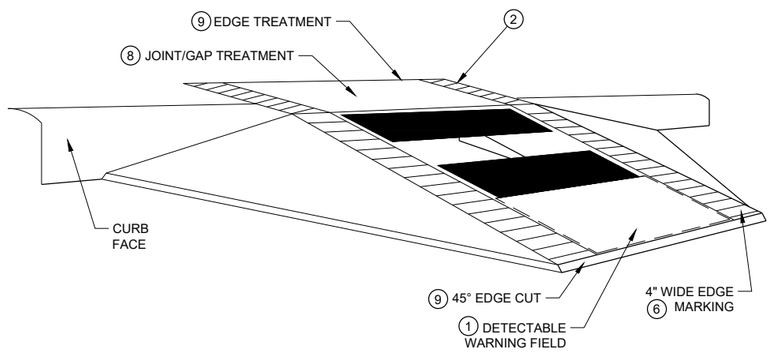
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

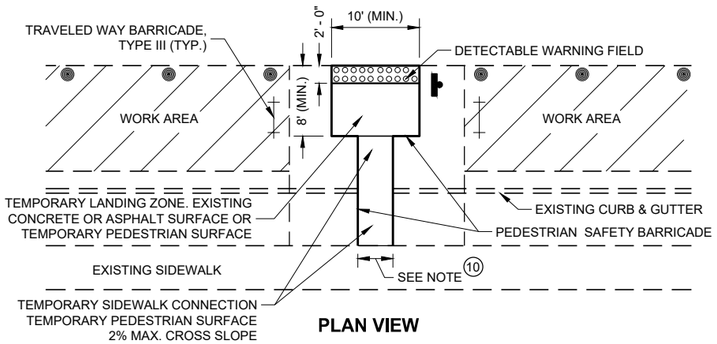
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

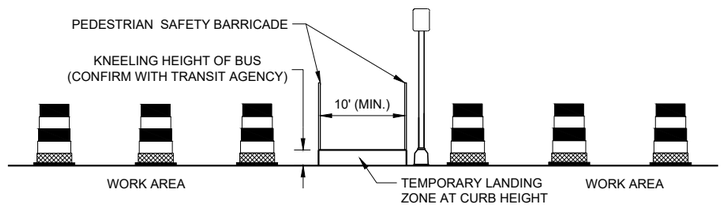
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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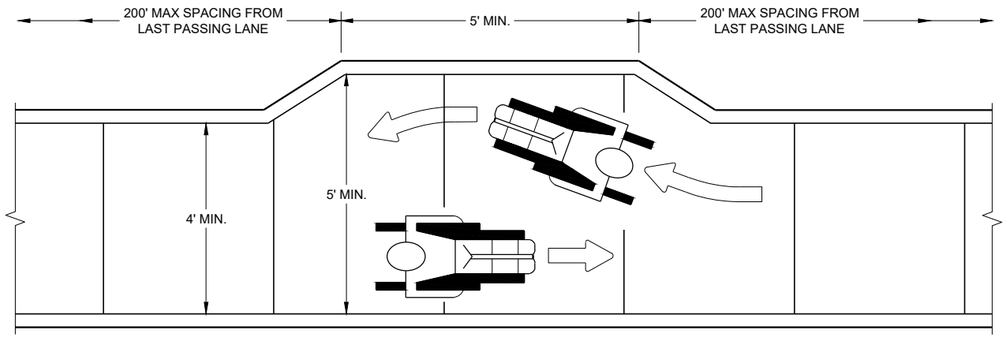
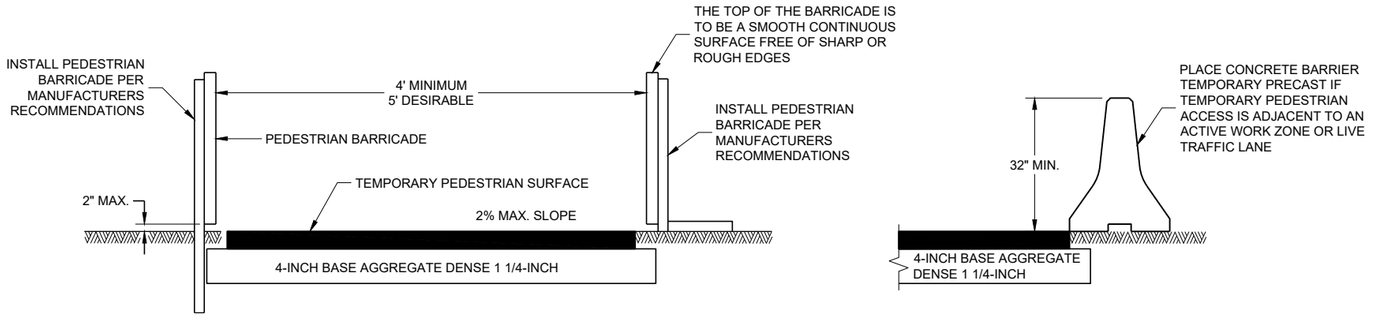
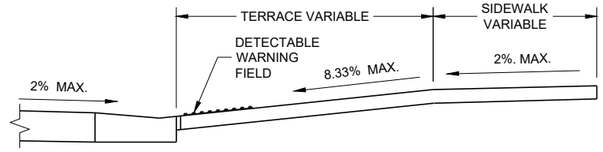
SDD 15D30 - 06b



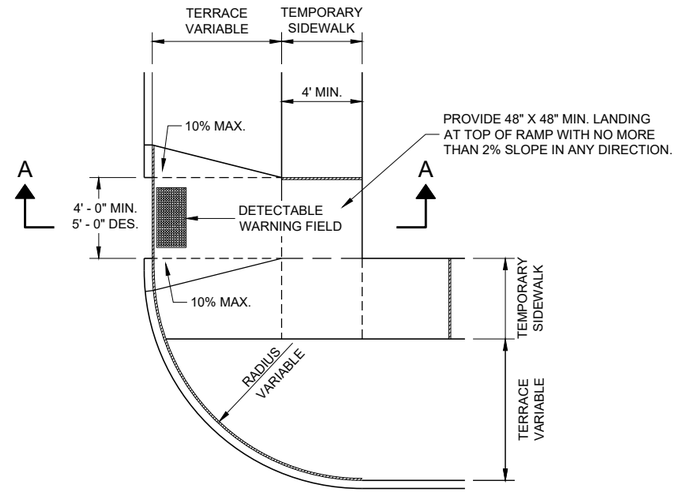
NARROW SIDEWALK PASSING DETAIL



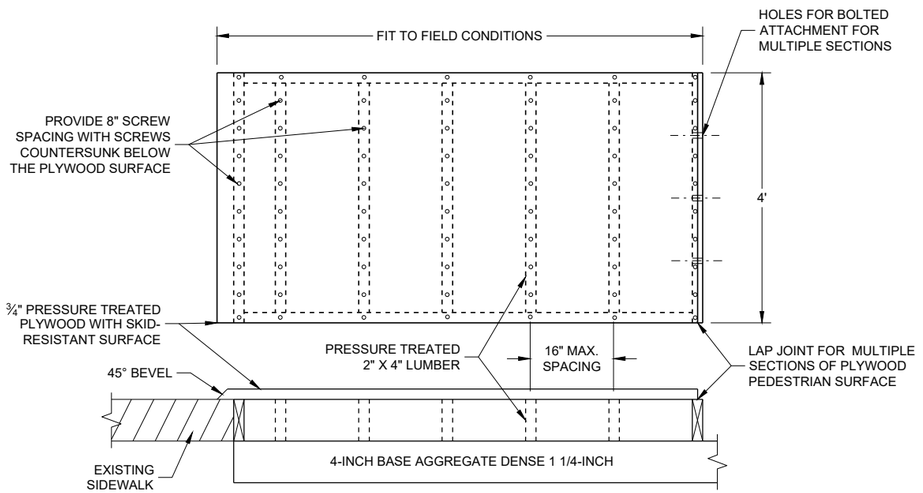
TEMPORARY PEDESTRIAN ACCESS



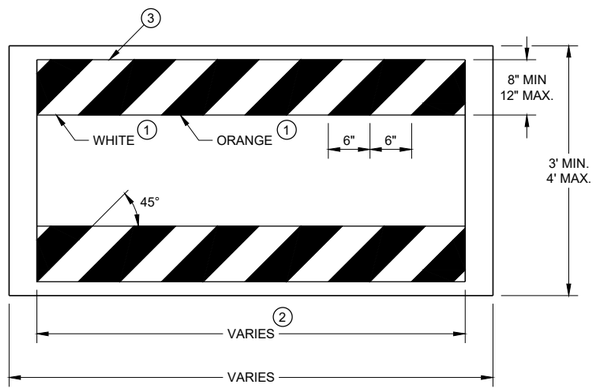
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

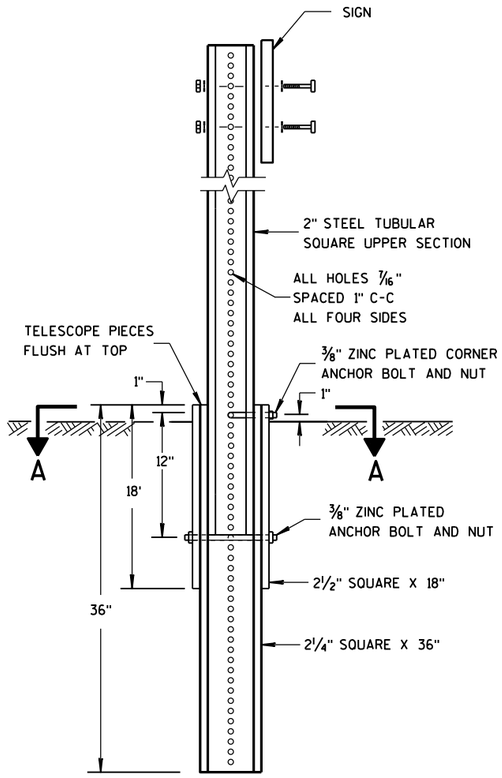
APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

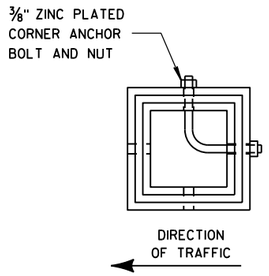
FHWA

SDD 15D30 - 06c

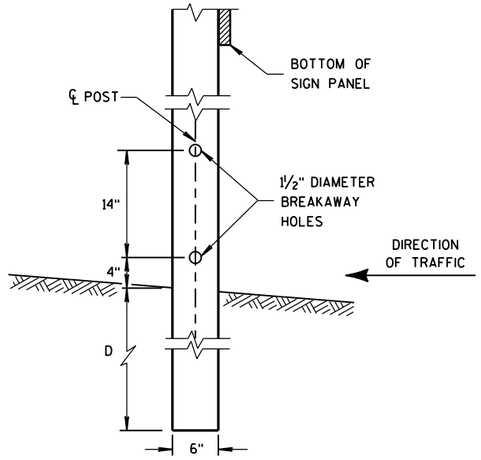
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



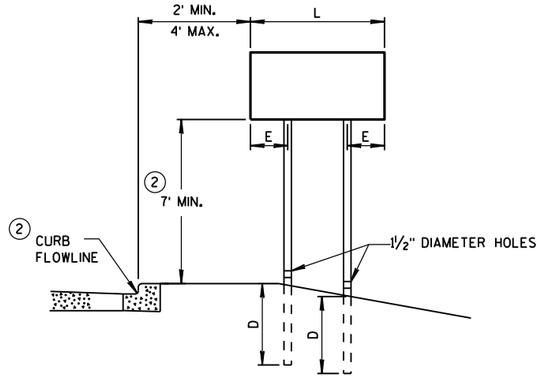
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

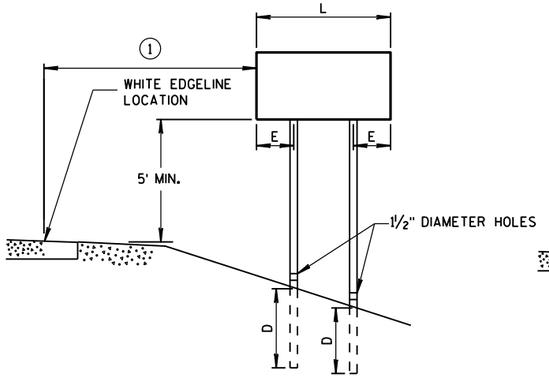
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

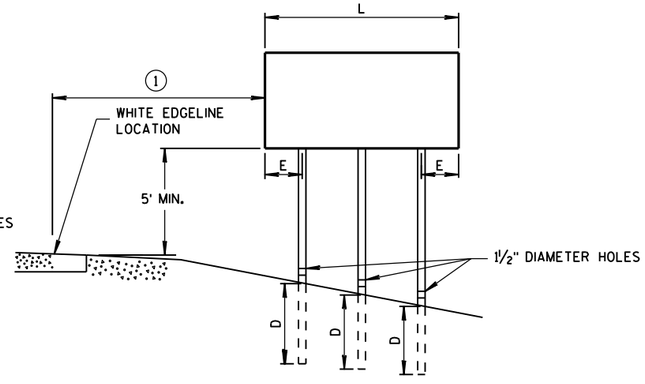
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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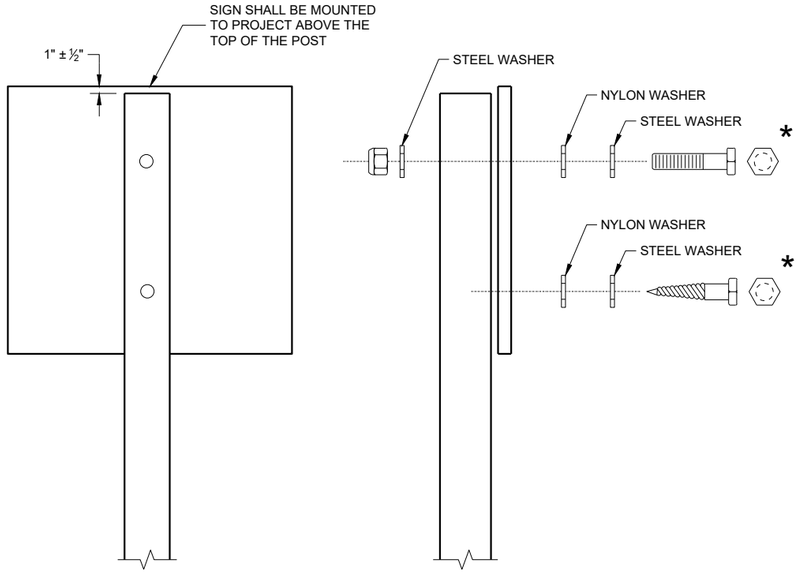
S.D.D. 15 D 38-2a



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.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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SDD 15D38 - 02b

SDD15D38 - 02b

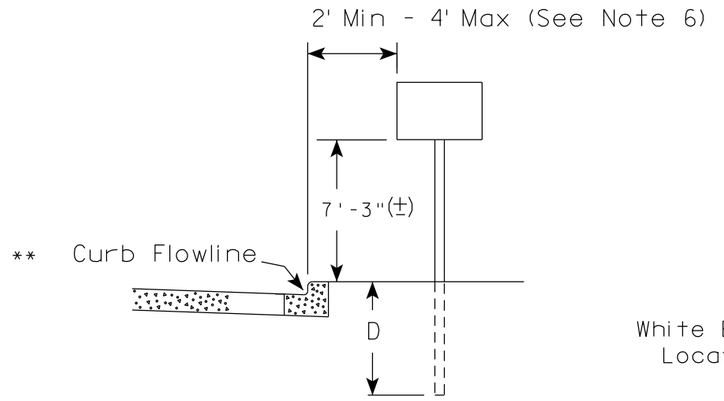
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

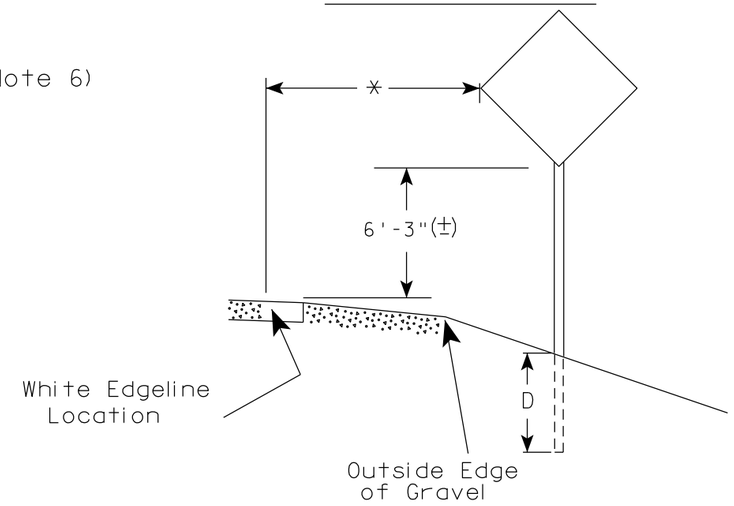
APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

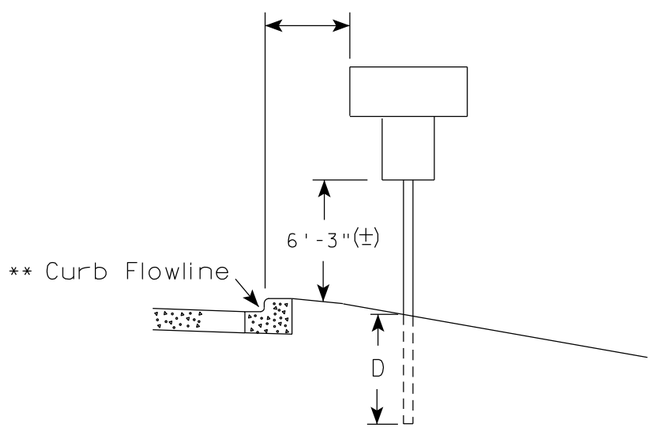
FHWA

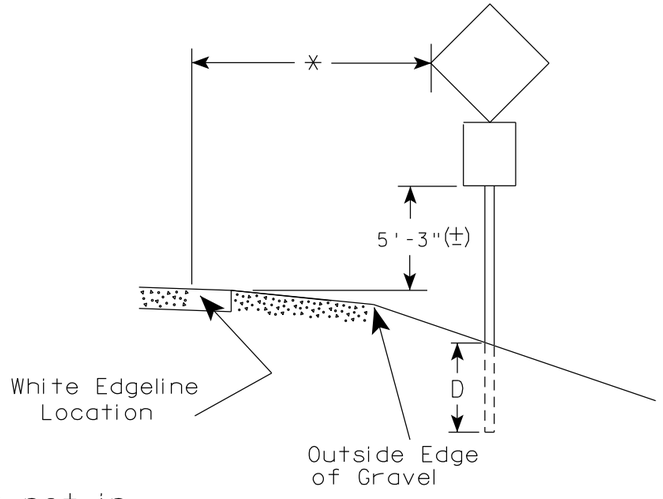
URBAN AREA



RURAL AREA (See Note 2)







** 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.

POST EMBEDMENT DEPTH

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

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.

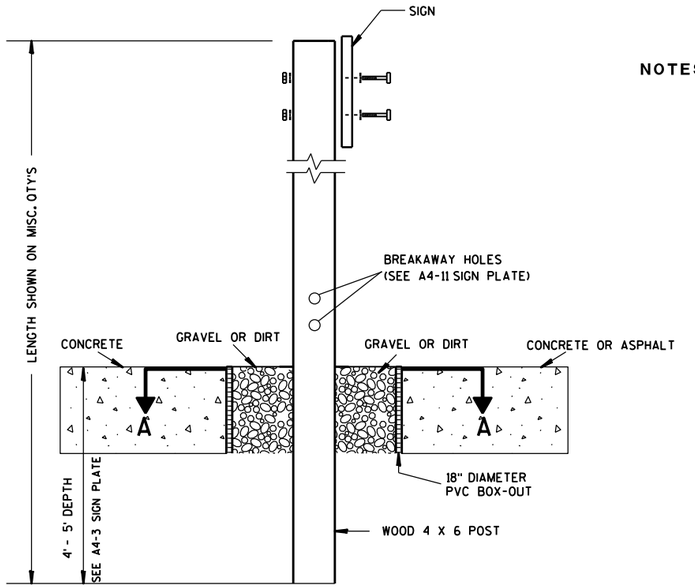
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

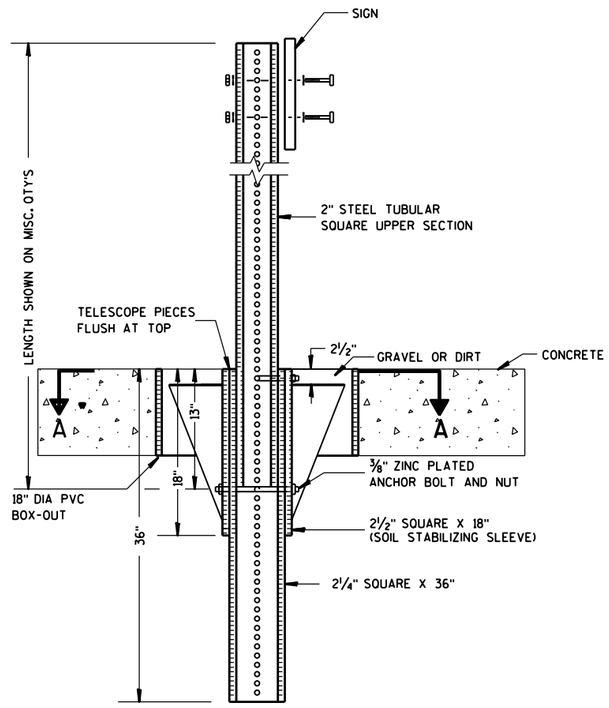
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 110	E



ELEVATION VIEW

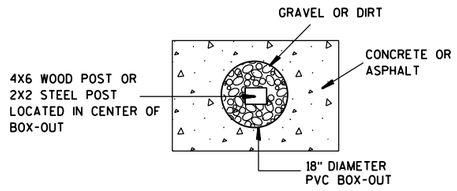
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

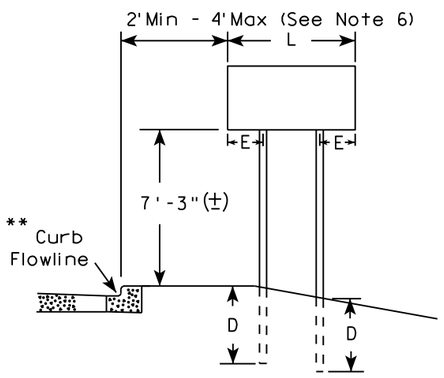
APPROVED Matthew R Rauch
for State Traffic Engineer

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

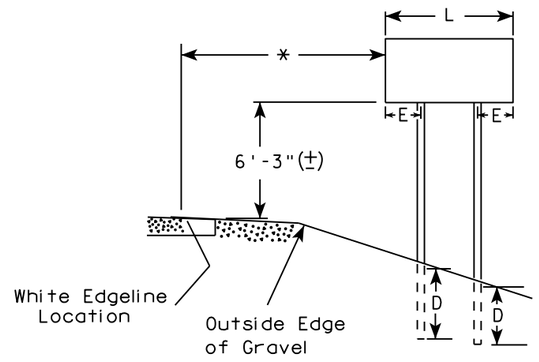
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

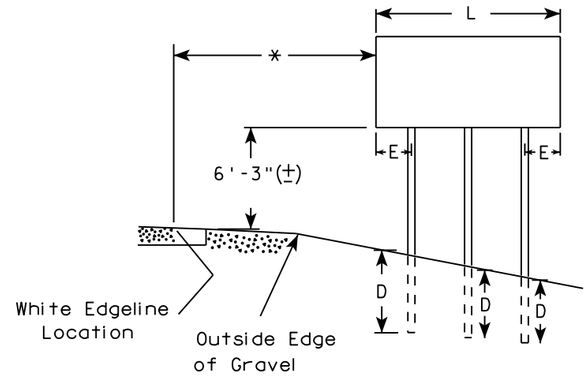
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

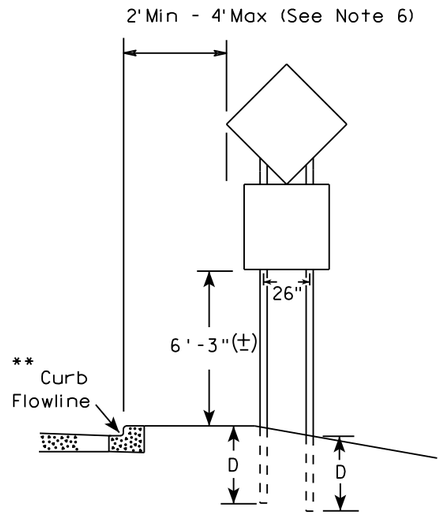
URBAN AREA



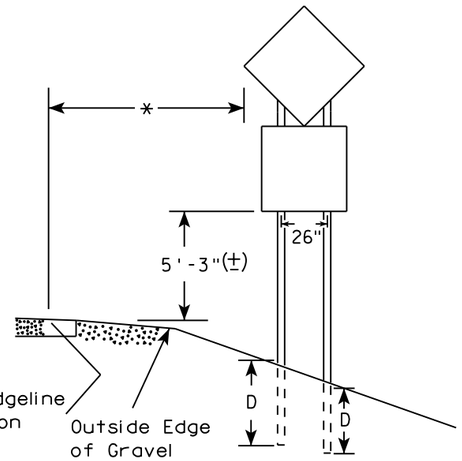
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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"

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.

POST EMBEDMENT DEPTH

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

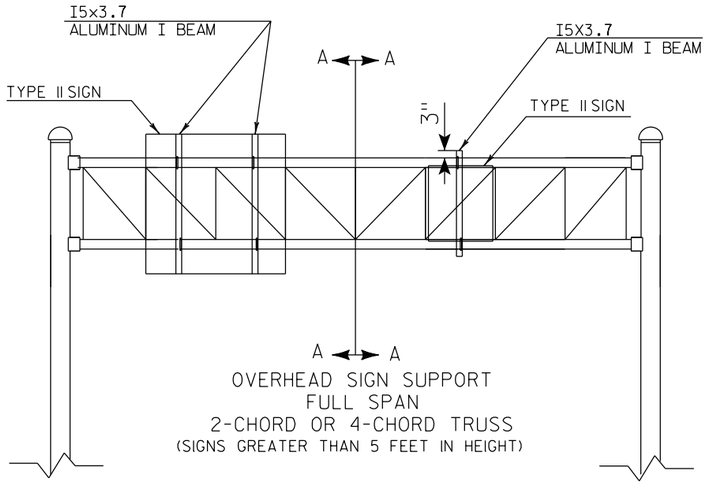
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

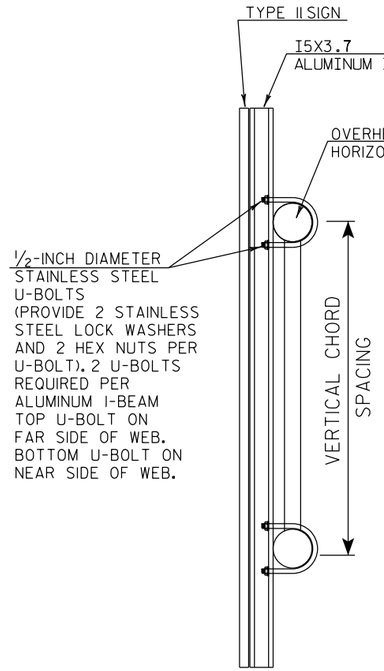
APPROVED Matthew R Rauch
For State Traffic Engineer

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

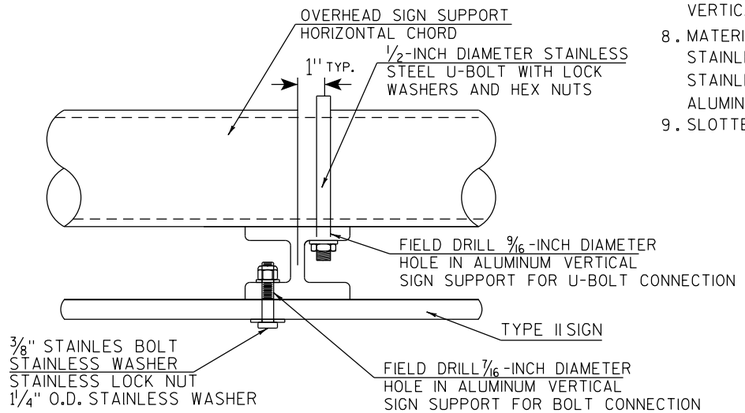
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 112	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



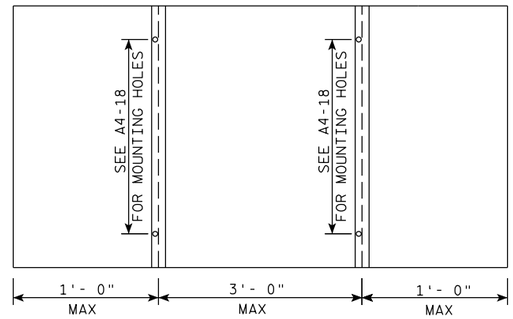
CUT SECTION A-A



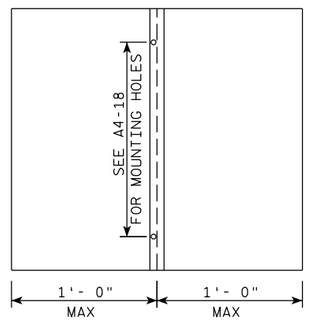
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

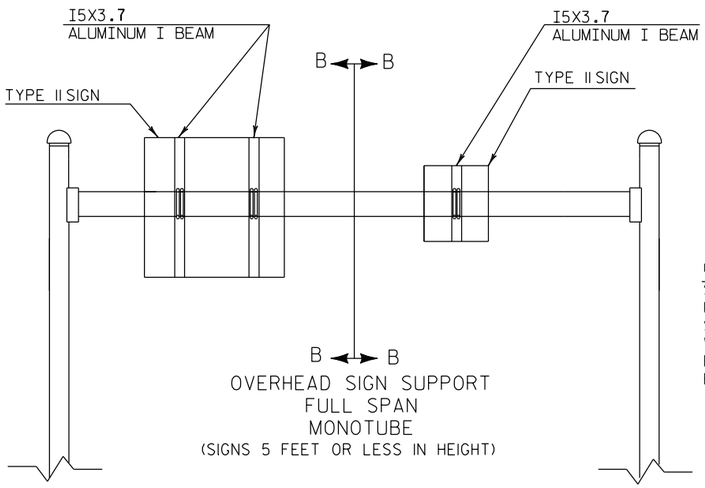
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



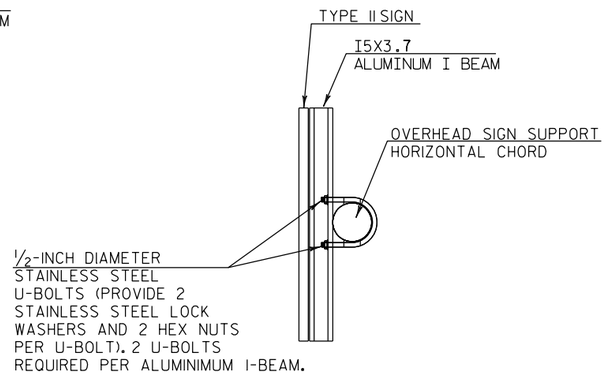
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



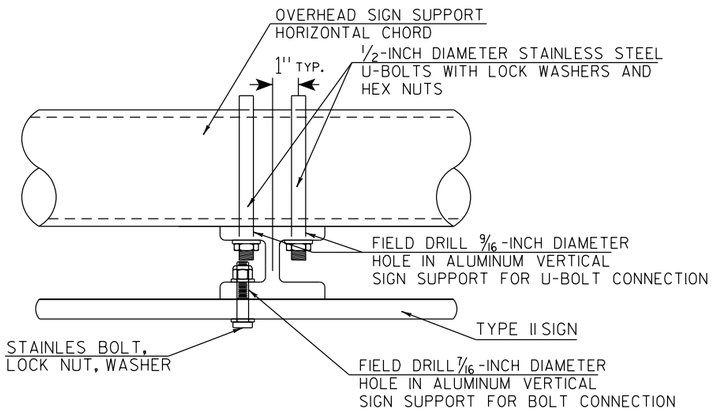
SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

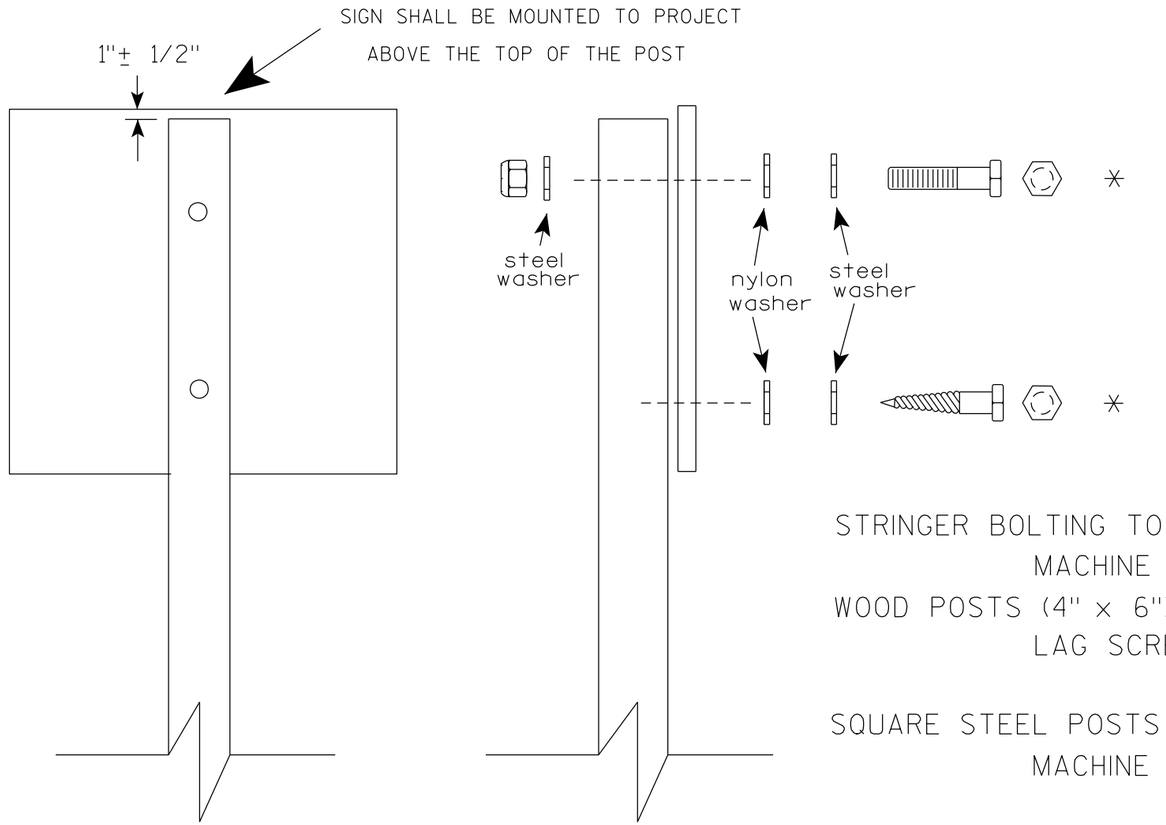
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 113	E



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

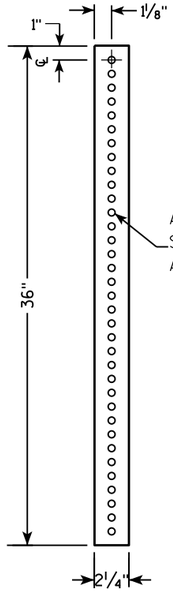
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

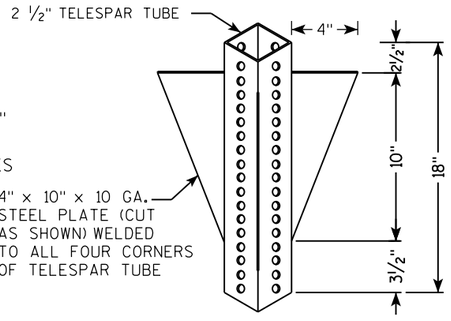
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

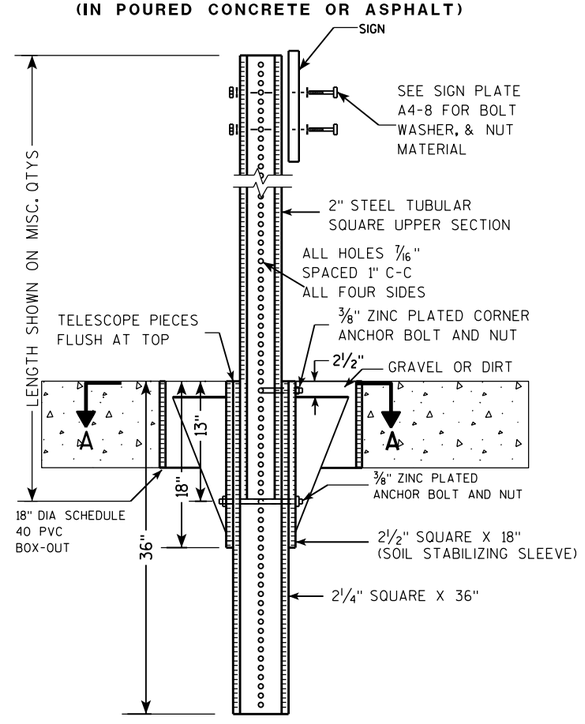
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



