EAU

MAY 2015

PROJECT ID: 1190-01-78

COUNTY: EAU CLAIRE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1190-01-78	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EAU CLAIRE - CHIPPEWA FALLS

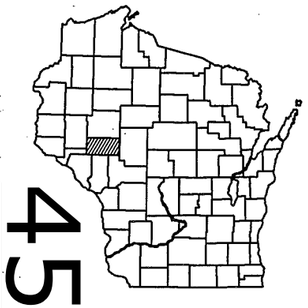
(NORTH CROSSING TO TOWER DRIVE)

U.S.H. 53

EAU CLAIRE COUNTY

ORDER OF SHEETS

TOTAL SHEETS = 90



45

N

DESIGN DESIGNATION

A.A.D.T.	2014	= 35,900
A.A.D.T.	2015	= 36,200
D.H.V.		= 3,565
D.D.		= 50/60
T.		= 7.7
DESIGN SPEED		= 70 MPH
ESALS		= 6,321,800

CONVENTIONAL SYMBOLS

PLAN

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

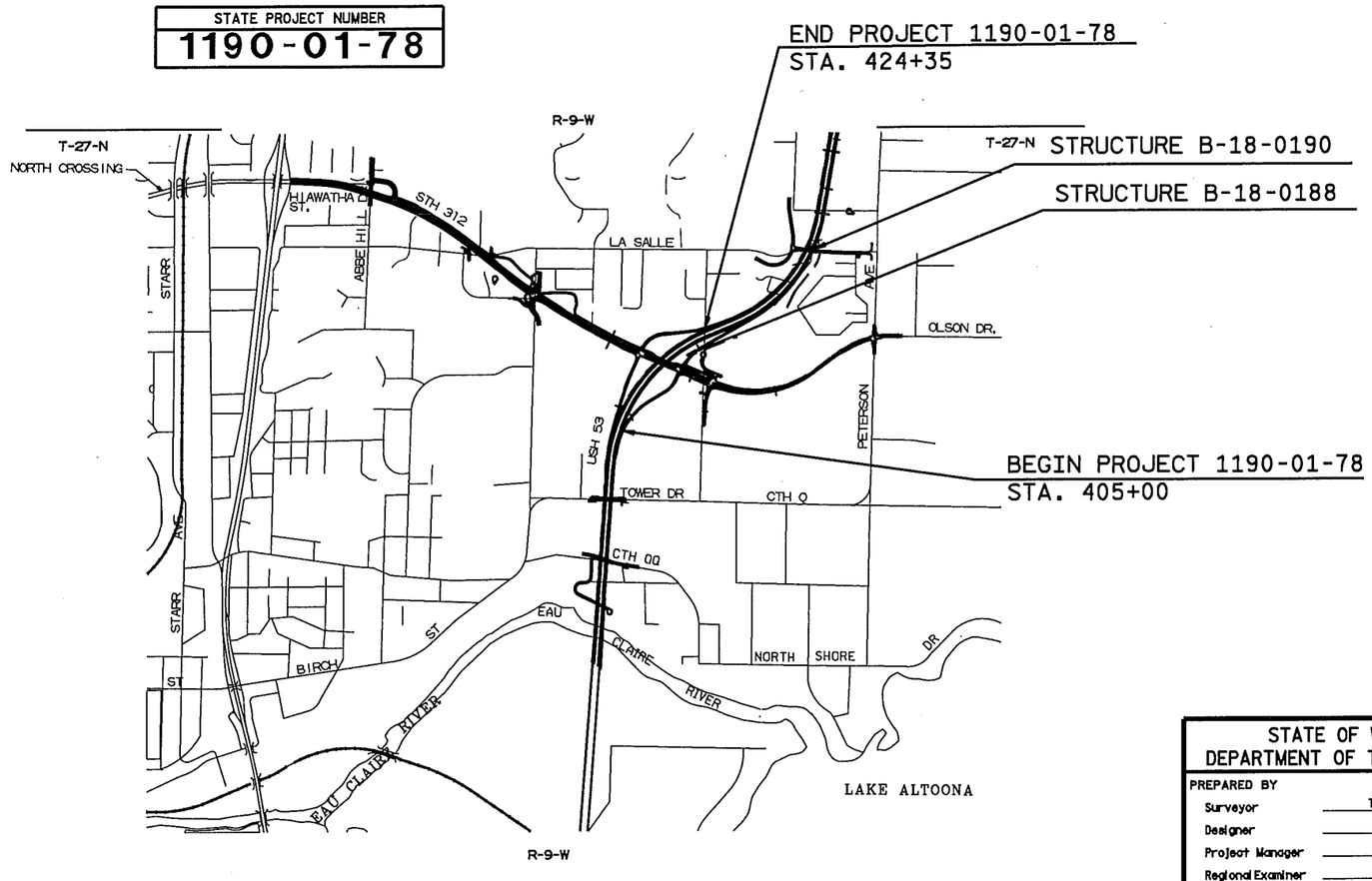
PROFILE

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

UTILITIES

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

STATE PROJECT NUMBER
1190-01-78



LAYOUT
SCALE 0 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.28 MI.

"Coordinates on this plan are referenced to the Wisconsin State Plane Coordinate System (WSPCS), 'Central' Zone."

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	THOMAS ARMSTRONG
Designer	MIKE BERTHOLD
Project Manager	DAVID KOEPP
Regional Examiner	DAN OJIBWAY
Regional Supervisor	TIMOTHY MASON
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 1/28/2015 (Signature)

E

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WISDOT/CADDS SHEET 10

2

LIST OF STANDARD ABBREVIATIONS

AH.	AHEAD
APPROX.	APPROXIMATE
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
BK.	BACK
C/L OR '	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
C.T.H.	COUNTY TRUNK HIGHWAY
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
E.	EAST
EB	EASTBOUND
ELECT.	ELECTRIC
ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXIST.	EXISTING
INL.	INLET
LT.	LEFT
L.H.F.	LEFT–HAND FORWARD
MAX.	MAXIMUM
MISC.	MISCELLANEOUS
N.	NORTH
NOR.	NORMALLY
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
REQ'D	REQUIRED
R/L OR ~	REFERENCE LINE
RT.	RIGHT
R.H.F.	RIGHT–HAND FORWARD
R/W	RIGHT OF WAY
S.	SOUTH
S.D.D.	STANDARD DETAIL DRAWINGS
SHLDR.	SHOULDER
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
TEL.	TELEPHONE
TEMP.	TEMPORARY
T.	TRUCKS (PERCENT OF)
W.	WEST
WB	WESTBOUND
WZ	WORK ZONE

GENERAL NOTES

CURVE DATA IS BASED ON THE ARC DEFINITION.

RESHAPE AND SEED ANY PREVIOUSLY GRASSED AREAS THAT ARE DISTURBED BY OPERATIONS OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITES ARE MEMBERS OF DIGGERS HOTLINE. UTILITY FACILITIES WERE NOT FIELD LOCATED AND VERIFIED.

REMOVAL OF ANY SURVEY MARKER REQUIRES APPROVAL OF THE ENGINEER.

PLACE CONCRETE RUMBLE STRIPS IN THE EXISTING LOCATION.

THE SOUTH BOUND EXIT RAMP TO 312 SHALL REMAIN OPEN AT ALL TIMES.

UTILITIES

AT&T WISCONSIN
(COMMUNICATIONS)
RICK PODOLAK
304 SOUTH DEWEY STREET - 4TH FLOOR
EAU CLAIRE, WI 54701
715839-5565 (OFFICE)
715-410-0656 (MOBILE)
rick.t.podolak@att.com

CITY OF EAU CLAIRE
(SEWER & WATER)
JEFFREY PIPPENGER
UTILITIES ADMINISTRATOR
910 FOREST ST.
EAU CLAIRE, WI 54703
715-839-4920 (OFFICE)
715-828-6802 (MOBILE)
jeff.pippenger@eauclairewi.gov

EAU CLAIRE ENERGY COOPERATIVE
(ELECTRICITY - DISTRIBUTION)
DONALD DRAEGER
8214 HWY 12
PO BOX 368
FALL CREEK, WI 54742-0368
715-836-6479 (OFFICE)
ddraeger@ecec.com

XCEL ENERGY
(GAS)
24-HOUR EMERGENCY:
800-895-2999
FIELD CONTACT:
TO BE DETERMINED

(ELECTRICITY-DISTRIBUTION)
FIELD CONTACT:
DAN KLEIN
PO BOX 8
EAU CLAIRE, WI 54702-0008
715-737-4203 (OFFICE)
715 577-7729 (MOBILE)
daniel.j.klein@xcelenergy.com

COPY ALL XCEL CORRESPONDENCE:
DAWN SCHULTZ
1414 W HAMILTON AVE
PO BOX 8
EAU CLAIRE, WI 54702-0008
715-737-2482 (OFFICE)
dawn.schultz@xcelenergy.com

WISDOT CONTACT

TIMOTHY MASON, P.E.
WISDOT NW REGION
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
715–833–5366
timothy.mason@dot.wi.gov

DESIGN CONTACT

MIKE BERTHOLD, P.E.
WISDOT NW REGION
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI. 54701
(715)836––3922
MIKE.BERTHOLD@DOT.WI.GOV

TYPICAL SECTION & DETAIL INDEX

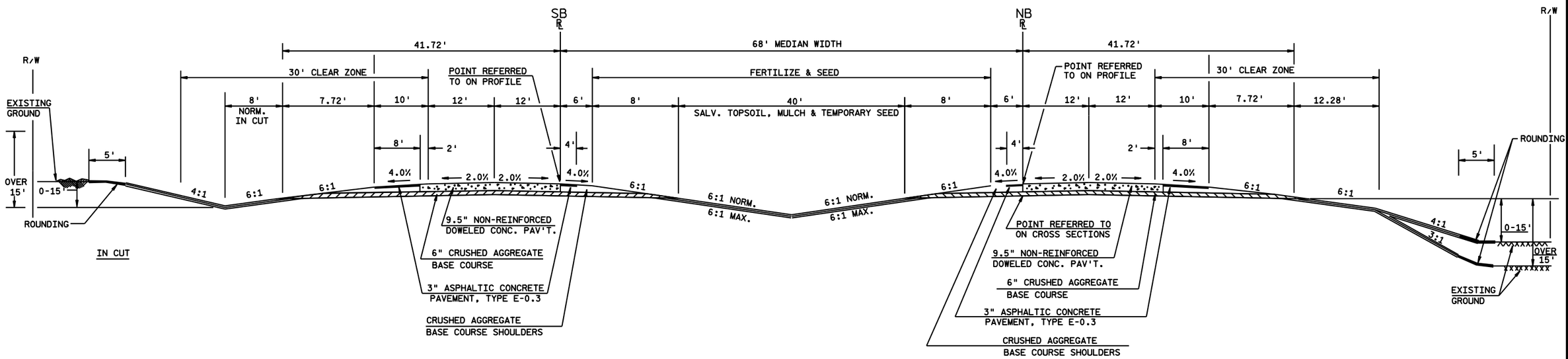
24–HOUR SPILLS HOTLINE
(800)943–0003

DNR LIASON

DNR WEST CENTRAL REGION HEADQUARTERS
ATTN: CHRIS WILLGER
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54702–4001
715–839–1609
christopherj.willger@wisconsin.gov

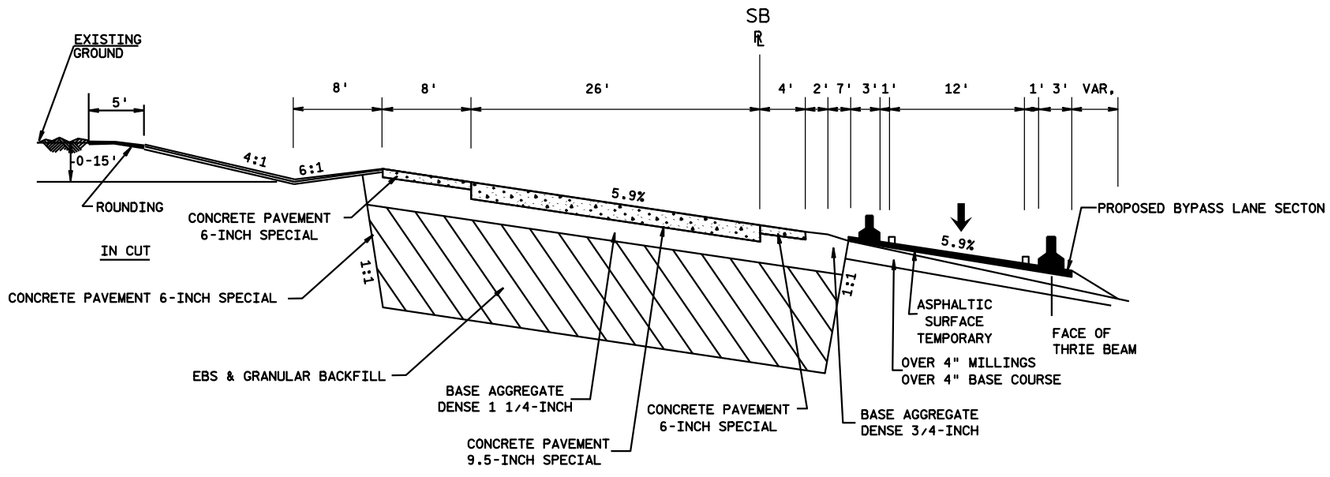
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	GENERAL NOTES	SHEET 2	E



TYPICAL EXISTING SECTION U.S.H. 53

STA. 406+00 to 425+00



TYPICAL CONCRETE PAVEMENT REPAIR SECTION
(LOOKING NORTH)

STA. 413+00 TO 416+44

NOTE: 4" MILLING (RECLAIMED) ASPHALTIC PAVEMENT)

PROJECT NO: 1190-01-78	HWY: U.S.H. 53 FREEWAY	COUNTY: EAU CLAIRE CHIPPEWA	TYPICAL SECTION	SHEET 3	E

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
REINFORCED	30"	20' AND MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

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.

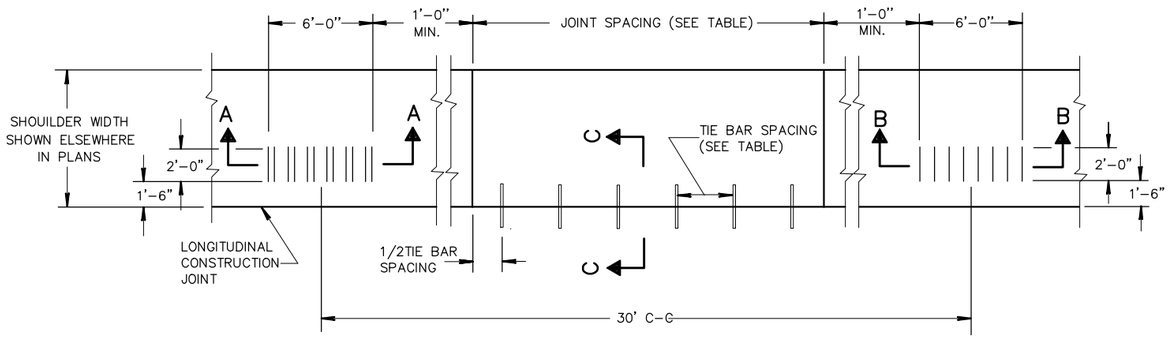
CORRUGATIONS SHALL BE PERPENDICULAR TO THE PAVEMENT EDGE.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

THE SHOULDER PAVEMENT SHALL RECEIVE A FINISH WITH AN ARTIFICIAL TURF DRAG IN CONFORMANCE WITH SUBSECTION 415.5.9.6.2 OF THE STANDARD SPECIFICATIONS

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

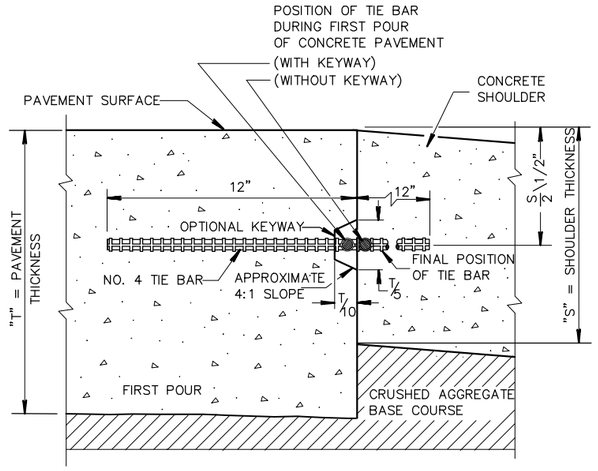
** SAWED CORRUGATIONS SHALL NOT BE USED UNLESS SPECIFIED ELSEWHERE IN THIS CONTRACT.