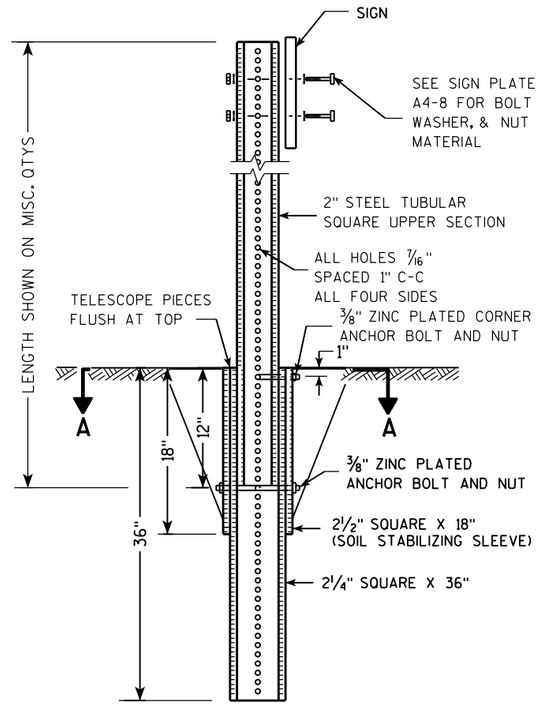
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

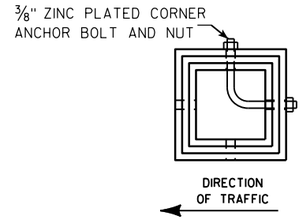


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

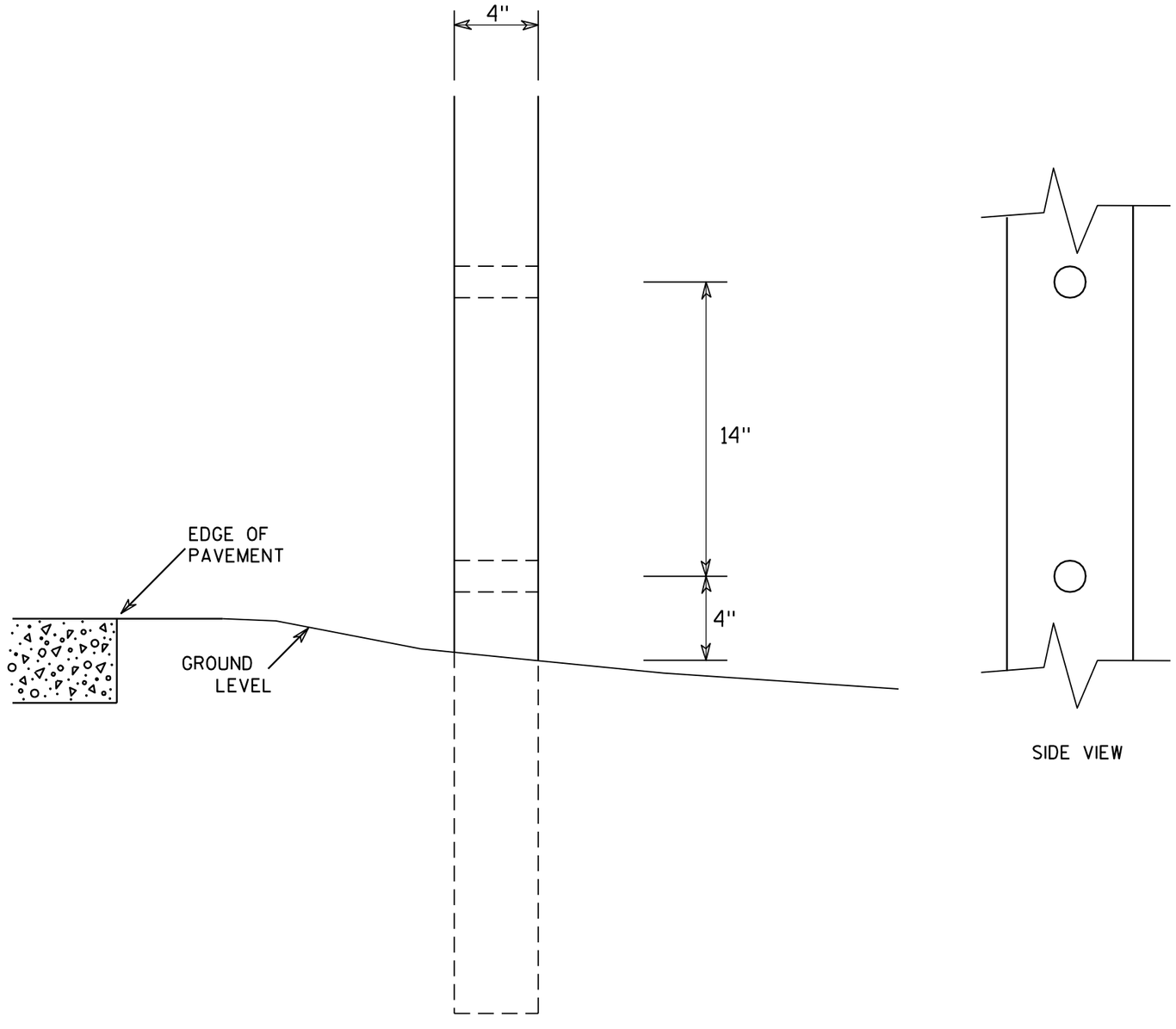
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

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



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

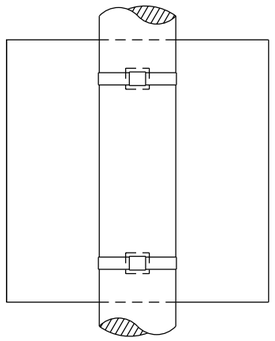
APPROVED Chester J Spang for State Traffic Engineer

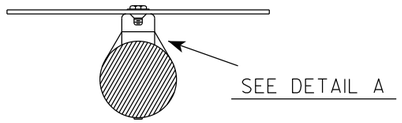
DATE 3/27/97 PLATE NO. A4-11.2

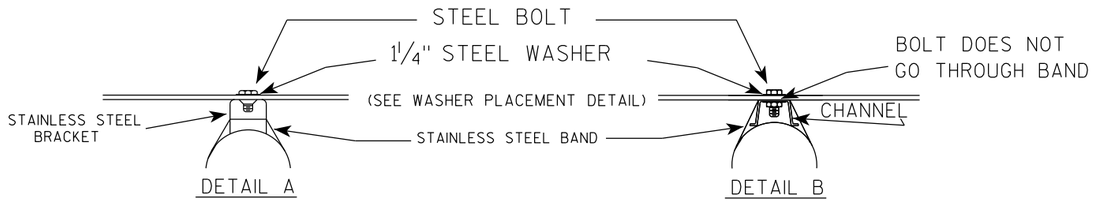
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 116	E

BANDING

SINGLE SIGN



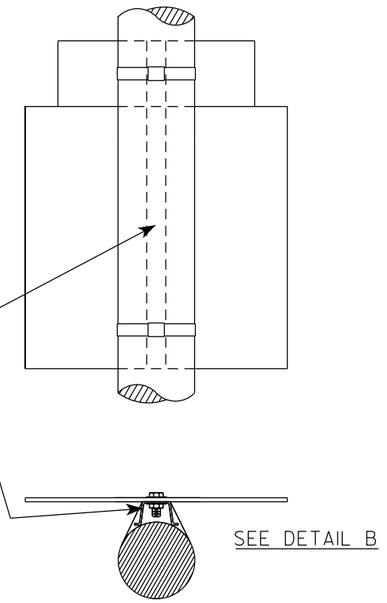




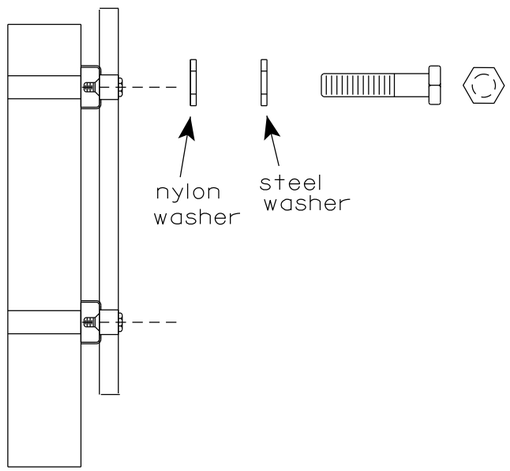
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

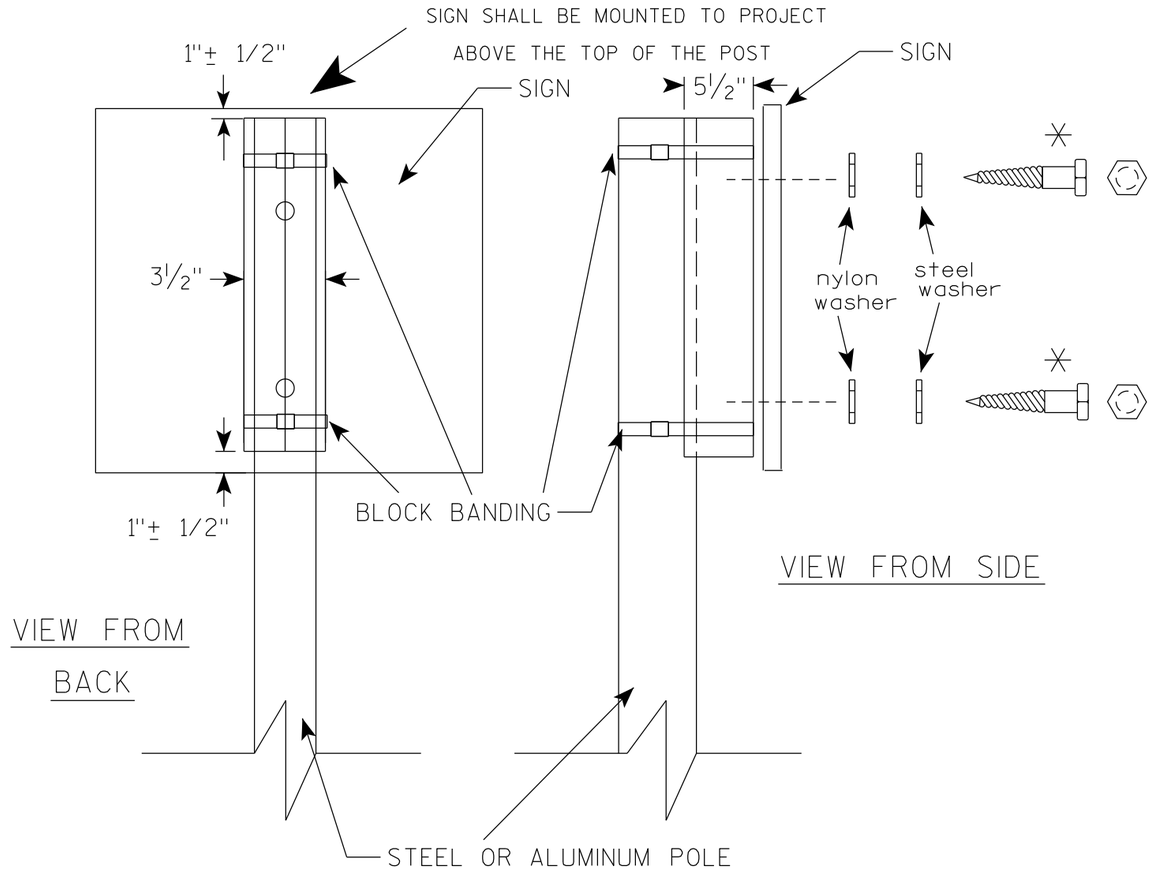
WISCONSIN DEPT OF TRANSPORTATION

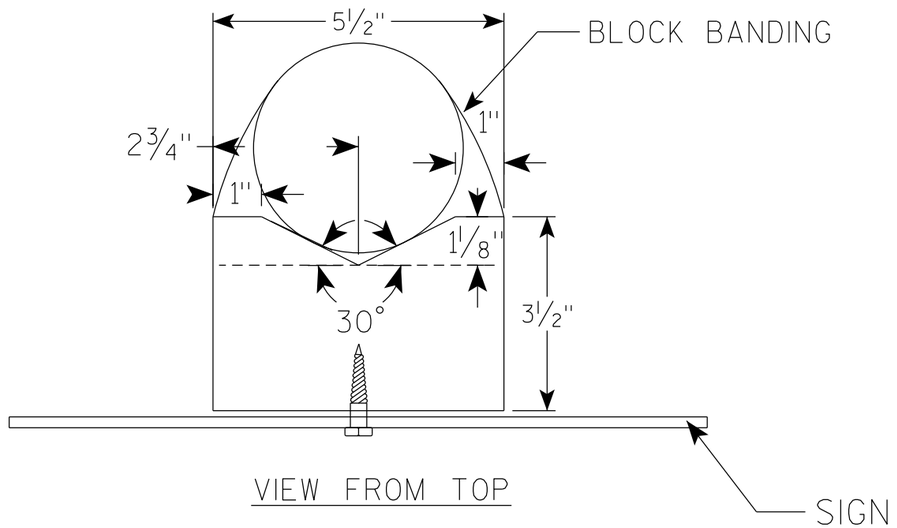
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 117	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

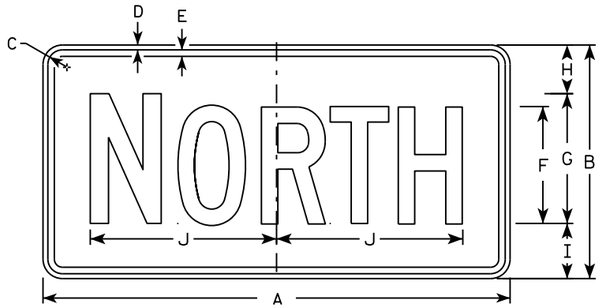
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

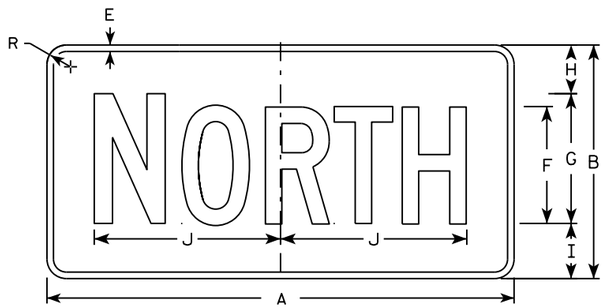
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 118	E



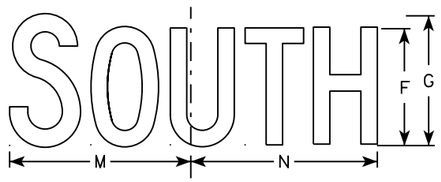
M3-1
MM3-1
MP3-1



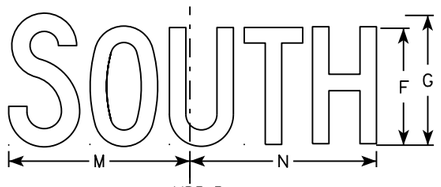
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

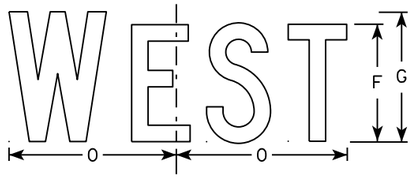
MB3-2
MK3-2
MN3-2



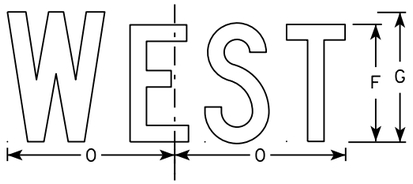
M3-3
MM3-3
MP3-3



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

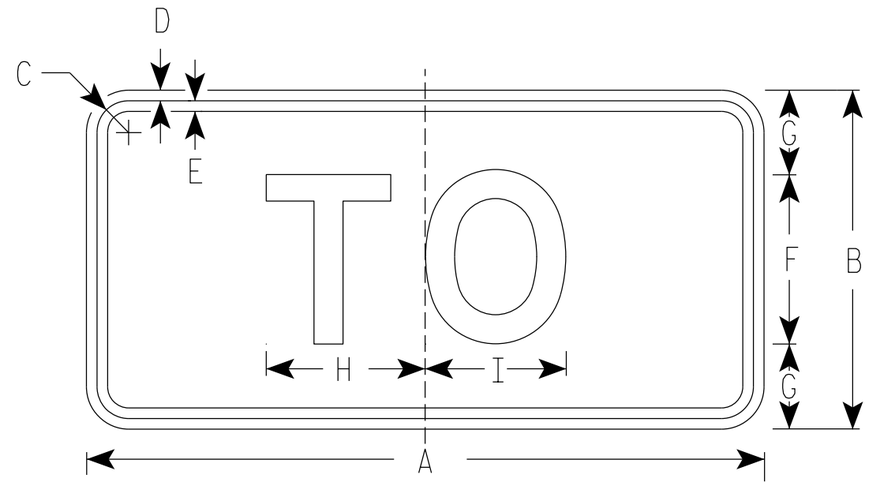
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

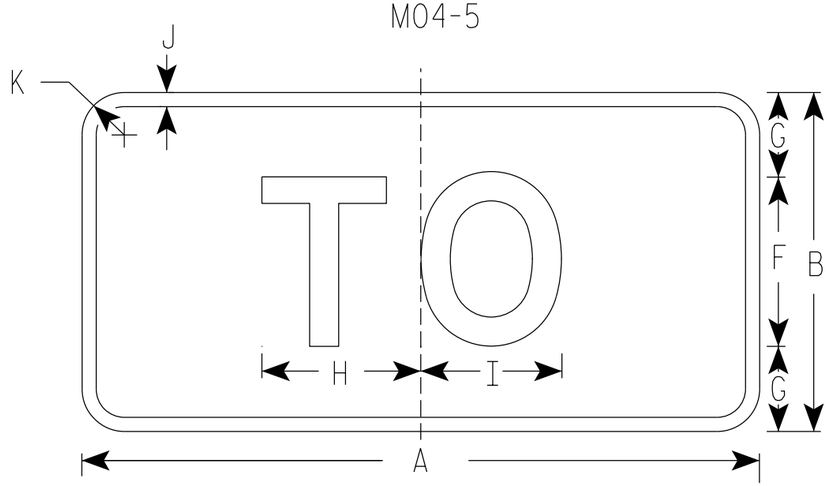
DATE 10/15/15 PLATE NO M3-1.14

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



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

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	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

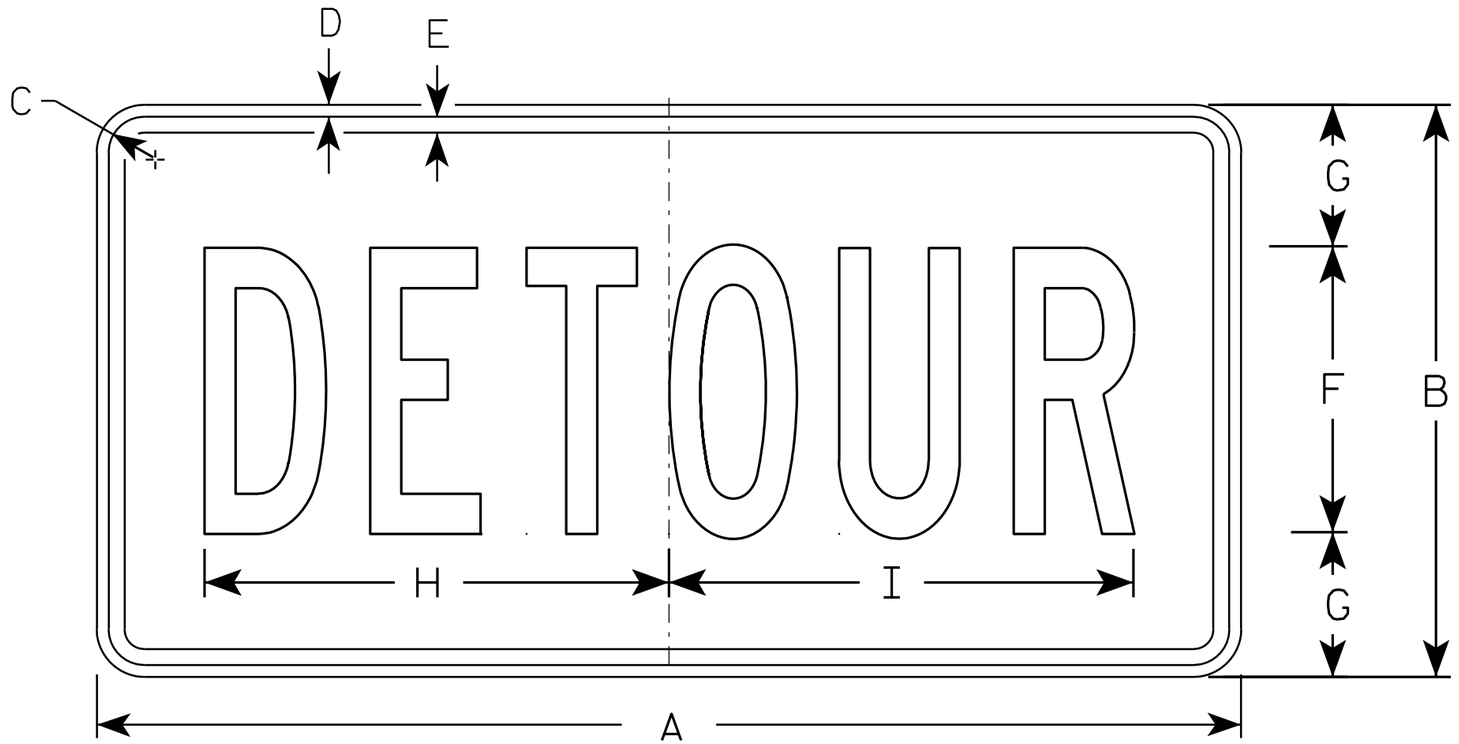
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 120 | E

7



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																											

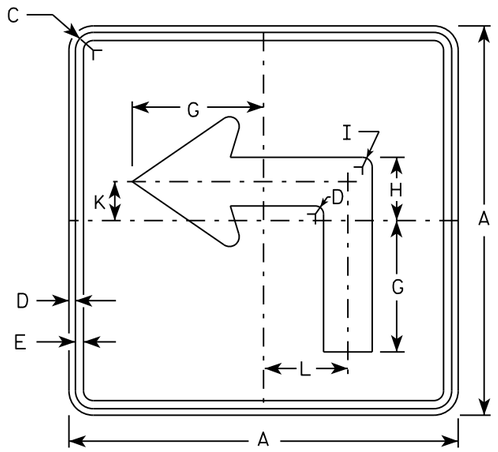
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

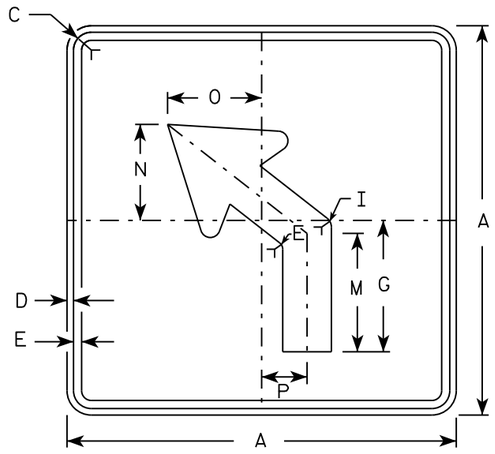
APPROVED Matthew R Rauch
for State Traffic Engineer

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

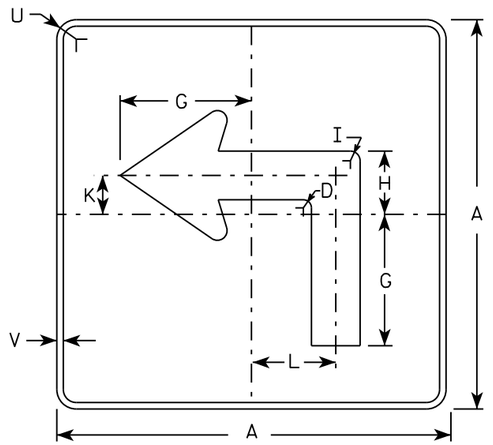
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E



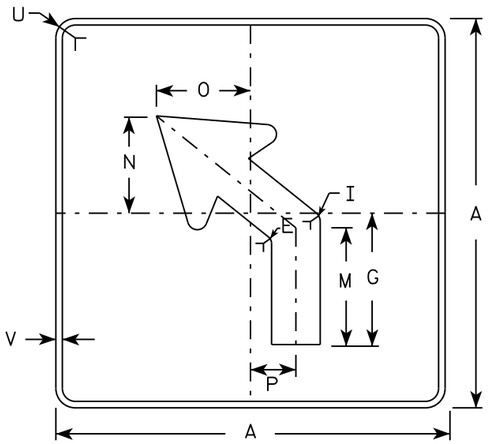
M5-1L
MM5-1L
MO5-1L
MP5-1L



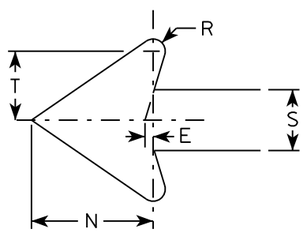
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

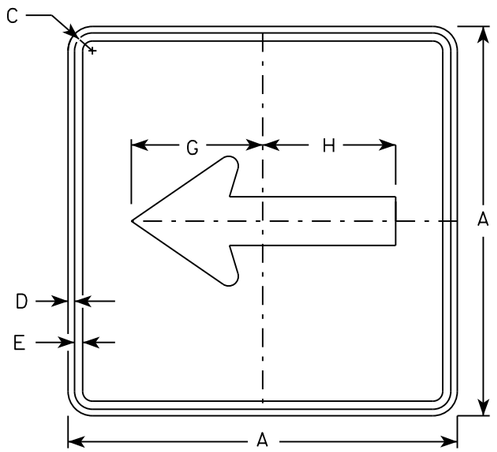
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

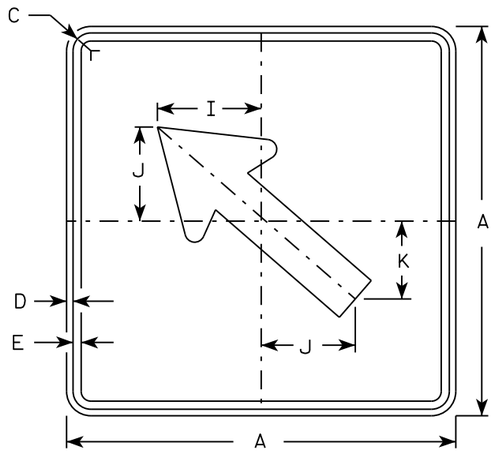
DATE 10/15/15 PLATE NO. M5-1.13

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



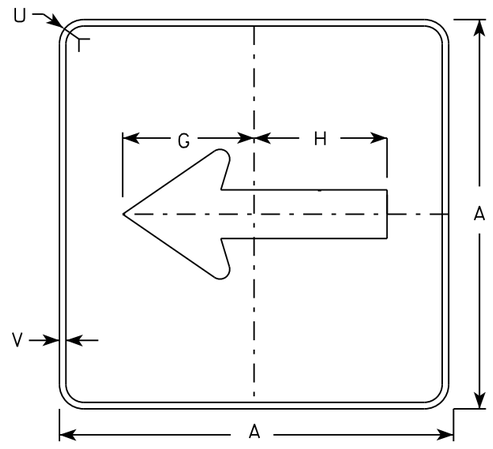
M6-1
MM6-1
MO6-1
MP6-1



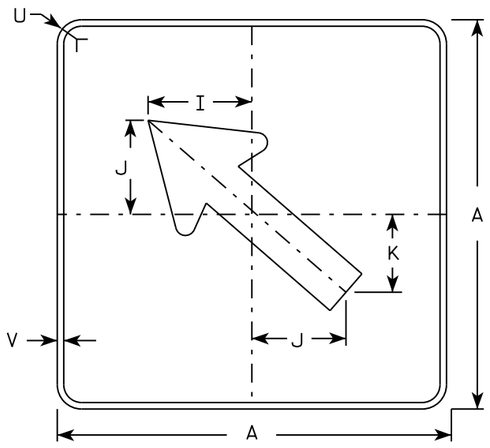
M6-2
MM6-2
MO6-2
MP6-2

NOTES

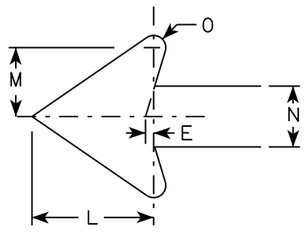
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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

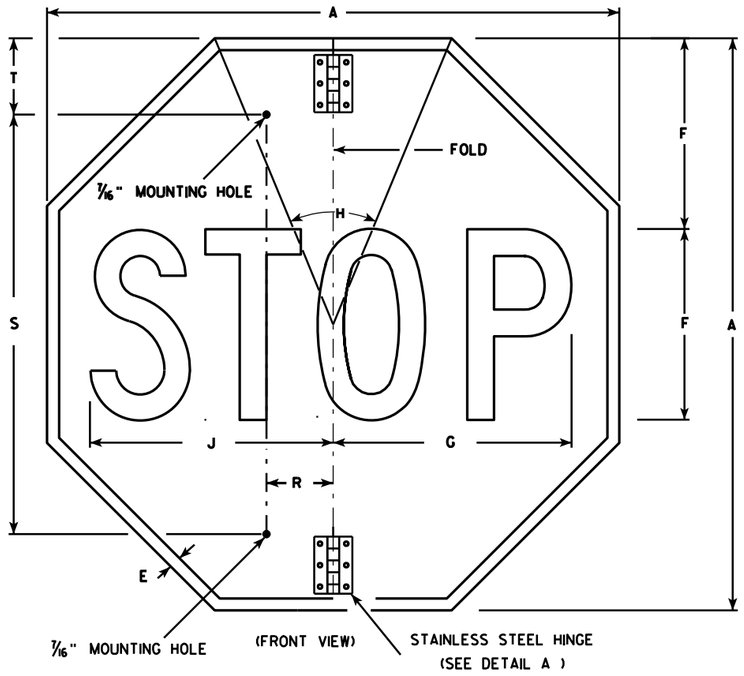
STANDARD SIGN
M6-1 & M6-2
SERIES

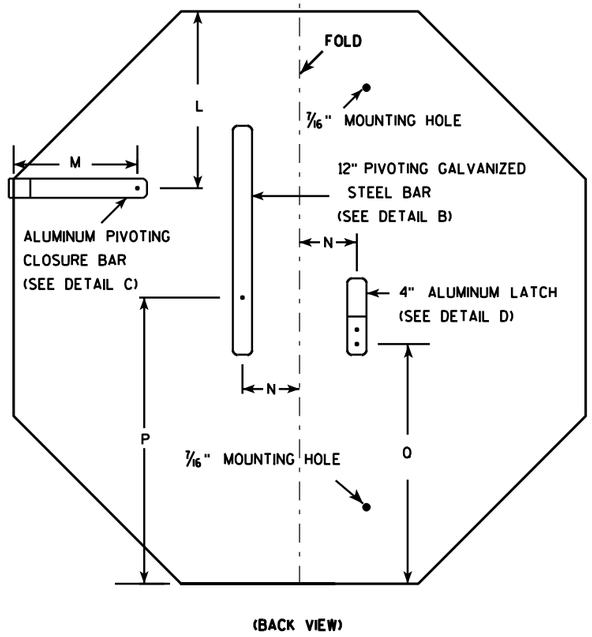
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 123 M6-1.15

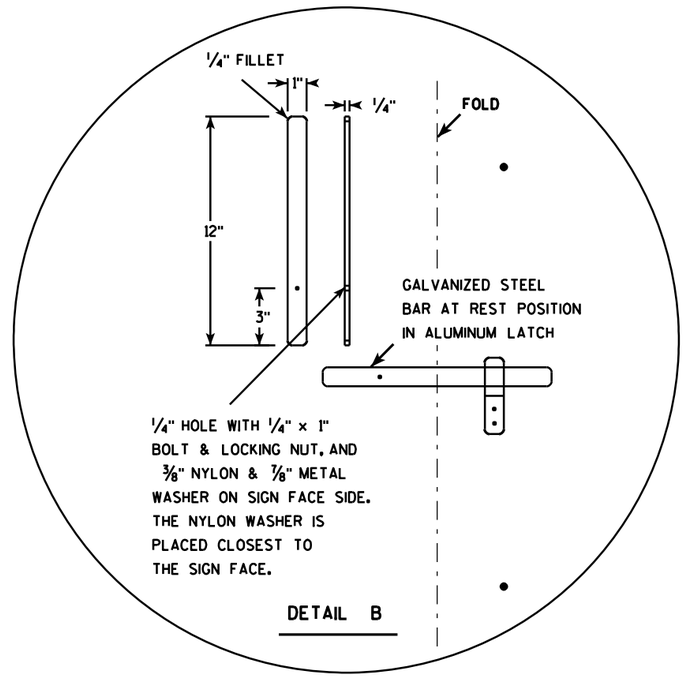
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



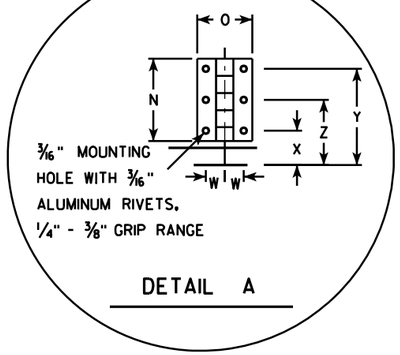


NOTES

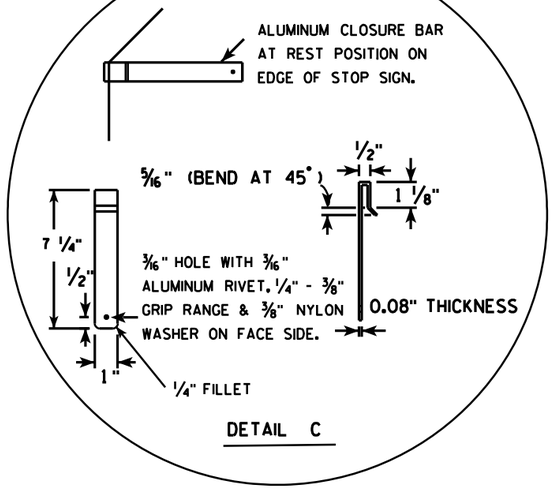
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



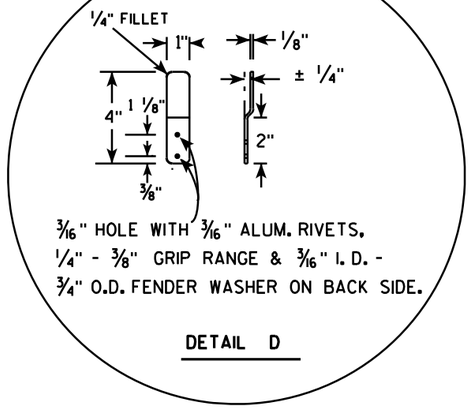
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

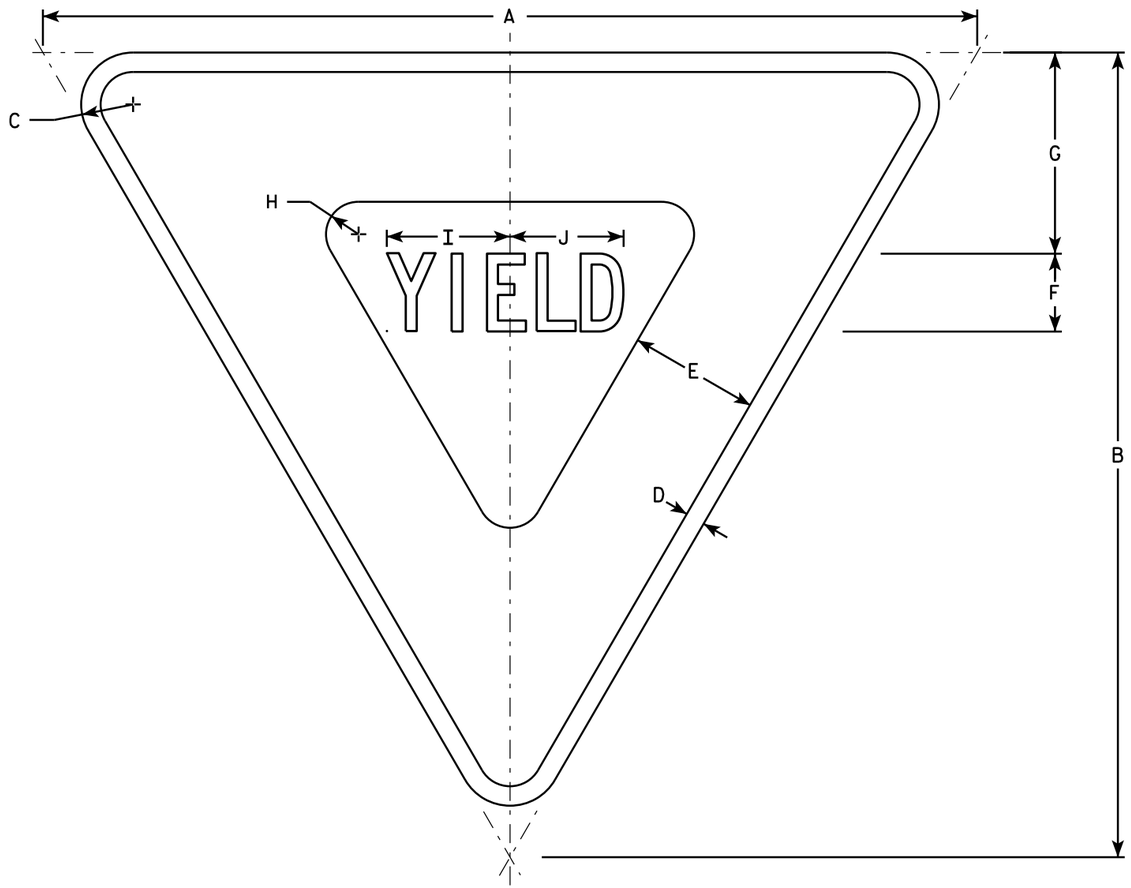
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 124 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. The border strip and word message are reflectorized red.

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	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

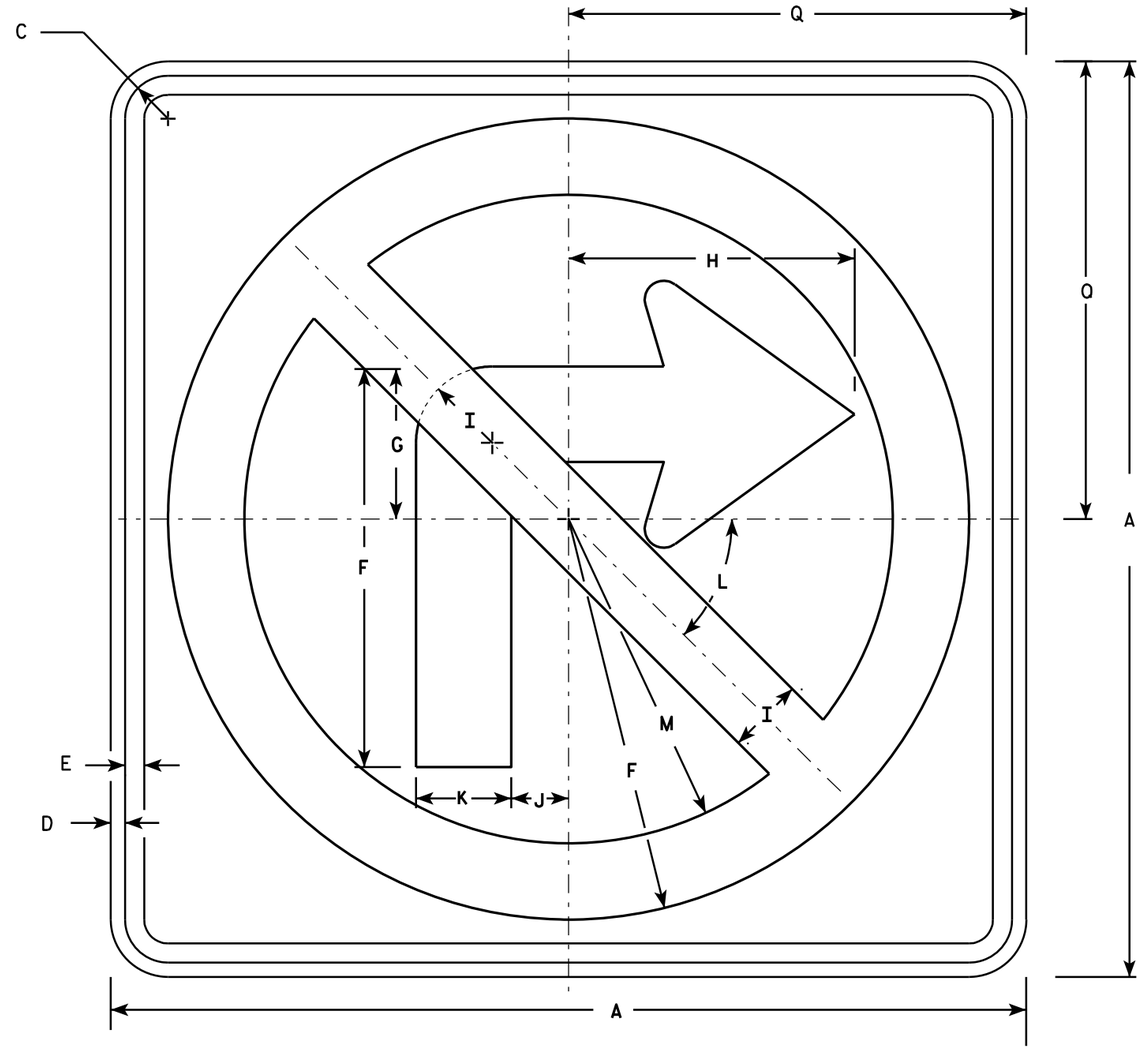
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

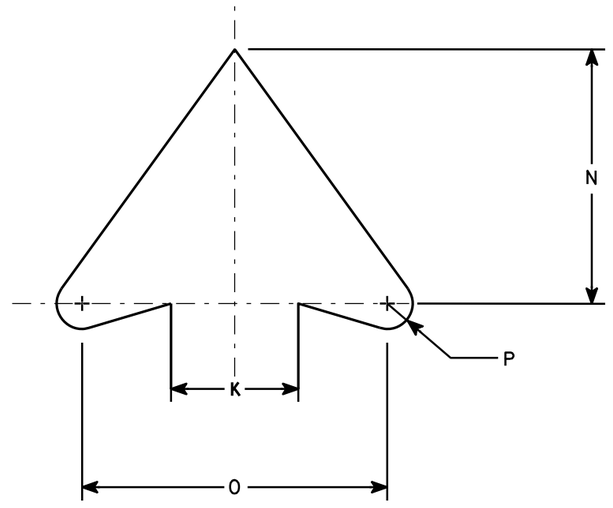
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

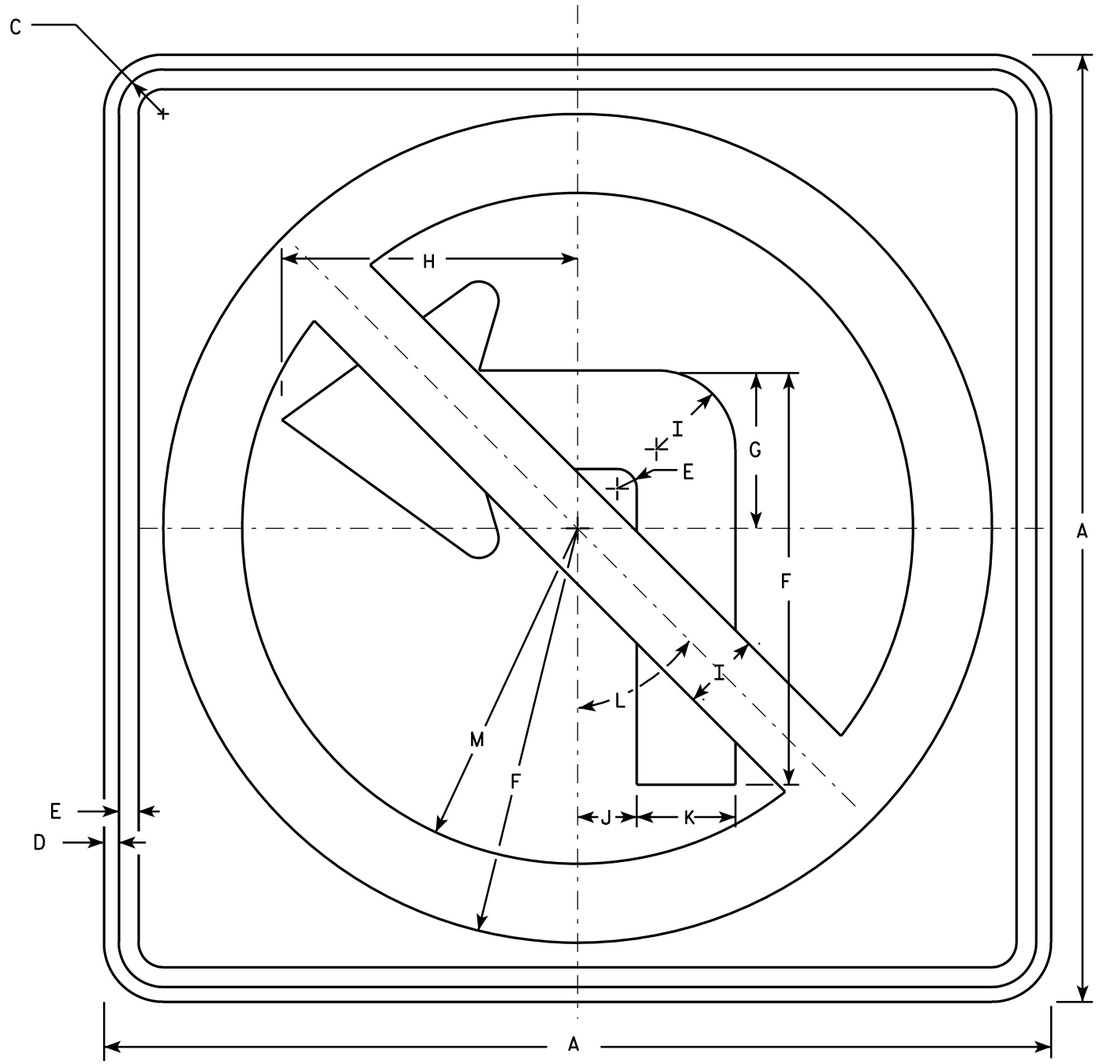
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

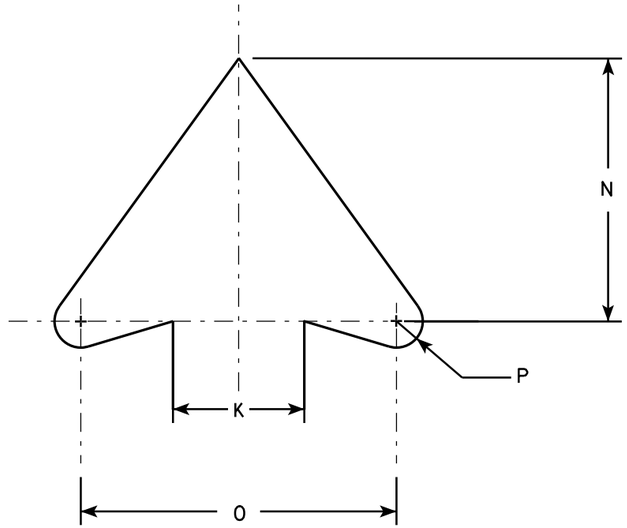
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 126	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

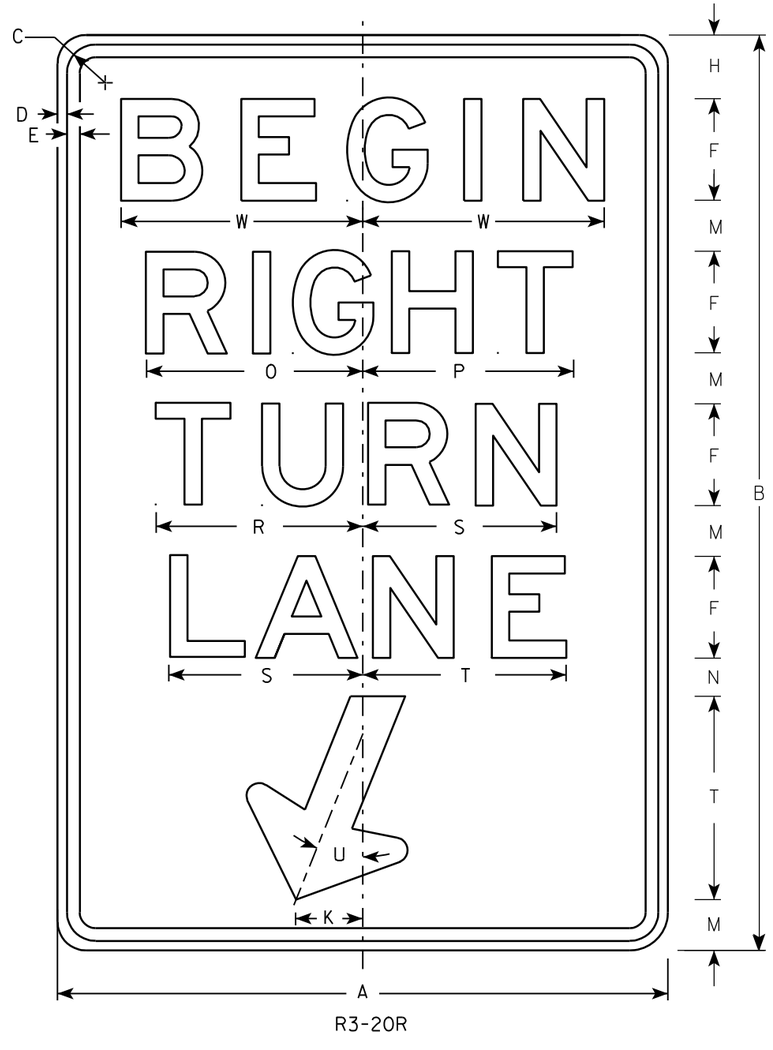
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

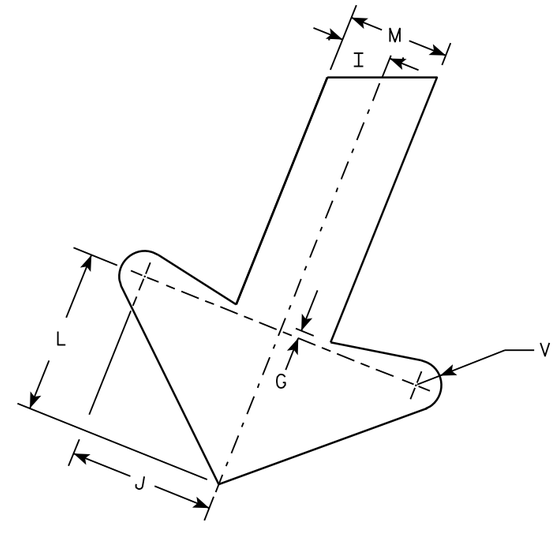
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 127 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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.



ARROW DETAIL

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																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

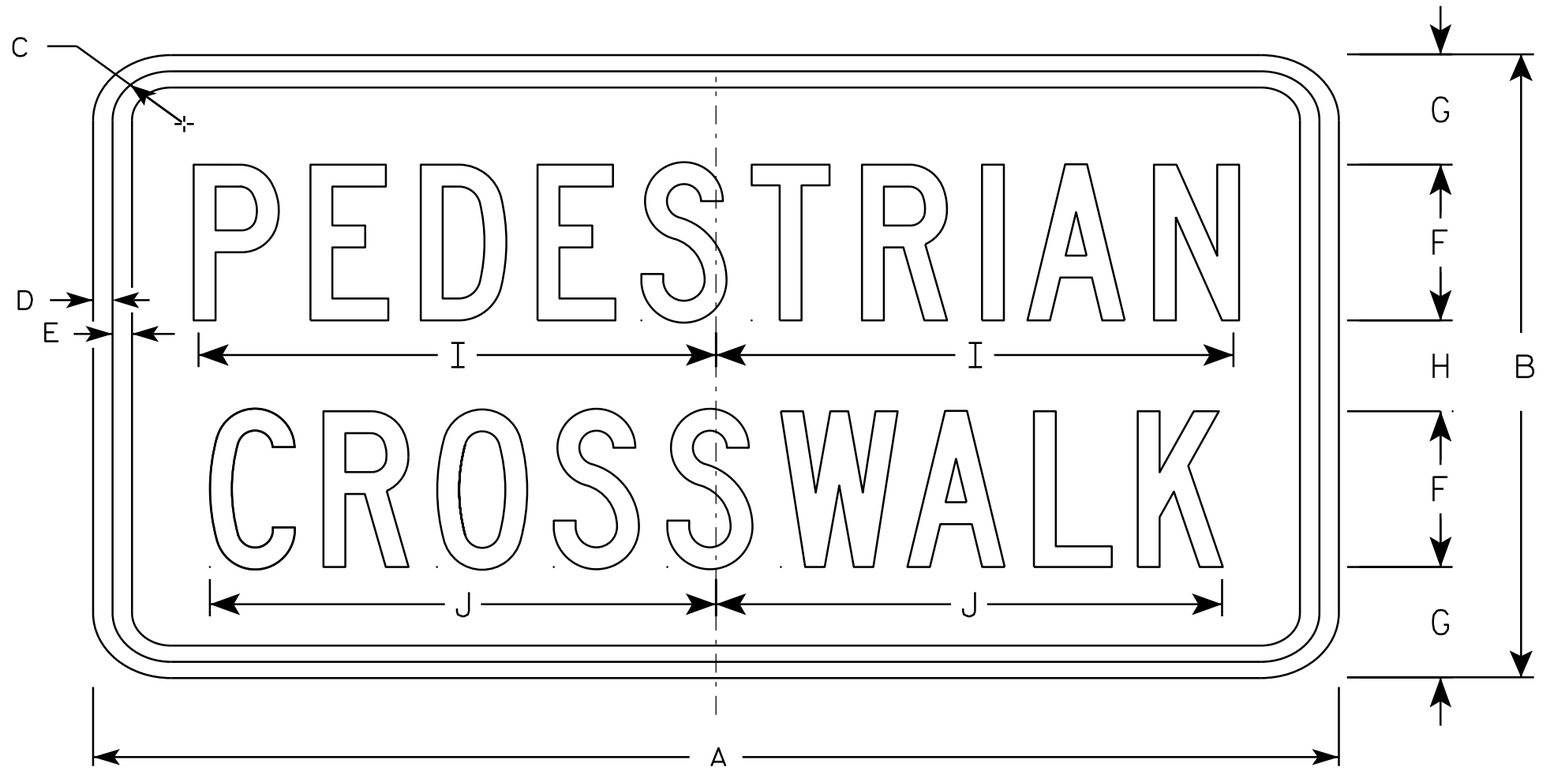
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 128 | E



R9-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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.

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																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 3/4																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 3/4																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	13	13																	3.75
4																											
5																											

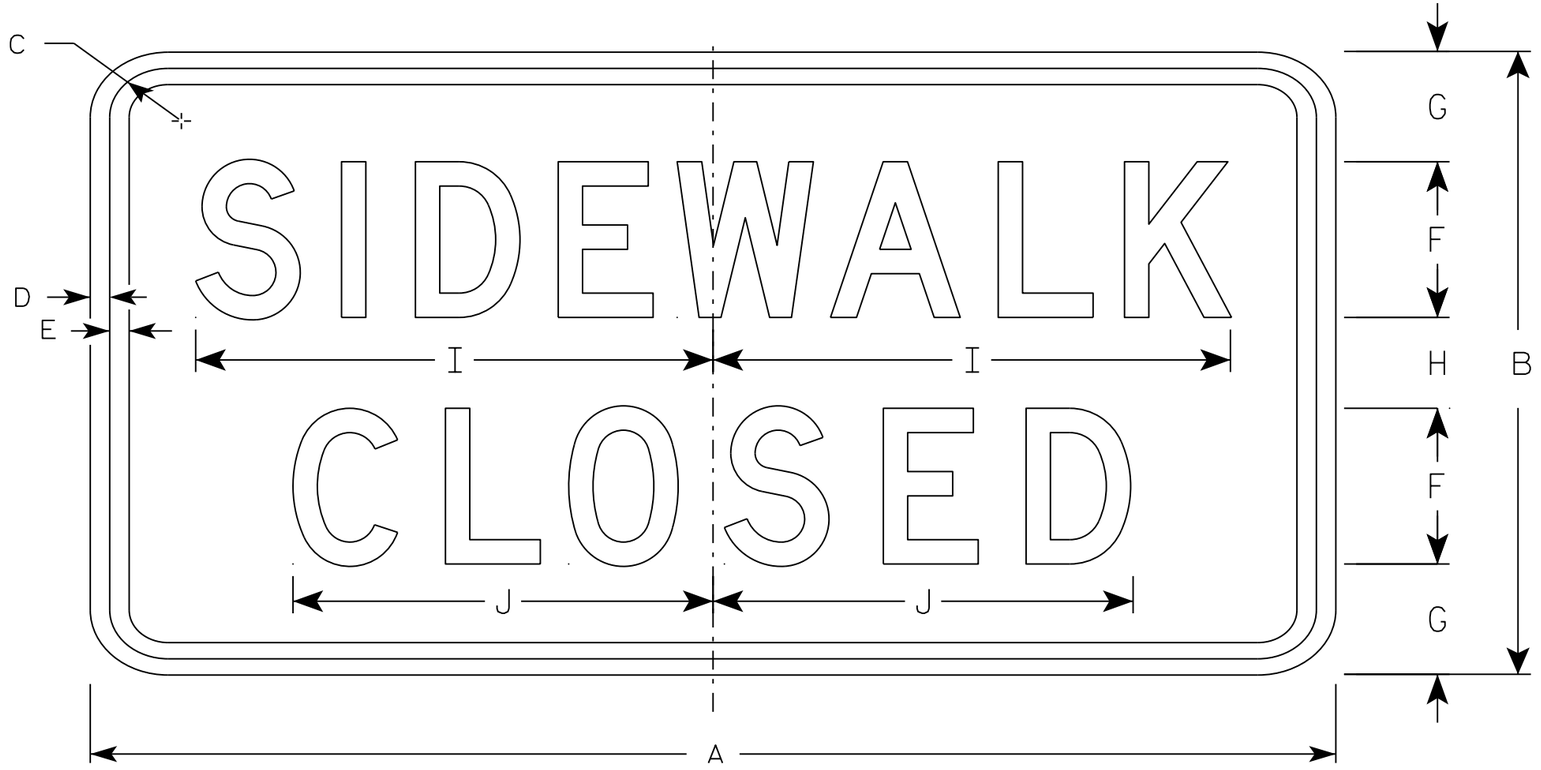
STANDARD SIGN
R9-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/16 PLATE 129 R9-8.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

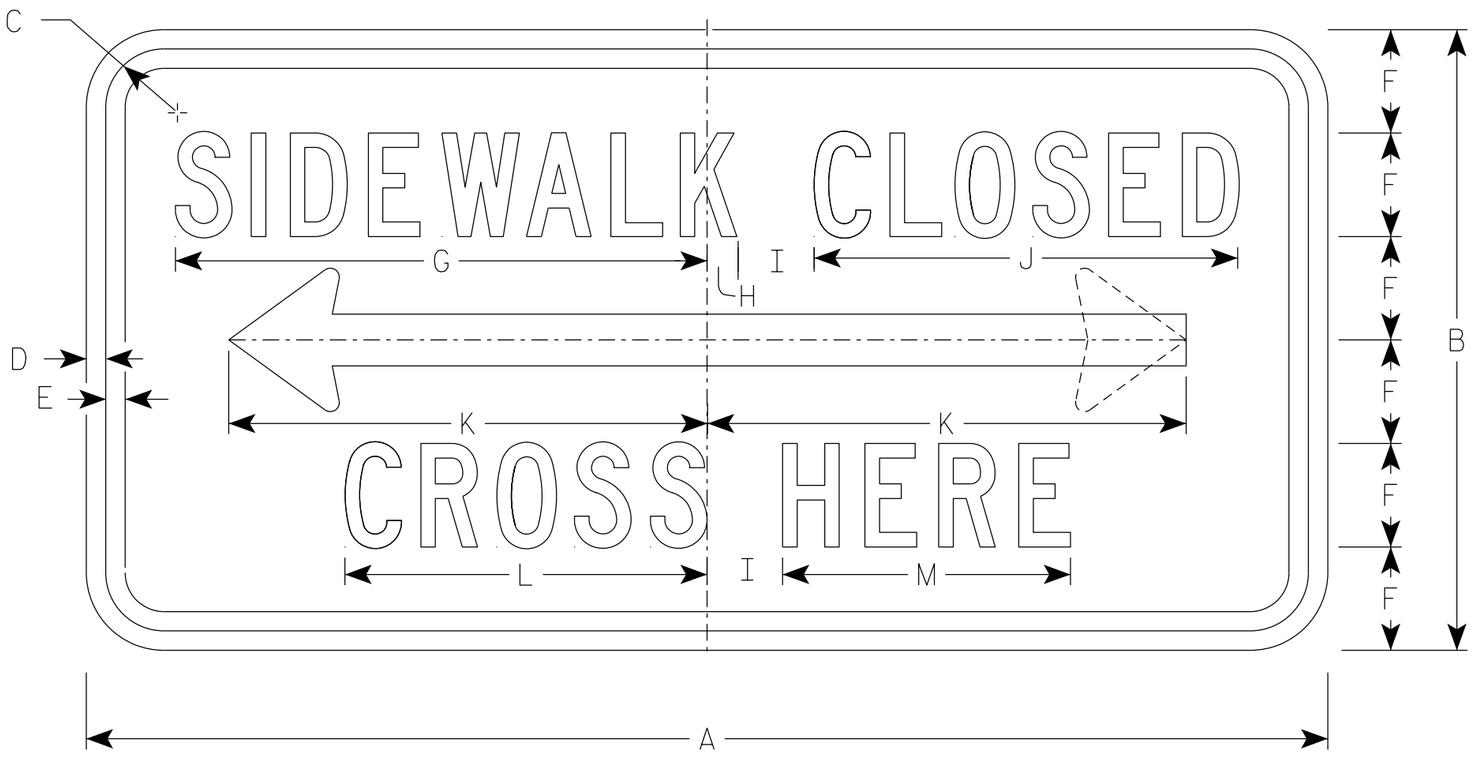
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 130 R9-9.6

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

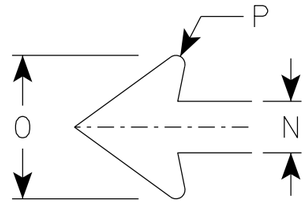
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)



ARROW DETAIL

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																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R9-11A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 131 | E

R10-71

R10-71L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
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.

R10-71R

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	R10-71L&R Area sq. ft.	R10-71 Area sq. ft.
1																												
2S	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
2M	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
3																												
4																												
5																												

STANDARD SIGN
R10-71

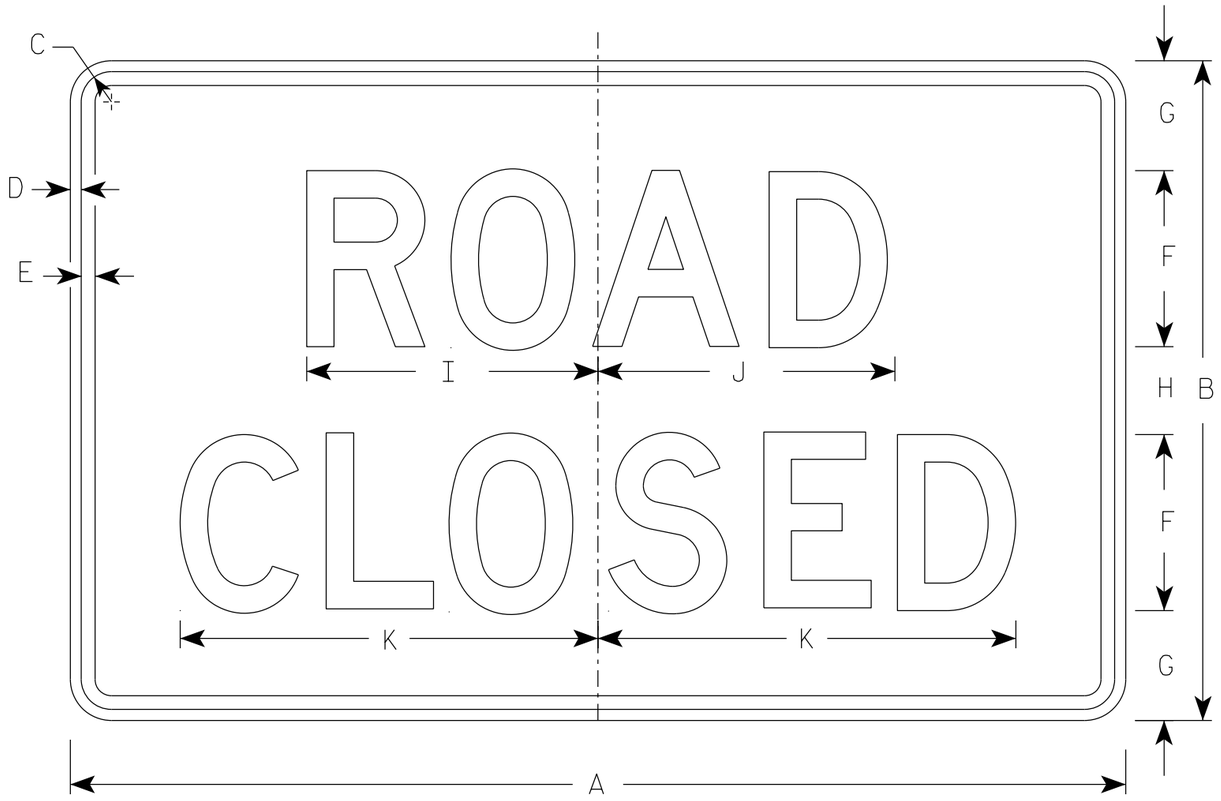
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-71.3

PROJECT NO:

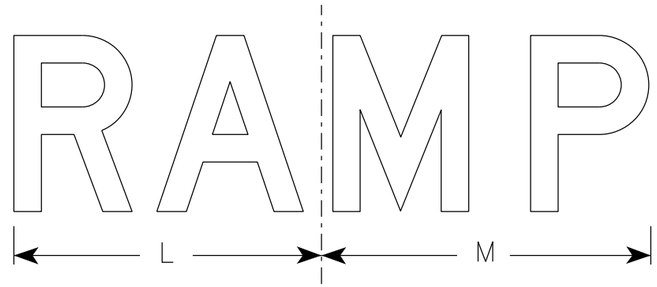
SHEET NO: 132 E



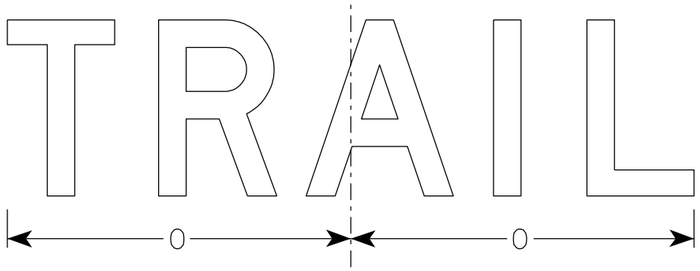
R11-2

NOTES

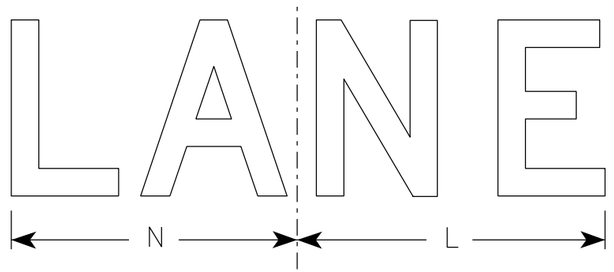
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

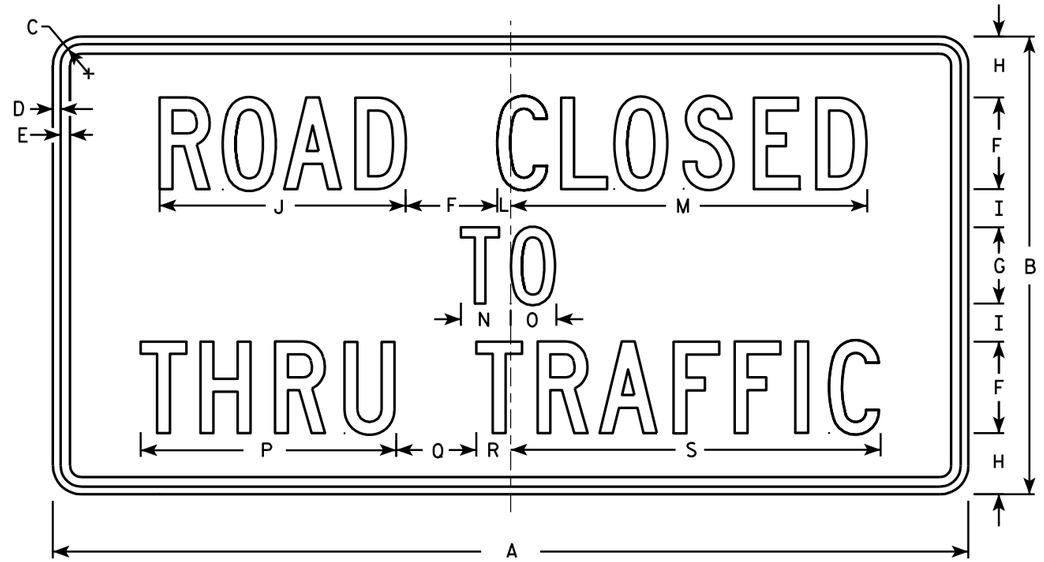
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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.

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																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

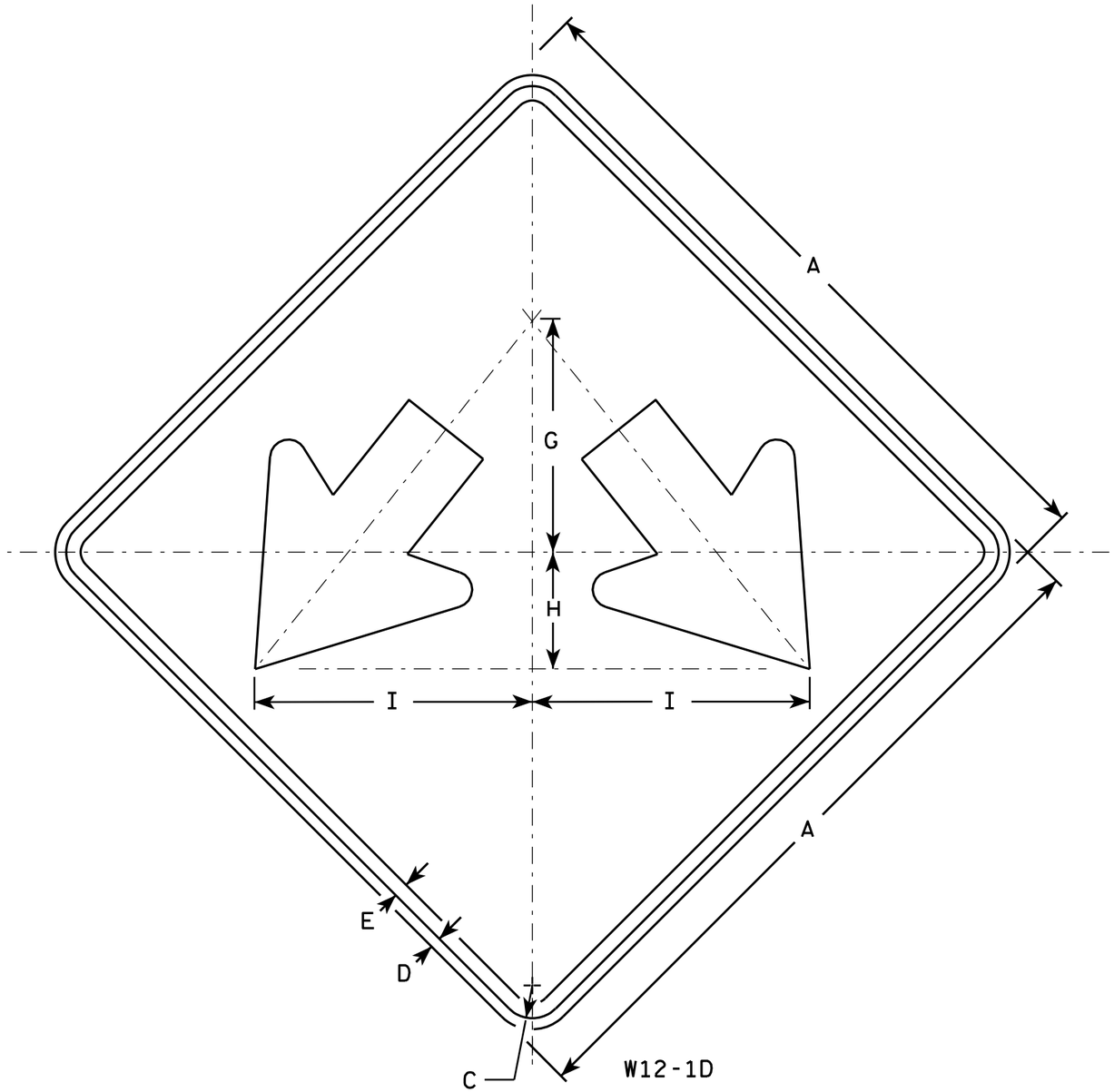
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

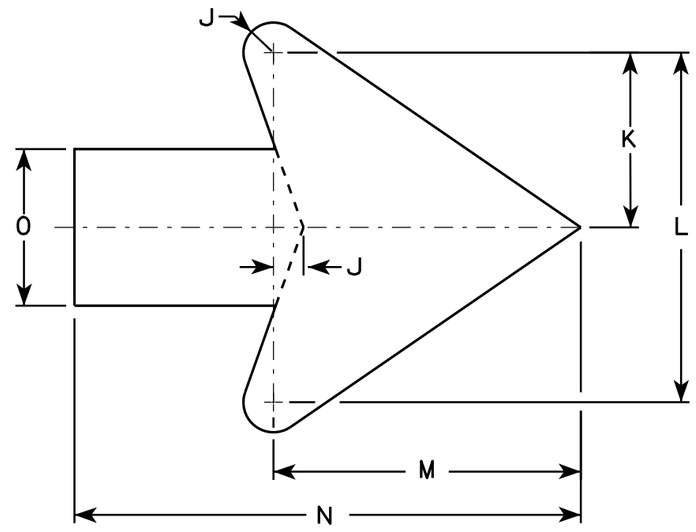
DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 134 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
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.