** SAWED CORRUGATION

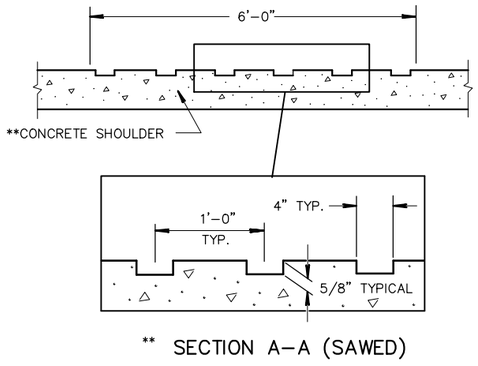
FORMED CORRUGATION

PLAN VIEW OF CONCRETE SHOULDER

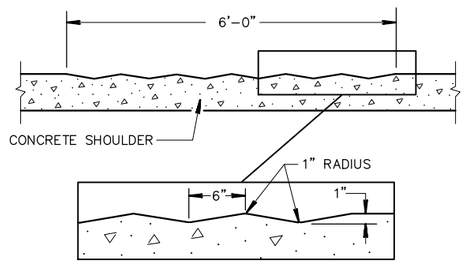


SECTION C-C

LONGITUDINAL CONSTRUCTION JOINT



** SECTION A-A (SAWED)



SECTION B-B (FORMED)

CORRUGATION DETAIL

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: CONCRETE SHOULDER	SHEET 4	E

2

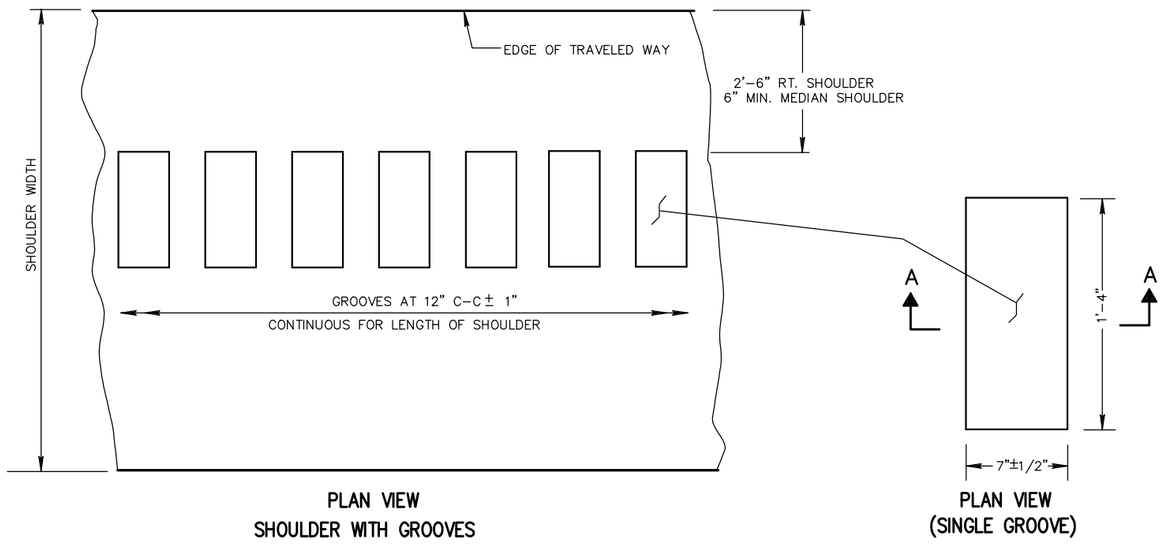
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES OR TURN LANE TAPERS. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

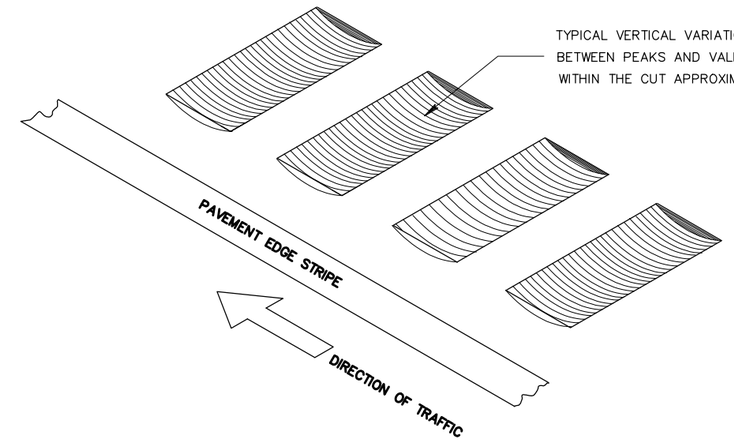
(1) 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.



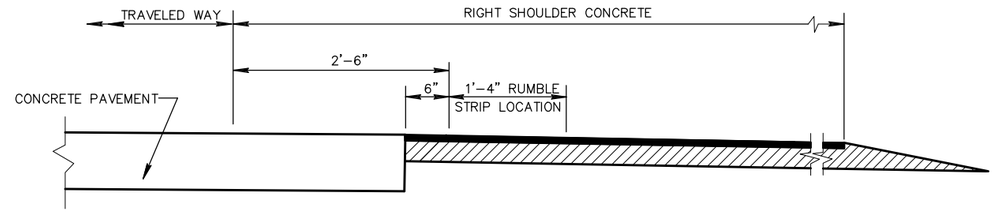
PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

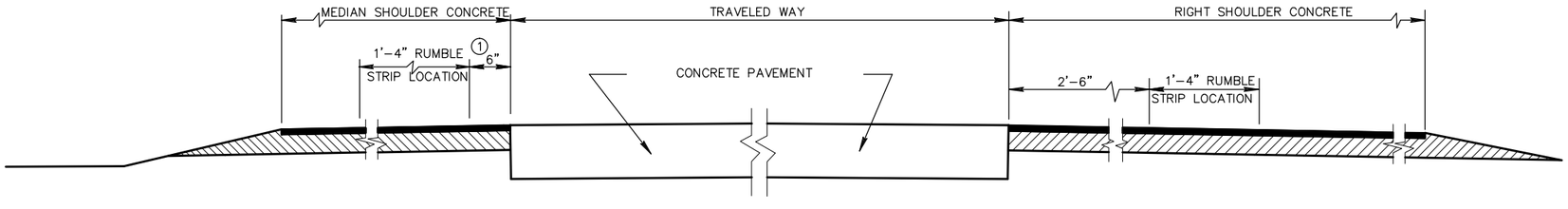
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



ISOMETRIC

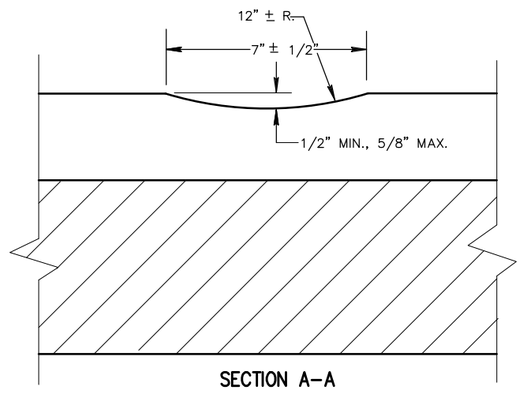


SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF CONCRETE SHOULDER RUMBLE STRIPS
IN RURAL DIVIDED HIGHWAYS
(ONE ROADWAY IS SHOWN)



SECTION A-A

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONST. DETAIL: CONCRETE SHOULDER RUMBLE STRIP, MILLING	SHEET 5	E

2

2

STH 312

WORK
ZONE

N

USH 53

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	PROJECT OVERVIEW - WORK ZONE	SHEET 6	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\020201-PO-WZ.DWG
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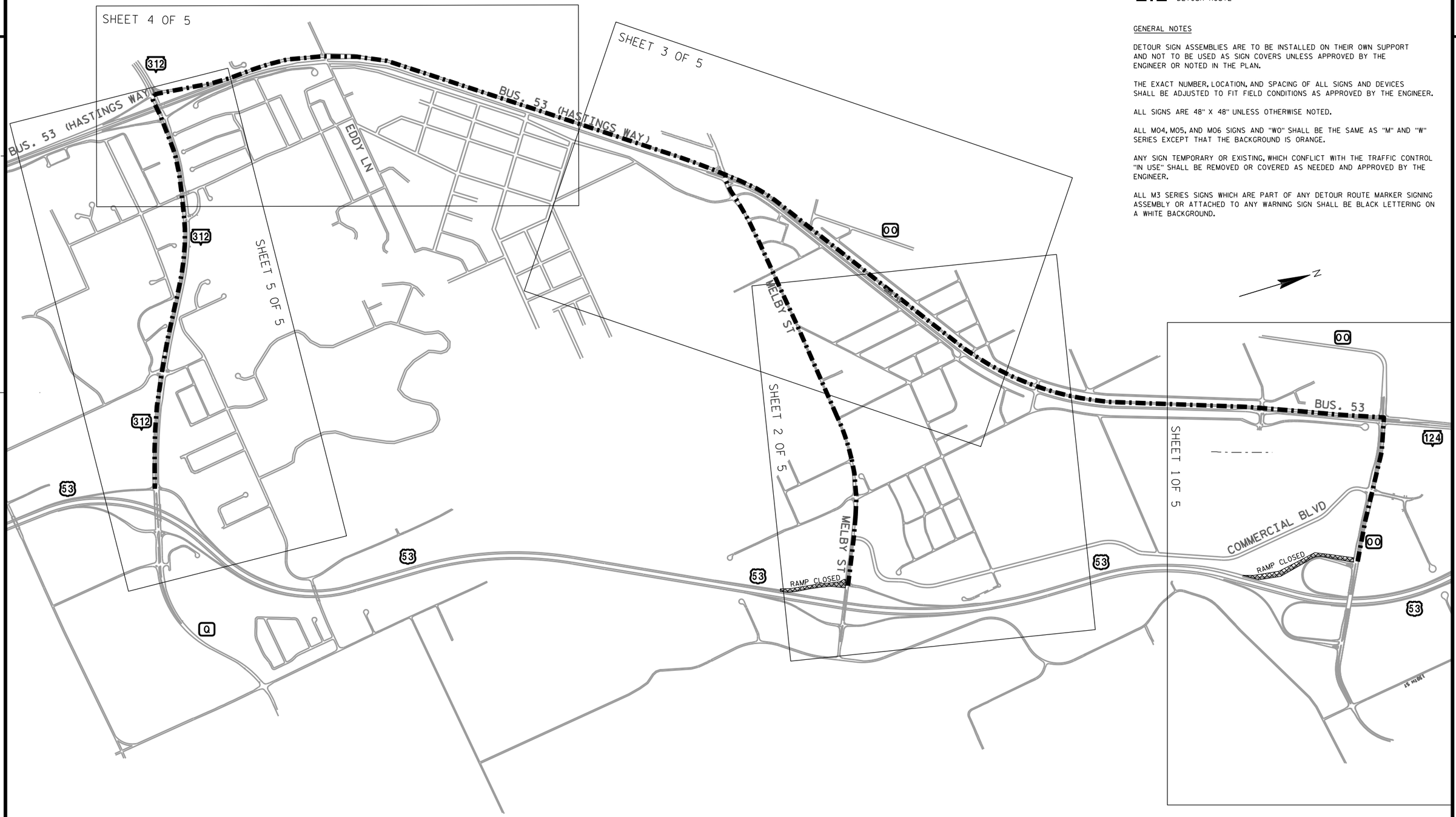


LEGEND

ROAD CLOSED

DETOUR ROUTE

GENERAL NOTES

DETOUR SIGN ASSEMBLIES ARE TO BE INSTALLED ON THEIR OWN SUPPORT AND NOT TO BE USED AS SIGN COVERS UNLESS APPROVED BY THE ENGINEER OR NOTED IN THE PLAN.

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

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

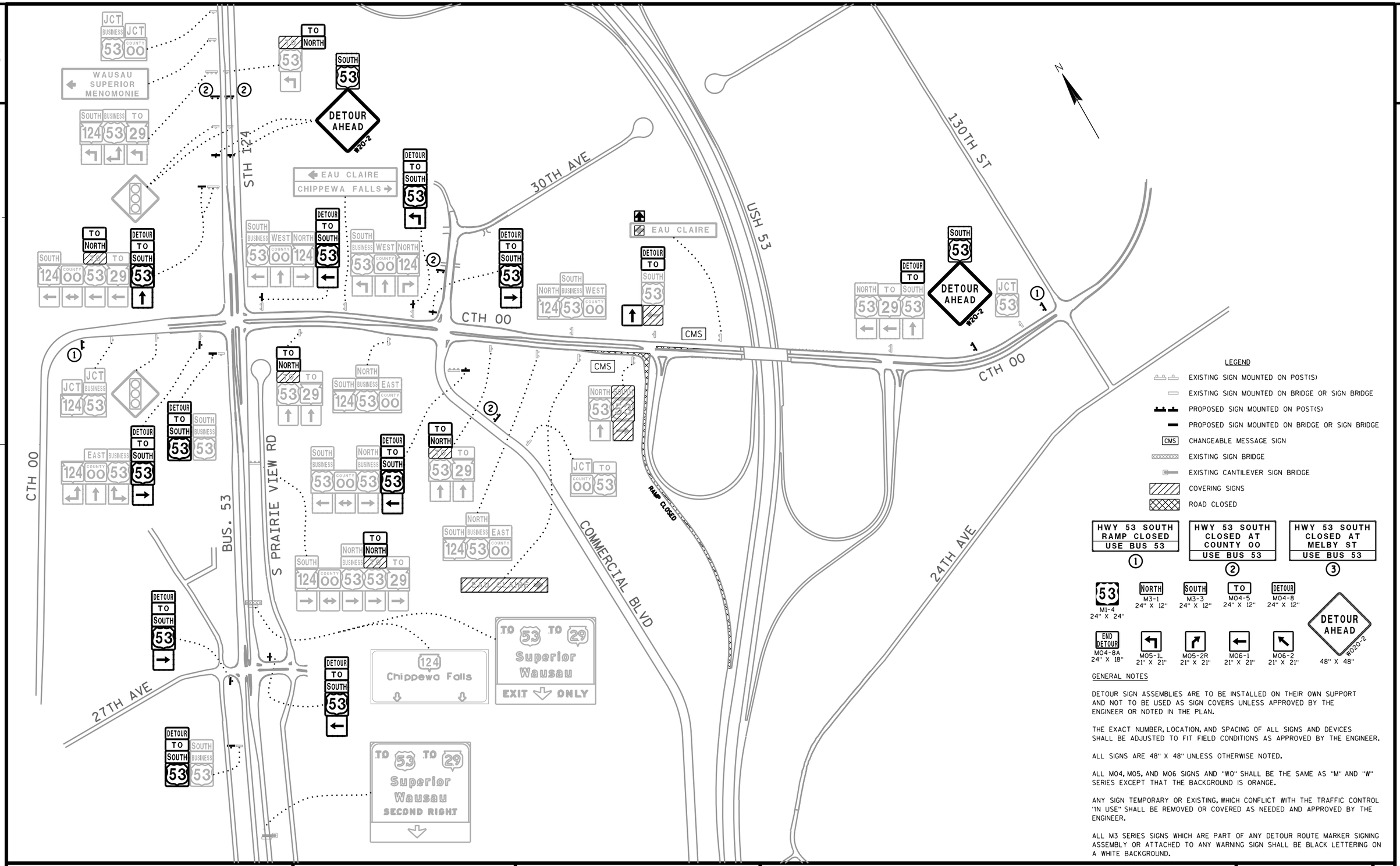
ALL M04, M05, AND M06 SIGNS AND "W0" SHALL BE THE SAME AS "M" AND "W" SERIES EXCEPT THAT THE BACKGROUND IS ORANGE.

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

ALL M3 SERIES SIGNS WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN OVERVIEW	SHEET 7	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- CMS — CHANGEABLE MESSAGE SIGN
- EXISTING SIGN BRIDGE
- EXISTING CANTILEVER SIGN BRIDGE
- COVERING SIGNS
- ROAD CLOSED

HWY 53 SOUTH RAMP CLOSED USE BUS 53	HWY 53 SOUTH CLOSED AT COUNTY OO USE BUS 53	HWY 53 SOUTH CLOSED AT MELBY ST USE BUS 53
①	②	③

53 M1-4 24" X 24"	NORTH M3-1 24" X 12"	SOUTH M3-3 24" X 12"	TO M04-5 24" X 12"	DETOUR M04-8 24" X 12"	DETOUR AHEAD W020-2 48" X 48"
END DETOUR M04-8A 24" X 18"	M05-1L 21" X 21"	M05-2R 21" X 21"	M06-1 21" X 21"	M06-2 21" X 21"	

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PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN SHEET 1 OF 5	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
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- EXISTING CANTILEVER SIGN BRIDGE
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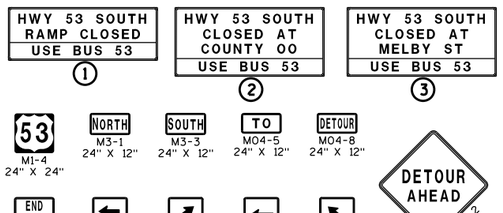

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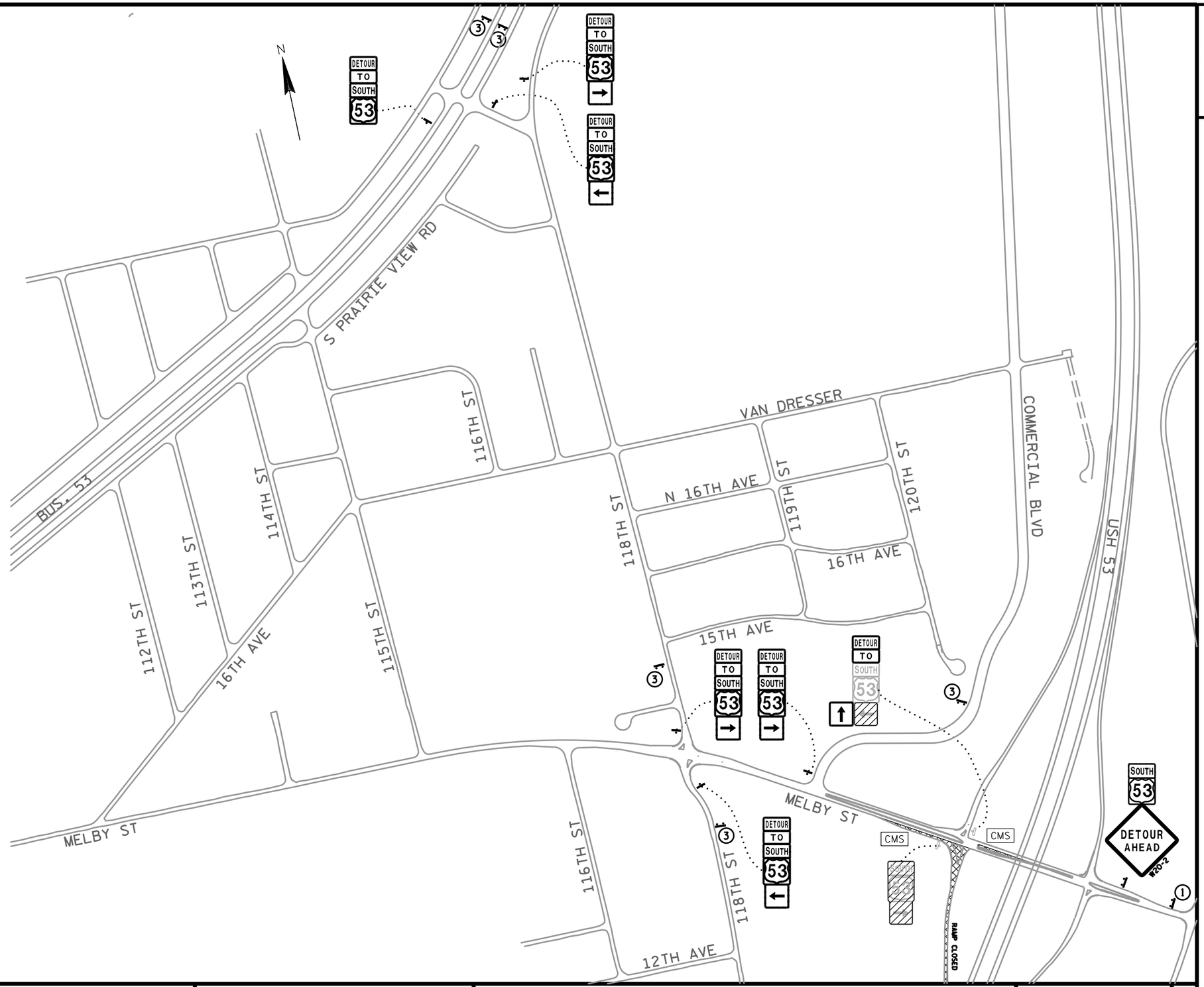

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN SHEET 2 OF 5	SHEET	E

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- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
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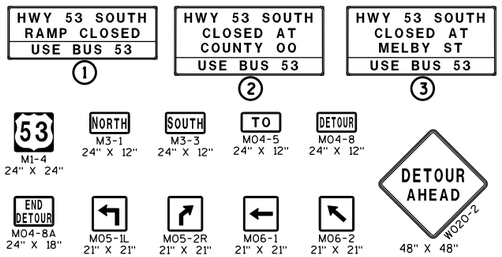
- EXISTING SIGN BRIDGE
- EXISTING CANTILEVER SIGN BRIDGE
- COVERING SIGNS
- ROAD CLOSED



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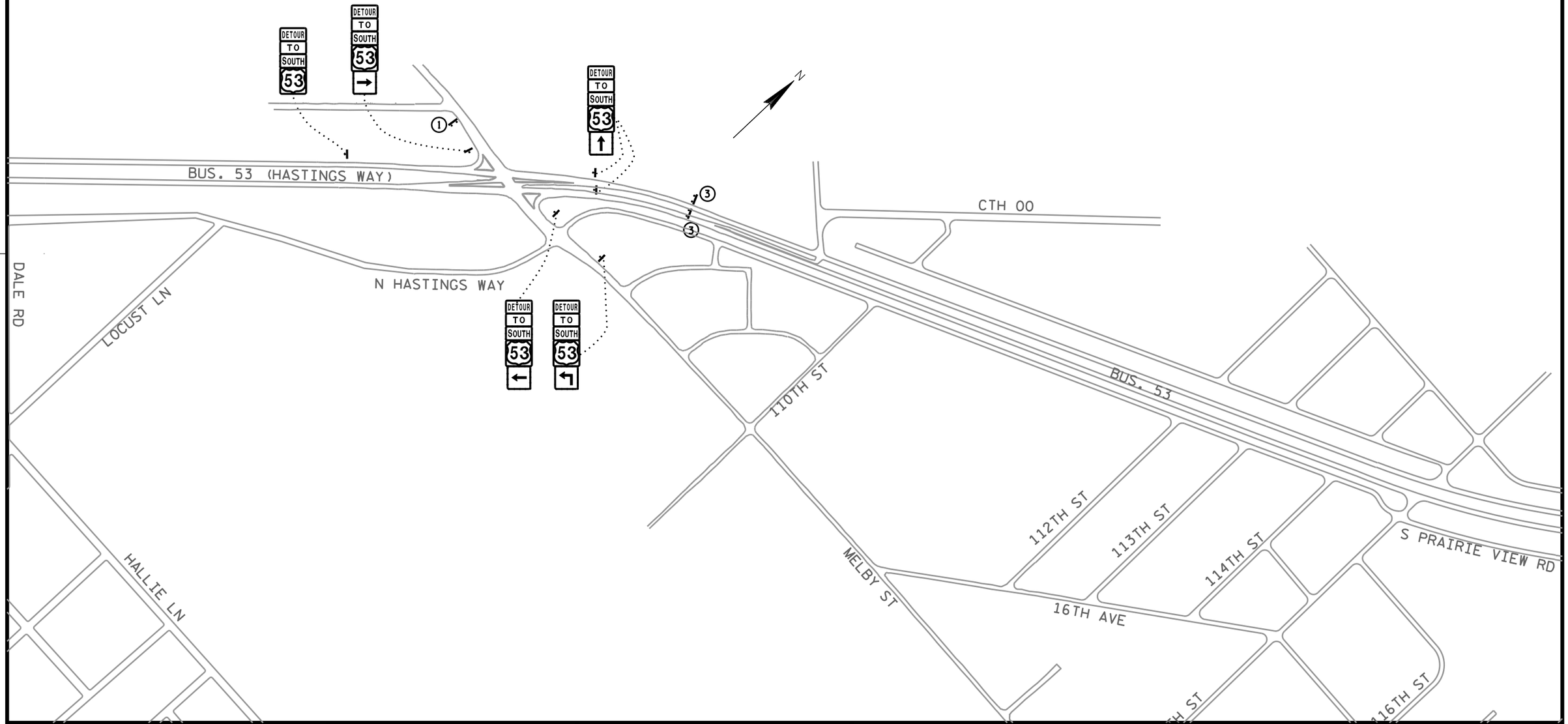
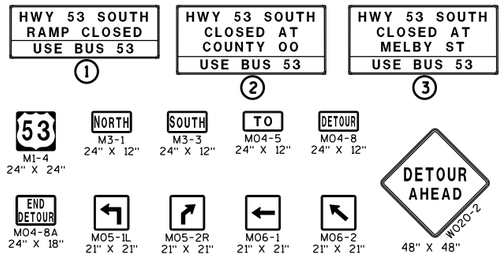


PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN SHEET 3 OF 5	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- CMS — CHANGEABLE MESSAGE SIGN
- EXISTING SIGN BRIDGE
- EXISTING CANTILEVER SIGN BRIDGE
- COVERING SIGNS
- ROAD CLOSED



GENERAL NOTES

DETOUR SIGN ASSEMBLIES ARE TO BE INSTALLED ON THEIR OWN SUPPORT AND NOT TO BE USED AS SIGN COVERS UNLESS APPROVED BY THE ENGINEER OR NOTED IN THE PLAN.

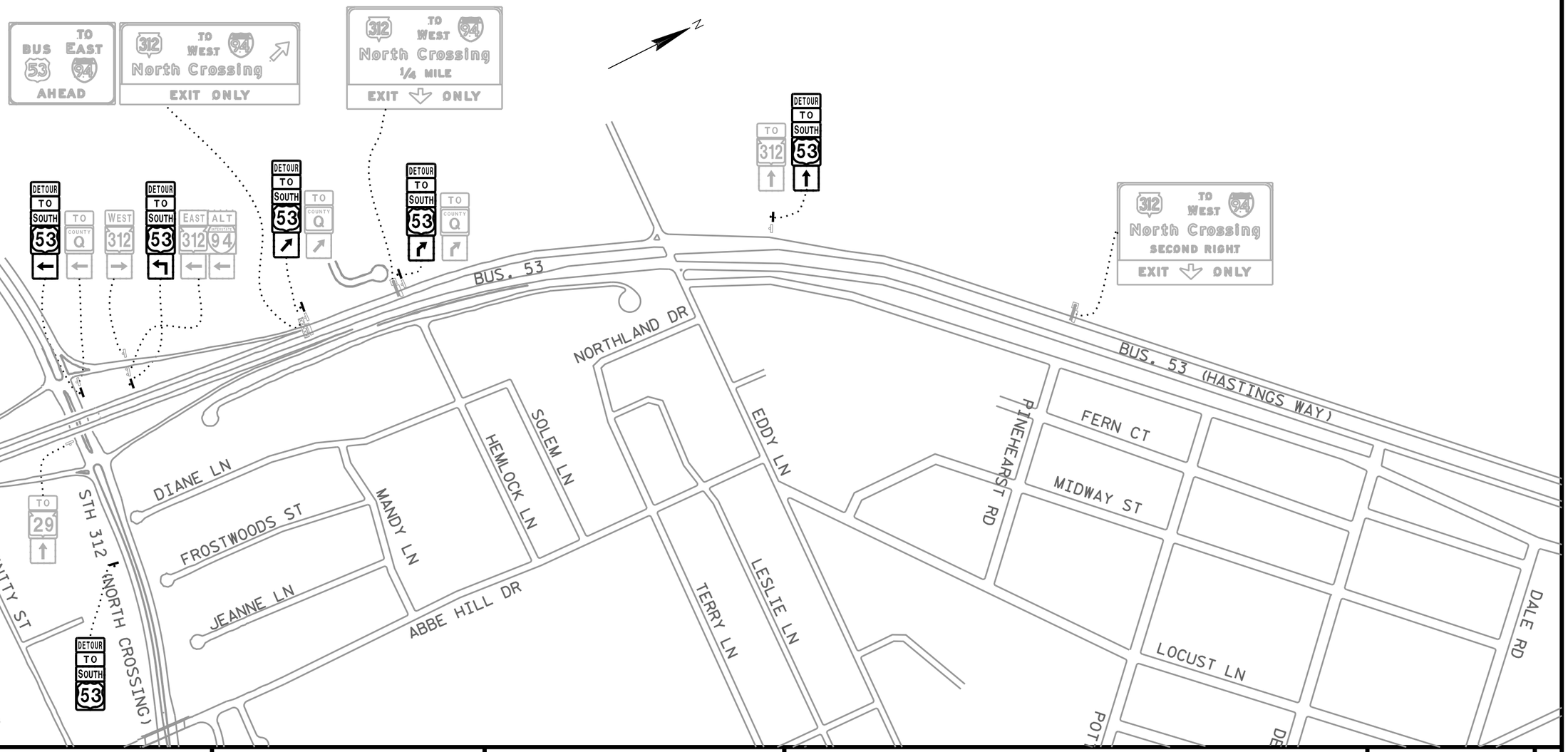
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

ALL M04, M05, AND M06 SIGNS AND "WO" SHALL BE THE SAME AS "M" AND "W" SERIES EXCEPT THAT THE BACKGROUND IS ORANGE.

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

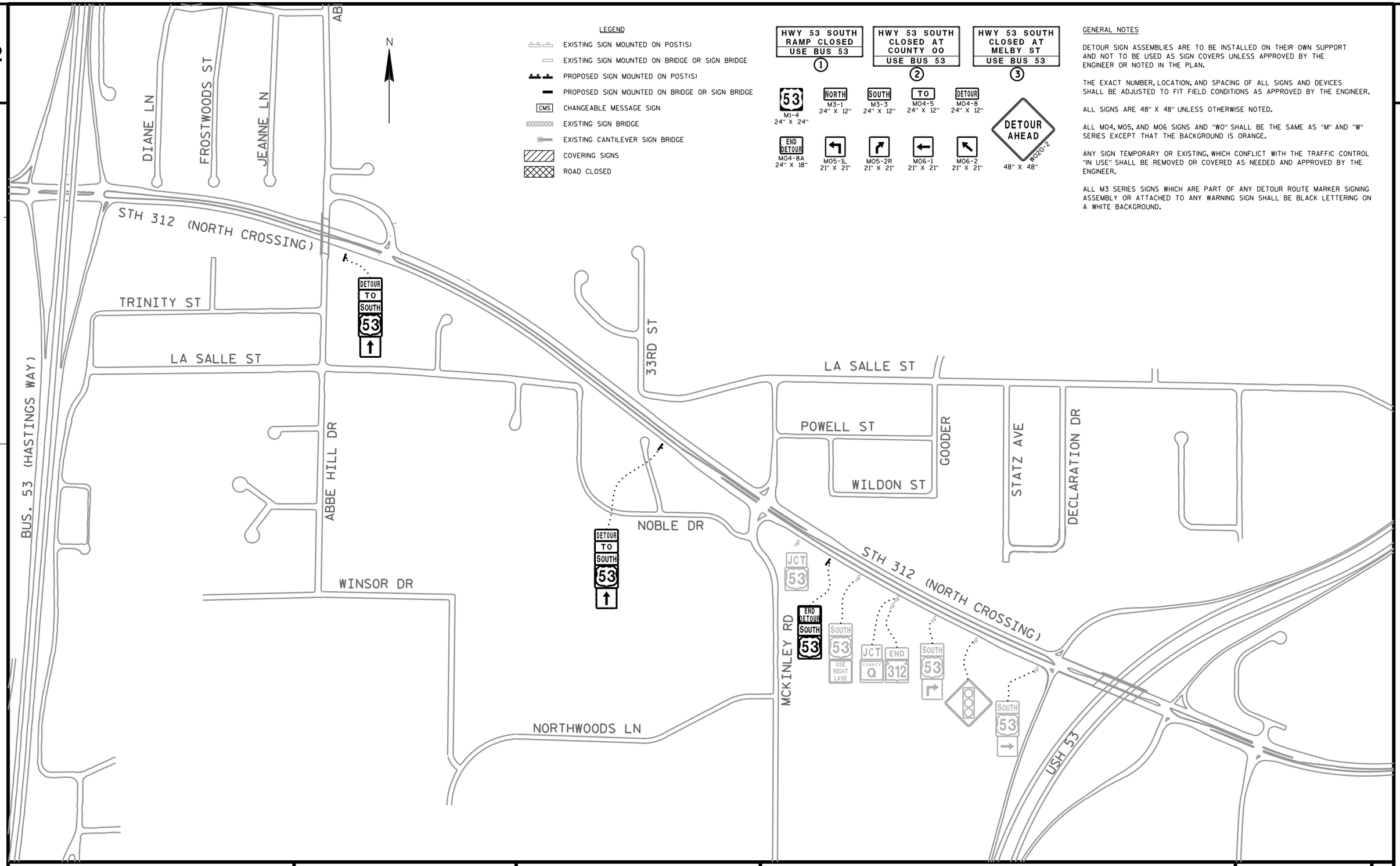
ALL M3 SERIES SIGNS WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.



PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN SHEET 4 OF 5	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- CMS — CHANGEABLE MESSAGE SIGN
- EXISTING SIGN BRIDGE
- EXISTING CANTILEVER SIGN BRIDGE
- COVERING SIGNS
- ROAD CLOSED

GENERAL NOTES

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ALL M3 SERIES SIGNS WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

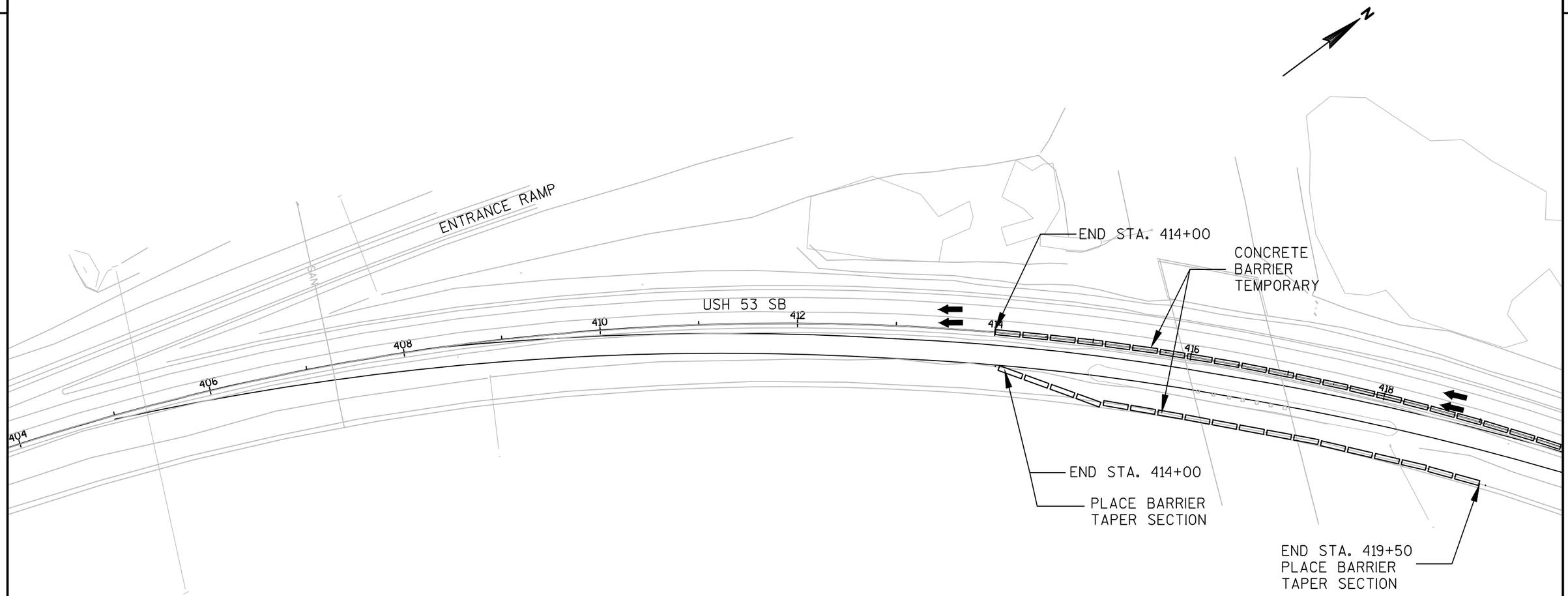
2

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	DETOUR PLAN SHEET 5 OF 5	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: TRAFFIC CONTROL PHASE 1 & 3	SHEET 13	E