Arrow Detail

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																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

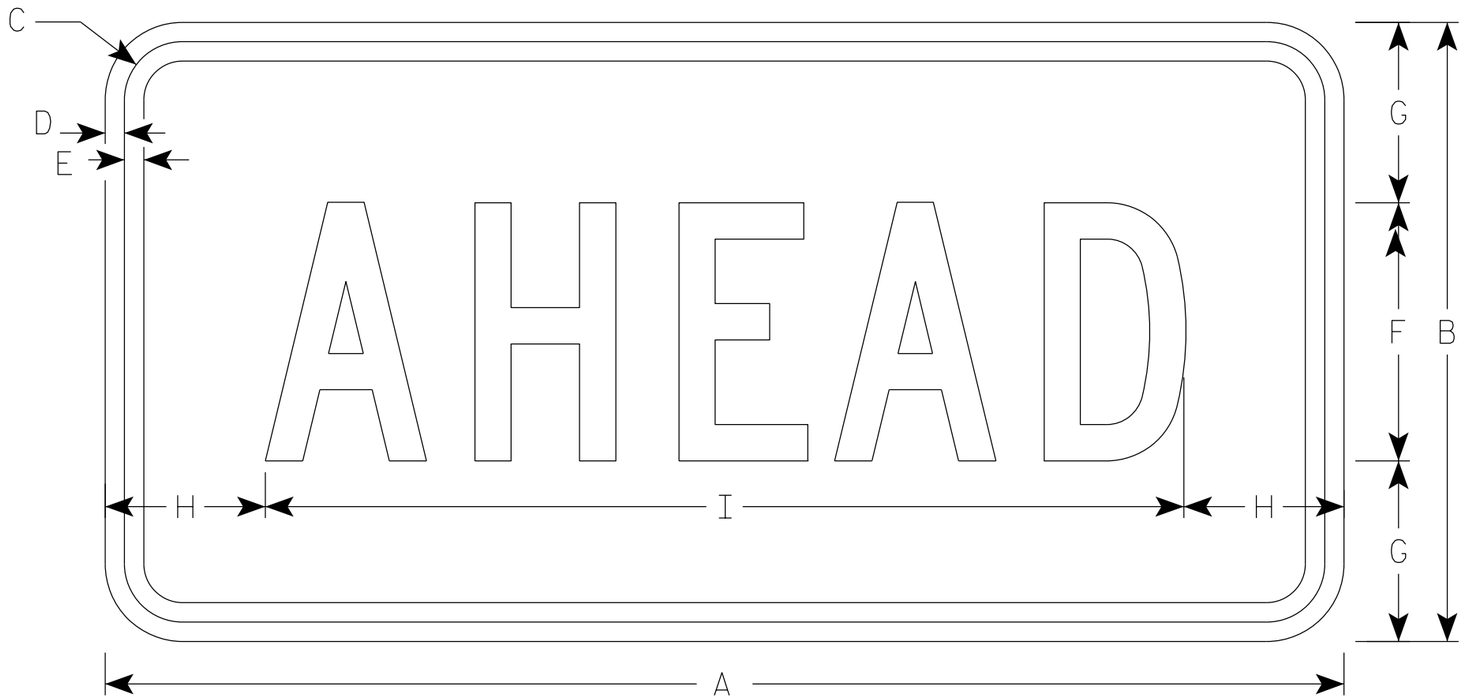
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 135	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

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																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

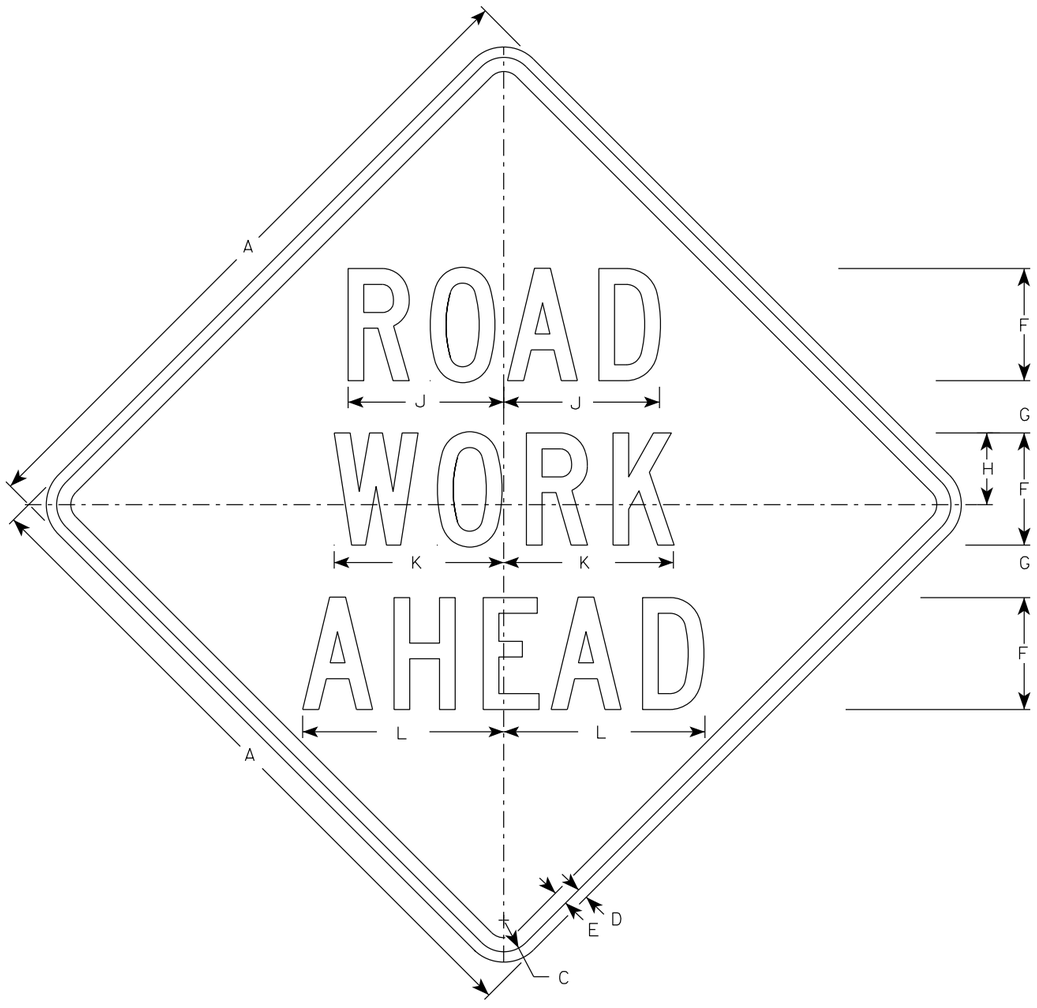
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 136 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W169P.DGN PLOT DATE : 07-MAR-2019 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

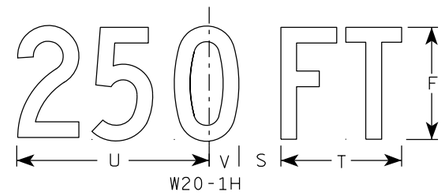
7

NOTES

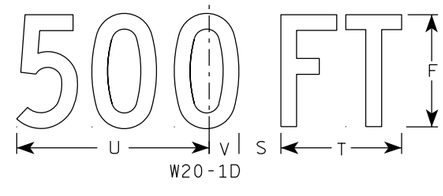
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



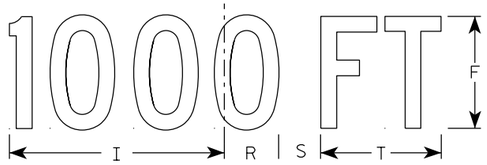
W20-1A



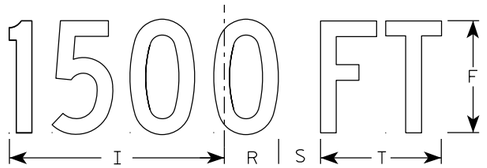
W20-1H



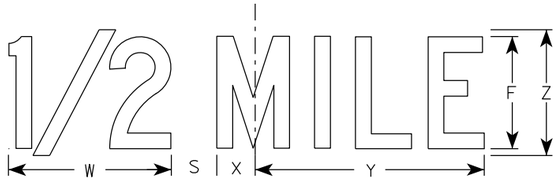
W20-1D



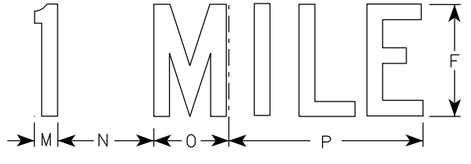
W20-1C



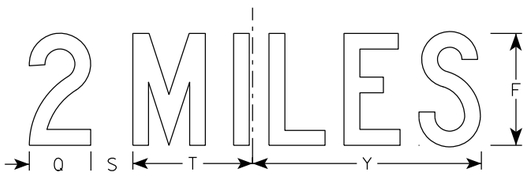
W20-1B



W20-1G



W20-1F



W20-1E

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	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

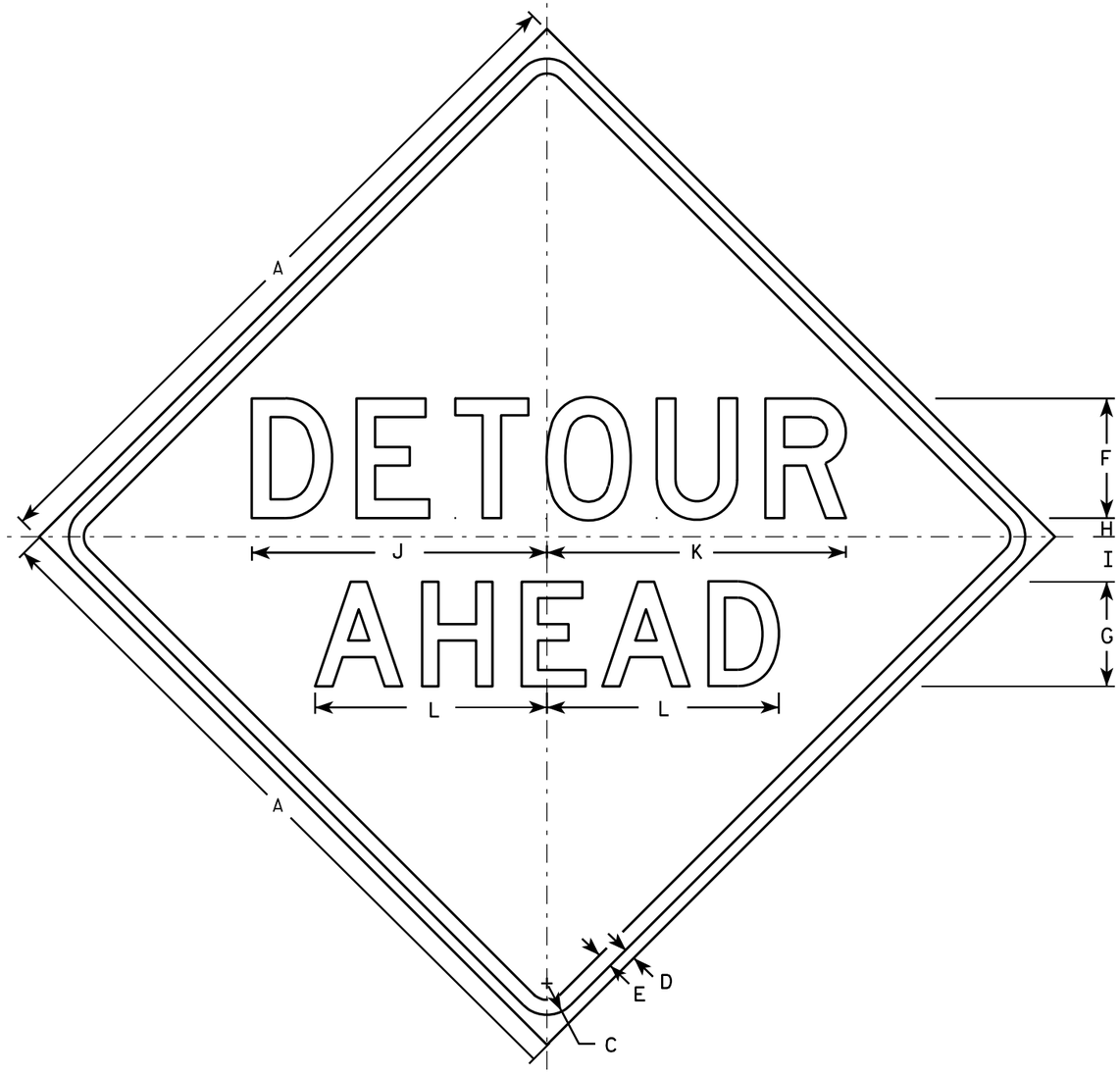
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

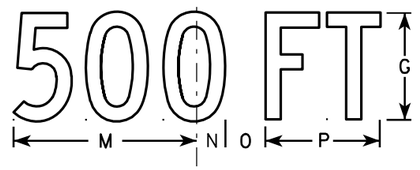
WISDOT/CADDS SHEET 42

7

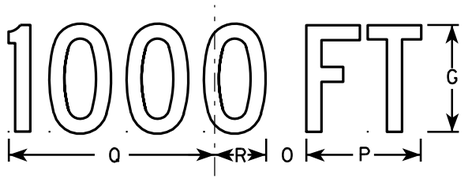
7



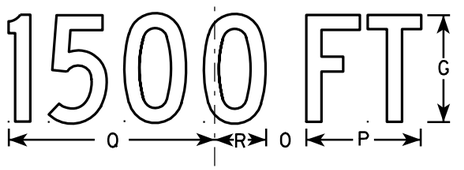
W20-2A



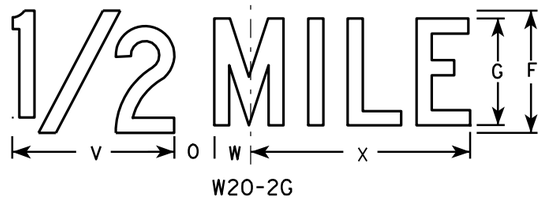
W20-2D



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	O	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

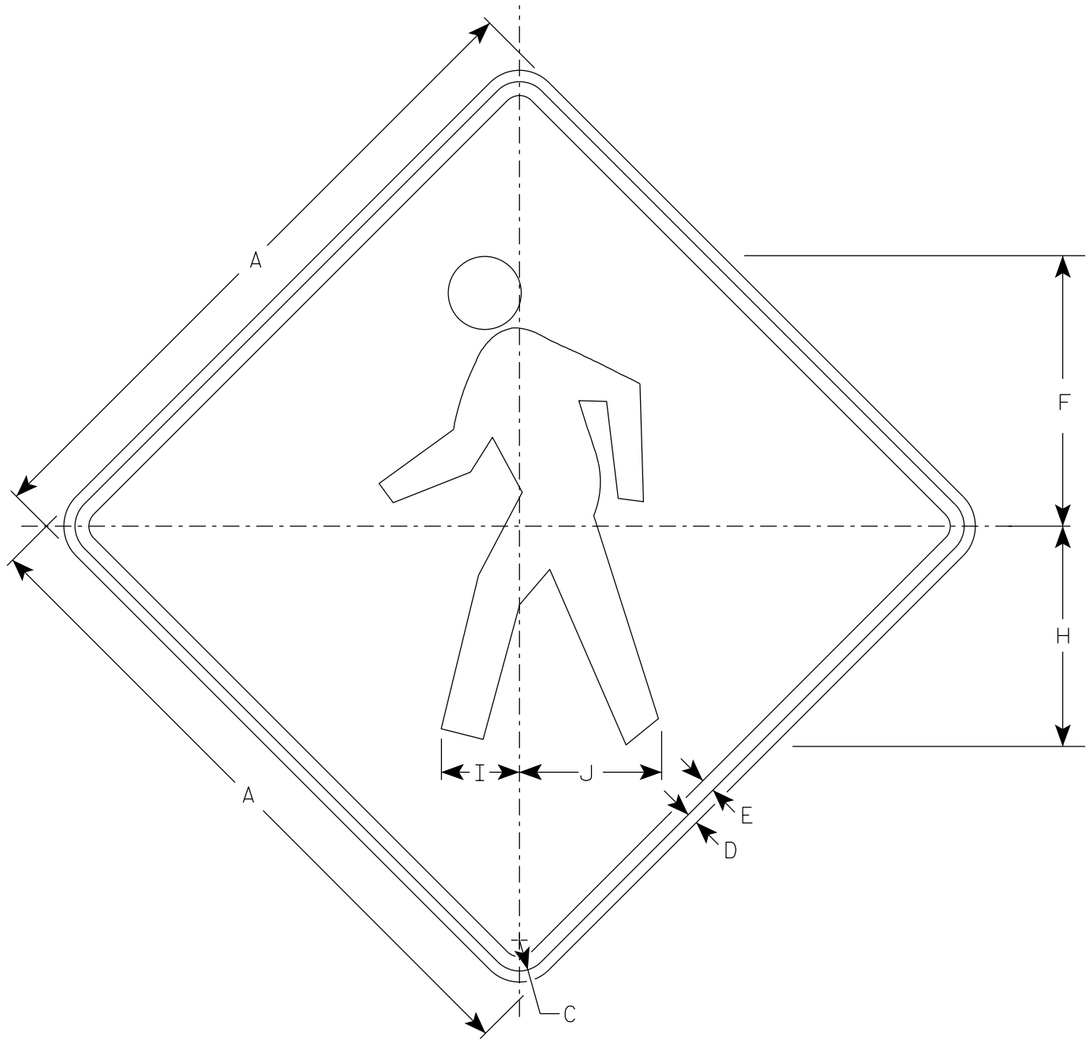
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 138 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
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.

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	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

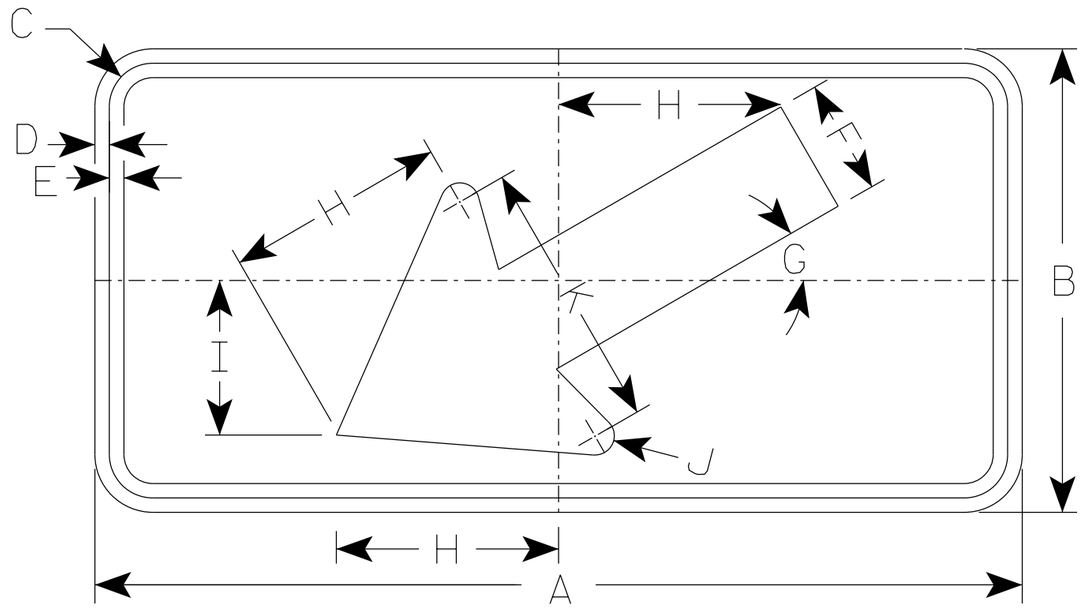
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/8/2020 PLATE NO. WO11-2.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

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	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

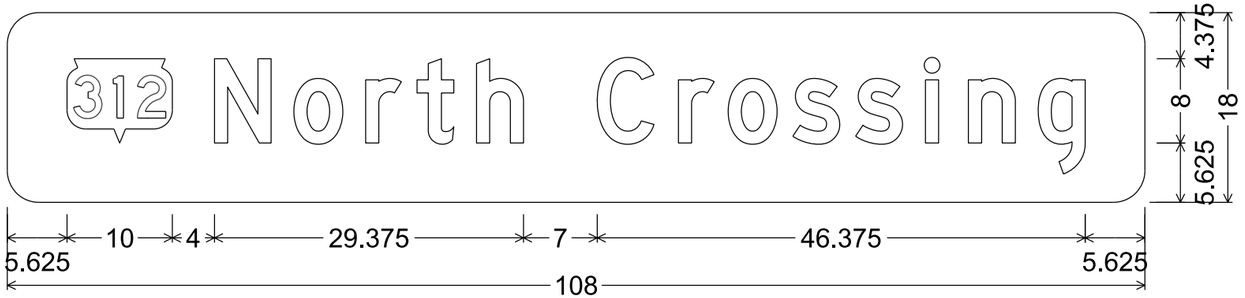
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D



M1-94S; 3.000" Radius, No border

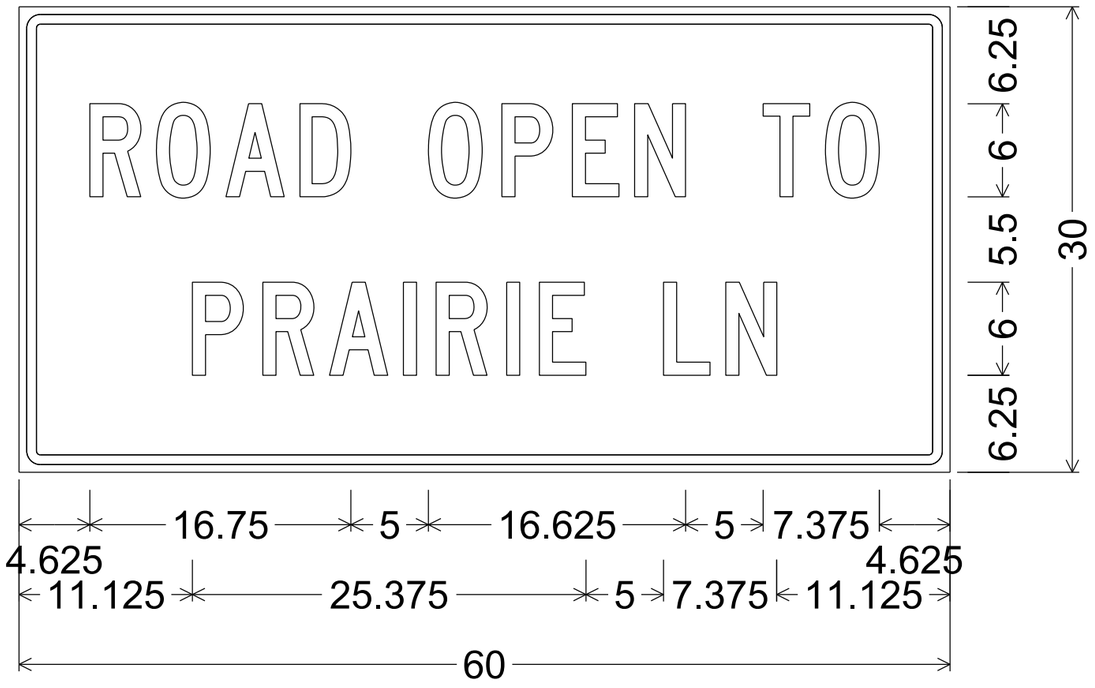
7

7

PROJECT: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	PERMANENT SIGNING	SHEET NO: 141	E

NOTES

1. Fixed Message Type II Sign - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



1.375" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Type II Sign - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

1.125" Radius, 0.500" Border, 0.375" Indent

7

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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	TEMPORARY SIGNING	SHEET NO: 143	E

STAGE 1 PHASE 1 - JEFFERS RD - STA. 20+81'J' TO STA. 21+55'J'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
20+81'J'		31	0	0	0	0	0	0
20+95'J'	14	31	0	16	0	16	0	16
20+96'J'	1	31	0	1	0	17	0	17
21+00'J'	4	32	0	5	0	22	0	22
21+05'J'	5	32	0	6	0	28	0	28
21+09'J'	4	32	0	5	0	33	0	33
21+25'J'	16	31	0	19	0	51	0	51
21+50'J'	25	32	0	29	0	80	0	80
21+55'J'	5	31	0	6	0	86	0	86
				86	0			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

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***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 1 PHASE 1 - TEMPORARY PEDESTRIAN PATH - STA. 10+00'P' TO STA. 11+37'P'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
10+00'P'		3	0	0	0	0	0	0
10+04'P'	4	3	0	0	0	0	0	0
10+10'P'	7	10	1	2	0	2	0	2
10+15'P'	5	2	0	1	0	3	0	3
10+20'P'	5	3	0	0	0	4	0	3
10+25'P'	5	3	0	0	0	4	0	4
10+30'P'	5	3	0	1	0	5	0	4
10+40'P'	10	3	0	1	0	6	0	6
10+50'P'	10	2	0	1	0	7	0	7
10+60'P'	10	2	0	1	0	7	0	7
10+70'P'	10	2	0	1	0	8	0	8
10+80'P'	10	2	0	1	0	9	0	9
10+90'P'	10	3	0	1	0	10	0	9
11+00'P'	10	3	0	1	0	11	0	11
11+10'P'	10	3	0	1	0	12	0	12
11+20'P'	10	3	0	1	0	13	0	13
11+30'P'	10	3	0	1	0	14	0	13
11+37'P'	7	2	0	1	0	14	0	14
				14	0			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

9

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 2 PHASE 1 - JEFFERS RD - STA. 17+60'J' TO STA. 19+74'J'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	Note 1
17+60'J'		15	0	0	0	0	0	0
17+65'J'	5	15	0	3	0	3	0	3
17+75'J'	10	21	0	7	0	9	0	9
17+81'J'	6	24	0	5	0	14	0	14
18+00'J'	19	30	0	19	0	33	0	33
18+19'J'	19	34	0	22	0	56	0	56
18+20'J'	1	21	0	1	0	57	0	57
18+25'J'	5	23	0	4	0	61	0	61
18+50'J'	25	32	0	26	0	86	0	86
18+75'J'	25	39	0	33	0	119	0	119
18+94'J'	19	36	0	26	0	146	0	145
18+95'J'	1	65	0	2	0	147	0	147
19+00'J'	5	64	0	12	0	159	0	159
19+24'J'	24	59	1	55	0	214	0	214
19+25'J'	1	30	0	2	0	216	0	216
19+50'J'	25	31	0	29	0	244	0	244
19+74'J'	24	32	0	28	0	272	0	272
				272	0			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

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***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 2 PHASE 1 - JEFFERS RD - STA. 20+81'J' TO STA. 22+25'J'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
20+81'J'		30	0	0	0	0	0	0
20+95'J'	14	31	0	16	0	16	0	16
20+96'J'	1	31	0	1	0	17	0	17
21+00'J'	4	31	0	5	0	22	0	22
21+05'J'	5	31	0	6	0	27	0	27
21+09'J'	4	31	0	5	0	32	0	32
21+25'J'	16	31	0	18	0	50	0	50
21+50'J'	25	31	0	29	0	79	0	79
21+55'J'	5	31	0	6	0	85	0	85
21+56'J'	1	19	0	1	0	86	0	86
21+75'J'	19	18	0	13	0	99	0	99
21+87'J'	12	18	0	8	0	107	0	107
21+88'J'	1	32	0	1	0	108	0	108
22+00'J'	12	27	0	13	0	121	0	120
22+25'J'	25	25	1	25	1	145	1	144
				145	1			

Notes: 1 - MASS ORDINATE = CUT - FILL

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***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 2 PHASE 1 - STH 312 EB - STA. 368+12'EB' TO STA. 369+30'EB'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
368+12'EB'		24	0	0	0	0	0	0
368+22'EB'	10	28	0	10	0	10	0	10
368+25'EB'	3	28	0	3	0	13	0	13
368+50'EB'	25	28	0	26	0	39	0	39
368+75'EB'	25	22	0	23	0	62	0	62
368+77'EB'	2	22	0	2	0	63	0	63
368+78'EB'	1	22	0	1	0	64	0	64
369+00'EB'	22	17	0	16	0	80	0	80
369+20'EB'	20	16	0	12	0	92	0	92
369+21'EB'	1	2	0	0	0	93	0	93
369+25'EB'	4	2	0	0	0	93	0	93
369+30'EB'	5	1	0	0	0	93	0	93
				93	0			

STAGE 2 PHASE 1 - STH 312 WB - STA. 368+41'WB' TO STA. 368+61'WB'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
368+41'WB'		26	0	0	0	0	0	0
368+50'WB'	9	25	0	8	0	8	0	8
368+61'WB'	11	25	0	10	0	19	0	19
				19	0			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

9

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 2 PHASE 1 - NE CURB RETURN - STA. 10+00'NE' TO STA. 11+37'NE'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
10+00'NE'		16	3	0	0	0	0	0
10+05'NE'	5	21	9	3	1	3	1	2
10+10'NE'	5	21	12	4	2	7	3	4
10+15'NE'	5	23	13	4	2	11	5	6
10+20'NE'	5	25	14	4	3	16	8	8
10+25'NE'	5	28	14	5	3	21	10	10
10+30'NE'	5	31	13	5	2	26	13	13
10+35'NE'	5	35	9	6	2	32	15	18
10+40'NE'	5	39	5	7	1	39	16	23
10+45'NE'	5	45	1	8	1	47	17	30
10+50'NE'	5	56	0	9	0	56	17	39
10+55'NE'	5	69	0	12	0	68	17	51
10+60'NE'	5	85	0	14	0	82	17	65
10+61'NE'	1	89	0	3	0	85	17	68
10+65'NE'	4	80	0	12	0	98	17	81
10+70'NE'	5	76	0	14	0	112	17	95
10+75'NE'	5	68	0	13	0	125	17	109
10+80'NE'	5	65	0	12	0	138	17	121
10+85'NE'	5	62	0	12	0	150	17	133
10+90'NE'	5	58	0	11	0	161	17	144
10+95'NE'	5	54	0	10	0	171	17	154
11+00'NE'	5	49	0	10	0	181	17	164
11+05'NE'	5	46	0	9	0	189	17	173
11+10'NE'	5	41	0	8	0	197	17	181
11+15'NE'	5	35	0	7	0	205	17	188
11+20'NE'	5	29	0	6	0	211	17	194
11+25'NE'	5	25	0	5	0	216	17	199
11+30'NE'	5	22	0	4	0	220	17	203
11+35'NE'	5	18	0	4	0	224	17	207
11+37'NE'	2	17	0	1	0	225	17	208
				225	17			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

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***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 2 PHASE 1 - SE CURB RETURN - STA. 10+00'SE' TO STA. 10+77'SE'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	Note 1
10+00'SE'		29	1	0	0	0	0	0
10+05'SE'	5	27	2	5	0	5	0	5
10+10'SE'	5	27	4	5	1	10	1	9
10+15'SE'	5	28	6	5	1	15	2	13
10+20'SE'	5	29	7	5	1	21	3	17
10+25'SE'	5	35	8	6	1	26	4	22
10+30'SE'	5	42	8	7	1	34	6	28
10+35'SE'	5	49	8	8	2	42	7	35
10+40'SE'	5	37	10	8	2	50	9	41
10+45'SE'	5	27	9	6	2	56	11	45
10+50'SE'	5	21	10	4	2	60	13	48
10+55'SE'	5	17	16	3	2	64	15	49
10+60'SE'	5	14	15	3	3	67	18	49
10+65'SE'	5	11	14	2	3	69	20	48
10+70'SE'	5	10	11	2	2	71	23	48
10+75'SE'	5	10	7	2	2	73	24	48
10+77'SE'	2	10	5	1	0	73	25	49
				73	25			

Notes: 1 - MASS ORDINATE = CUT - FILL

9

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***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

STAGE 3 - TEMPORARY PEDESTRIAN PATH REMOVAL GRADING - STA. 10+00'P' TO STA. 11+37'P'

STATION	Distance	AREA (SF)		Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	Cut	Fill	Cut 1.00	Fill 1.00	
10+00'P'		3	3	0	0	0	0	0
10+04'P'	4	3	3	0	0	0	0	0
10+10'P'	7	3	3	1	1	1	1	0
10+15'P'	5	3	3	0	0	1	1	0
10+20'P'	5	3	3	0	0	2	2	0
10+25'P'	5	3	3	0	0	2	2	0
10+30'P'	5	3	3	0	0	3	3	0
10+40'P'	10	3	3	1	1	4	4	0
10+50'P'	10	3	3	1	1	5	5	0
10+60'P'	10	3	3	1	1	6	6	0
10+70'P'	10	3	3	1	1	6	6	0
10+80'P'	10	3	3	1	1	7	7	0
10+90'P'	10	3	3	1	1	8	8	0
11+00'P'	10	3	3	1	1	9	9	0
11+10'P'	10	3	3	1	1	10	10	0
11+20'P'	10	3	3	1	1	11	11	0
11+30'P'	10	3	3	1	1	12	12	0
11+37'P'	7	3	3	1	1	13	13	0
				13	13			

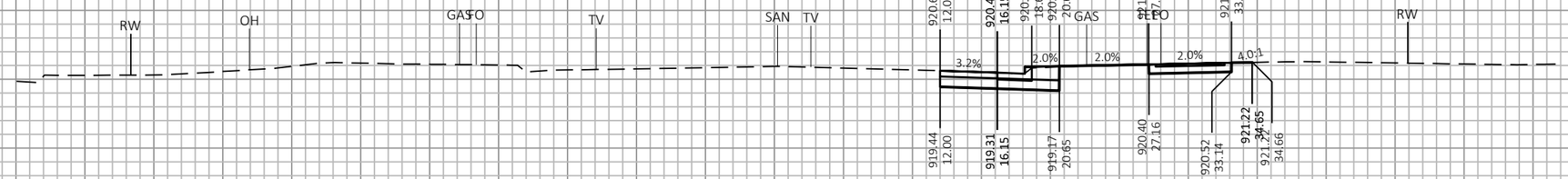
Notes: 1 - MASS ORDINATE = CUT - FILL

9

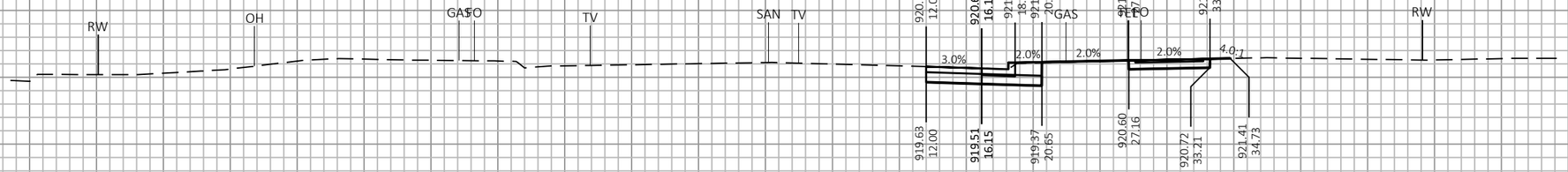
9

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

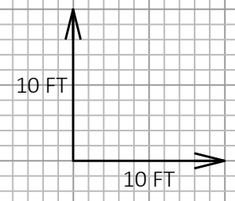
STA. 17+60'J'
BEGIN CONSTRUCTION



17+60'J'



17+65'J'

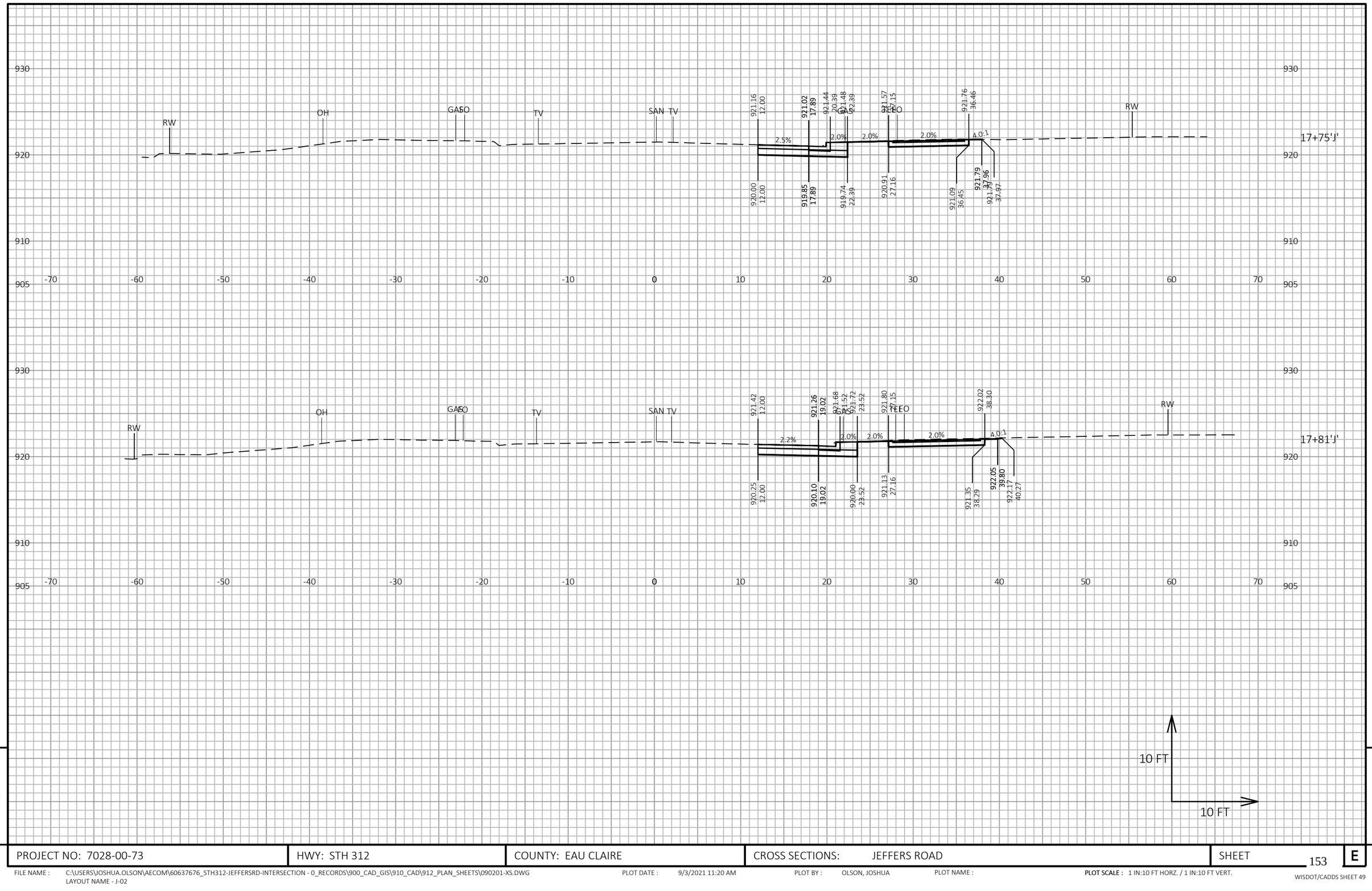


PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 152	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-01

PLOT DATE : 9/3/2021 11:20 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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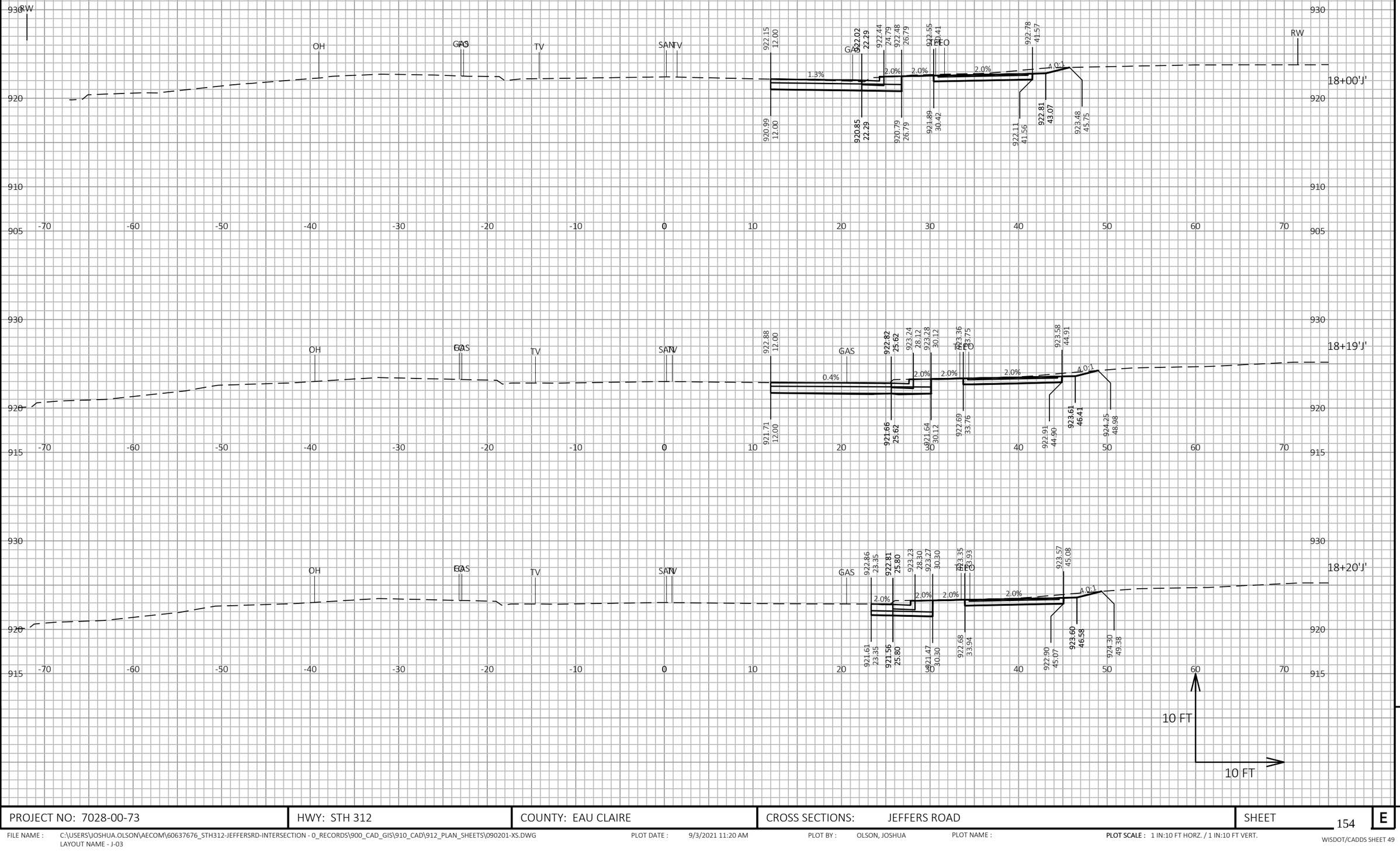
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 153	E



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 154	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-03

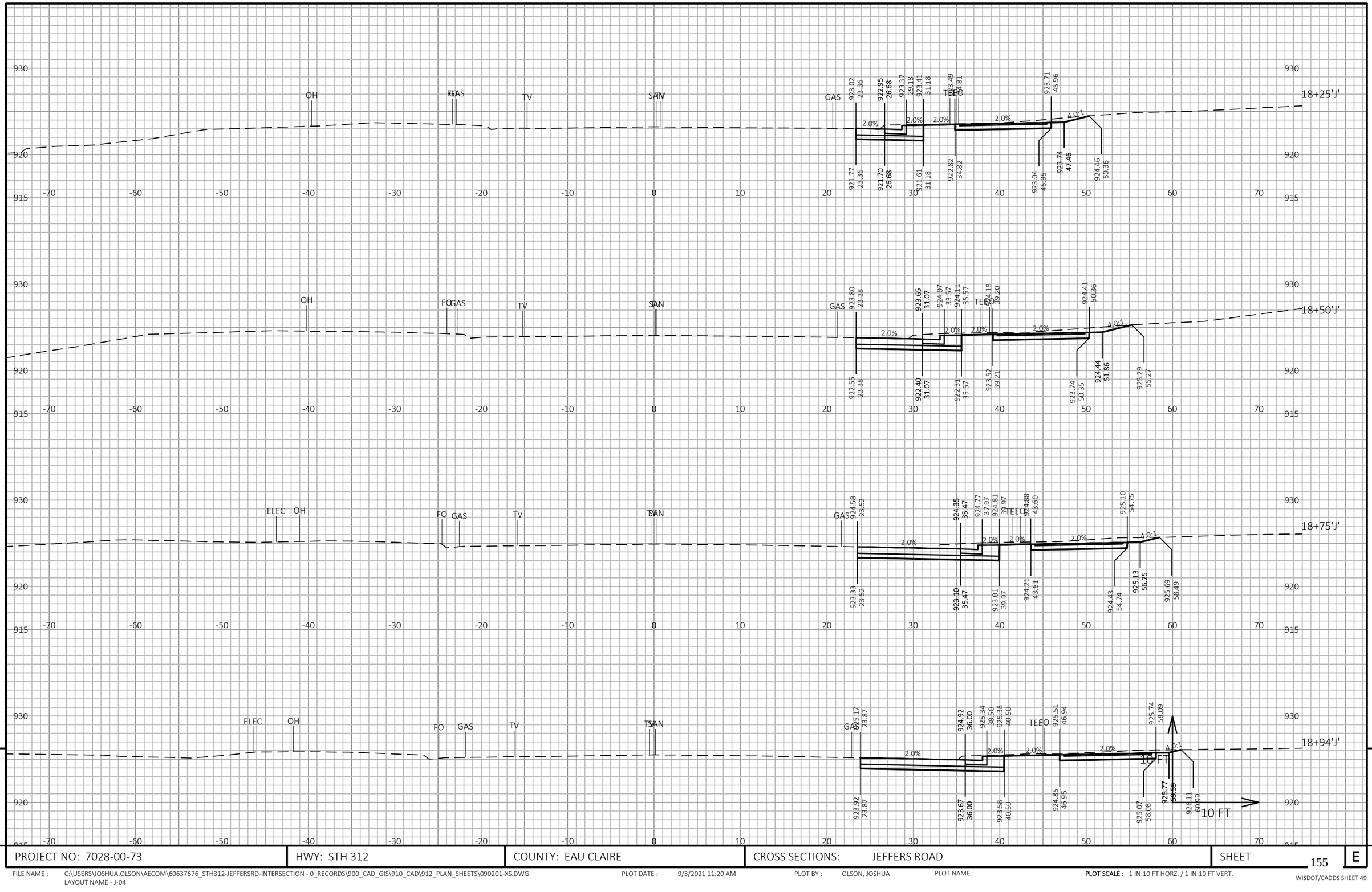
PLOT DATE : 9/3/2021 11:20 AM

PLOT BY : OLSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 155	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-04

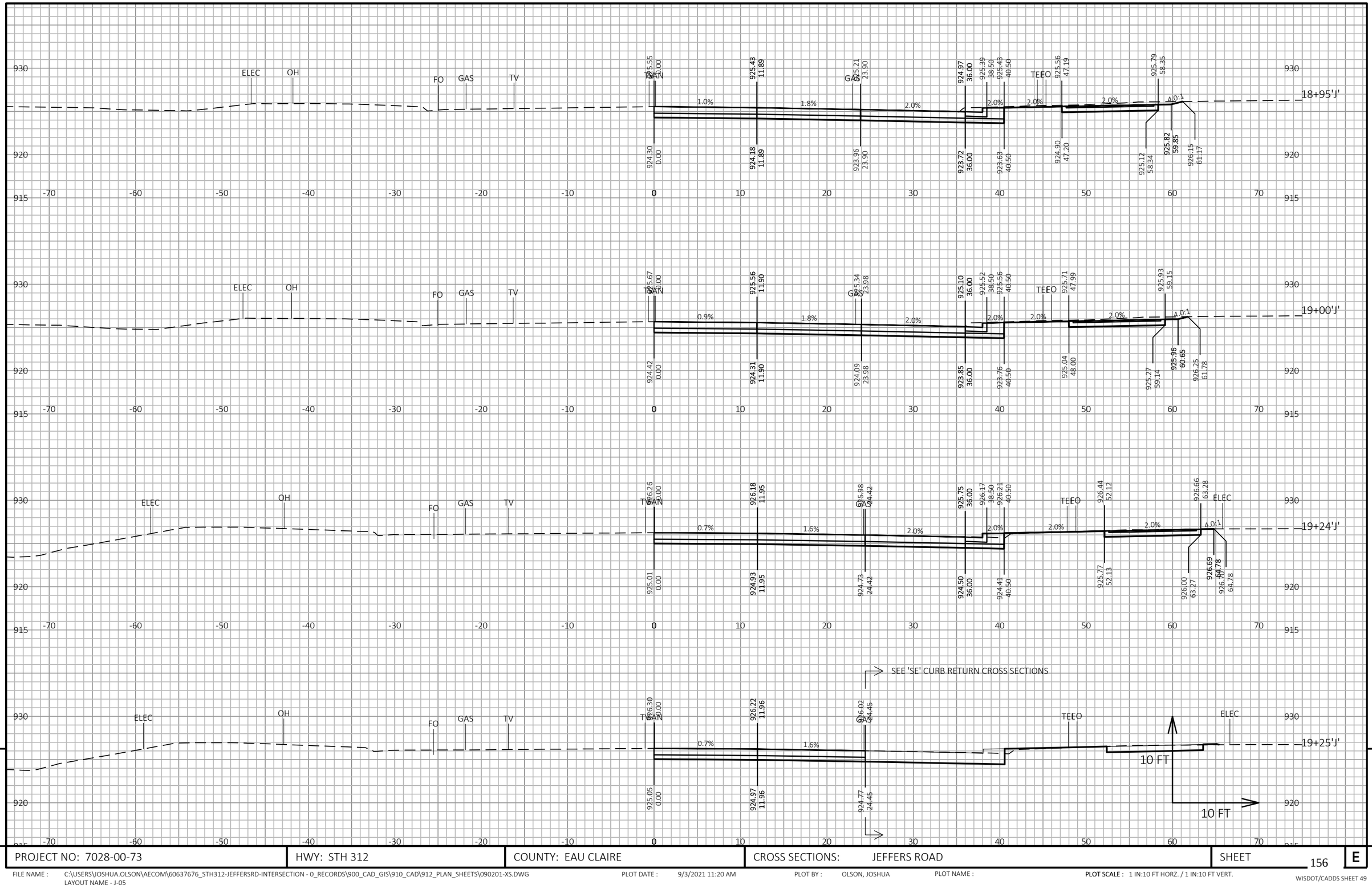
PLOT DATE : 9/3/2021 11:20 AM

PLOT BY : OLSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

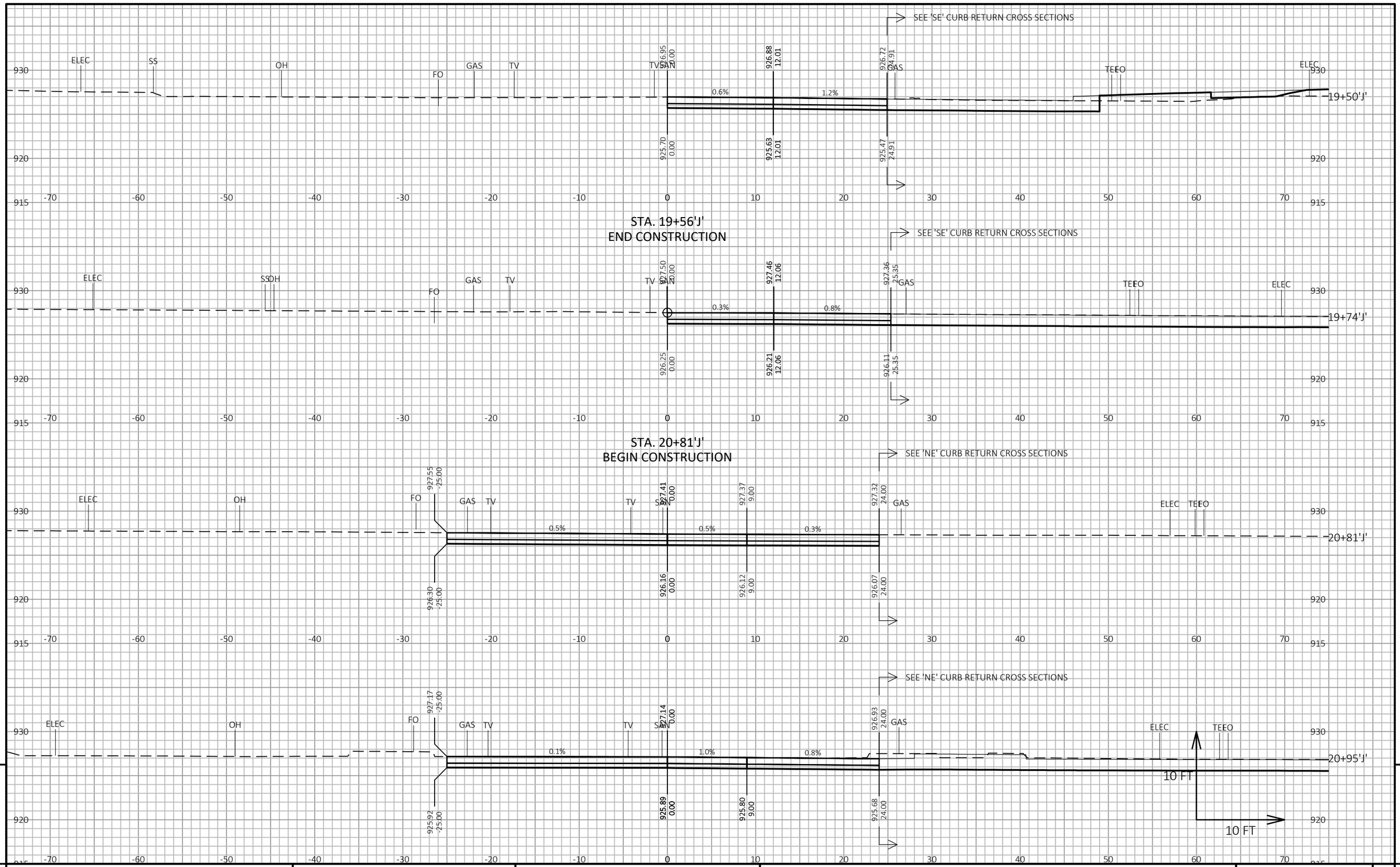


PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 156	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-05

PLOT DATE : 9/3/2021 11:20 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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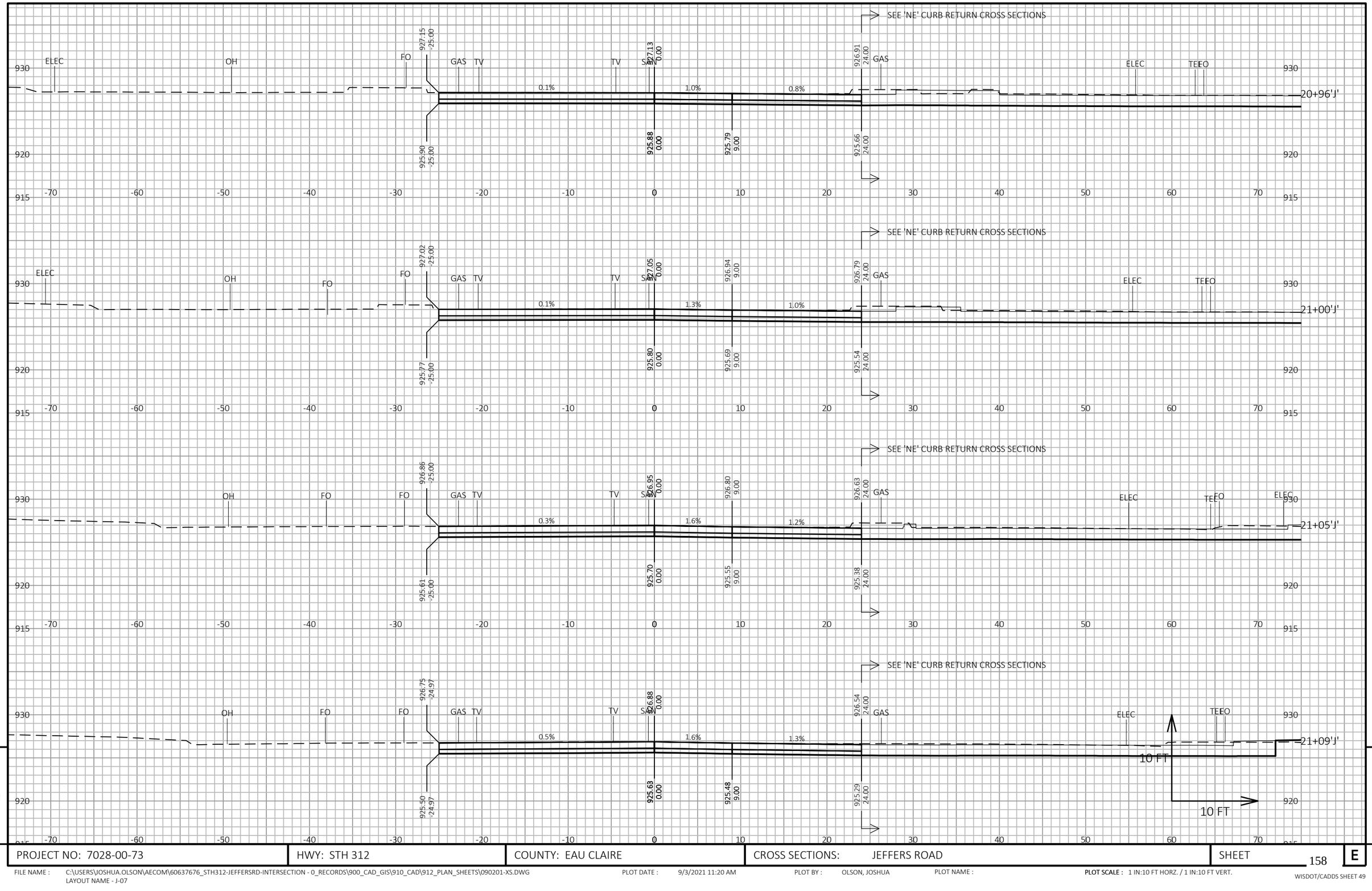
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 157	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-06

PLOT DATE : 9/3/2021 11:20 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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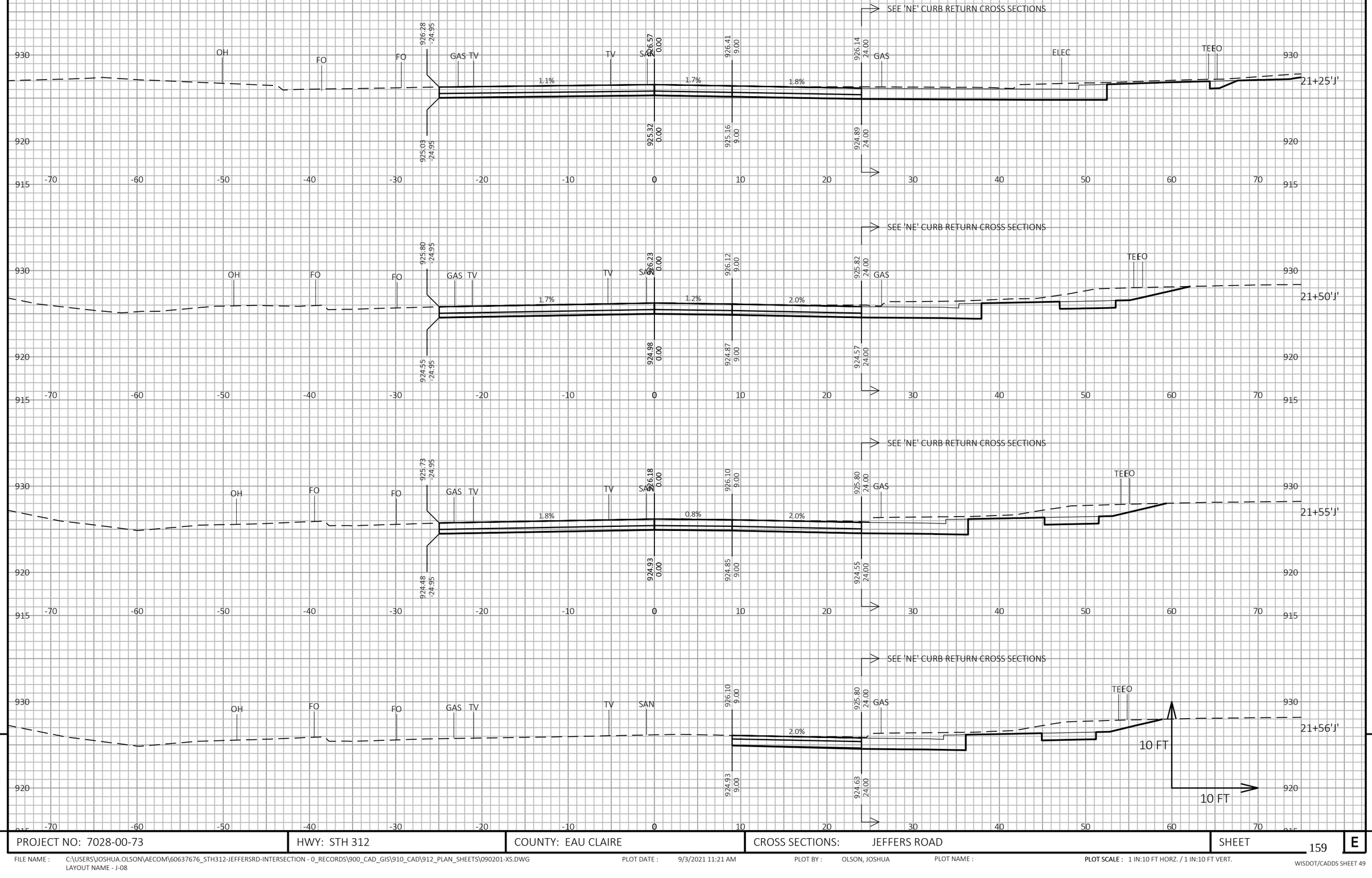
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 158	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-07

PLOT DATE : 9/3/2021 11:20 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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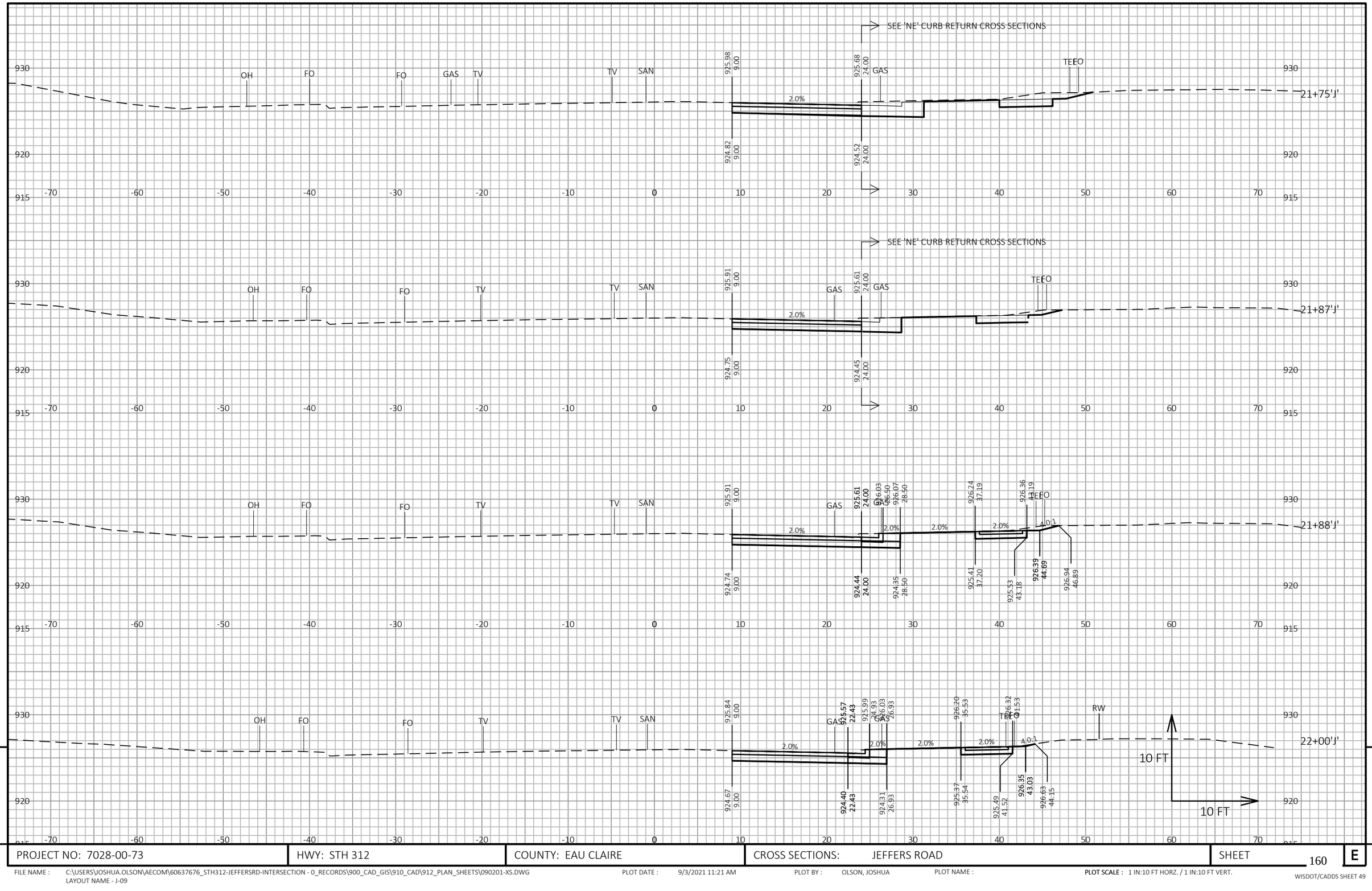
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 159	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-08

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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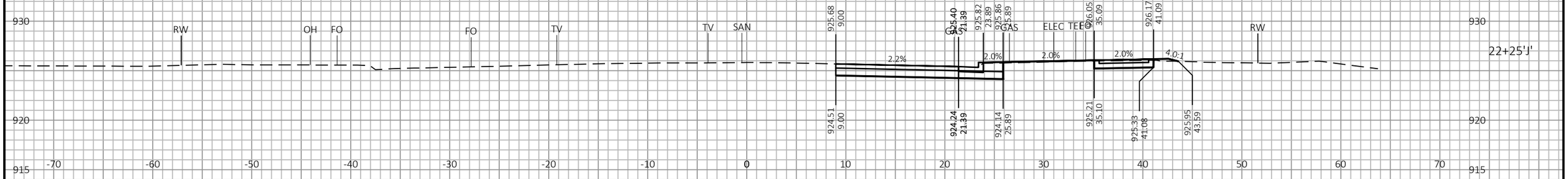
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 160	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-09

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 22+25'J'
END CONSTRUCTION



10 FT

10 FT

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9

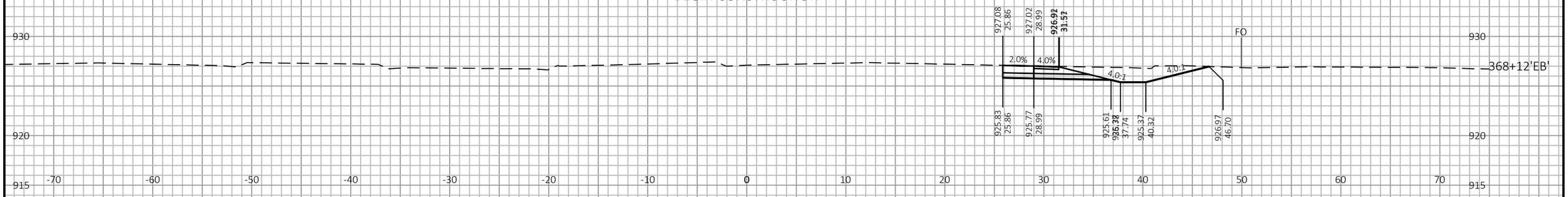
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: JEFFERS ROAD	SHEET 161	E

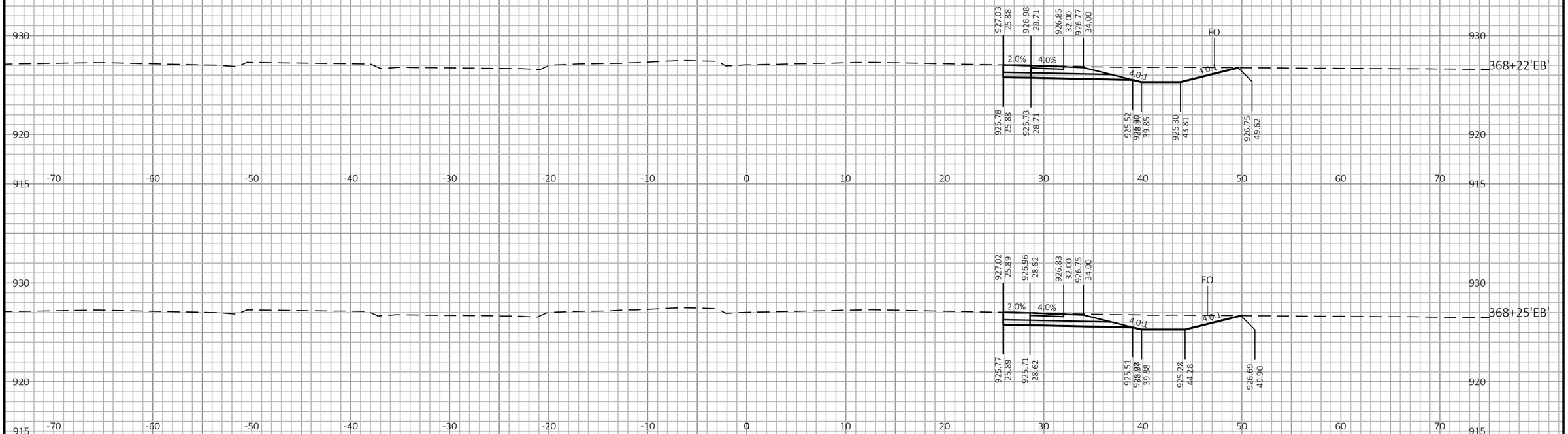
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - J-10

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 368+12'EB'
BEGIN CONSTRUCTION