2

N

END STA. 421+00

EXIT RAMP

PT: 425+02.18

PC: 430+00.23

420 422 USH 53 SB 424 426 428 430 432

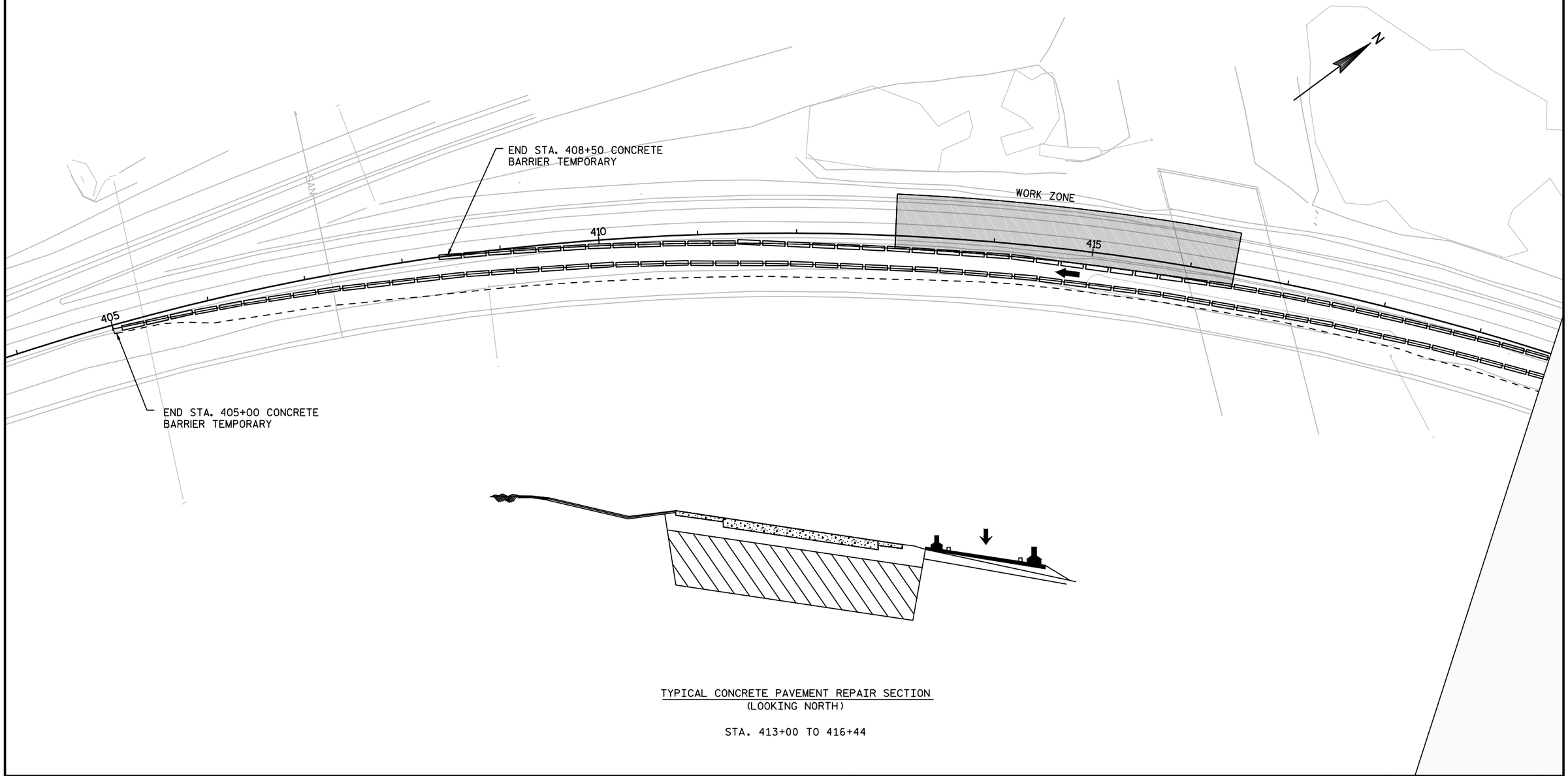
CONCRETE BARRIER TEMPORARY

CRASH CUSHIONS TEMPORARY

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: TRAFFIC CONTROL PHASE 1 & 3	SHEET 14	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\025020_TC_PLAN_100.DWG
LAYOUT NAME - 025020 - (2)
PLOT DATE : 12/18/2014 12:51 PM PLOT BY : BERTHOLD, MICHAEL E PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

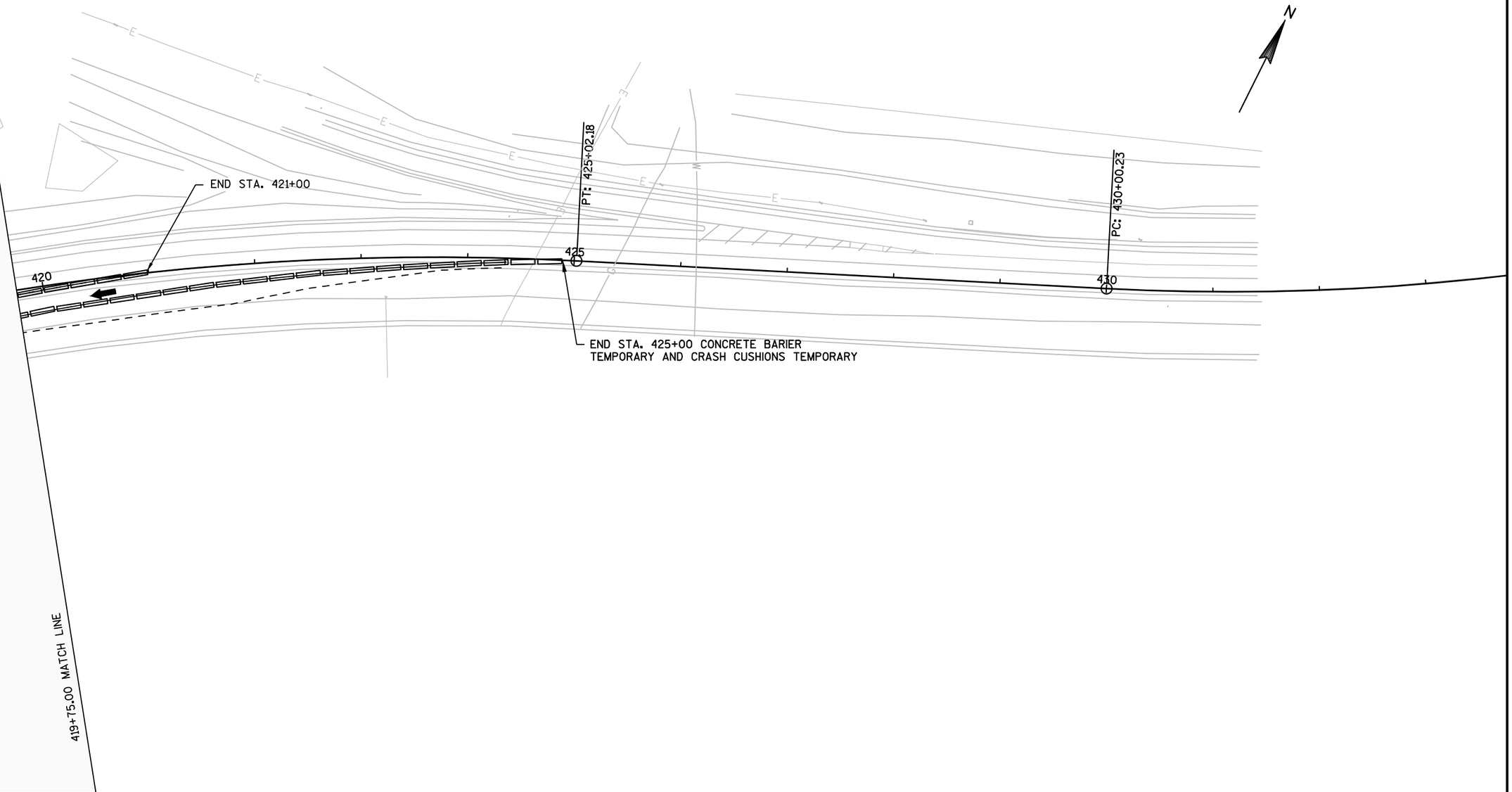


TYPICAL CONCRETE PAVEMENT REPAIR SECTION
(LOOKING NORTH)

STA. 413+00 TO 416+44

PROJECT NO:1190-01-78	HWY:USH 53	COUNTY:EAU CLAIRE	CONSTRUCTION DETAIL: TRAFFIC CONTROL PHASE 2	SHEET 15	E

2



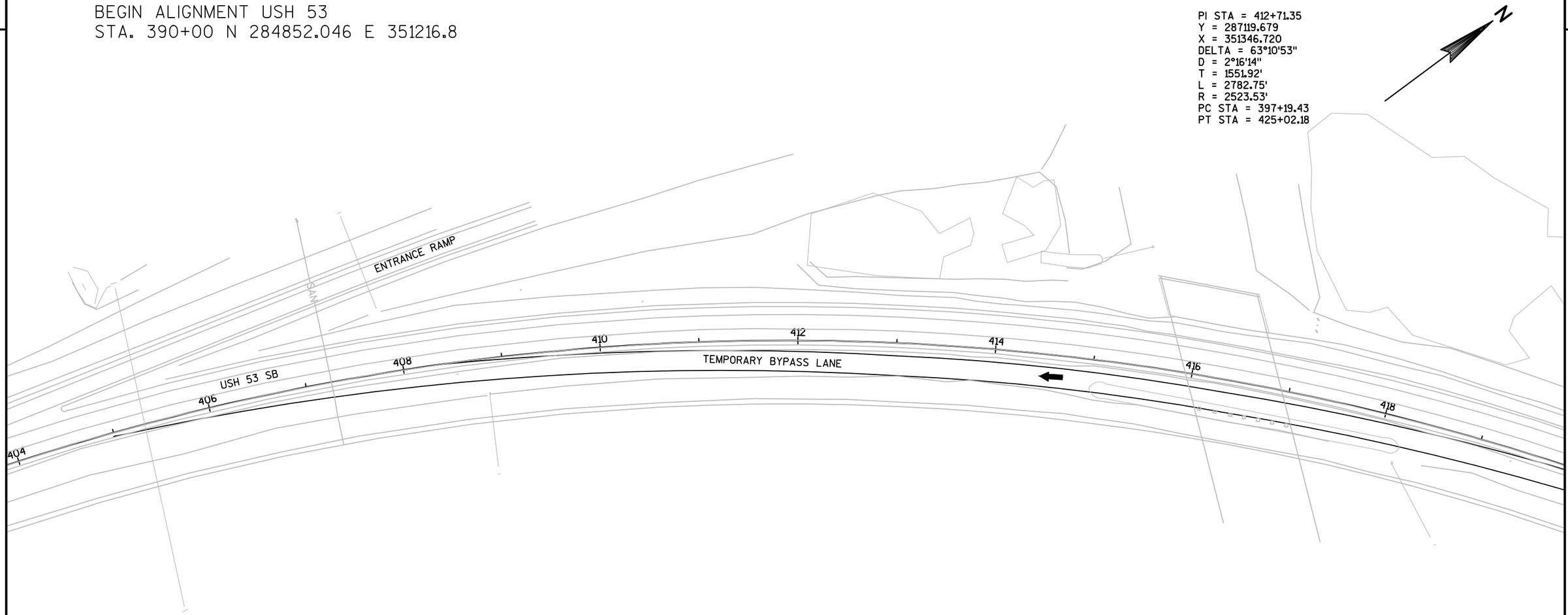
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: TRAFFIC CONTROL PHASE 2	SHEET 16	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\025001-TC-100-USH53-SB.DWG
LAYOUT NAME - 025001 - (2)
PLOT DATE : 12/18/2014 1:02 PM PLOT BY : BERTHOLD, MICHAEL E PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

BEGIN ALIGNMENT USH 53
STA. 390+00 N 284852.046 E 351216.8

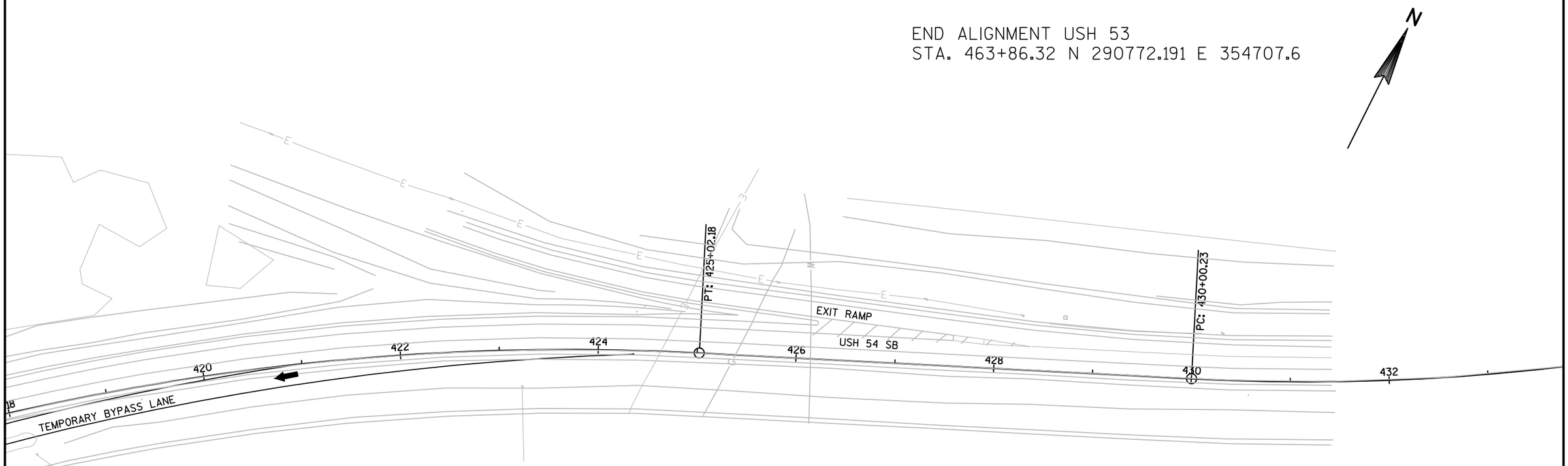
PI STA = 412+71.35
Y = 287119.679
X = 351346.720
DELTA = 63°10'53"
D = 2°16'14"
T = 1551.92'
L = 2782.75'
R = 2523.53'
PC STA = 397+19.43
PT STA = 425+02.18



PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: ALIGNMENT DATA	SHEET 17	E

2

END ALIGNMENT USH 53
STA. 463+86.32 N 290772.191 E 354707.6



PI STA = 442+28.67
Y = 288429.066
X = 354352.285
DELTA = 57°50'14"
D = 2°34'36"
T = 1228.44'
L = 2244.61'
R = 2223.60'
PC STA = 430+00.23
PT STA = 452+44.84

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CONSTRUCTION DETAIL: ALIGNMENT DATA	SHEET 18	E

DATE 11MAR15 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1190-01-78 QUANTITY
0010	204.0100	Removing Pavement	SY	994.000	994.000
0020	205.0100	Excavation Common	CY	6,141.000	6,141.000
0030	208.0100	Borrow	CY	1,654.000	1,654.000
0040	209.0100	Backfill Granular	CY	2,987.000	2,987.000
0050	213.0100	Finishing Roadway (project) 01. 1190-01-78	EACH	1.000	1.000
0060	305.0110	Base Aggregate Dense 3/4-Inch	TON	50.000	50.000
0070	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,809.000	2,809.000
0080	416.0620	Drilled Dowel Bars	EACH	48.000	48.000
0090	416.1110	Concrete Shoulder Rumble Strips	LF	688.000	688.000
0100	465.0125	Asphaltic Surface Temporary	TON	692.000	692.000
0110	465.0400	Asphaltic Shoulder Rumble Strips	LF	600.000	600.000
0120	603.8000	Concrete Barrier Temporary Precast Delivered	LF	3,709.000	3,709.000
0130	603.8125	Concrete Barrier Temporary Precast Installed	LF	5,073.000	5,073.000
0140	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0150	614.0920	Salvaged Rail	LF	390.000	390.000
0160	614.0950	Replacing Guardrail Posts and Blocks	EACH	144.000	144.000
0170	614.0951	Replacing Guardrail Rail and Hardware	LF	390.000	390.000
0180	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1190-01-78	EACH	1.000	1.000
0190	619.1000	Mobilization	EACH	1.000	1.000
0200	625.0500	Salvaged Topsoil	SY	10,600.000	10,600.000
0210	627.0200	Mulching	SY	3,800.000	3,800.000
0220	628.1504	Silt Fence	LF	1,919.000	1,919.000
0230	628.1520	Silt Fence Maintenance	LF	1,919.000	1,919.000
0240	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0250	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0260	628.2004	Erosion Mat Class I Type B	SY	1,705.000	1,705.000
0270	628.7005	Inlet Protection Type A	EACH	3.000	3.000
0280	629.0210	Fertilizer Type B	CWT	4.000	4.000
0290	630.0120	Seeding Mixture No. 20	LB	150.000	150.000
0300	630.0200	Seeding Temporary	LB	150.000	150.000
0310	642.5201	Field Office Type C	EACH	1.000	1.000
0320	643.0100	Traffic Control (project) 01. 1190-01-78	EACH	1.000	1.000
0330	643.0300	Traffic Control Drums	DAY	2,254.000	2,254.000
0340	643.0420	Traffic Control Barricades Type III	DAY	256.000	256.000
0350	643.0705	Traffic Control Warning Lights Type A	DAY	512.000	512.000
0360	643.0715	Traffic Control Warning Lights Type C	DAY	299.000	299.000
0370	643.0800	Traffic Control Arrow Boards	DAY	46.000	46.000
0380	643.0900	Traffic Control Signs	DAY	864.000	864.000
0390	643.0920	Traffic Control Covering Signs Type II	EACH	15.000	15.000
0400	643.1000	Traffic Control Signs Fixed Message	SF	203.000	203.000
0410	643.1050	Traffic Control Signs PCMS	DAY	164.000	164.000
0420	643.2000	Traffic Control Detour (project) 01. 1190-01-78	EACH	1.000	1.000
0430	643.3000	Traffic Control Detour Signs	DAY	1,870.000	1,870.000
0440	646.0106	Pavement Marking Epoxy 4-Inch	LF	1,488.000	1,488.000
0450	646.0600	Removing Pavement Markings	LF	965.000	965.000
0460	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	251.000	251.000
0470	649.0200	Temporary Pavement Marking Reflective Paint 4-Inch	LF	3,178.000	3,178.000
0480	650.4500	Construction Staking Subgrade	LF	1,933.000	1,933.000

3

DATE 11MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1190-01-78 QUANTITY
0490	650.5000	Construction Staking Base	LF	1,589.000	1,589.000
0500	650.7000	Construction Staking Concrete Pavement	LF	344.000	344.000
0510	650.9910	Construction Staking Supplemental Control (project) 01. 1198-01-78	LS	1.000	1.000
0520	650.9920	Construction Staking Slope Stakes	LF	1,589.000	1,589.000
0530	690.0150	Sawing Asphalt	LF	712.000	712.000
0540	690.0250	Sawing Concrete	LF	52.000	52.000
0550	SPV.0105	Special 01. Project Concrete Crack Mitigation And Repair Special	LS	1.000	1.000
0560	SPV.0180	Special 01. Concrete Pavement 6-Inch Special	SY	459.000	459.000
0570	SPV.0180	Special 02. Concrete Pavement 9.5-Inch Special	SY	995.000	995.000

3

REMOVING PAVEMENT

CATEGORY	STATION TO	STATION	LOCATION	204.0100 SY	REMARKS
0010	41300 -	41644	USH 53 SB	994	344' X 26'
			TOTAL 0010	994	

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION TO	STATION	LOCATION	465.0125 TON	REMARKS
0010	405+00 -	424+35	TEMPORARY ROADWAY	692	
			TOTAL 0010	692	

3

CATEGORY	STATION TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	REMARKS
0010	413+00 -	416+44	USH 53 SB	50		
0010	413+00 -	416+44	USH 53 SB		720	UNDER THE ROADWAY
0010	413+00 -	416+44	USH 53 SB		205	SHOULDERS
0010	405+00 -	424+35	TEMP. ROADWAY		942	TOP 4" USE MILLINGS
0010	405+00 -	424+35	TEMP. ROADWAY		942	LOWER 4" AS PER 305.2.1 GENERAL
			TOTAL 0010	50	2809	

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	STATION TO	STATION	LOCATION	465.0400 LF	REMARKS
0010	406+00 -	409+00	USH 53	300	MEDIAN SHOULDER
0010	421+00 -	424+00	USH 53	300	MEDIAN SHOULDER
			TOTAL 0010	600	

DRILLED DOWEL BARS

CATEGORY	STATION TO	STATION	LOCATION	416.0620 EACH	REMARKS
0010	413+00 -	416+44	USH 53 SB	48	
			TOTAL 0010	48	

CONCRETE SHOULDER RUMBLE STRIPS

CATEGORY	STATION TO	STATION	LOCATION	416.1110 LF	REMARKS
0010	413+00 -	416+44	USH 53 SB	344	RIGHT SIDE
0010	413+00 -	416+44	USH 53 SB	344	LEFT SIDE
			TOTAL 0010	688	

3

Phase	From / To Station	Common Excavation (1)	Salvaged / Unusable Pavement Material (3)	Available Material (4)	Unexpanded Fill	Expanded Fill (5)	Mass Ordinate + / - (6)	Waste	Borrow	Backfill Granular
		Cut (2)				Factor 1.25				
Phase 1									(item #208.0100)	(item #209.0100)
Temporary Bypass Lanes	405+00/424+35	69	0	69	1,379	1,723	-1,654	0	1,654	0
Phase 1 Subtotal		69	0	69	1,379	1,723	-1,654	0	1,654	0
Phase 2										
USH 53 - Excavation	413+00/416+44	3,232	0	3,232	2	3	3,229	3,229	0	0
Phase 2 Subtotal		3,232	0	3,232	2	3	3,229	3,229	0	0
USH 53 - Reconstruct	413+00/416+44	0	0	0	2,393	2,991	0	0	0	2,987
Phase 3										
REMOVE TEMP. LANE	405+00/424+35	2,840	0	0	0	0	0	0	0	0
Phase 3 Subtotal		2,840	0	0	0	0	0	0	0	0
Grand Total		6,141.23	0.00	3,301.23	1,381.02	1,726.28	1,574.95	3,229.32	1,654.37	2,987.00
	Total Common Exc	**6,141**						**Total**	**1,654**	**2,987.00**

1) Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Salvaged/Unusable Pavement Material
4) Available Material = Cut - Salvaged/Unusuable Pavement Material
5) Expanded Fill. Factor = 1.25
6) 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.

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED 603.8000 LF	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED 603.8125 LF	CRASH CUSHIONS TEMPORARY 614.0905 EACH	REMARKS
0010	414+00	-	421+00	USH 53 RT. SHLD.	688	688	1	55 SECTIONS
0010	408+50	-	421+00	TEMP. ROADWAY LT.	549	1225	0	97 SECTIONS
0010	405+00	-	425+00	TEMP. ROADWAY RT.	1924	1924	1	151 SECTIONS
0010	414+00	-	419+50	N.B. MEDIAN	548	548	0	43 SECTIONS
0010	414+00	-	421+00	USH 53 RT. SHLD.	0	688	0	55 SECTIONS
				TOTAL 0010	3709	5073	2	

3

3

NOTE: SALVAGED RAIL MAY BE USED FOR REPLACING RAIL

CATEGORY	STATION TO	STATION	LOCATION	SALVAGED RAIL 614.0920 LF	REPLACING GUARDRAIL POSTS AND BLOCKS 614.0950 EACH	REPLACING GUARDRAIL RAIL AND HARDWARE 614.0951 LF	REMARKS
0010	415+00	- 418+50	USH 53 S.B. RT.	390	144	390	S. B. SIDE OF THE BULLNOSE TERMINAL
			TOTAL 0010	390	144	390	

CATEGORY	STATION TO	STATION	LOCATION	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 20 630.0120 LB	SEEDING TEMPORARY 630.0200 LB	REMARKS
0010	405+00	- 424+35	FOR TEMP. ROAD	5300	3800	4	150	150	
0010	405+00	- 424+35	FROM TEMP. ROAD	5300					
			TOTAL 0010	10600	3800	4	150	150	

CATEGORY	STATION TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	EROSION MAT CLASS 1 TYPE B 628.2004 SY	INLET PROTECTION TYPE A 628.7005 EACH	REMARKS
0010	405+00	- 424+35	TEMP. ROADWAY	1919	1919	1705		
0010		408+80	MEDIAN				1	
0010		418+20	MEDIAN				1	
0010		423+20	MEDIAN				1	
			TOTAL 0010	1919	1919	1705	3	

3

CATEGORY	STATION TO STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAY	TRAFFIC CONTROL ARROW BOARDS 643.0800 DAY	TRAFFIC CONTROL SIGNS 643.0900 DAY	REMARKS
0010	405+00 - 441+35	USH 53 SB PHASE 1	378	21	42	91	14	119	54 DRUMS & 3 BARRICADES
0010		LANE CLOSURE SDD 15D12-4							17 SIGNS / 7 DAYS
0010	405+00 - 456+35	USH 53 SB PHASE 2	990	66	132	143	22	264	90 DRUMS & 6 BARRICADES
0010		TEMPORARY LANE SDD 15D3-2							24 SIGNS / 11 DAYS
		T.C.E.A.E.R.W.L.C SDD 15D15-1							
0010	405+00 - 441+35	USH 53 SB PHASE 3	270	15	30	65	10	85	54 DRUMS & 3 BARRICADES
0010		LANE CLOSURE SDD 15D12-4							17 SIGNS / 5 DAYS
0010	37+00 - 45+00	MELBY STREET SB RAMP CLOSURE	352	77	154	0	0	132	32 DRUMS & 7 BARRICADES
0010									12 SIGNS / 11 DAYS
0010	5+580 - 5+720	CTH OO SB RAMP CLOSURE	264	77	154	0	0	264	24 DRUMS & 7 BARRICADES
									24 SIGNS / 11 DAYS
		TOTAL 0010	2254	256	512	299	46	864	

CATEGORY	SHEET	LOCATION	TRAFFIC CONTROL COVERING SIGNS TYPE II 643.0920 EACH	TRAFFIC CONTROL SIGNS FIXED MESSAGE 643.1000 SF	TRAFFIC CONTROL SIGNS PCMS 643.1050 DAY	TRAFFIC CONTROL DETOUR SIGNS 643.3000 DAY	REMARKS
0010	1 OF 5	CTH OO	11	100	36	759	69 SIGNS / 11 DAYS
							2 CMS / 18 DAYS
0010	2 OF 5	MELBY STREET	4	103	36	385	35 SIGNS / 11 DAYS
							2 CMS / 18 DAYS
0010	3 OF 5	MELBY STREET	0	0	0	264	24 SIGNS / 0 CMS
							11 DAYS
0010	4 OF 5	BUS. 53	0	0	0	319	29 SIGNS / 0 CMS
							11 DAYS
0010	5 OF 5	STH 312	0	0	0	143	13 SIGNS / 0 CMS
							11 DAYS
0010		SB USH 53 N. OF CTH OO	0	0	23	0	1 CMS / 23 DAYS
0010		SB USH 53 N. OF MELBY ST.	0	0	23	0	1 CMS / 23 DAYS
0010		SB USH 53 N. OF LA SALLE	0	0	23	0	1 CMS / 23 DAYS
0010		NB USH 53 S. OF STH 312	0	0	23	0	1 CMS / 23 DAYS
		TOTAL 0010	15	203	164	1870	

CATEGORY	STATION TO	STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF	REMOVING PAVEMENT MARKING 646.0600 LF	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH 646.0841.S LF	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH 649.0200 LF	REMARKS
0010	413+00 -	416+44	USH 53 S.B.	688				800
0010								
0010	405+00 -	409+00	USH 53 SB E/L	400	400			MEDIAN EDGE LINE
0010	420+00 -	424+00	USH 53 SB E/L	400	400			MEDIAN EDGE LINE
0010	444+50	451+10	USH 53 SB C/L		165	165		LANE CLOSURE
0010	413+00 -	416+44				86		
0010	408+36 -	420+99	TEMP. LANE LT.				1259	
0010	405+00 -	424+35	TEMP. LANE RT.				1919	
			TOTAL 0010	1488	965	251	3178	

CATEGORY	STATION TO	STATION	LOCATION	CONSTRUCTION STAKING SUBGRADE 650.4500 LF	CONSTRUCTION STAKING BASE 650.5000 LF	CONSTRUCTION STAKING CONCRETE PAVEMENT 650.7000 LF	CONSTRUCTION STAKING SLOPE STAKE 650.9920 LF	REMARKS
0010	413+00 -	416+44	USH 53 SOUTHBOUND	344	0	344	0	
0010	405+00 -	424+35	TEMPORARY ROAD	1589	1589	0	1589	
			TOTAL 0010	1933	1589	344	1589	

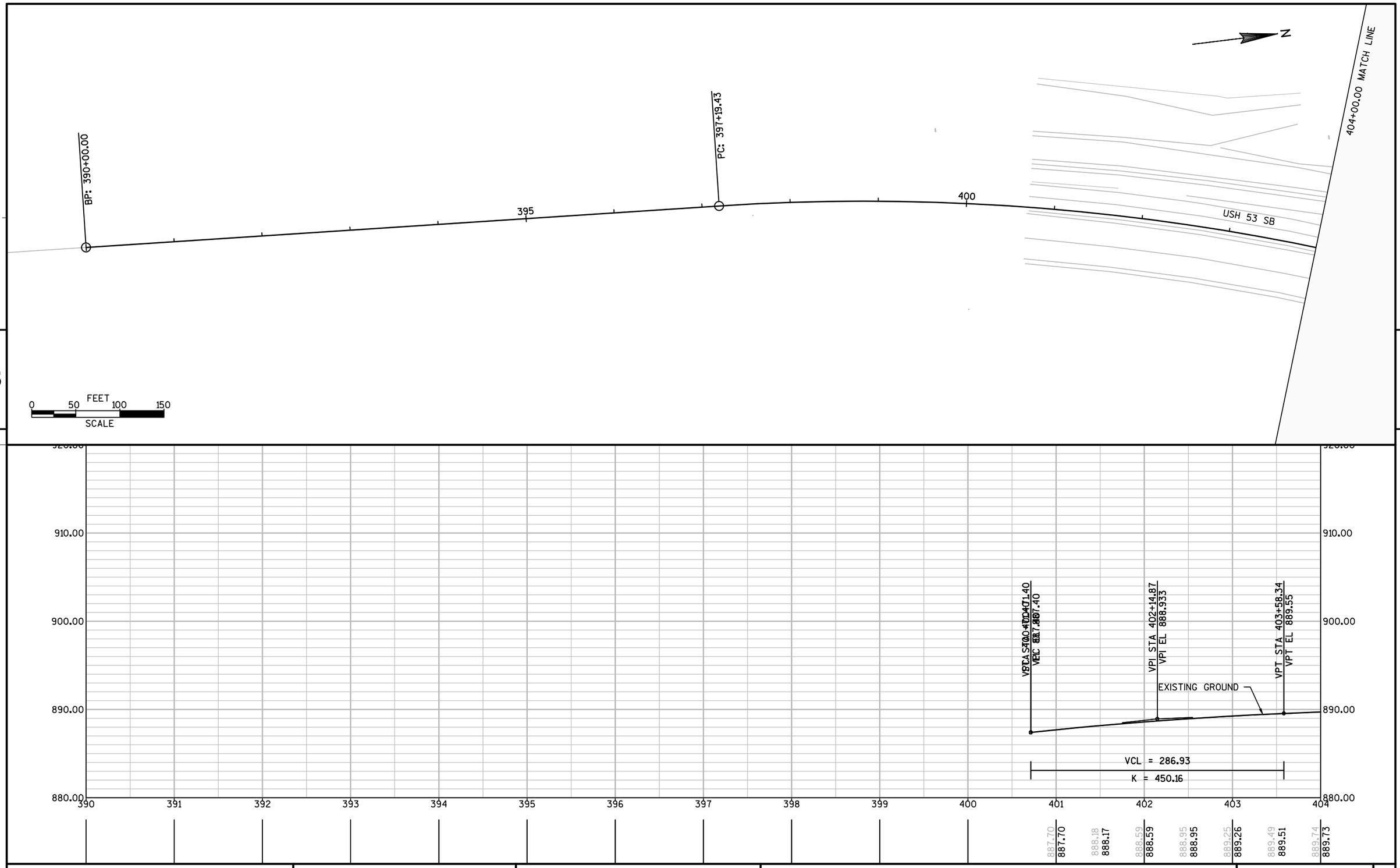
CATEGORY	STATION TO	STATION	LOCATION	SAWING ASPHALT 690.0150 LF	SAWING CONCRETE 690.0250 LF	REMARKS
0010	405+00		USH 53 S.B.	4		RIGHT SHOULDER
0010	408+36		USH 53 S.B.	4		RIGHT SHOULDER
0010	413+00		USH 53 S.B.	12	26	BOTH SHOULDERS
0010	416+44		USH 53 S.B.	12	26	BOTH SHOULDERS
0010	420+99		USH 53 S.B.	4		RIGHT SHOULDER
0010	424+35		USH 53 S.B.	4		RIGHT SHOULDER
0010	405+00 -	408+36	TEMPORARY LANE	336		
0010	420+99 -	424+35	TEMPORARY LANE	336		
			TOTAL 0010	712	52	

SPECIAL (01. CONCRETE PAVEMENT 6-INCH SPECIAL)