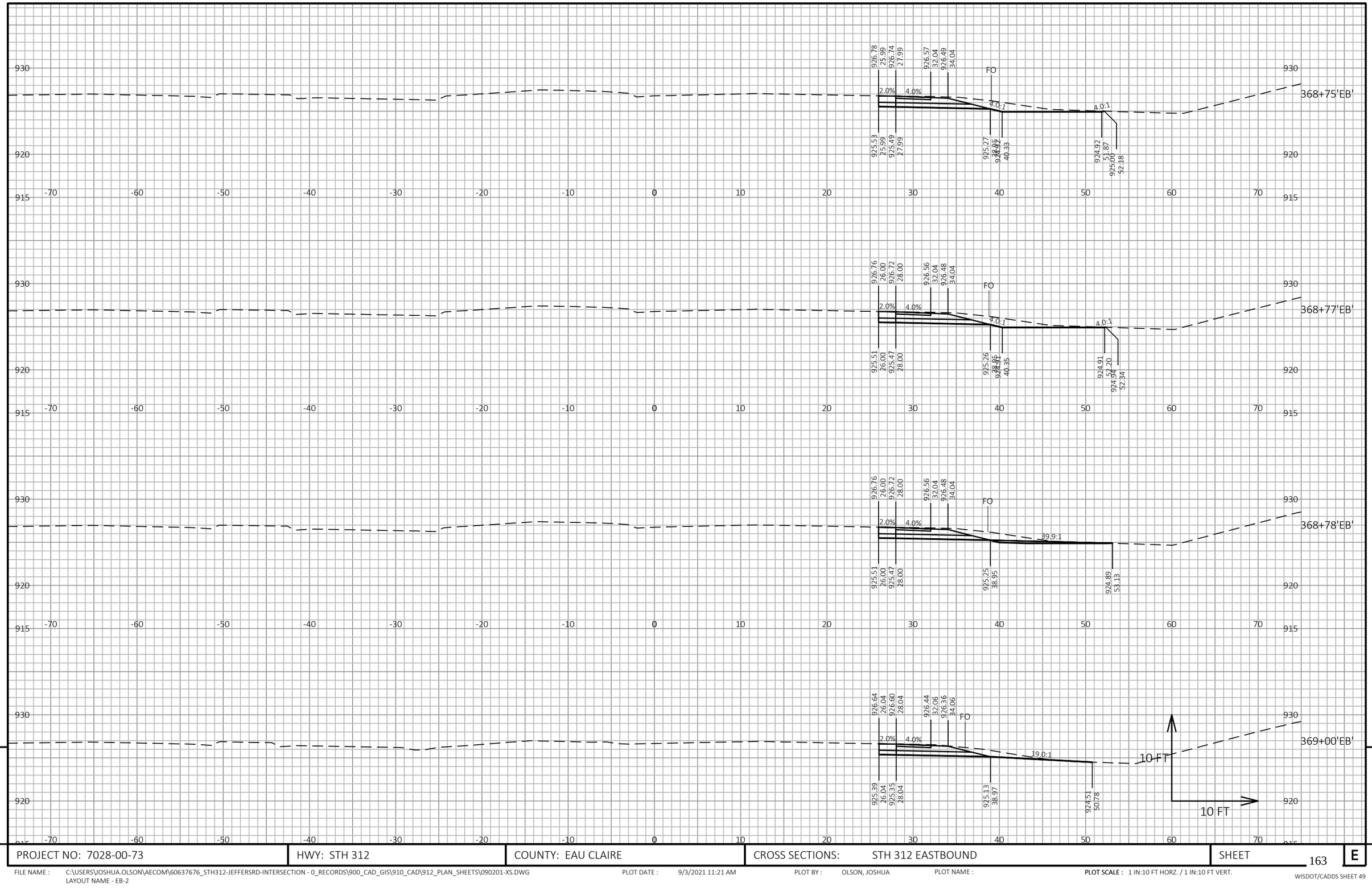




9 9

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: STH 312 EASTBOUND	SHEET 162	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - EB-1
PLOT DATE : 9/3/2021 11:21 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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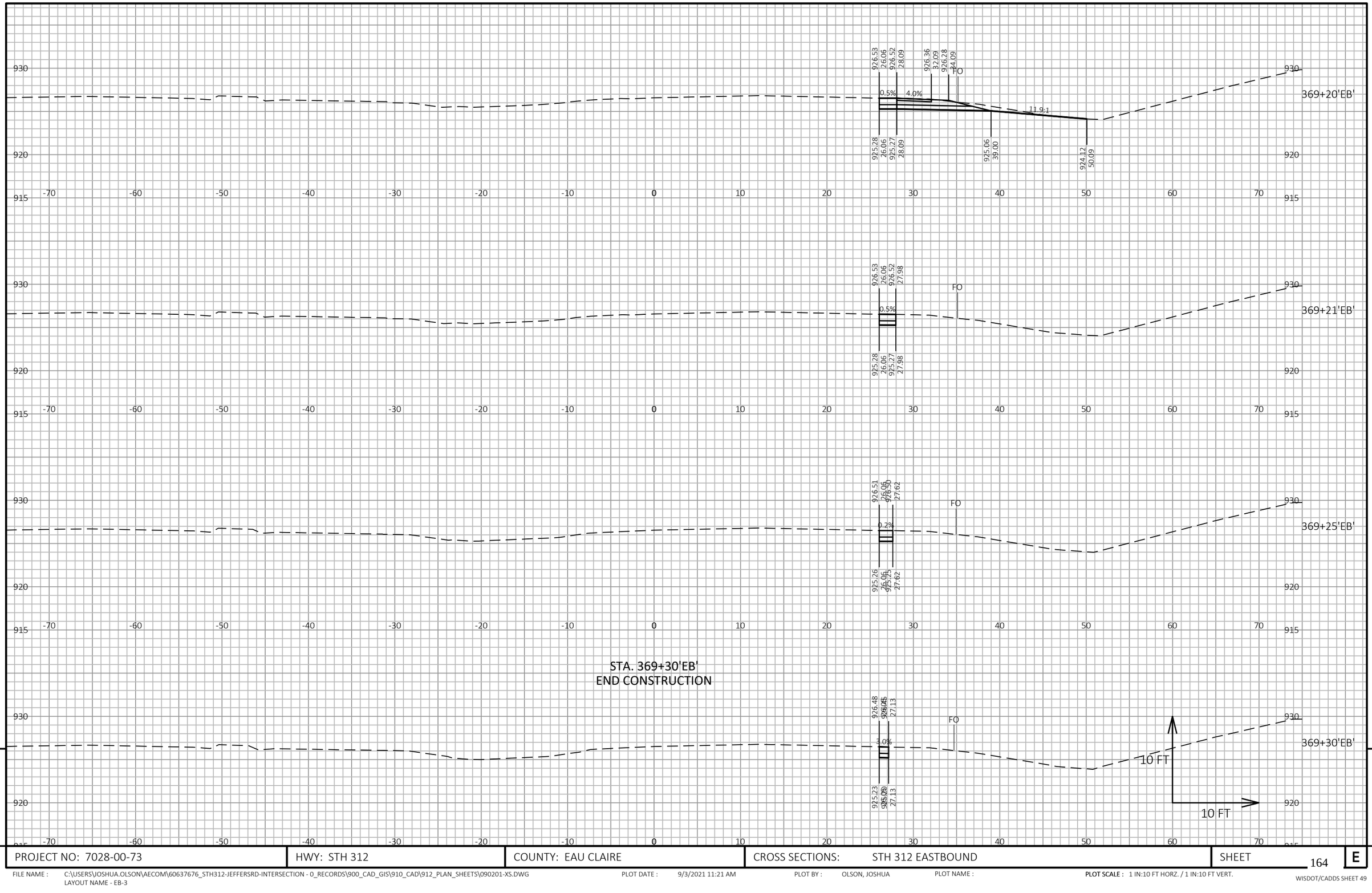
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: STH 312 EASTBOUND	SHEET 163	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - EB-2

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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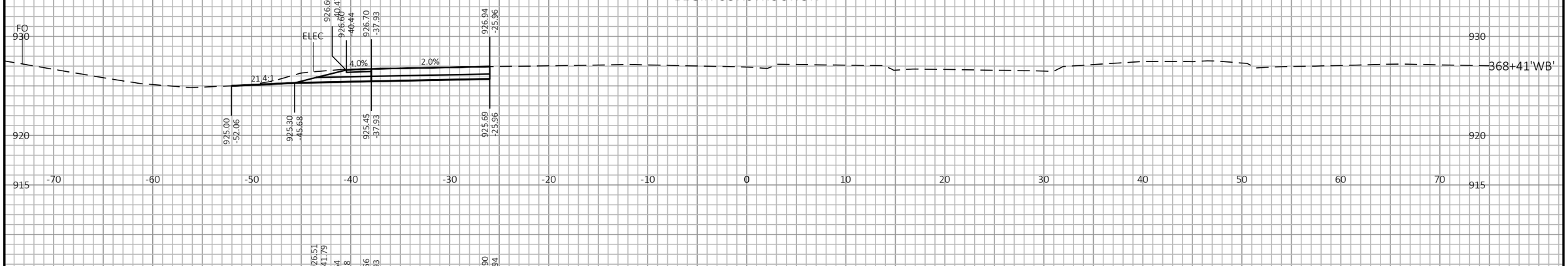
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: STH 312 EASTBOUND	SHEET 164	E

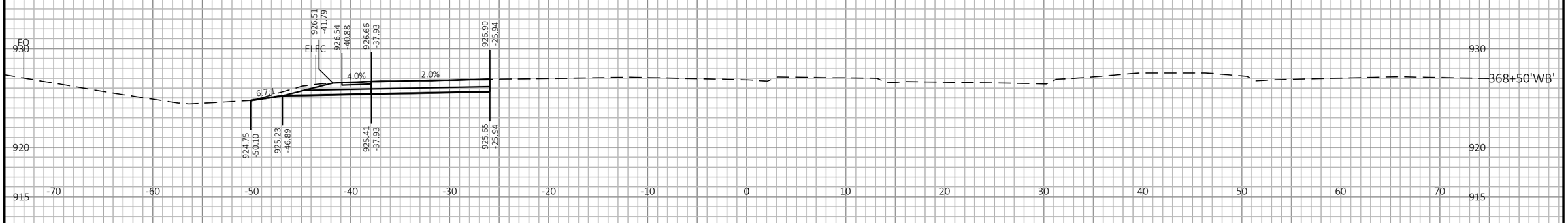
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - EB-3

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

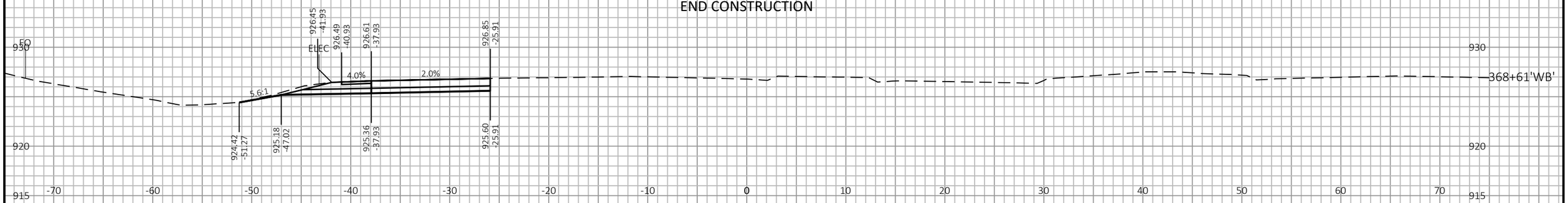
WISDOT/CADDS SHEET 49

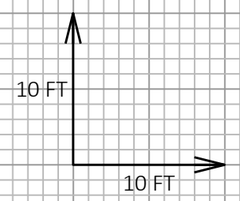
STA. 368+41'WB'
BEGIN CONSTRUCTION





STA. 368+61'WB'
END CONSTRUCTION





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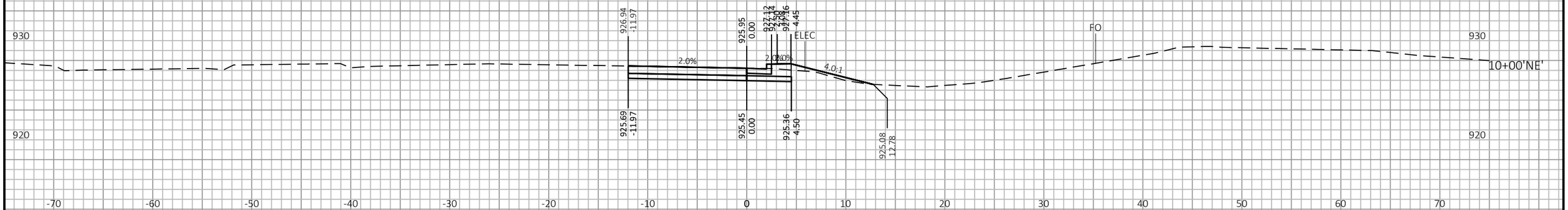
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: STH 312 WESTBOUND	SHEET 165	E

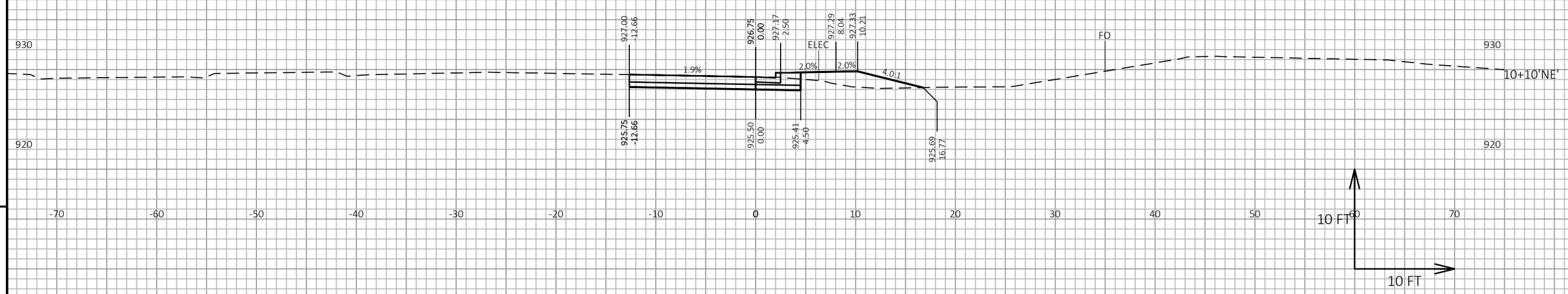
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - WB-01

PLOT DATE : 9/3/2021 11:21 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 10+00'NE'
BEGIN CONSTRUCTION





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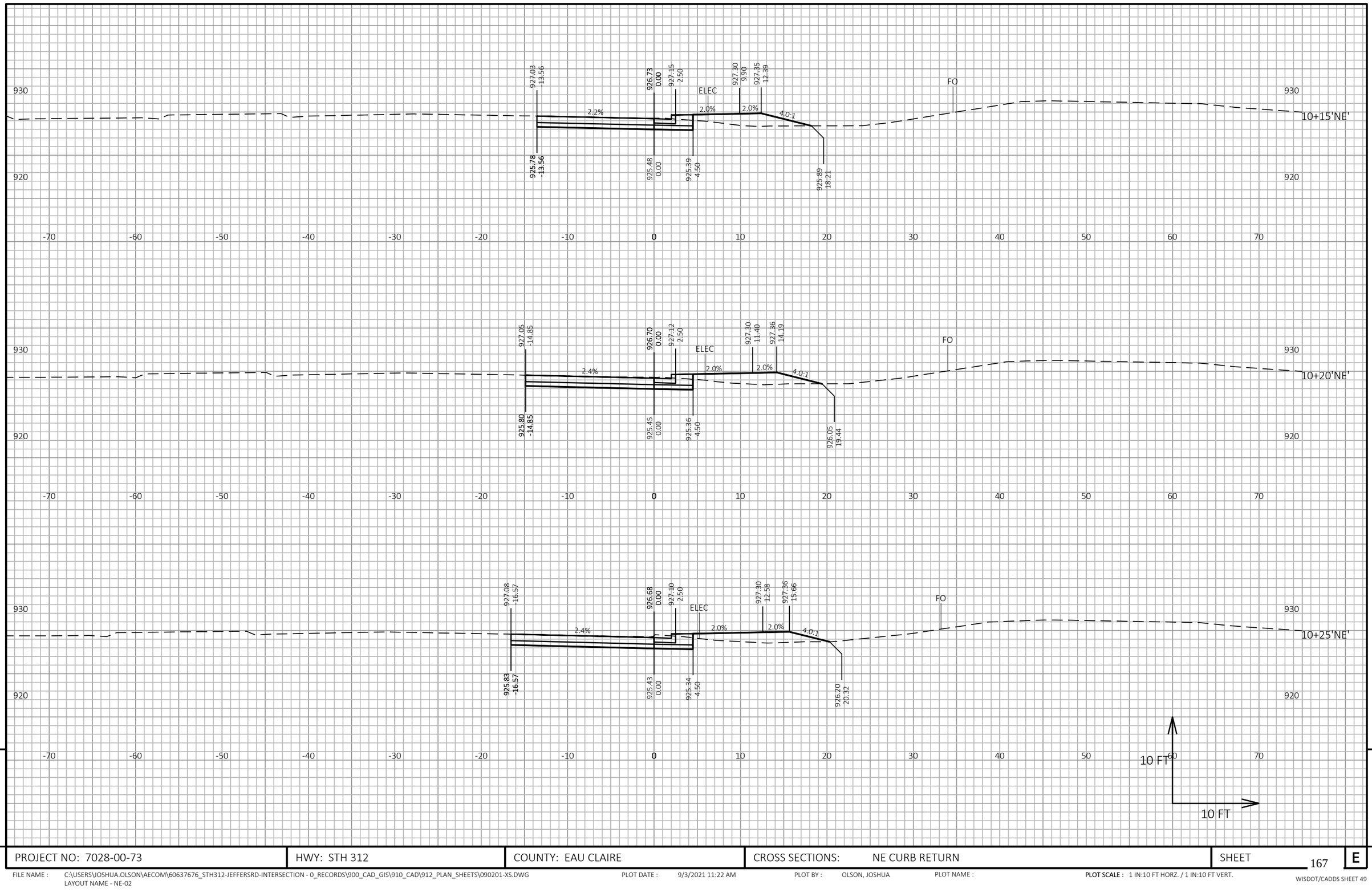
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 166	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-01
PLOT DATE : 9/3/2021 11:22 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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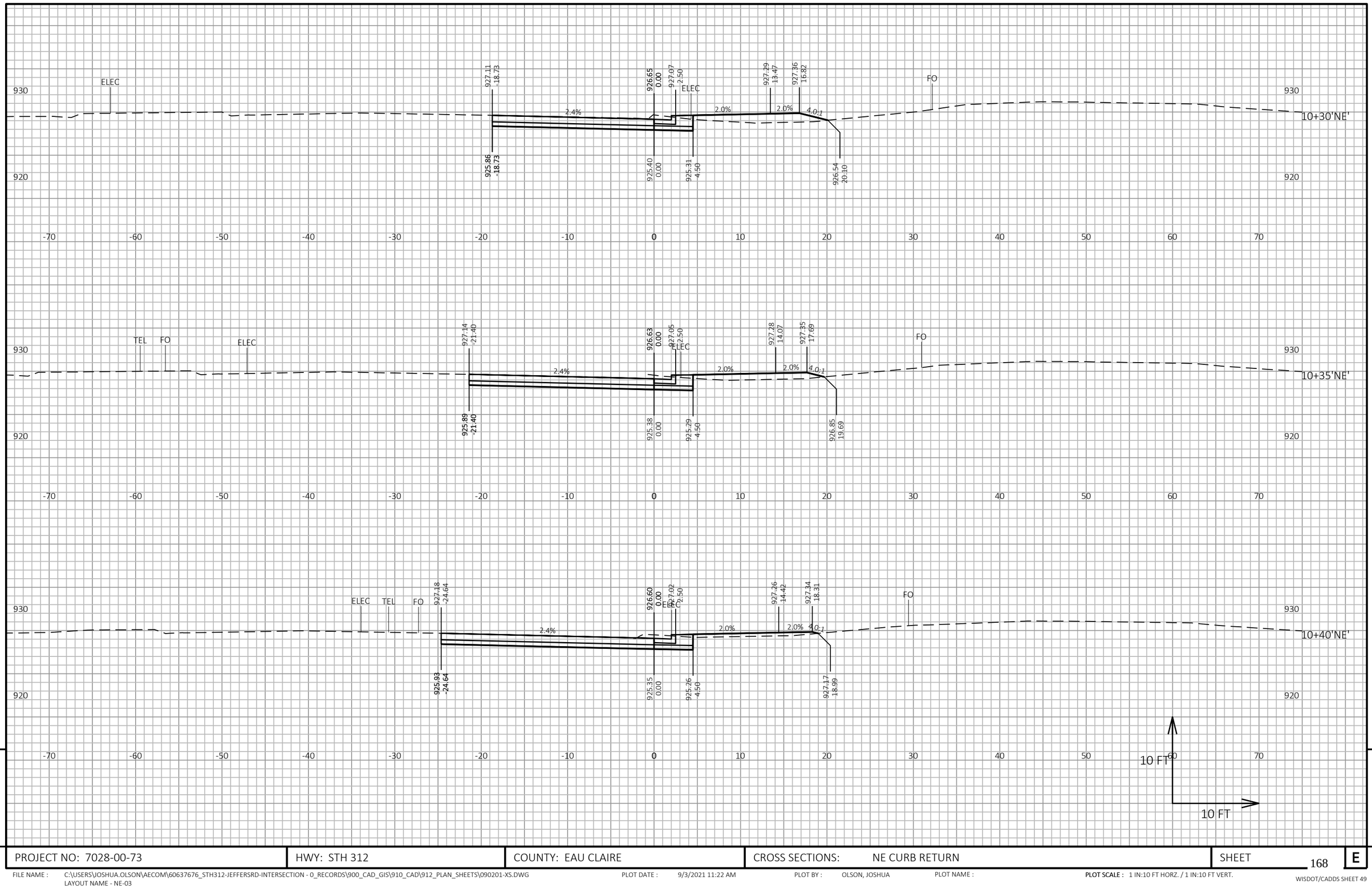
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 167	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-02

PLOT DATE : 9/3/2021 11:22 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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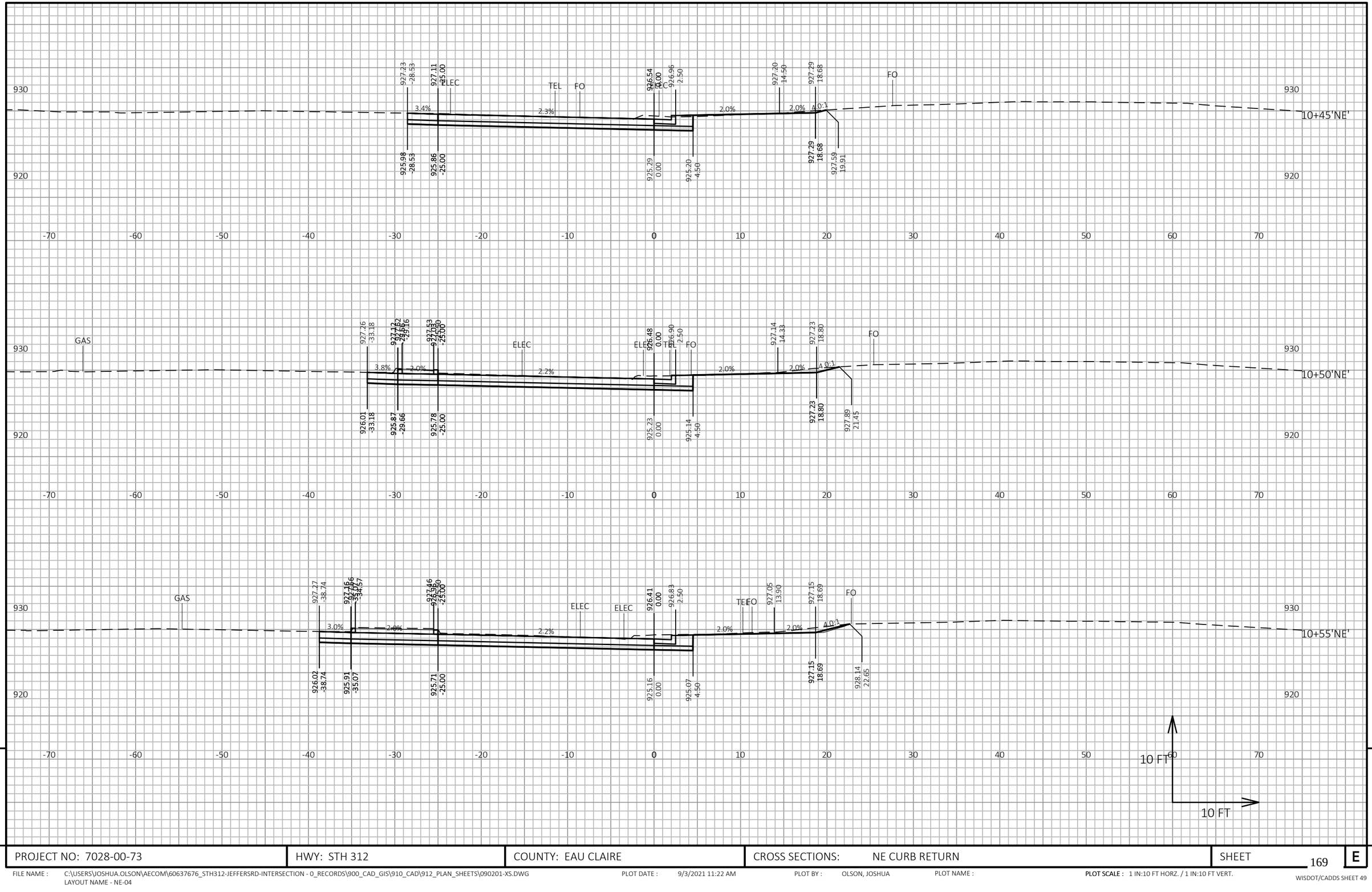
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 168	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-03
PLOT DATE : 9/3/2021 11:22 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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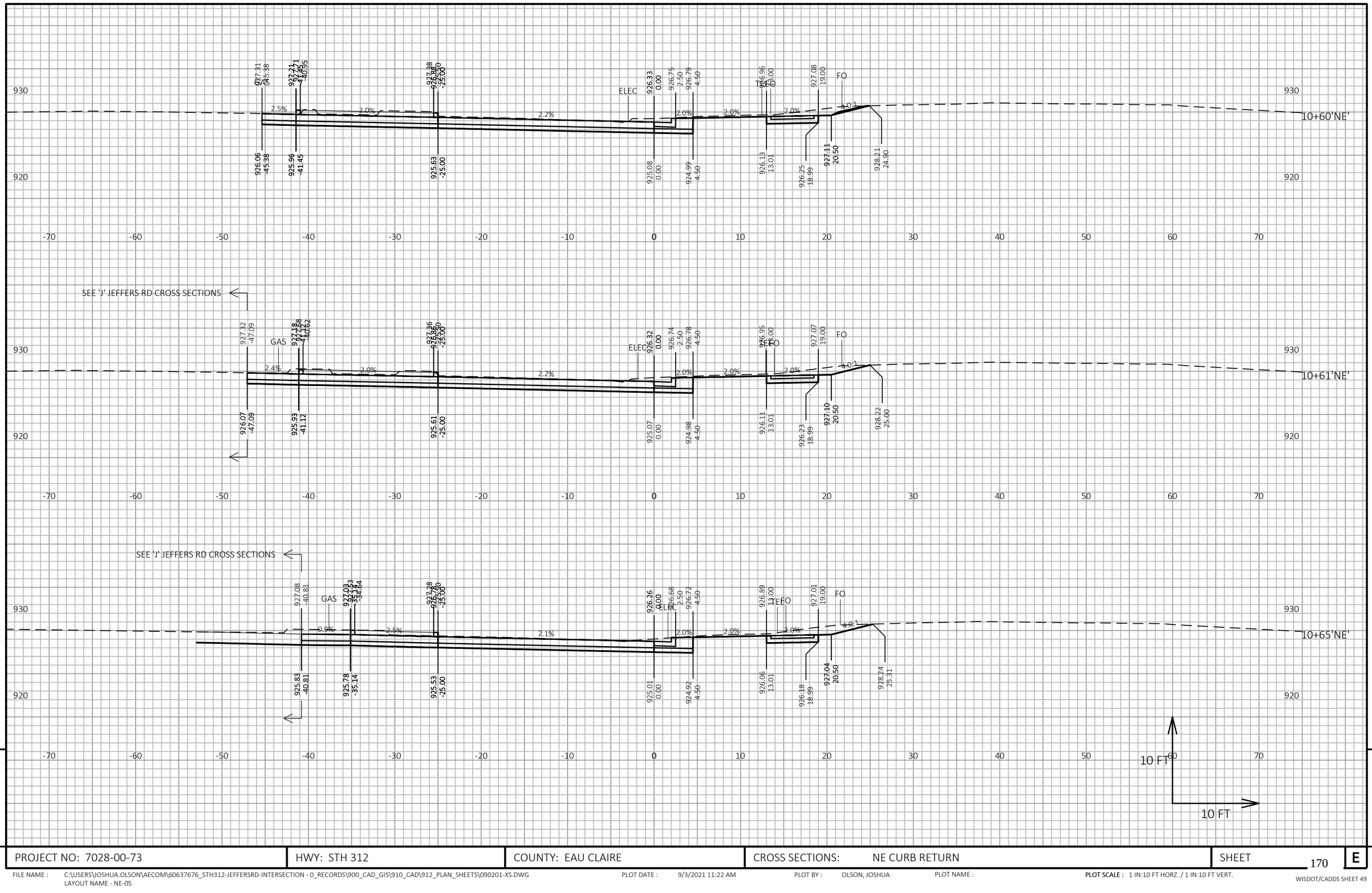
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 169	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-04

PLOT DATE : 9/3/2021 11:22 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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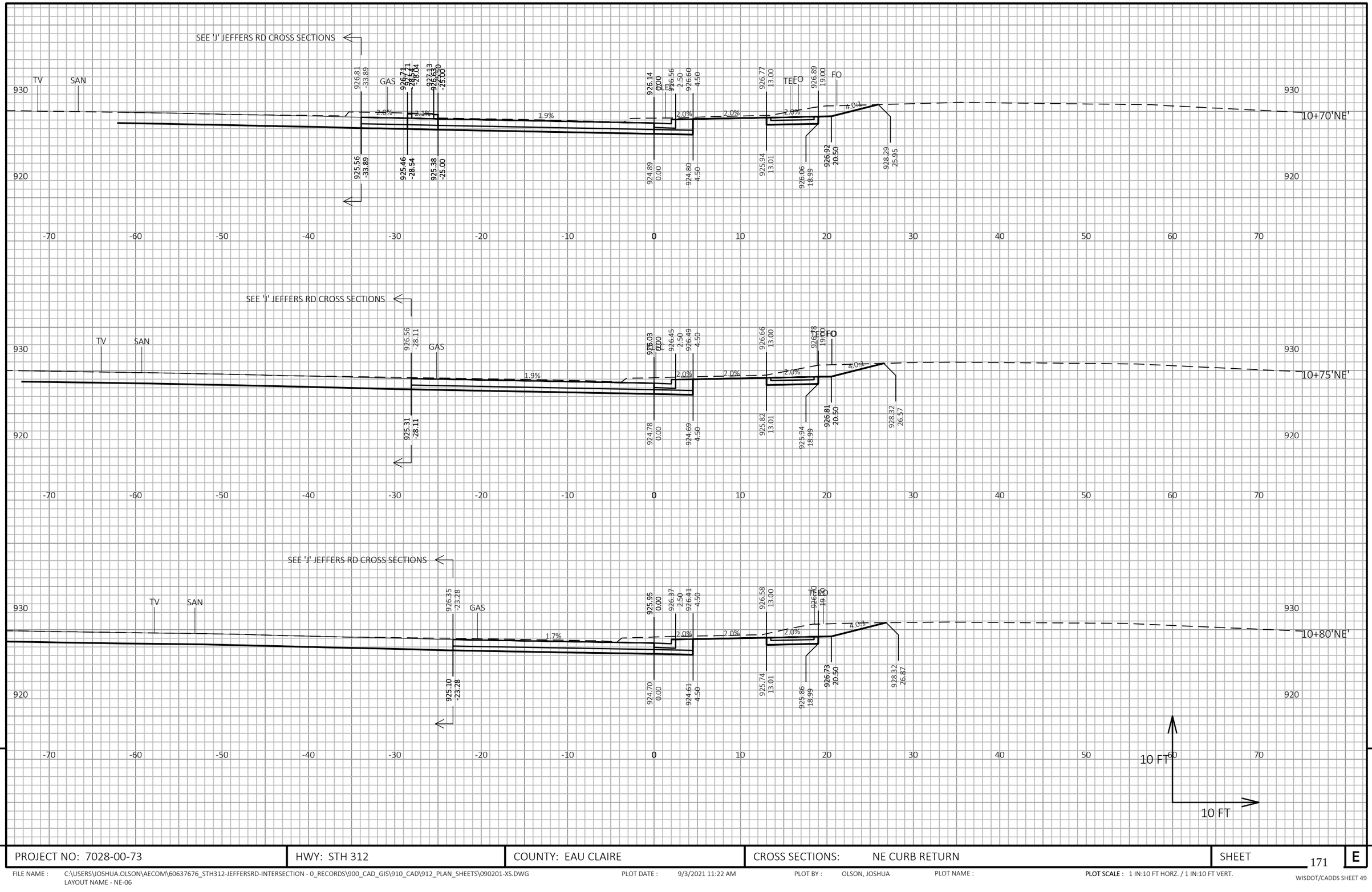
9

PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 170	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-05
PLOT DATE : 9/3/2021 11:22 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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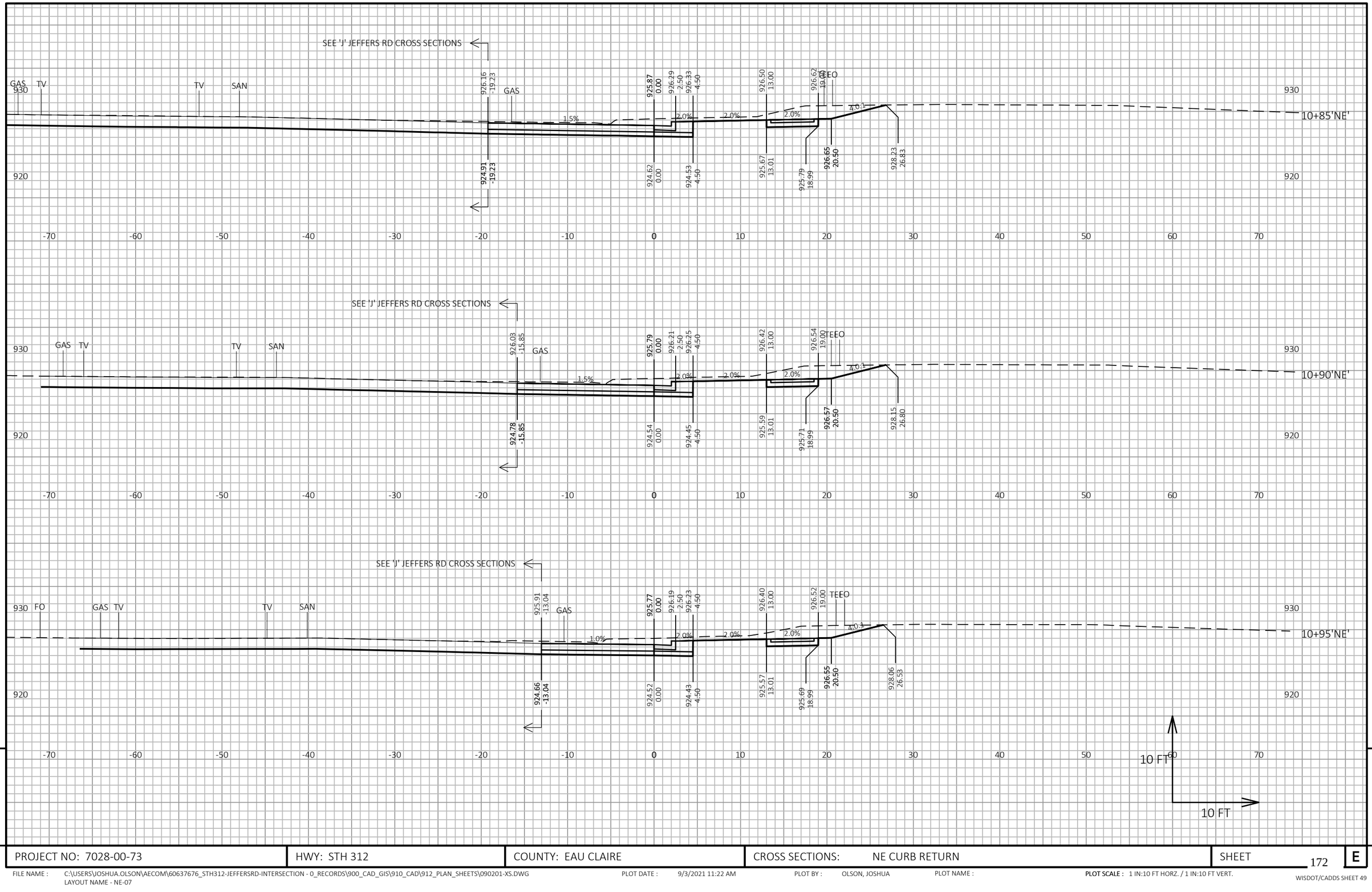
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 171	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-06