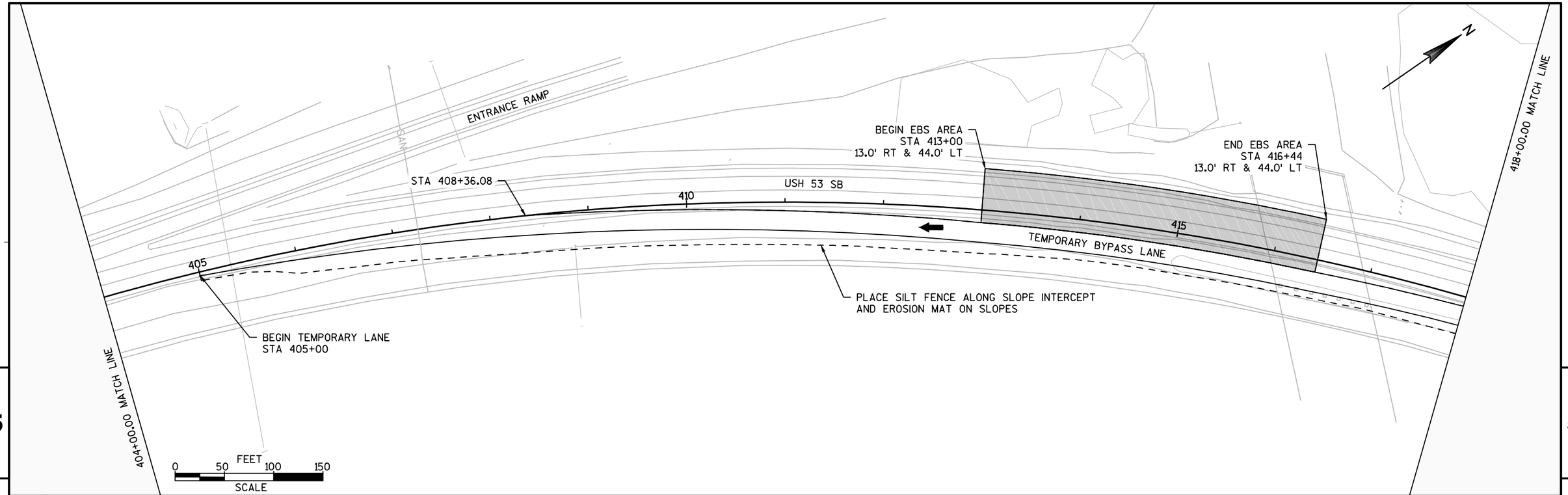
CATEGORY	STATION TO STATION	LOCATION	SPV.0180.01 SY	REMARKS
0010	413+00 - 416+44	USH 53 SB LT.	306	8' TINED
0010	413+00 - 416+44	USH 53 SB RT.	153	4' TINED
		TOTAL 0010	459	

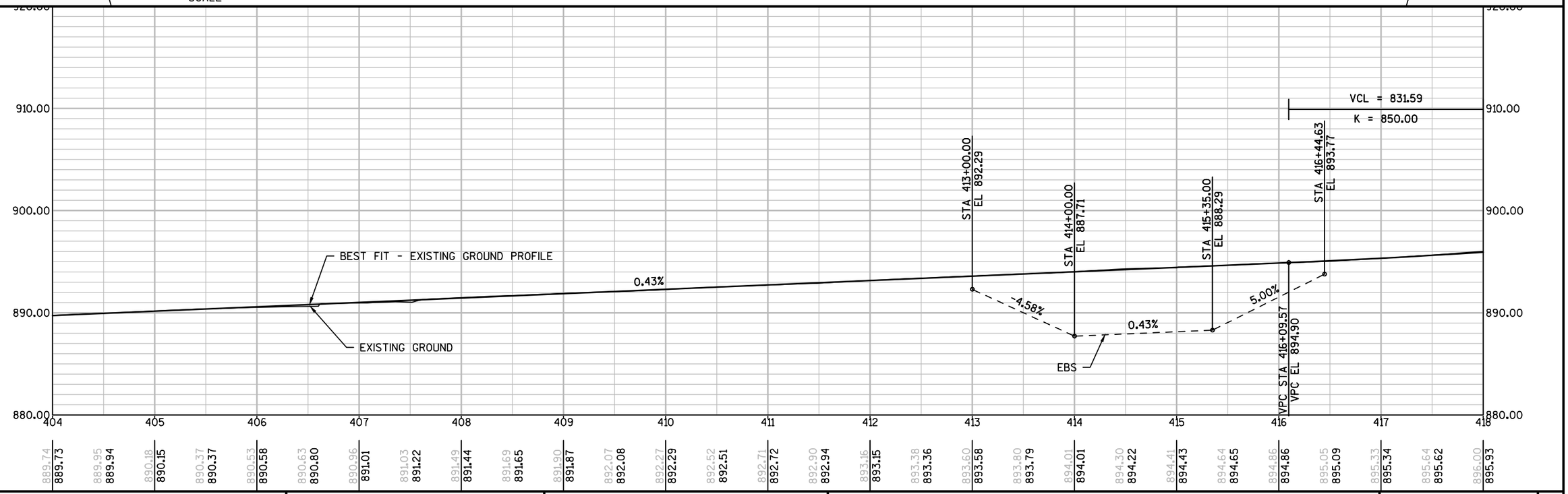
SPECIAL (02. CONCRETE PAVEMENT 9.5-INCH SPECIAL)

CATEGORY	STATION TO STATION	LOCATION	SPV.0180.02 SY	REMARKS
0010	413+00 - 416+44	USH 53 SB	995	
		TOTAL 0010	995	

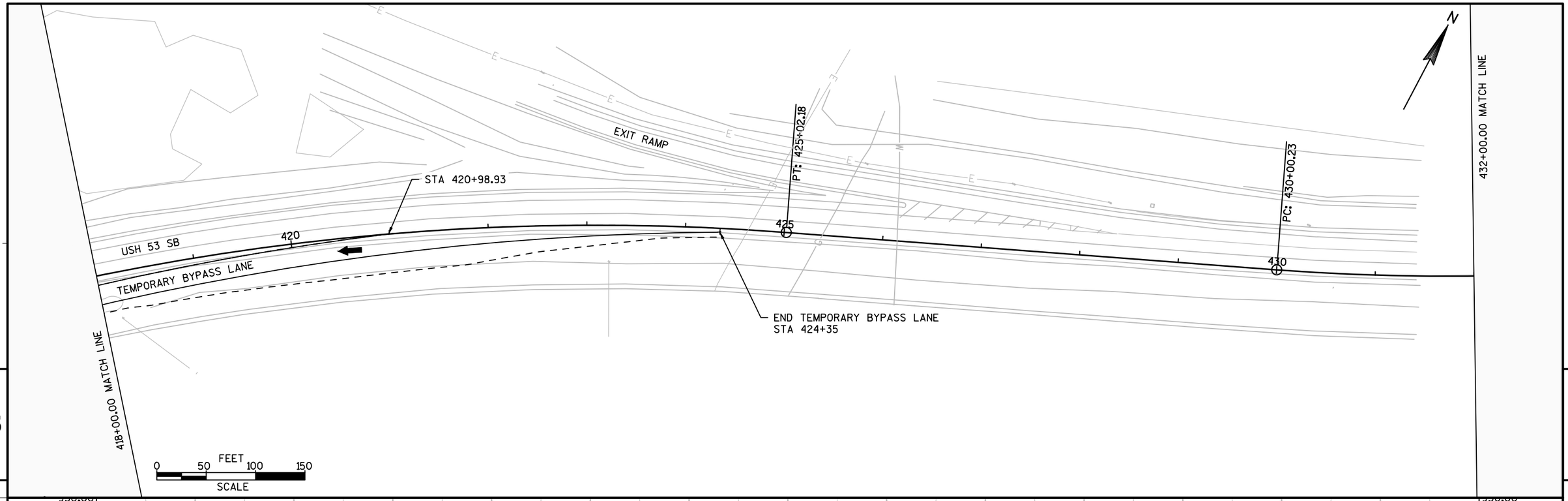


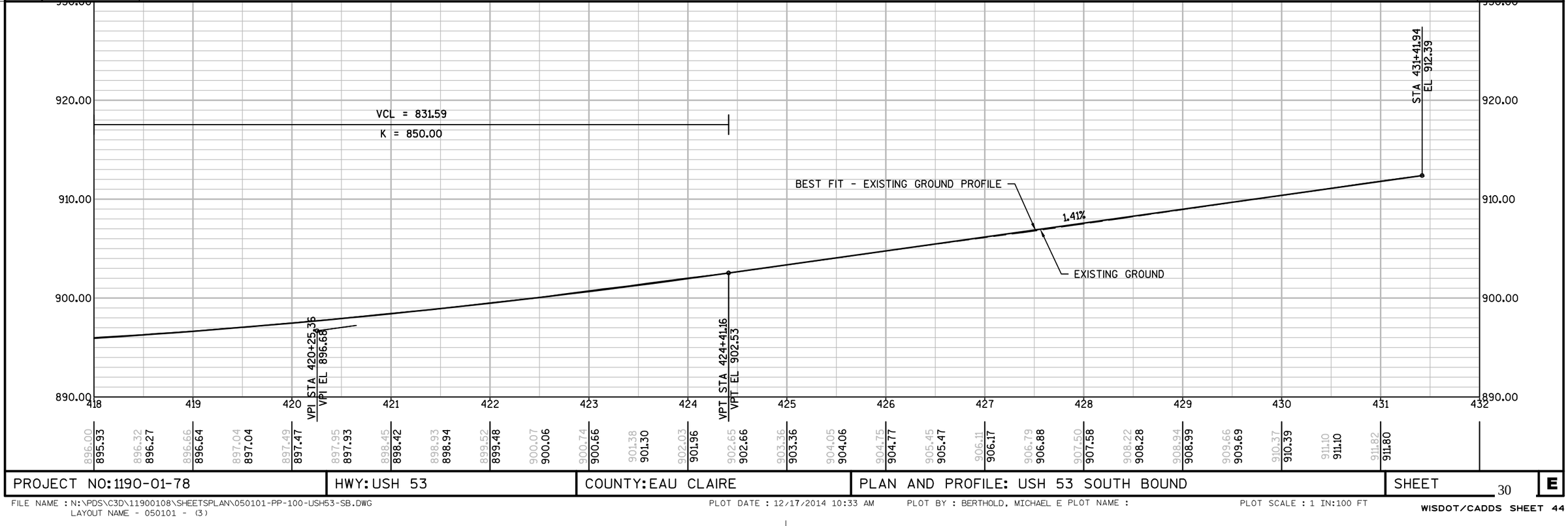
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	PLAN AND PROFILE: USH 53 SOUTH BOUND	SHEET 28	E





PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	PLAN AND PROFILE: USH 53 SOUTH BOUND	SHEET 29 E



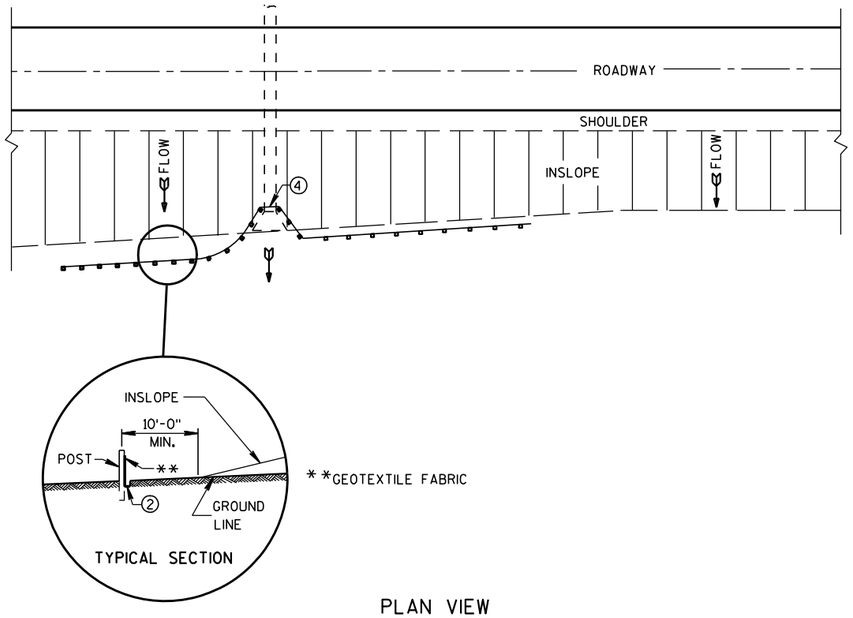


PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	PLAN AND PROFILE: USH 53 SOUTH BOUND	SHEET 30	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\050101-PP-100-USH53-SB.DWG
LAYOUT NAME - 050101 - (3)
PLOT DATE : 12/17/2014 10:33 AM PLOT BY : BERTHOLD, MICHAEL E PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

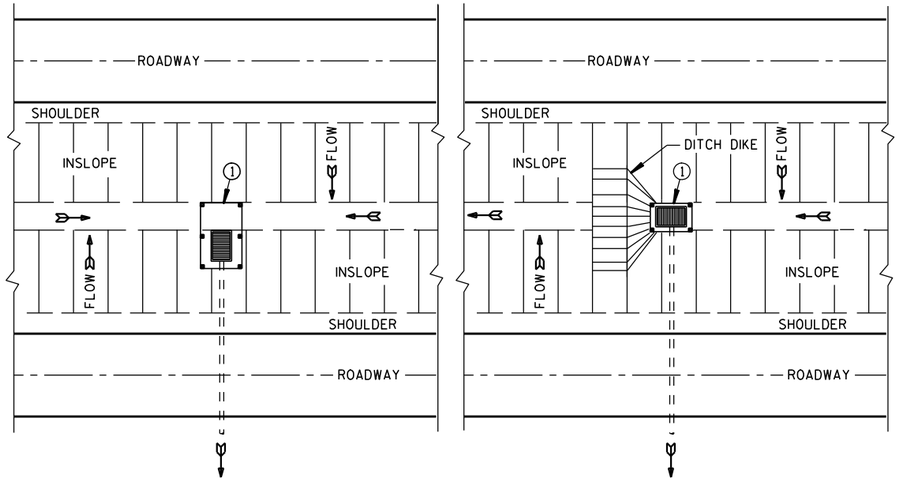
Standard Detail Drawing List

08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE



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.

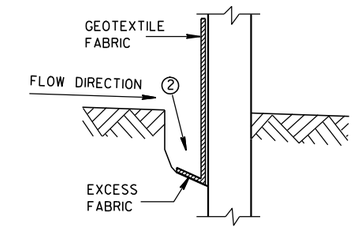
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

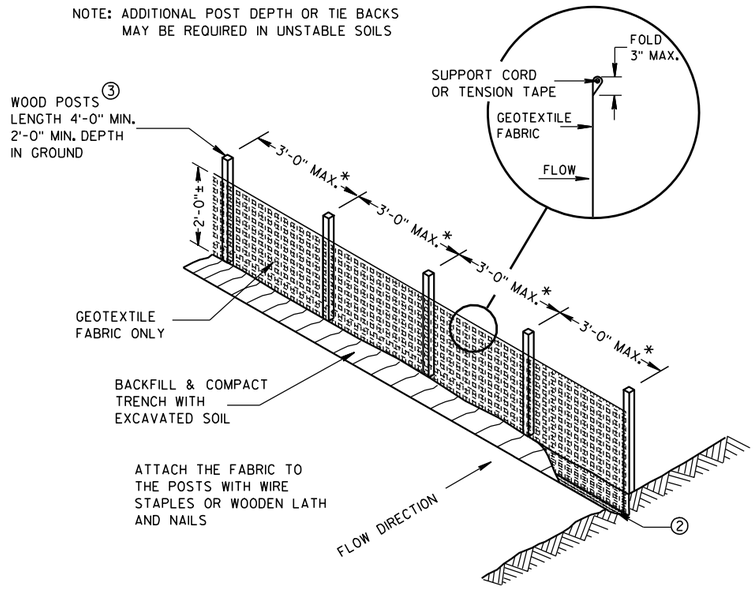
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

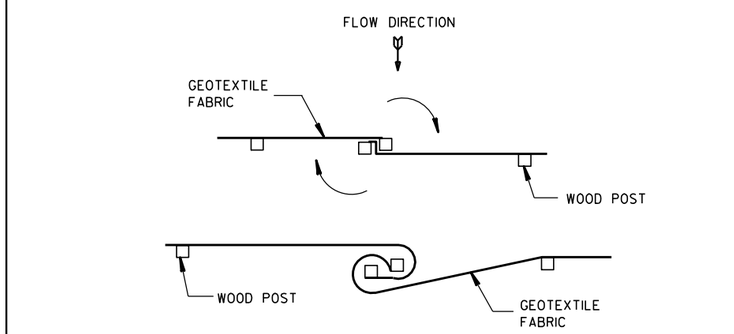
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



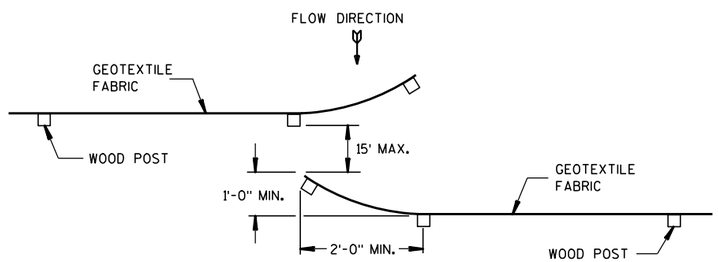
TRENCH DETAIL



SILT FENCE

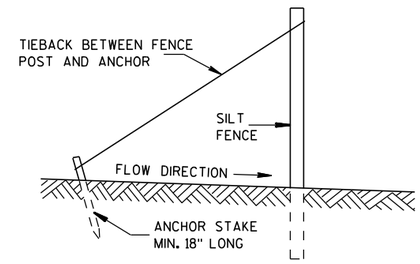


TWIST METHOD



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

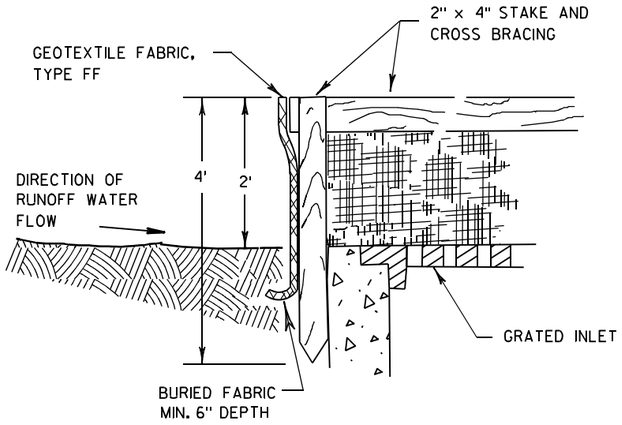
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