PLOT DATE : 9/3/2021 11:22 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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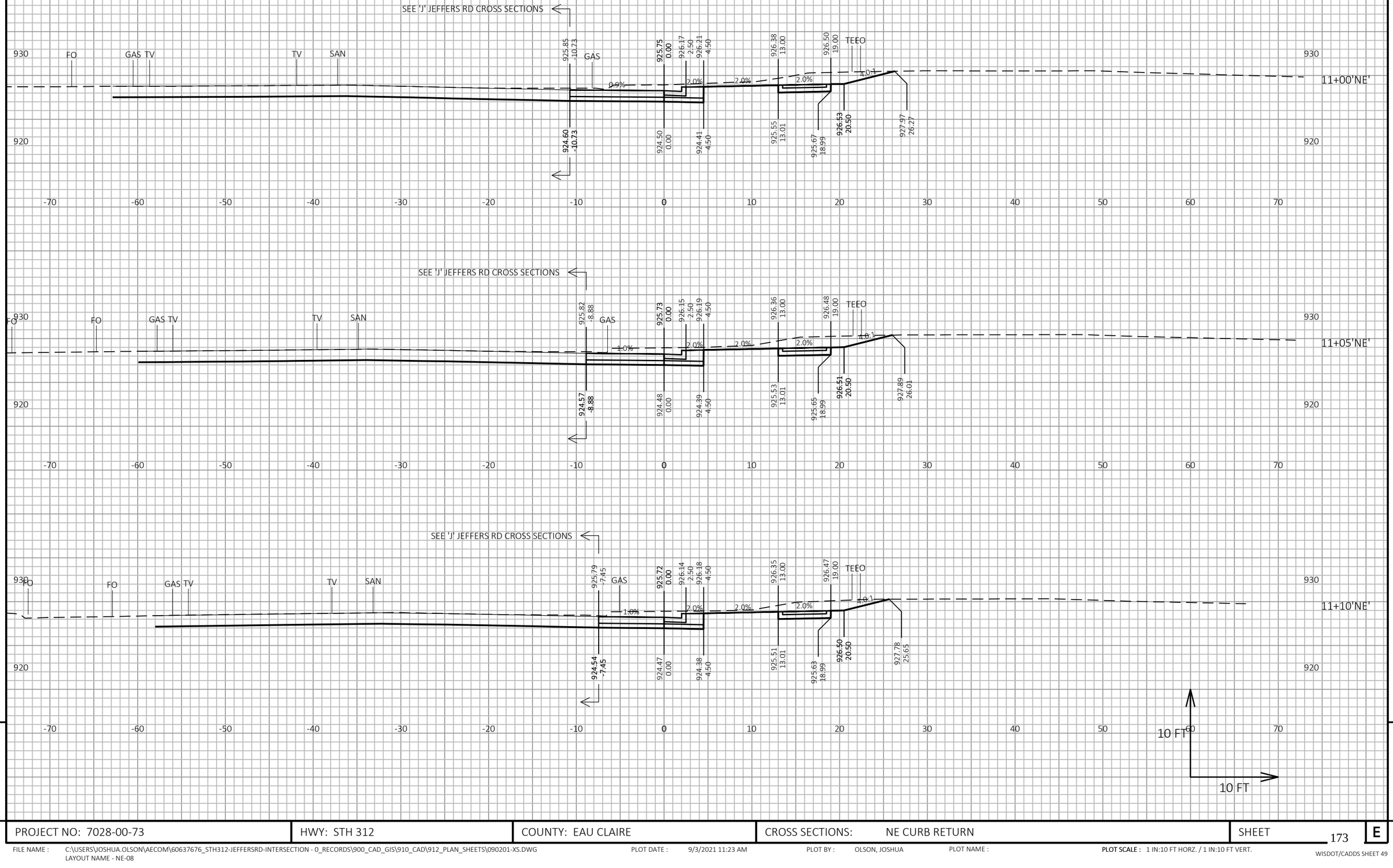
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 172	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-07

PLOT DATE : 9/3/2021 11:22 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

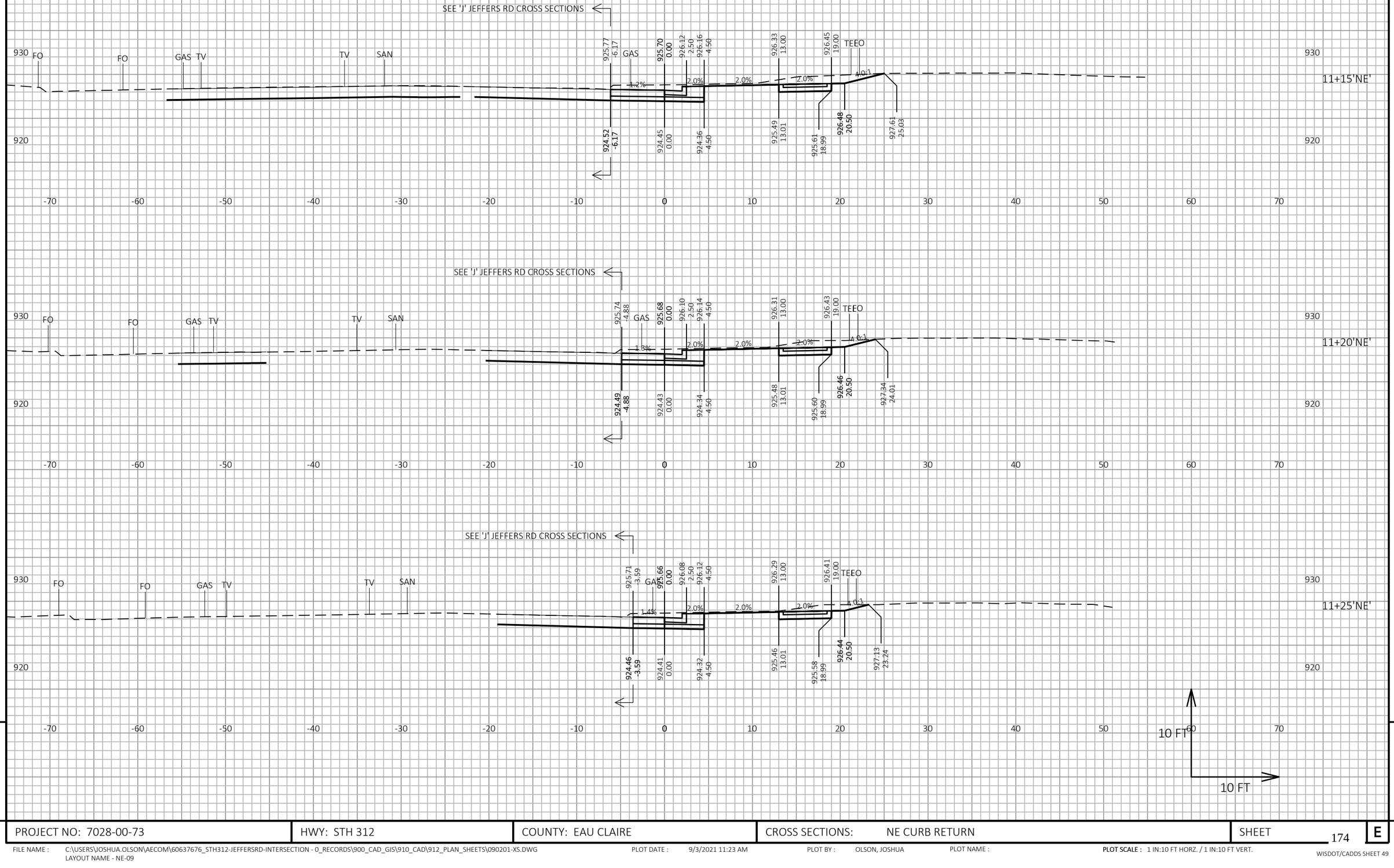


PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 173	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-08

PLOT DATE : 9/3/2021 11:23 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 174	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-09

PLOT DATE : 9/3/2021 11:23 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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9

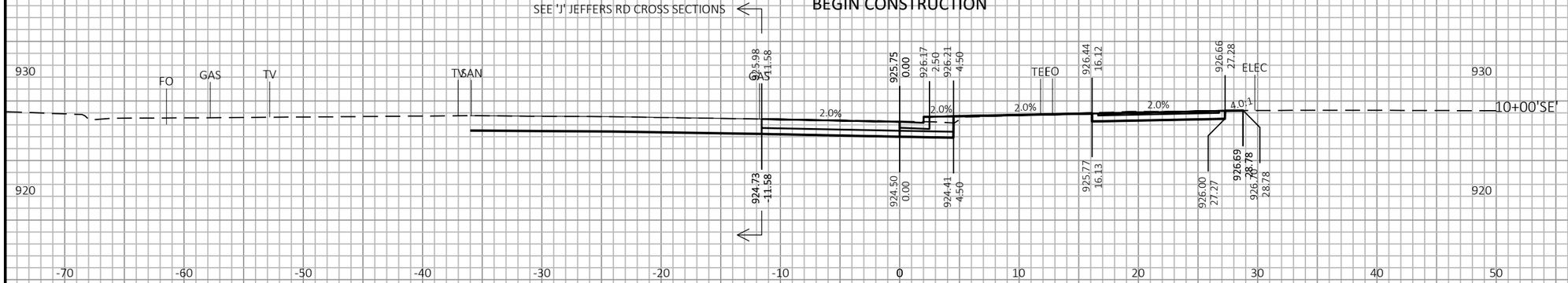
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: NE CURB RETURN	SHEET 175	E

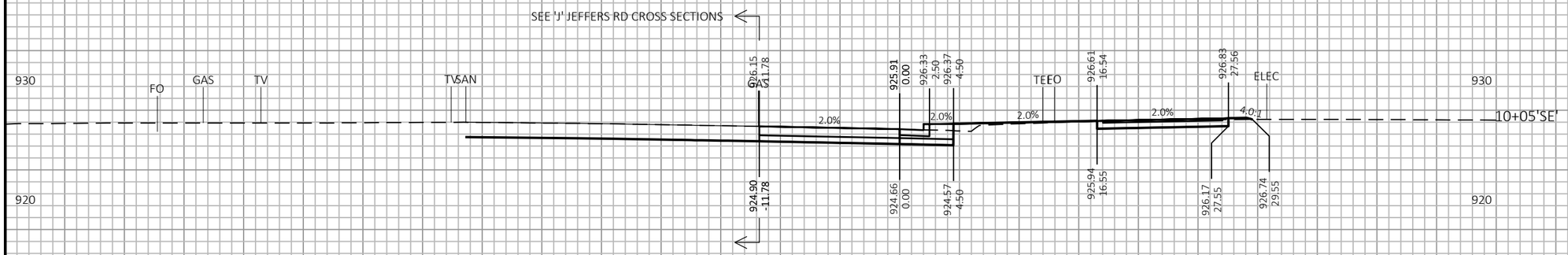
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - NE-10

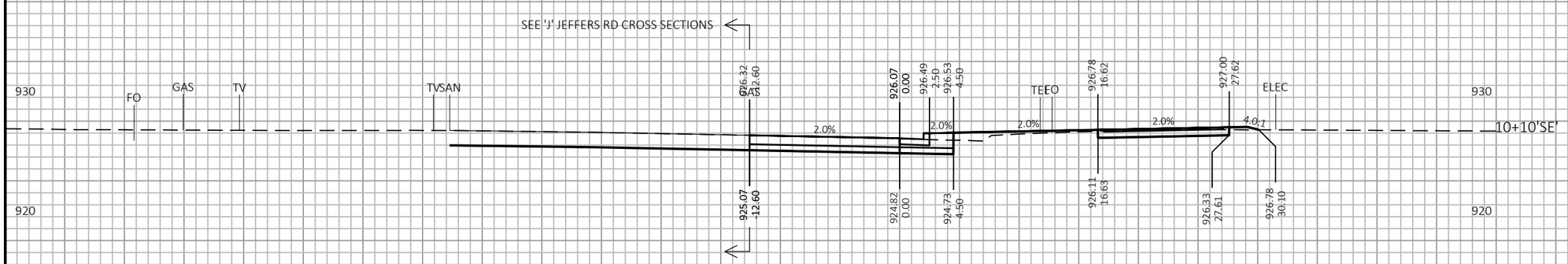
PLOT DATE : 9/3/2021 11:23 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 10+00'SE'
BEGIN CONSTRUCTION







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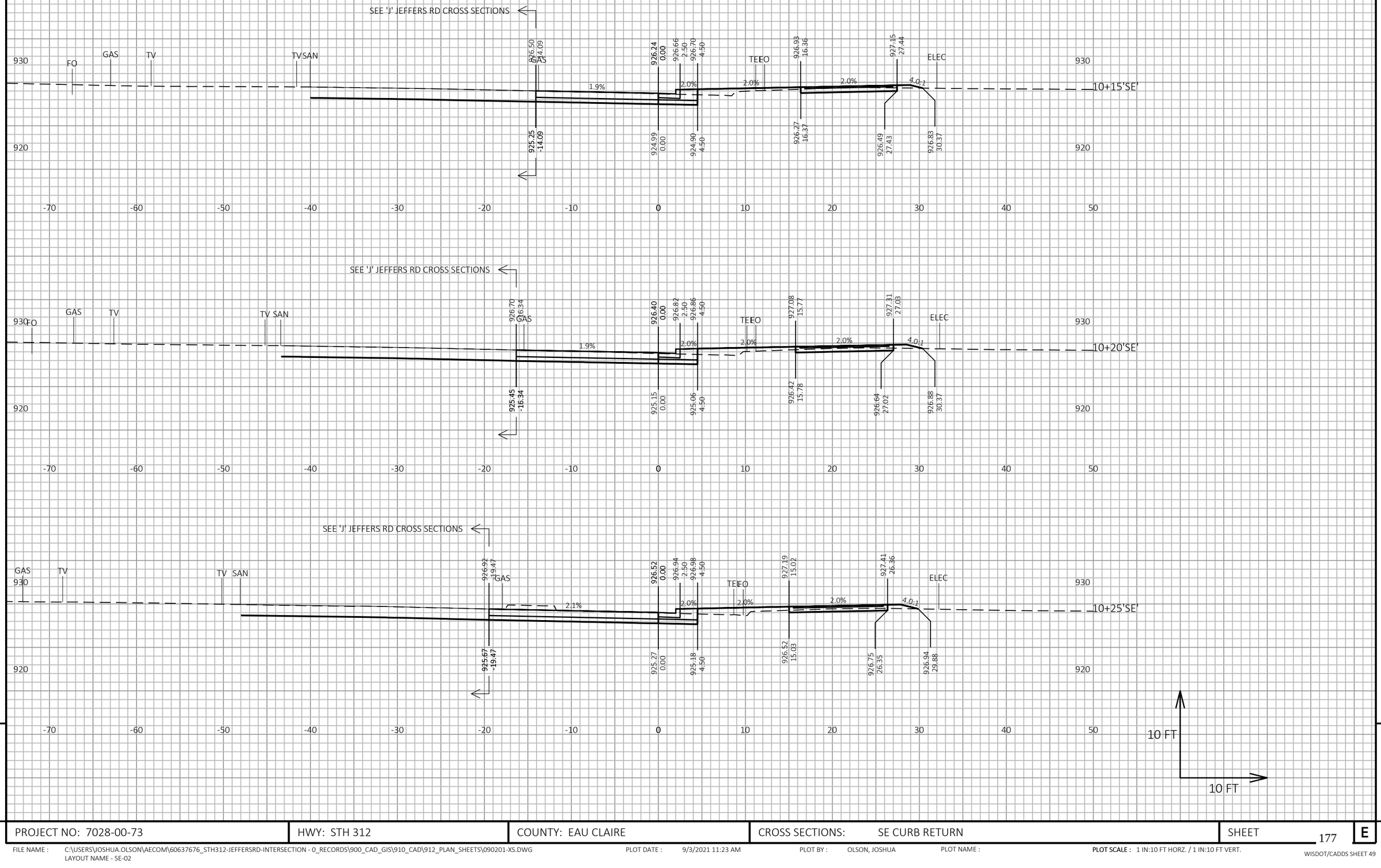
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 176	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - SE-01

PLOT DATE : 9/3/2021 11:23 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

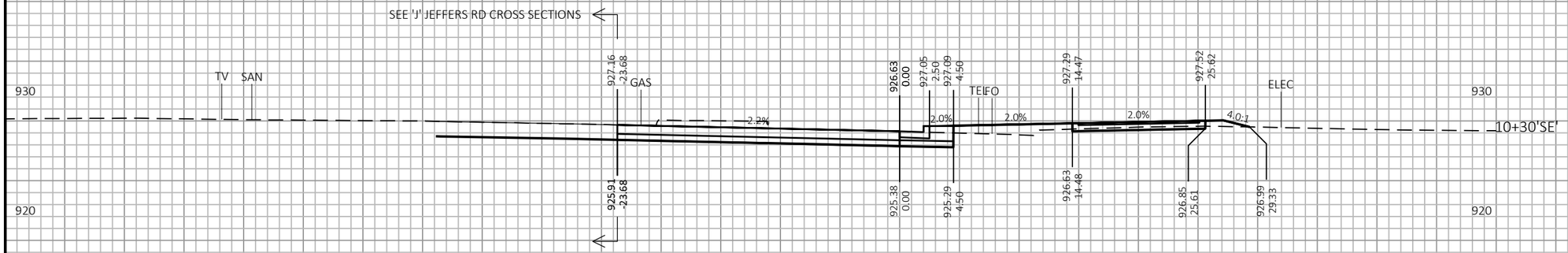
WISDOT/CADDS SHEET 49

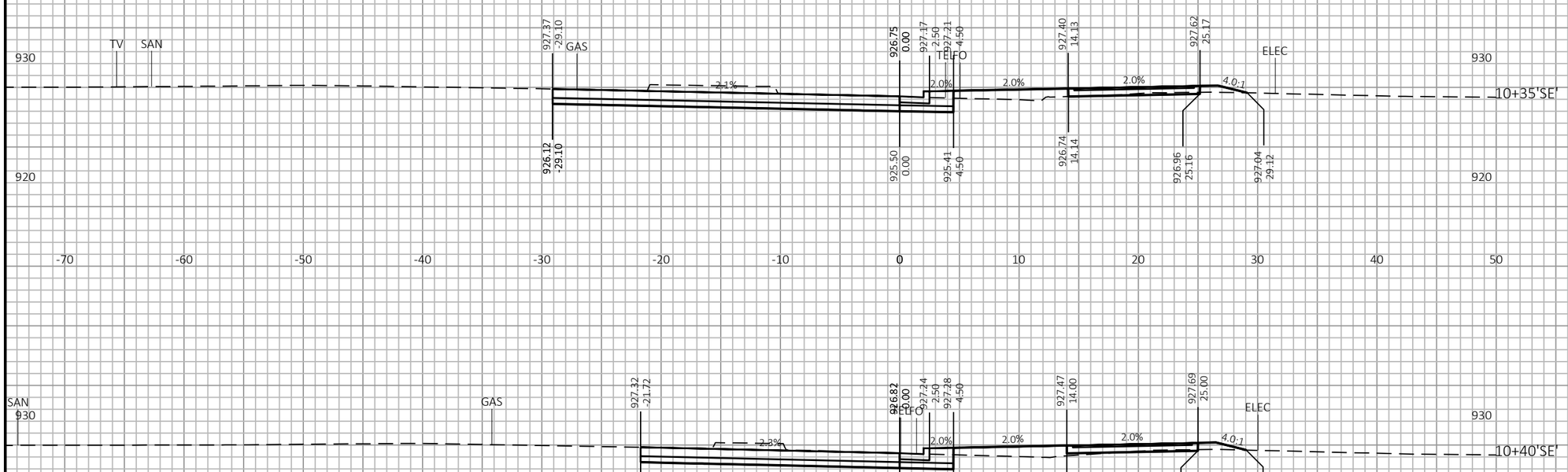


PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 177	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - SE-02
PLOT DATE : 9/3/2021 11:23 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

SEE 'J' JEFFERS RD CROSS SECTIONS





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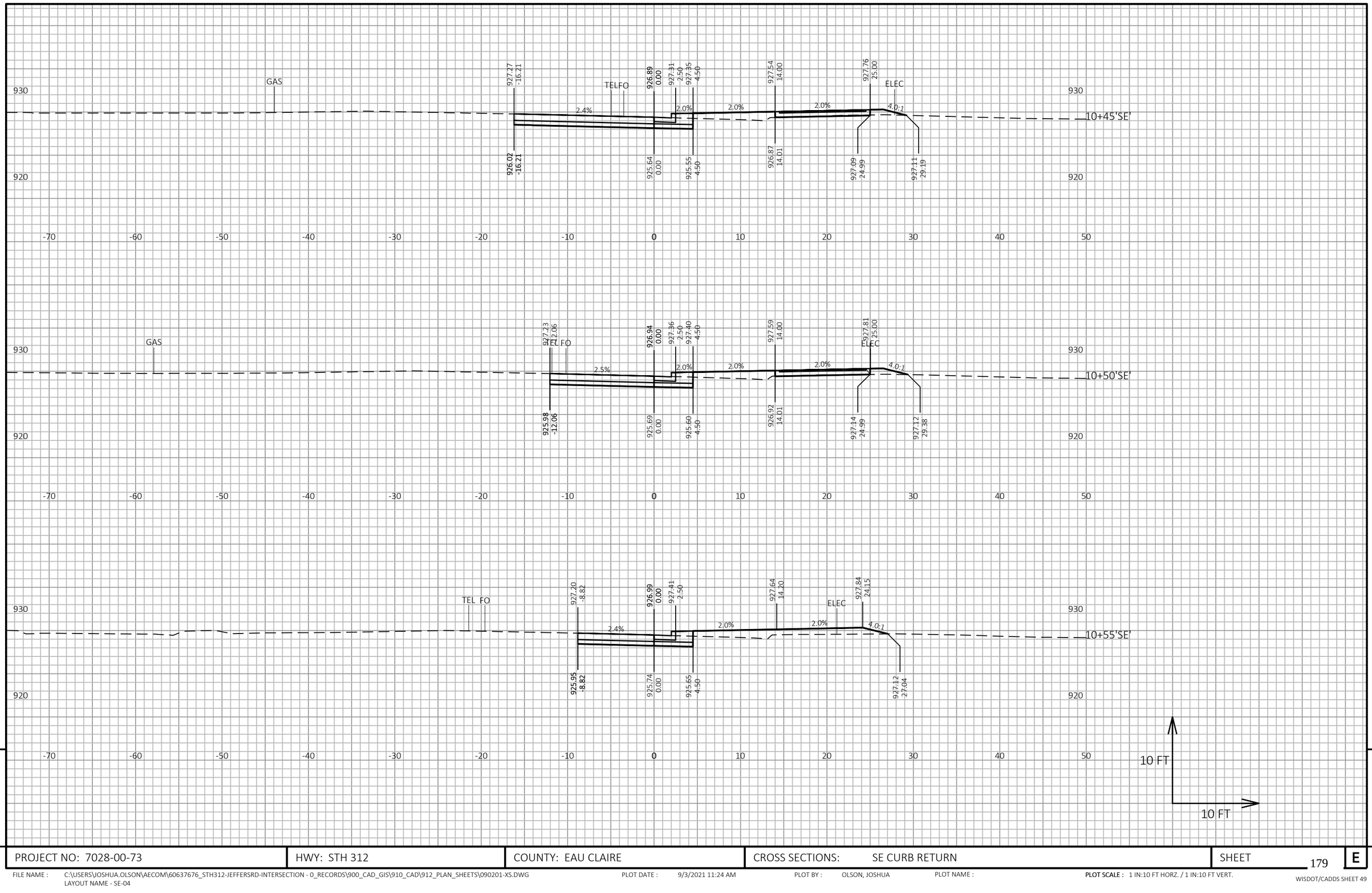
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 178	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - SE-03

PLOT DATE : 9/3/2021 11:23 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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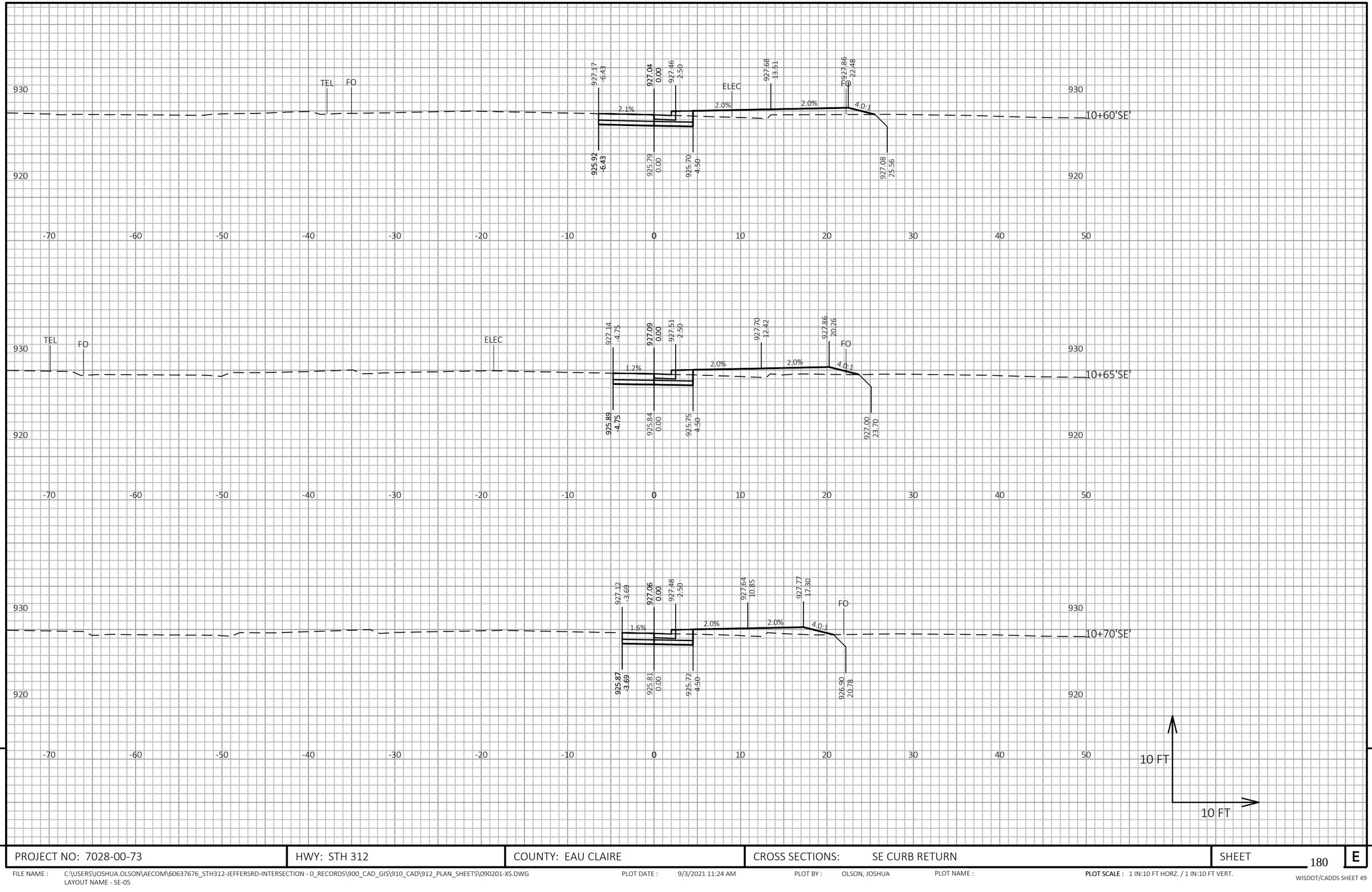
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 179	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - SE-04

PLOT DATE : 9/3/2021 11:24 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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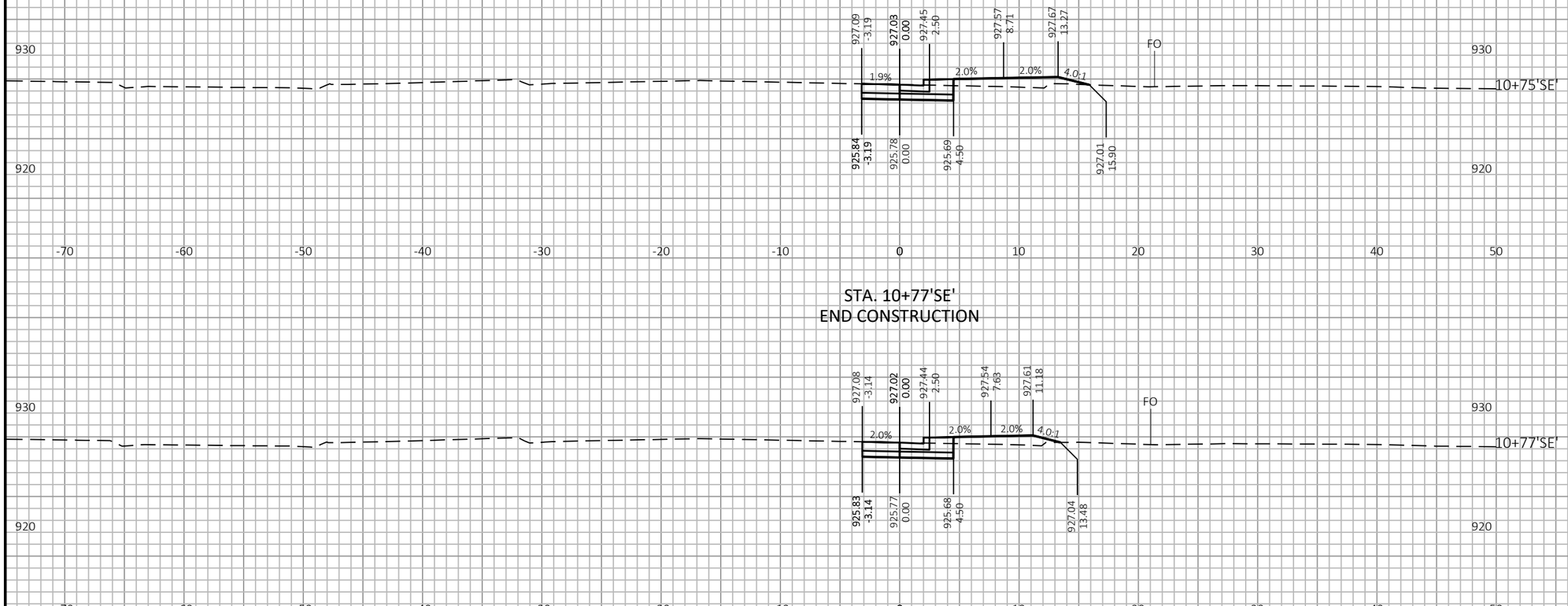
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 180	E

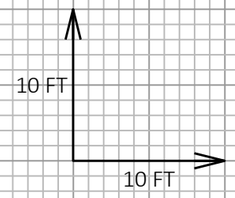
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - SE-05

PLOT DATE : 9/3/2021 11:24 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



STA. 10+77'SE'
END CONSTRUCTION



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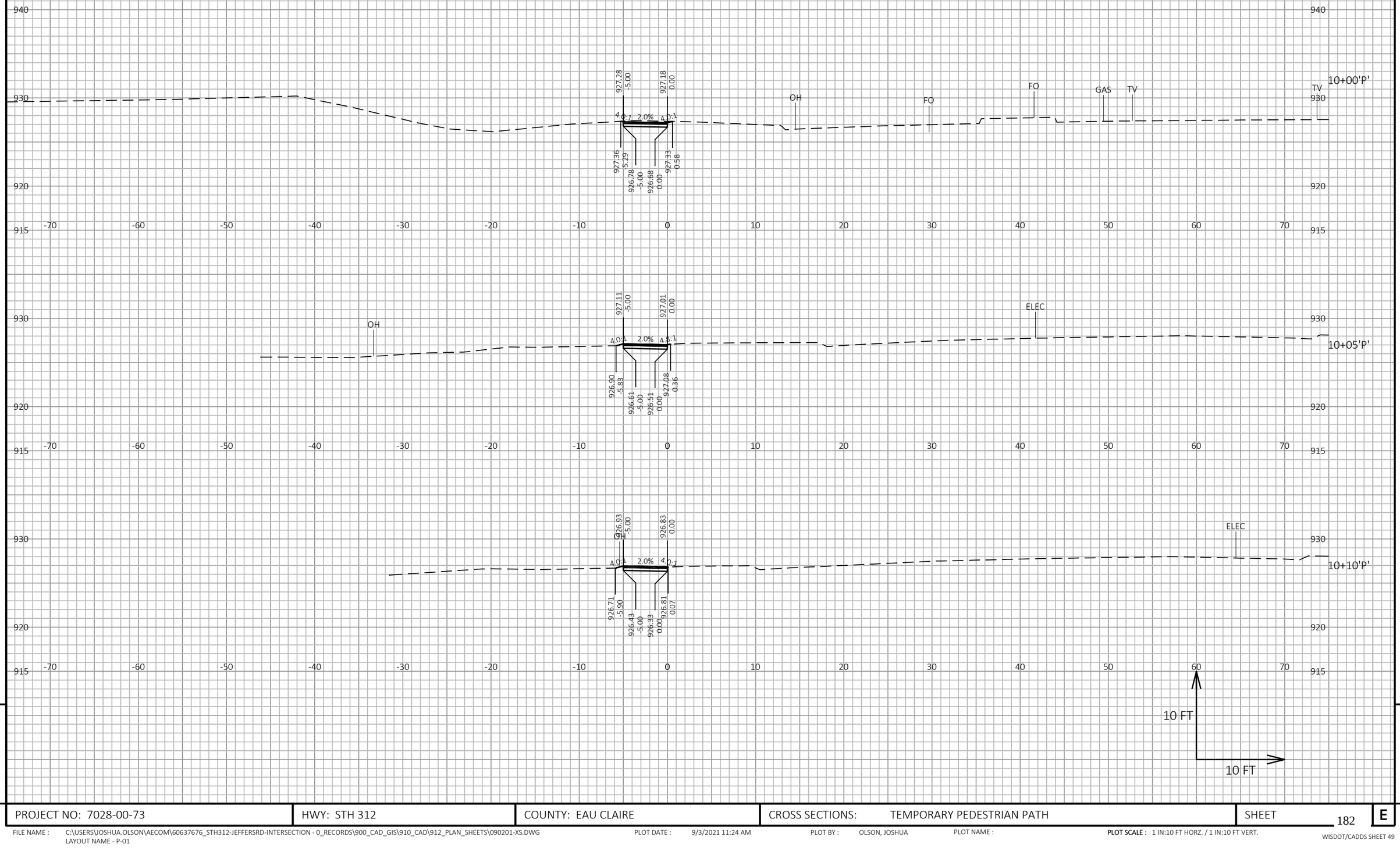
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: SE CURB RETURN	SHEET 181	E