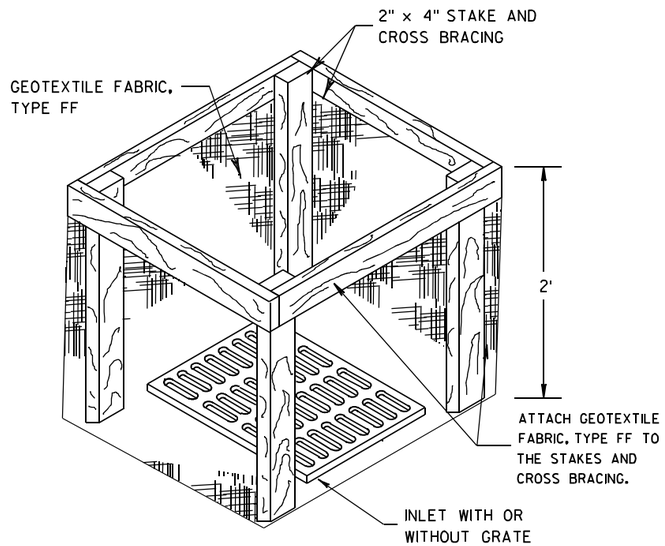
6

S.D.D. 8 E 9-6

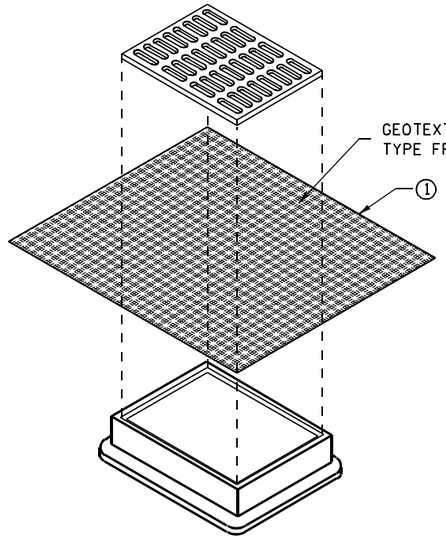
6

S.D.D. 8 E 9-6



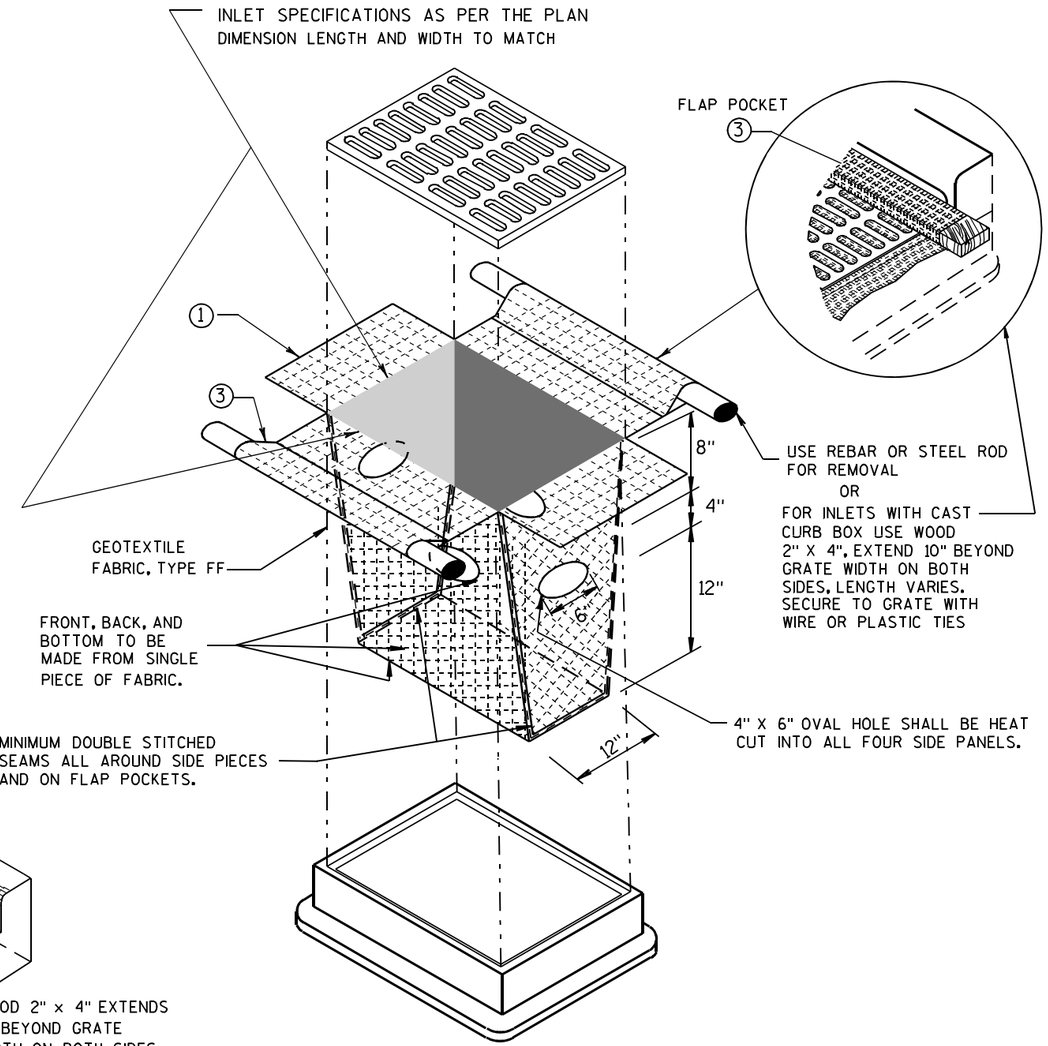


INLET PROTECTION, TYPE A



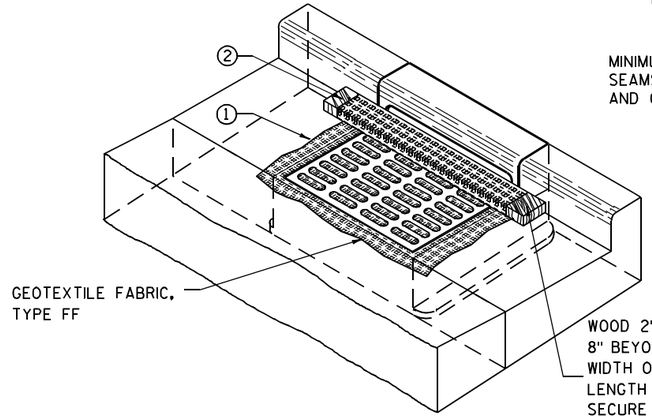
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

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.

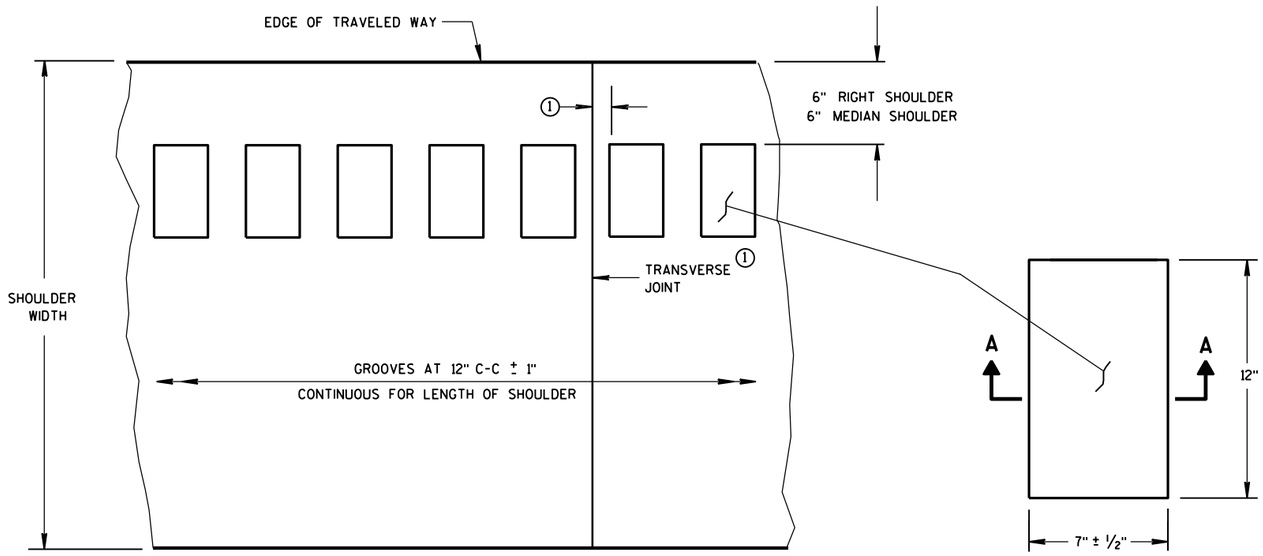
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

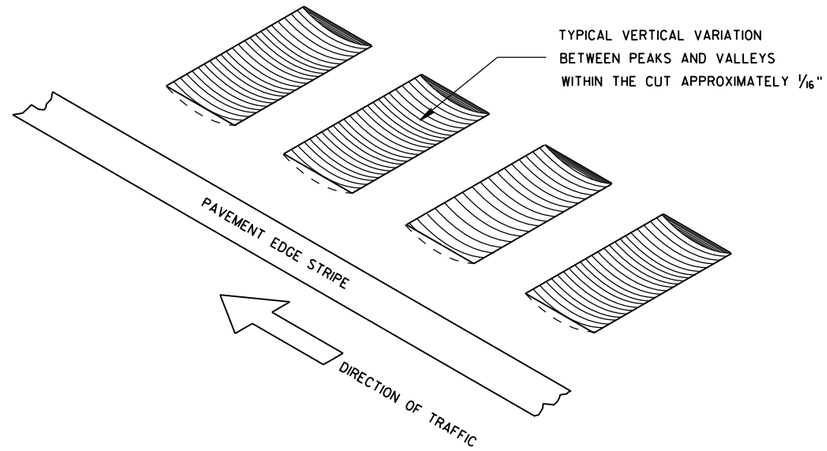
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

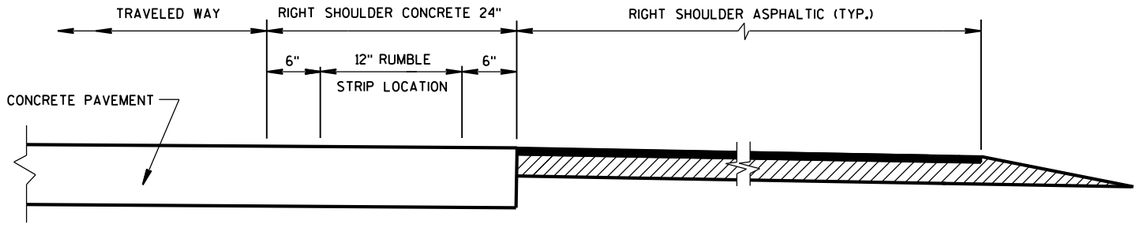
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

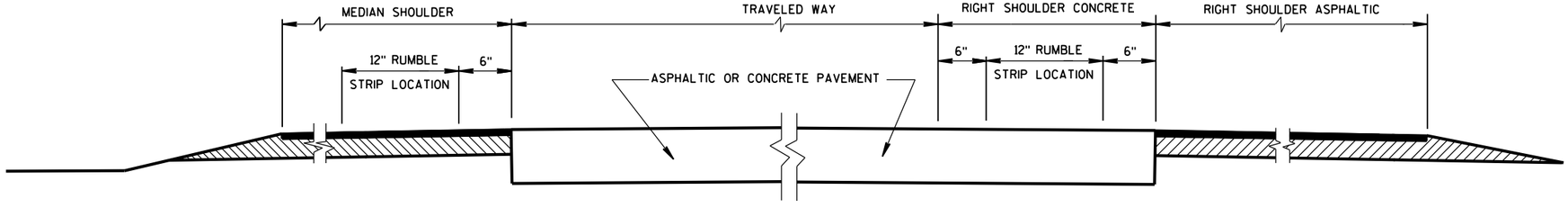
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



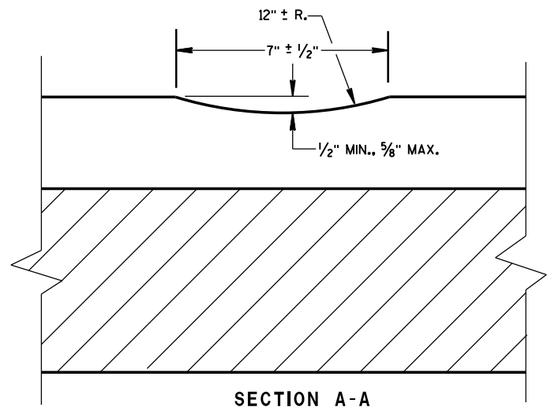
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

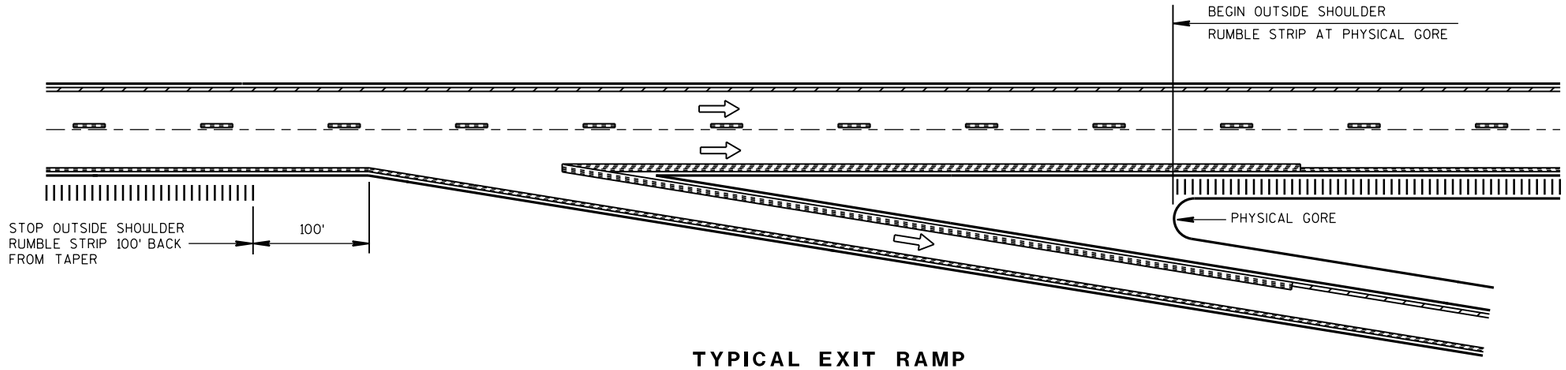
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



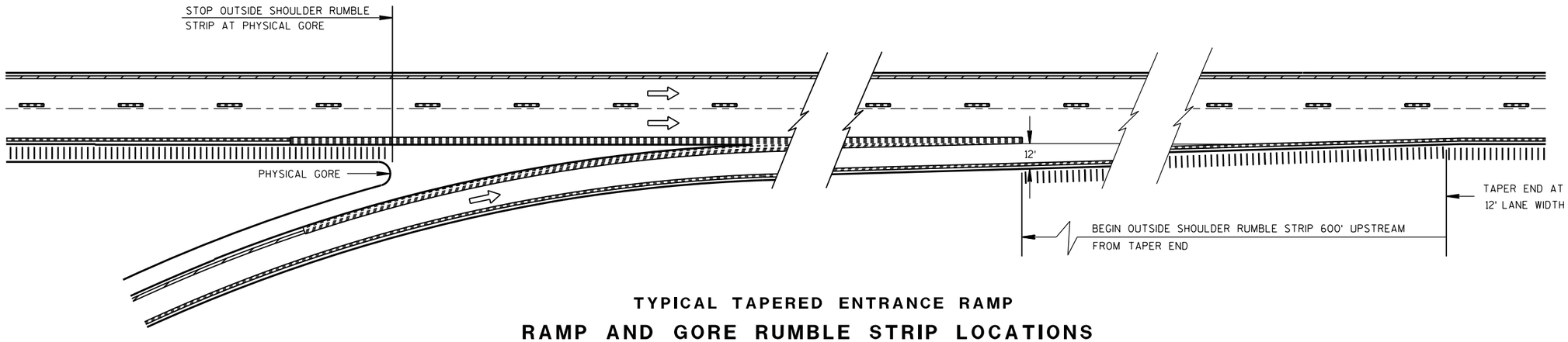
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

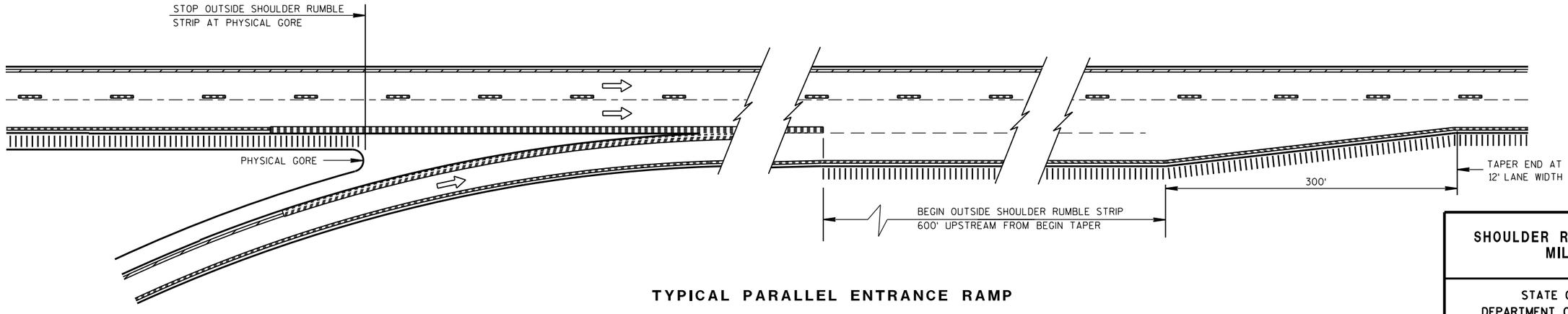
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