STA. 10+00'P'
BEGIN CONSTRUCTION
TEMPORARY PEDESTRIAN PATH



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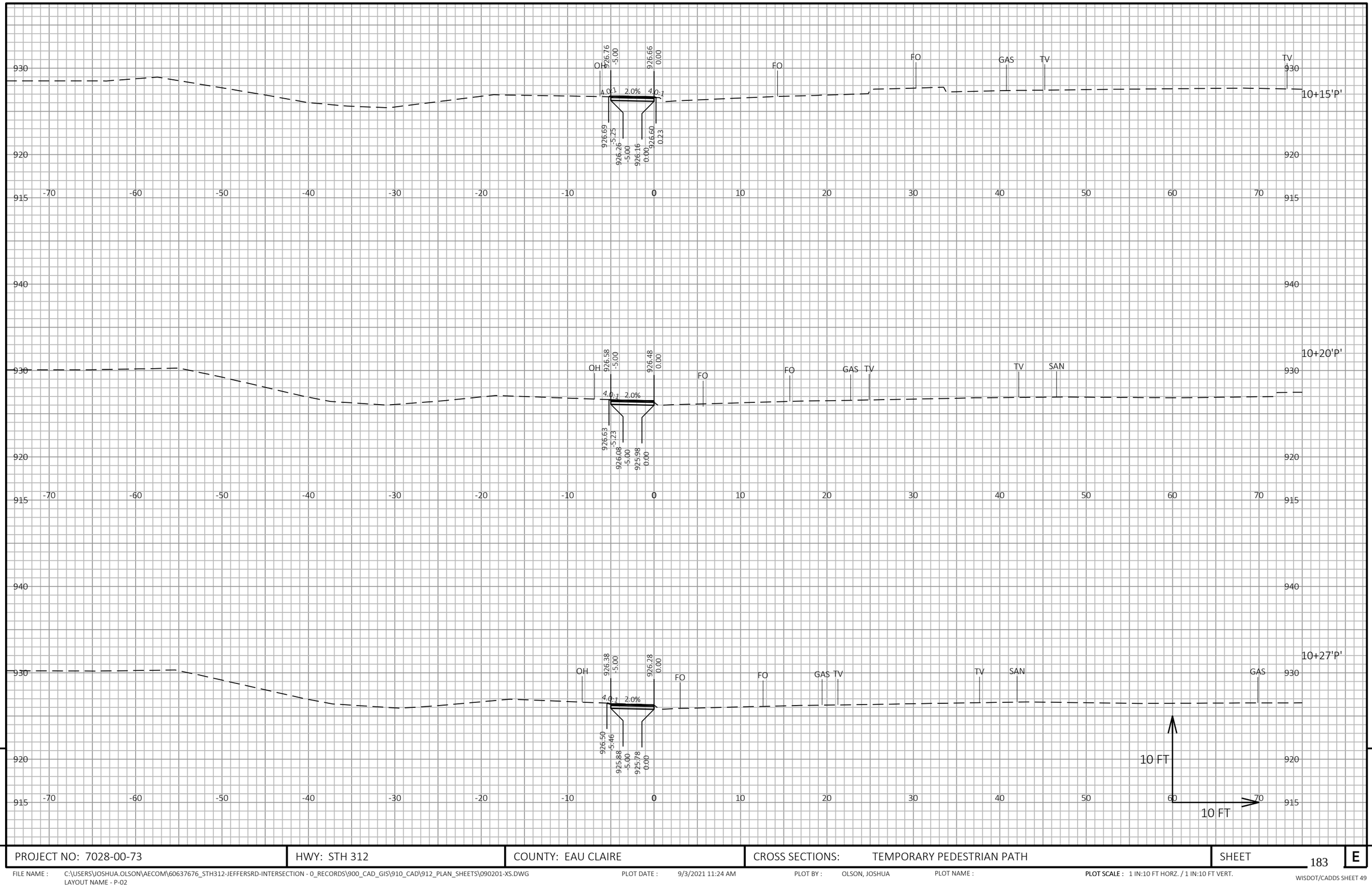
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 182	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-01
PLOT DATE : 9/3/2021 11:24 AM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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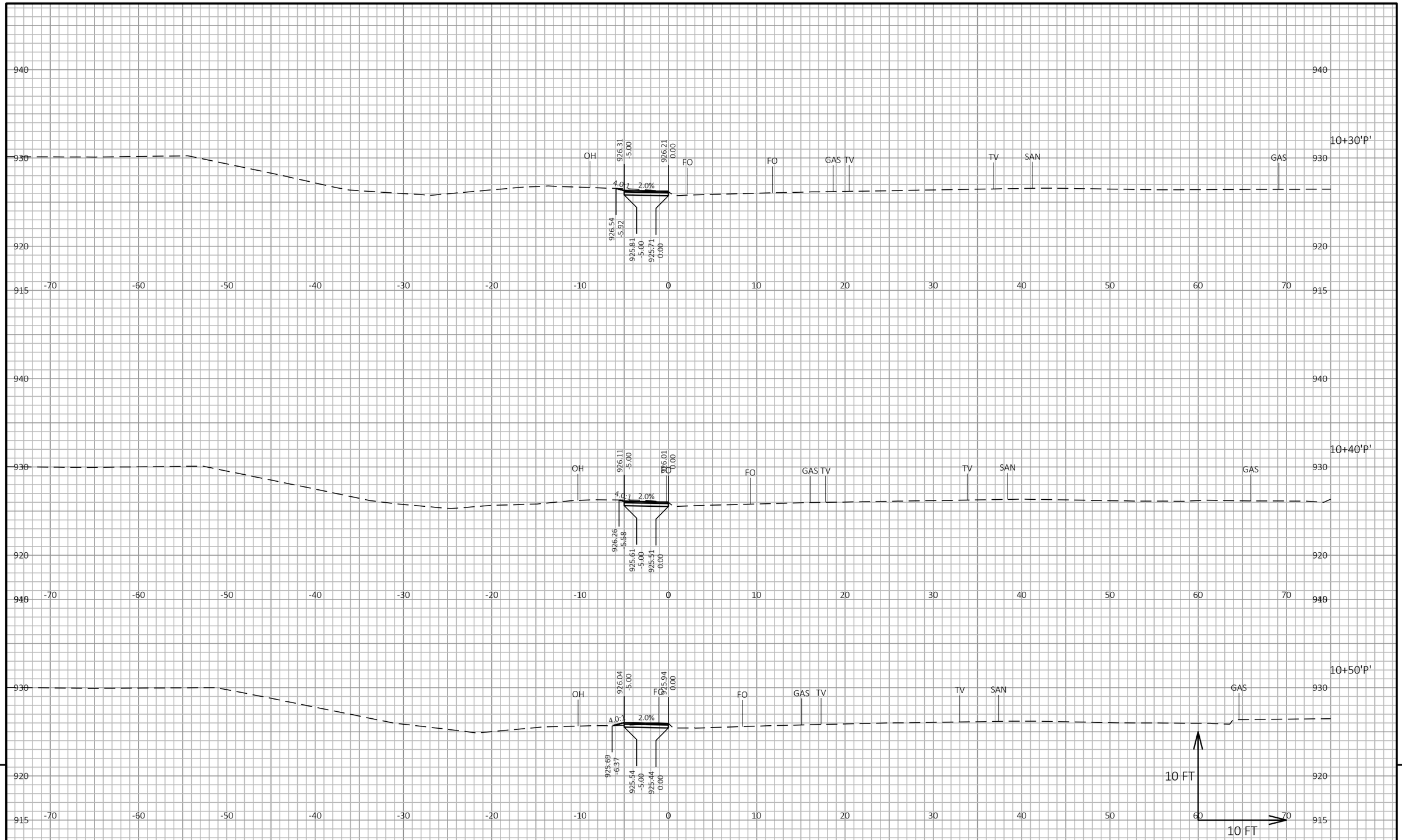
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 183	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-02

PLOT DATE : 9/3/2021 11:24 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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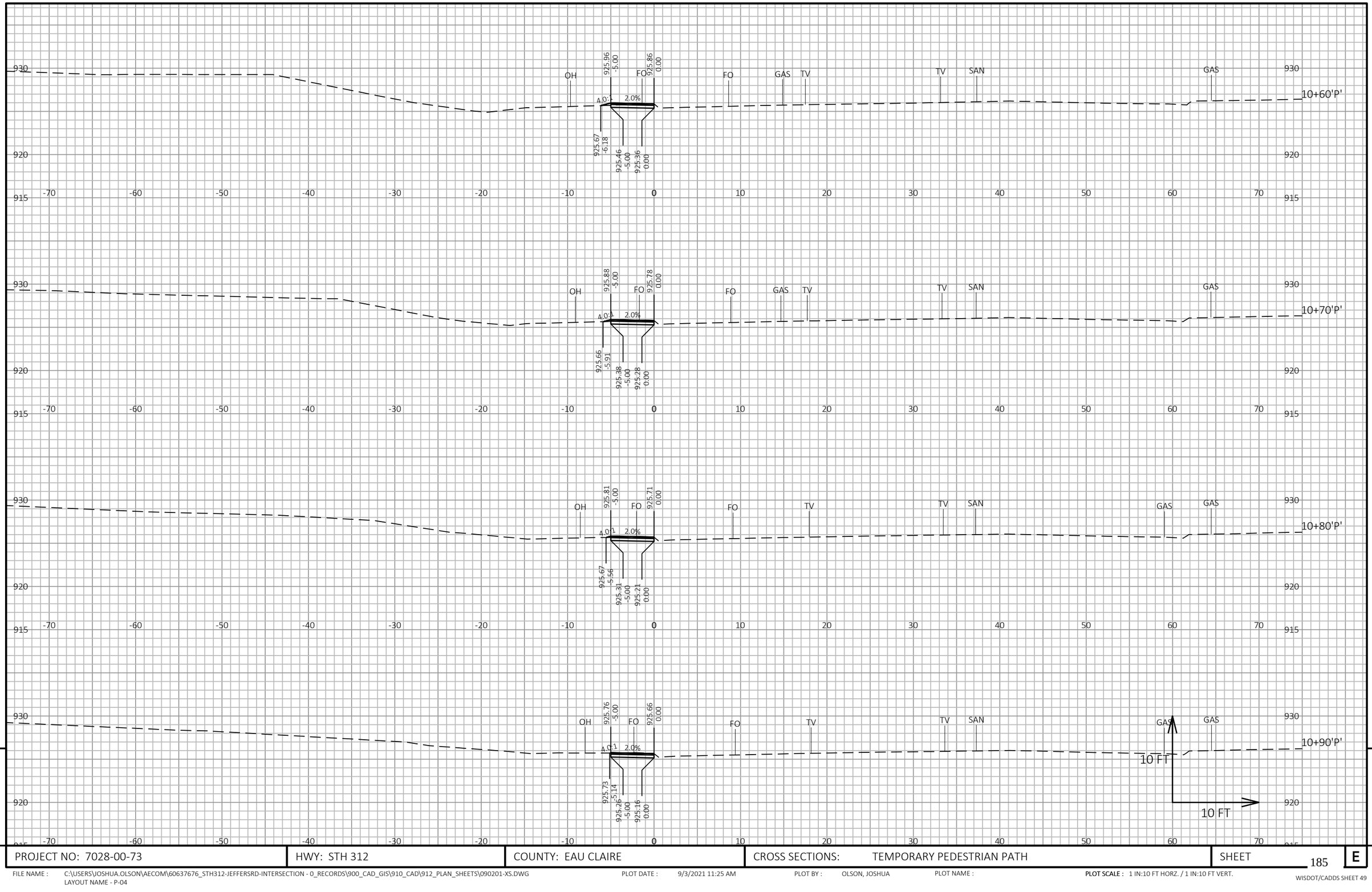
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 184	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-03

PLOT DATE : 9/3/2021 11:24 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 185	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-04

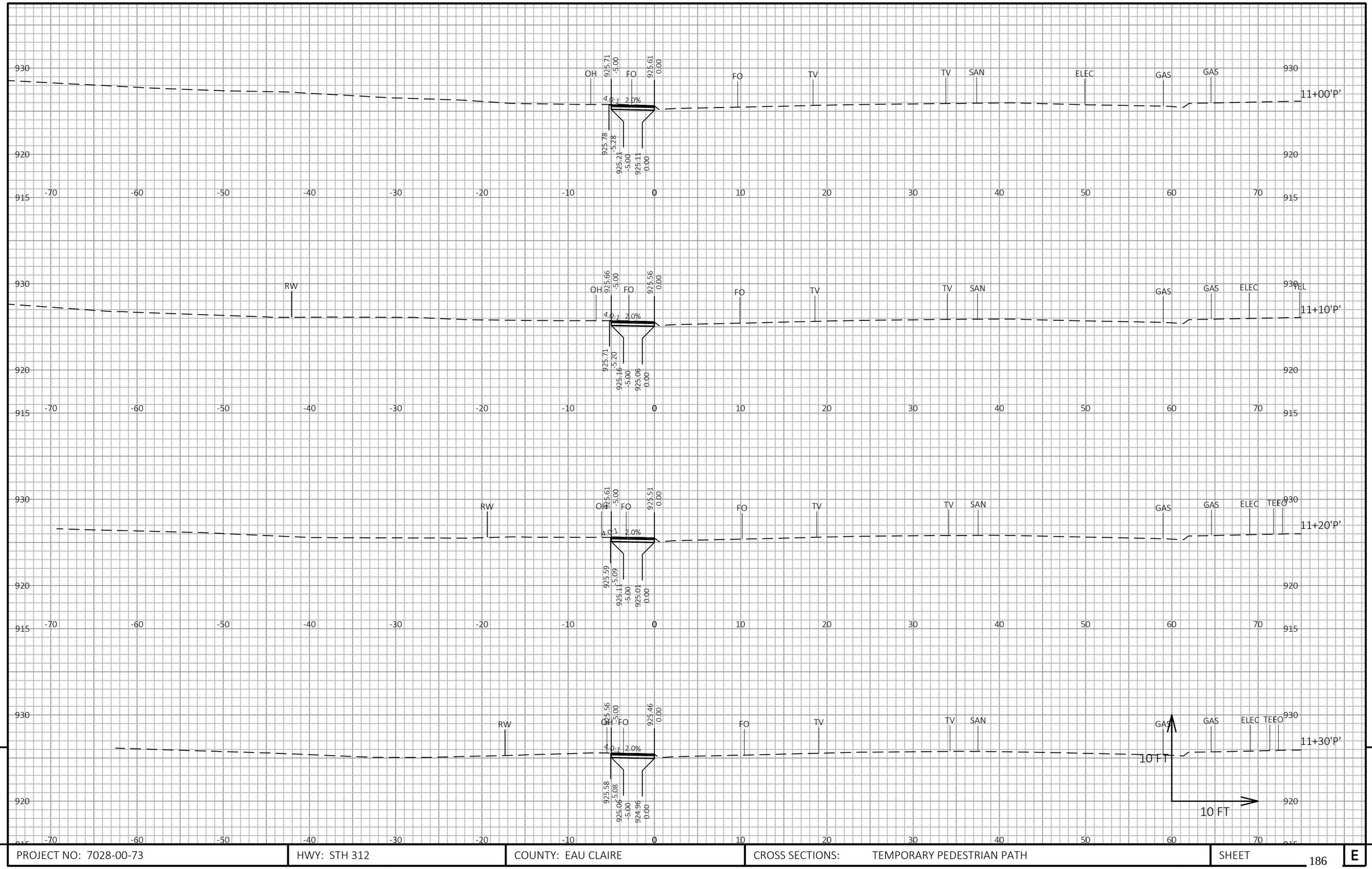
PLOT DATE : 9/3/2021 11:25 AM

PLOT BY : OLSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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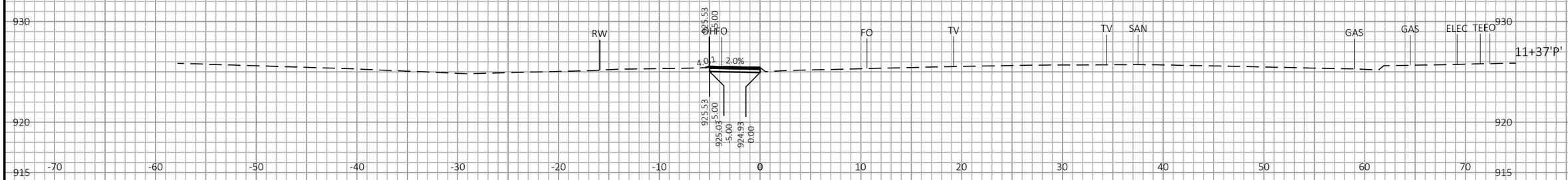
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 186	E

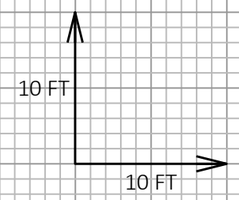
FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-05

PLOT DATE : 9/3/2021 11:25 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 11+40'P'
END CONSTRUCTION
TEMPORARY PEDESTRIAN PATH





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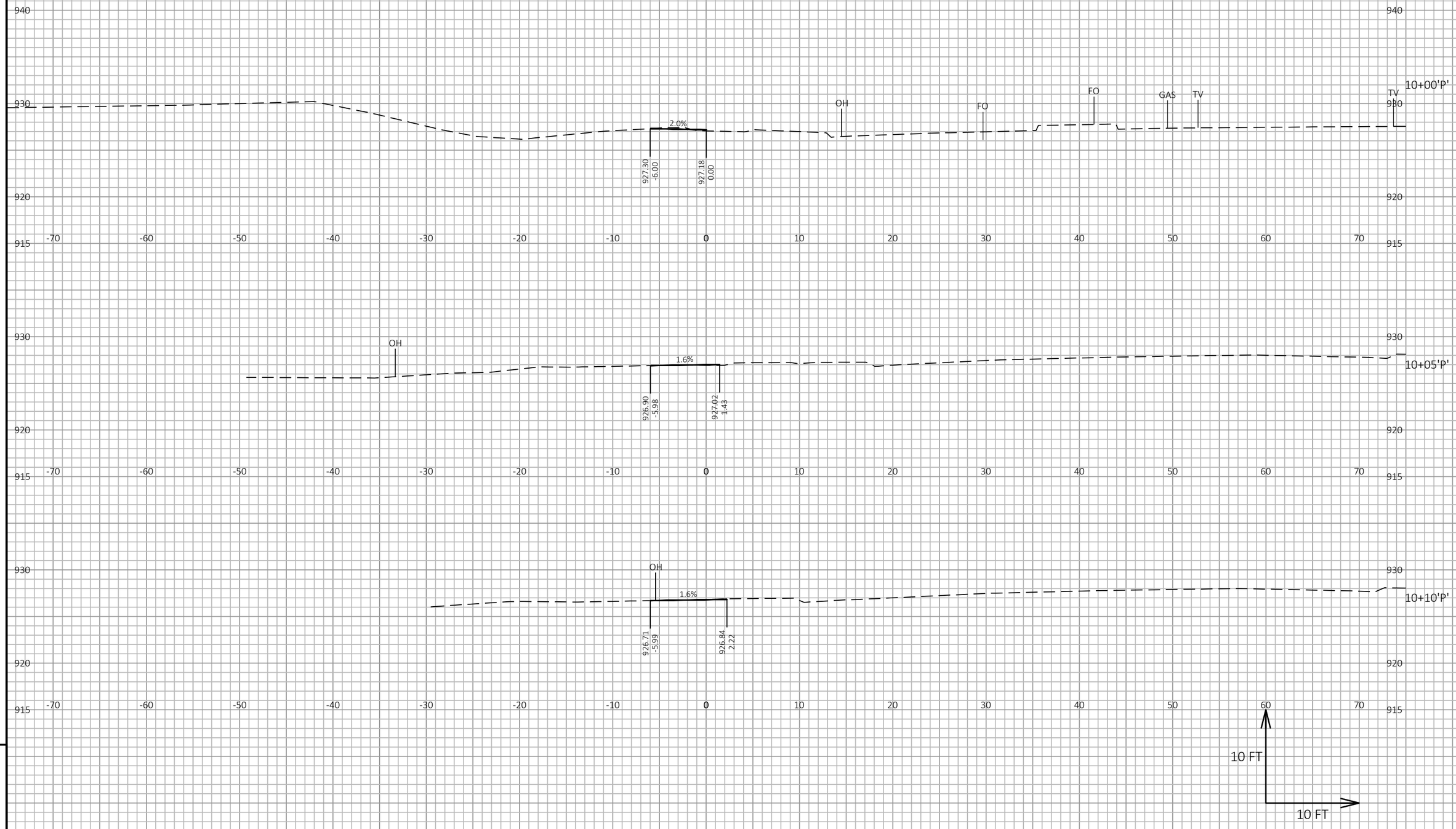
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH	SHEET 187	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090201-XS.DWG
LAYOUT NAME - P-06

PLOT DATE : 9/3/2021 11:25 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 10+00'P'
BEGIN CONSTRUCTION
TEMPORARY PEDESTRIAN PATH REMOVAL GRADING



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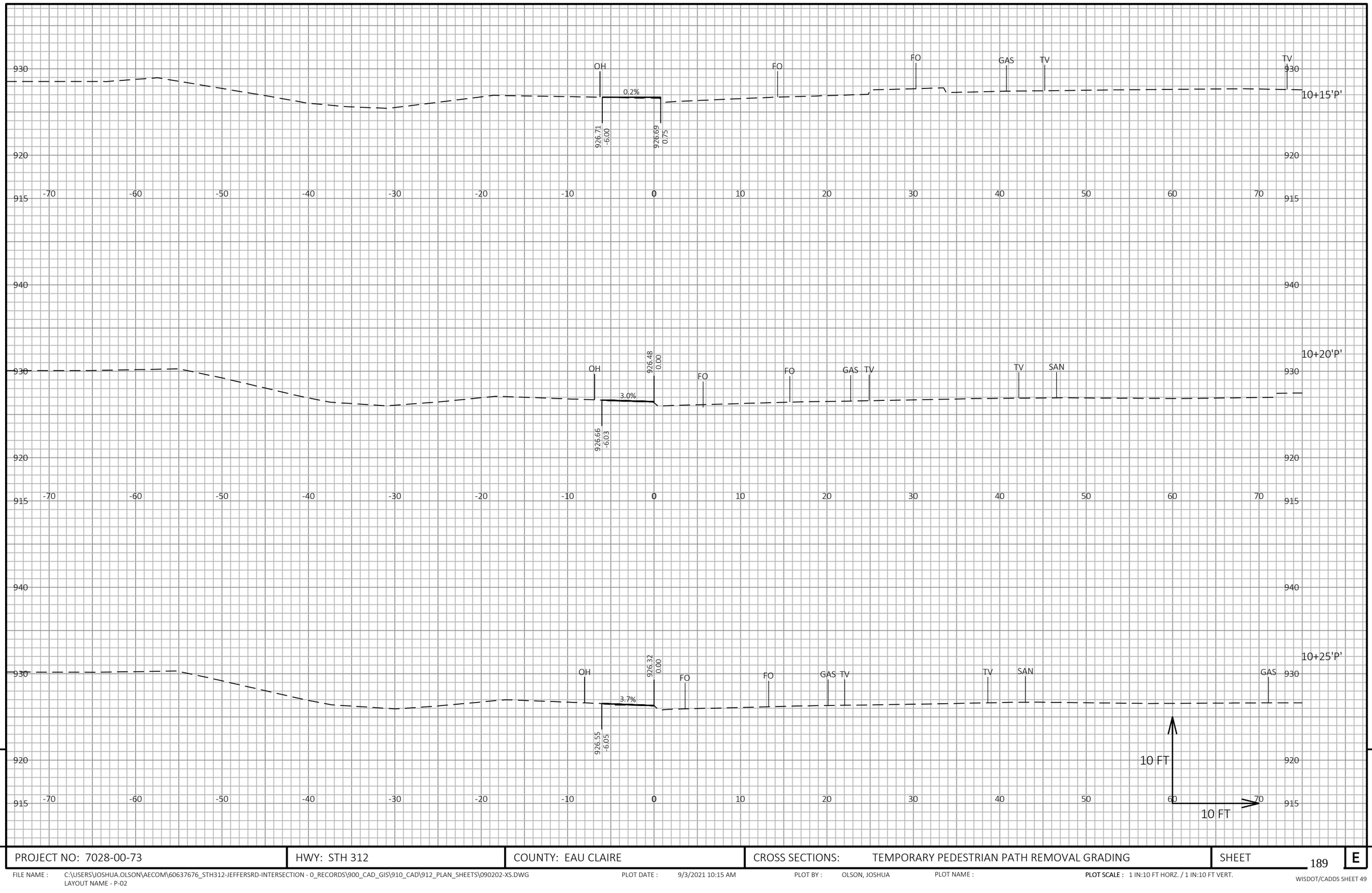
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 188	E



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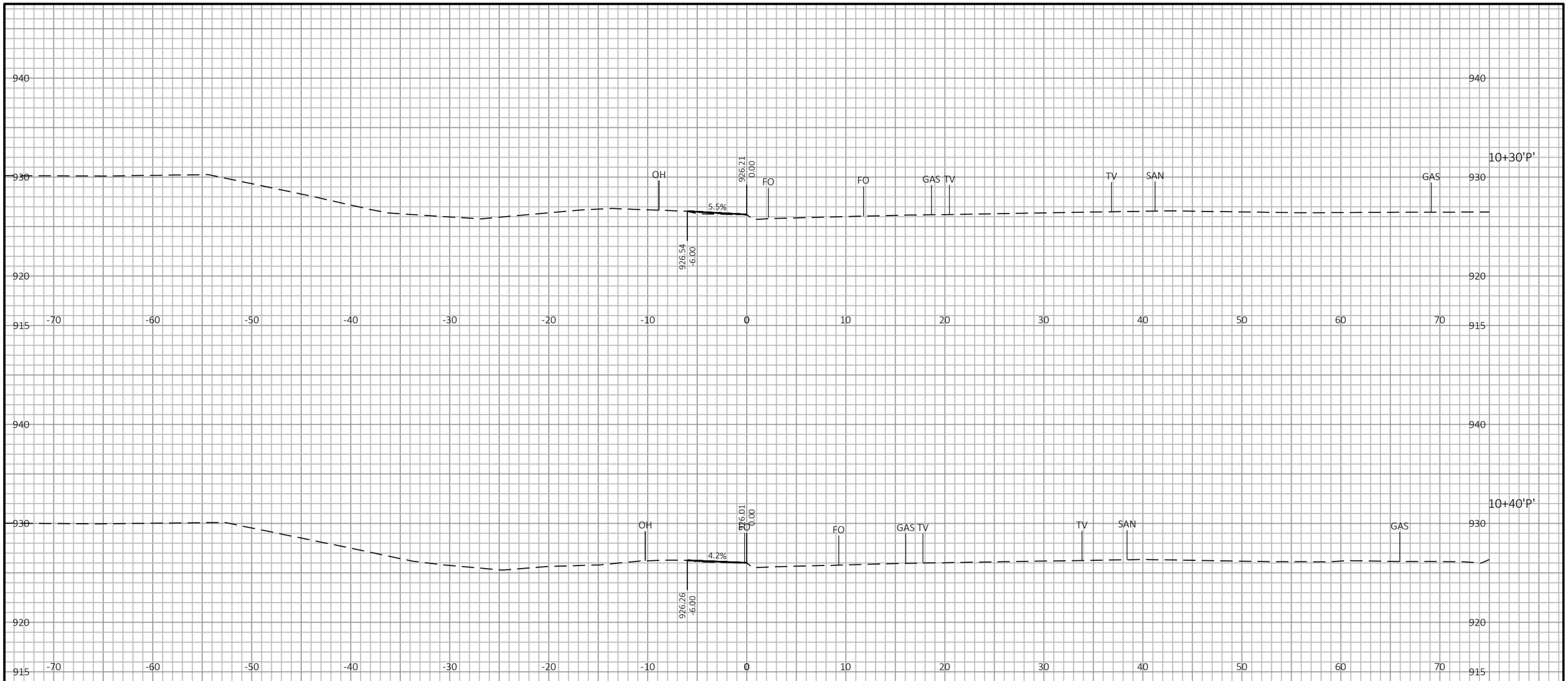
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 189	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090202-XS.DWG
LAYOUT NAME - P-02

PLOT DATE : 9/3/2021 10:15 AM PLOT BY : OLSON, JOSHUA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

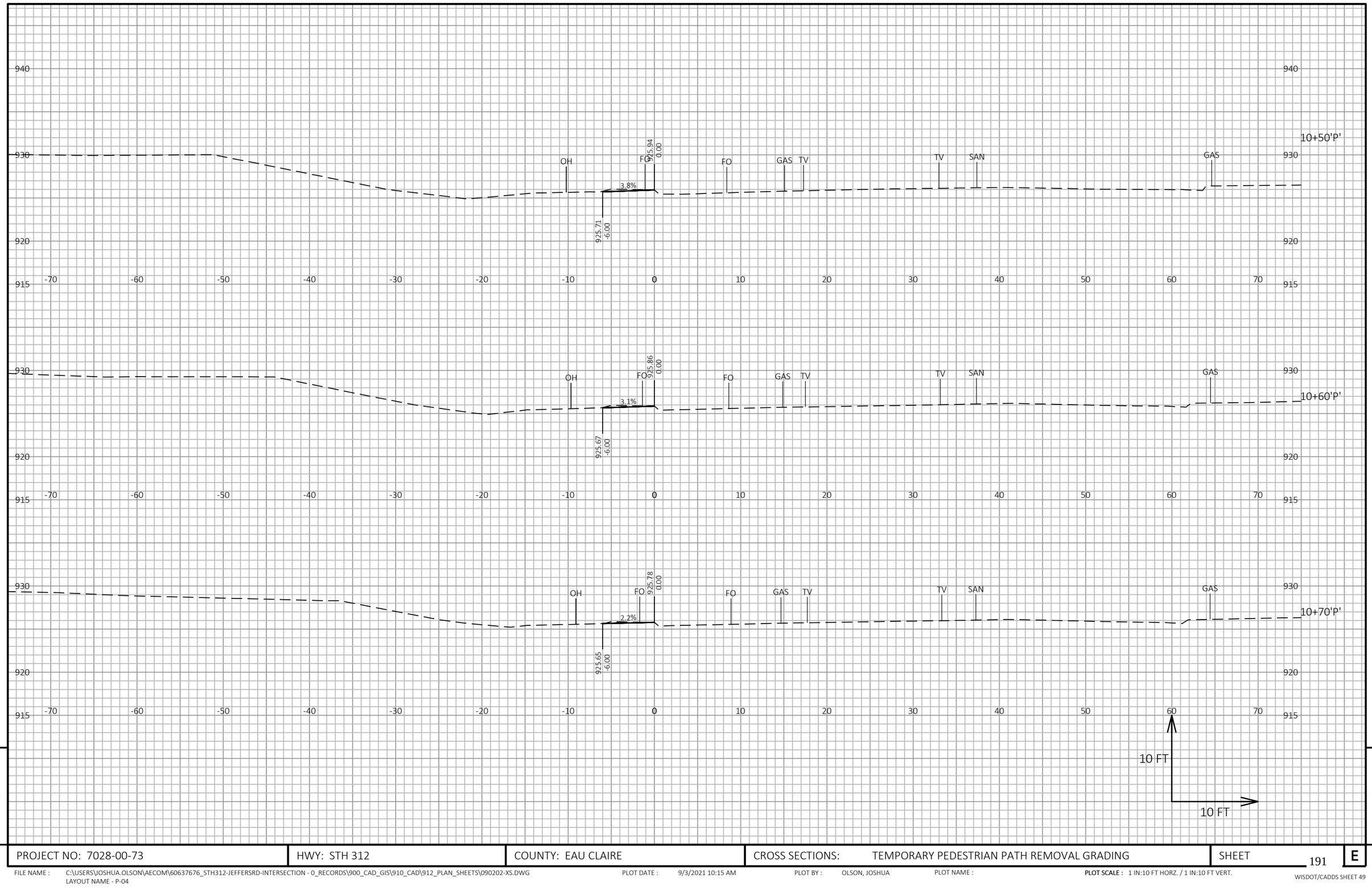


PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 190	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090202-XS.DWG
LAYOUT NAME - P-03

PLOT DATE : 9/3/2021 10:15 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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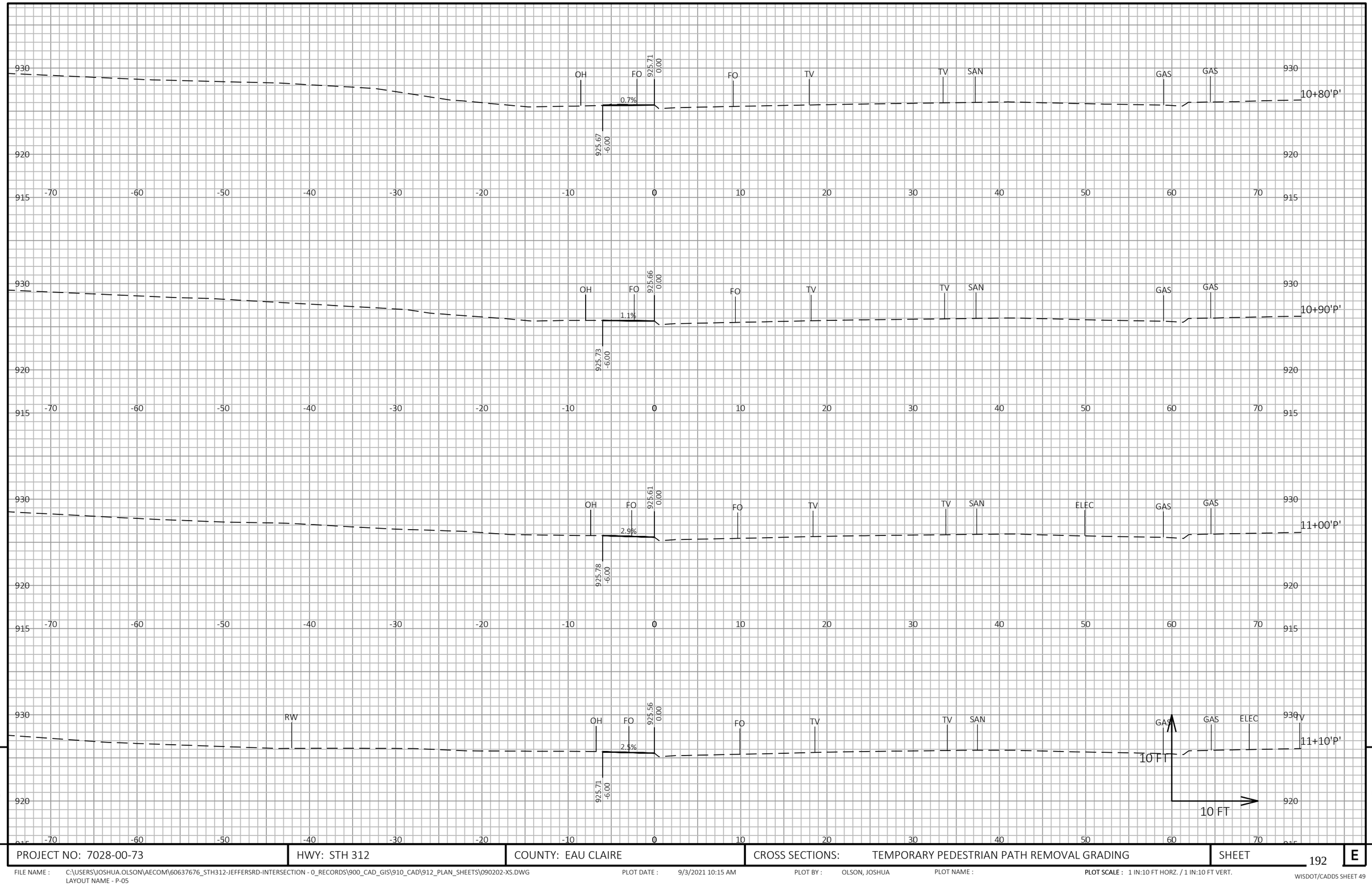
PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 191	E



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 192	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090202-XS.DWG
LAYOUT NAME - P-05

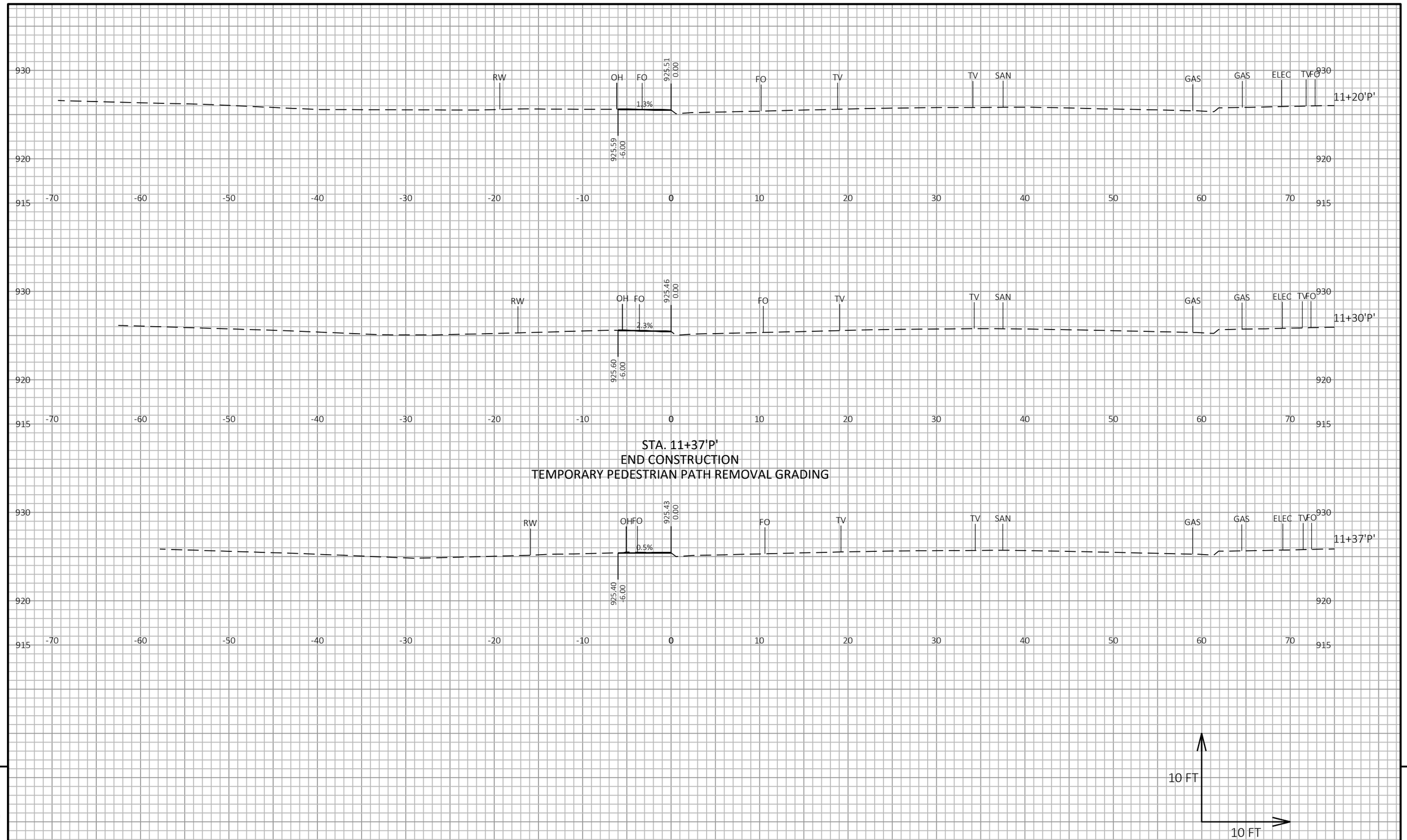
PLOT DATE : 9/3/2021 10:15 AM

PLOT BY : OLSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7028-00-73	HWY: STH 312	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY PEDESTRIAN PATH REMOVAL GRADING	SHEET 193	E

FILE NAME : C:\USERS\JOSHUA.OLSON\AECOM\60637676_STH312-JEFFERSRD-INTERSECTION - 0_RECORDS\900_CAD_GIS\910_CAD\912_PLAN_SHEETS\090202-XS.DWG
LAYOUT NAME - P-06

PLOT DATE : 9/3/2021 10:15 AM PLOT BY : OLSON, JOSHUA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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