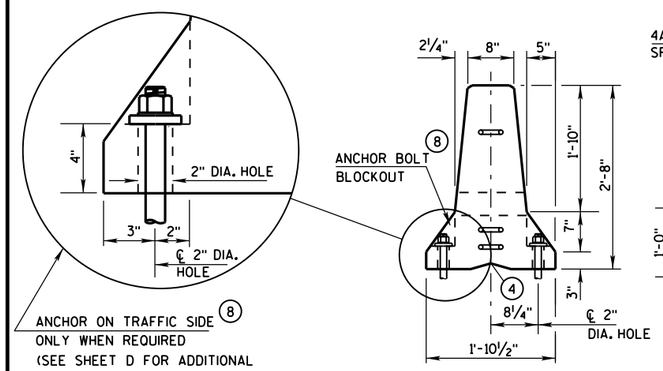
FHWA

6

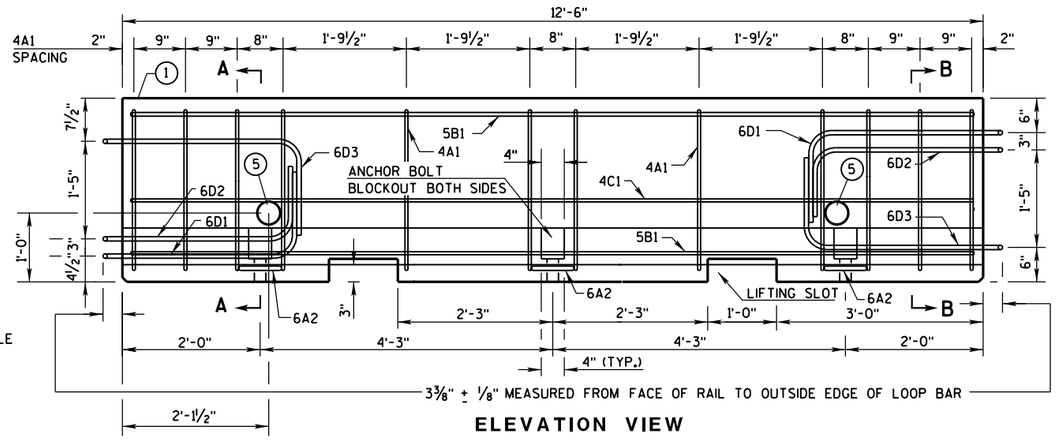
S.D.D. 13 A 5-5b

6

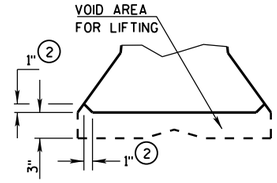
S.D.D. 13 A 5-5b



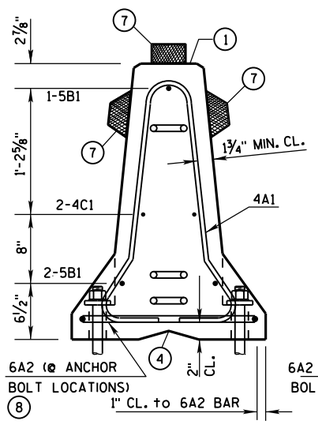
END VIEW



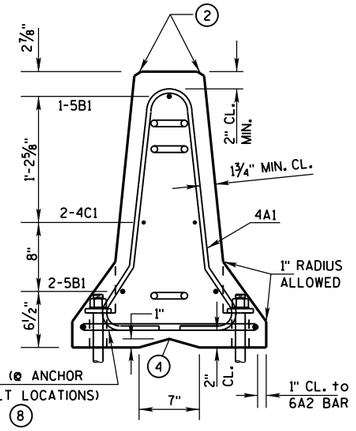
ELEVATION VIEW



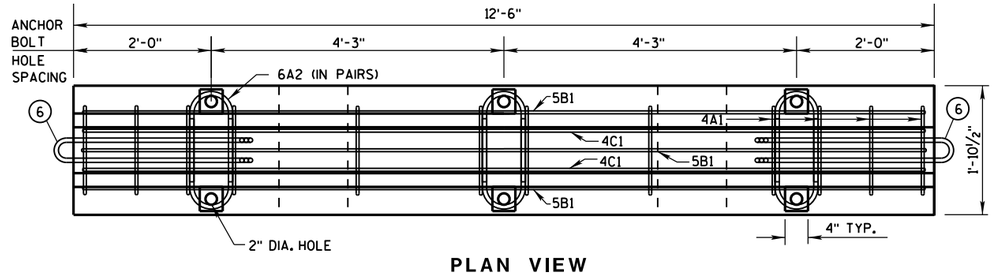
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

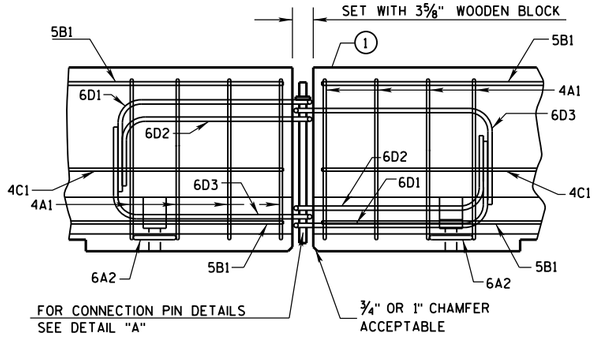


SECTION B-B
(STIRRUP PLACEMENT)

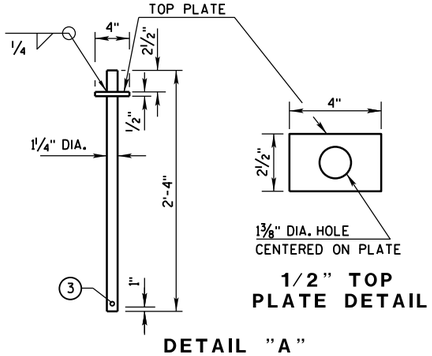


PLAN VIEW

DETAILS OF BARRIER SECTION

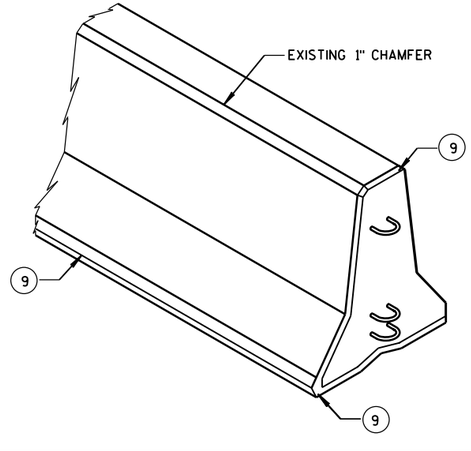


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

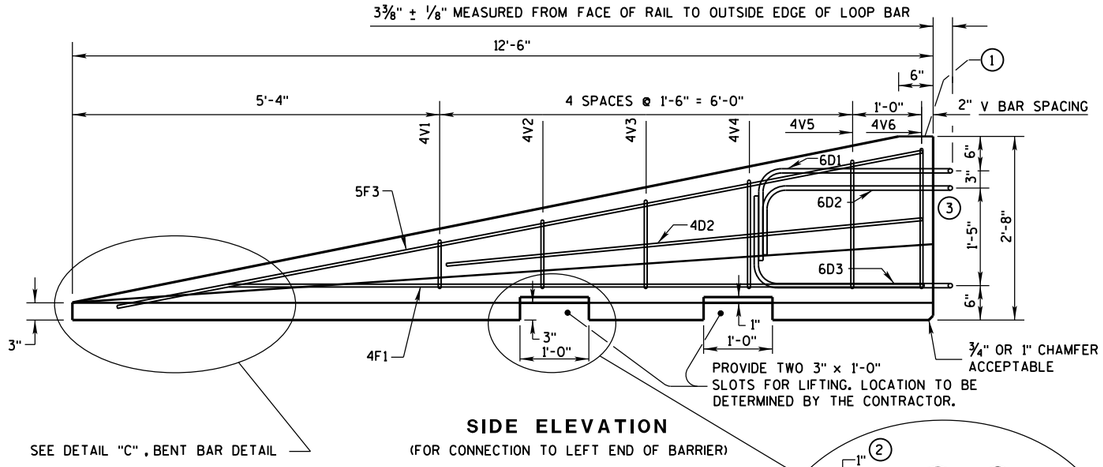
(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

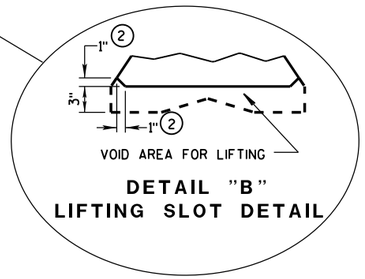
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

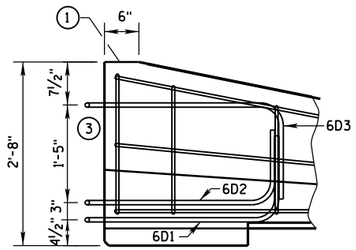
6
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



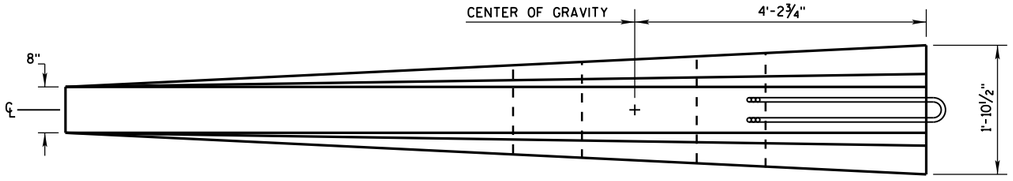
DETAIL "B"
LIFTING SLOT DETAIL



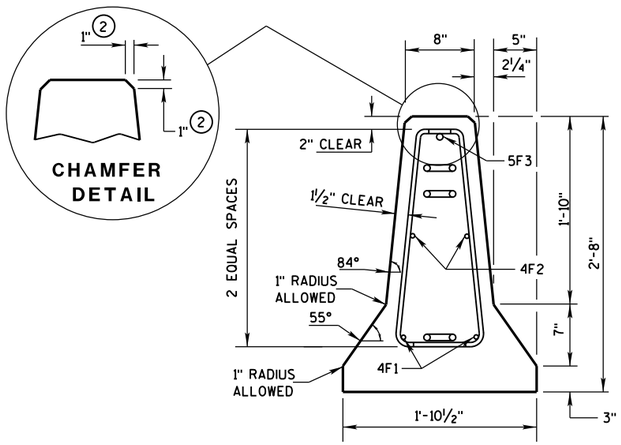
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

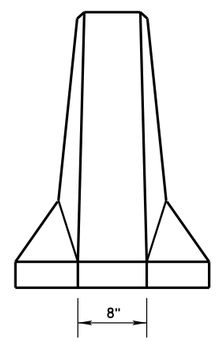
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



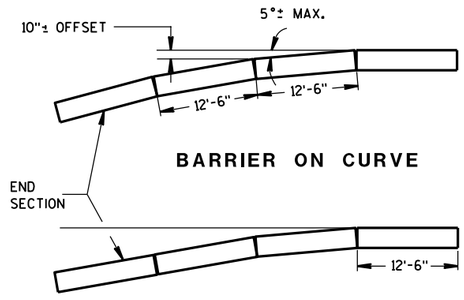
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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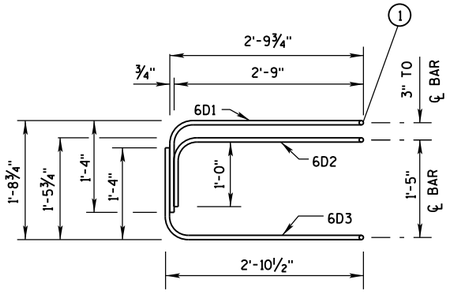
S.D.D. 14 B 7-14b

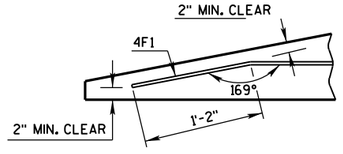
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

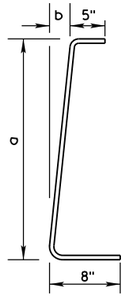
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

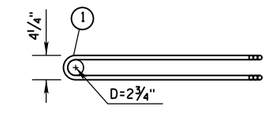
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

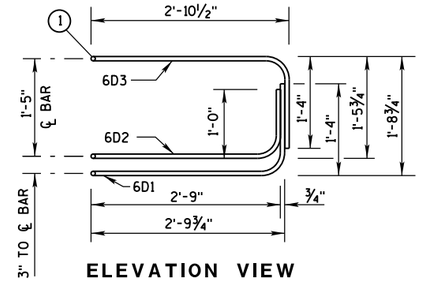
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

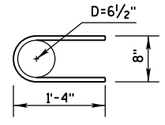
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



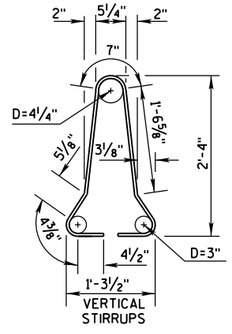
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

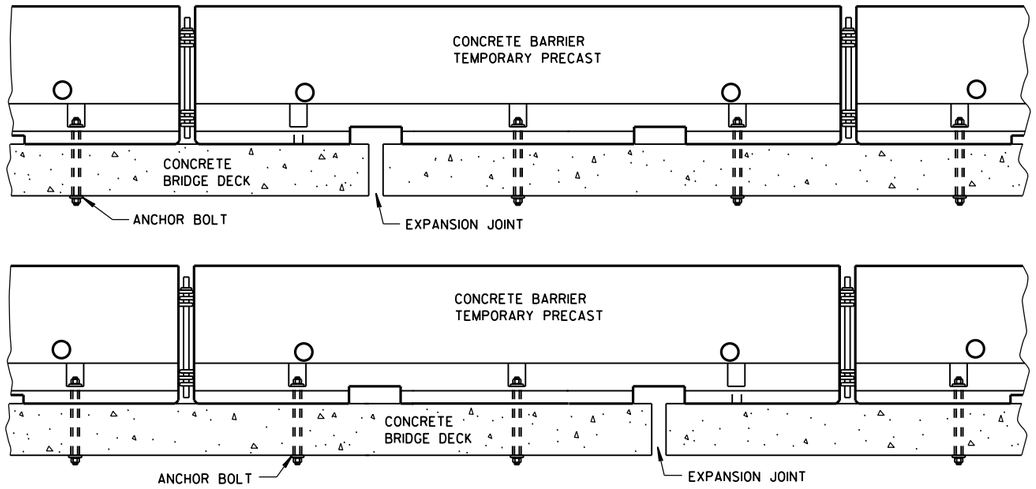
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

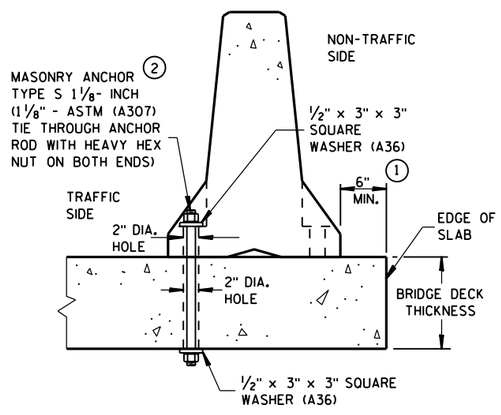
6

S.D.D. 14 B 7-14c



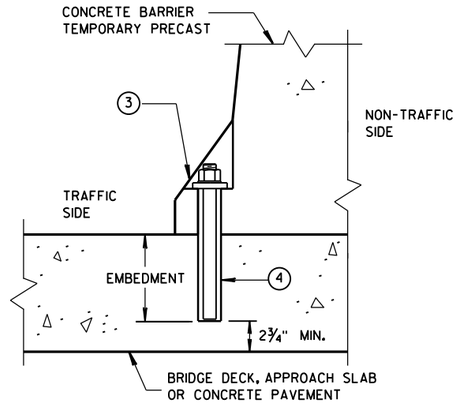
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

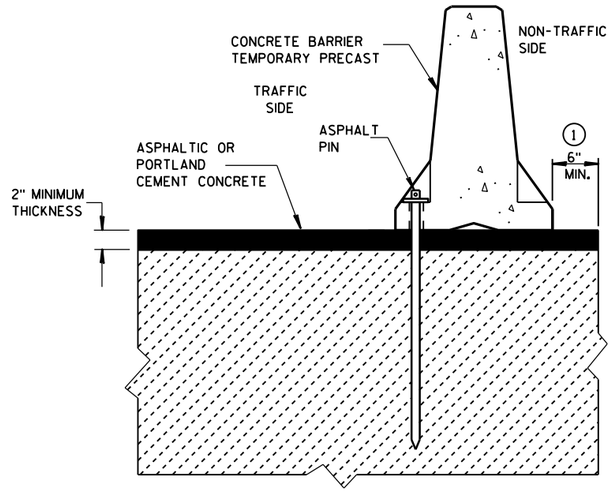
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

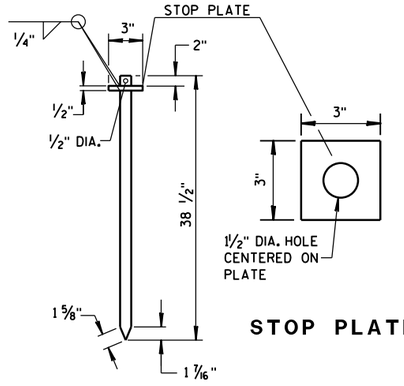
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



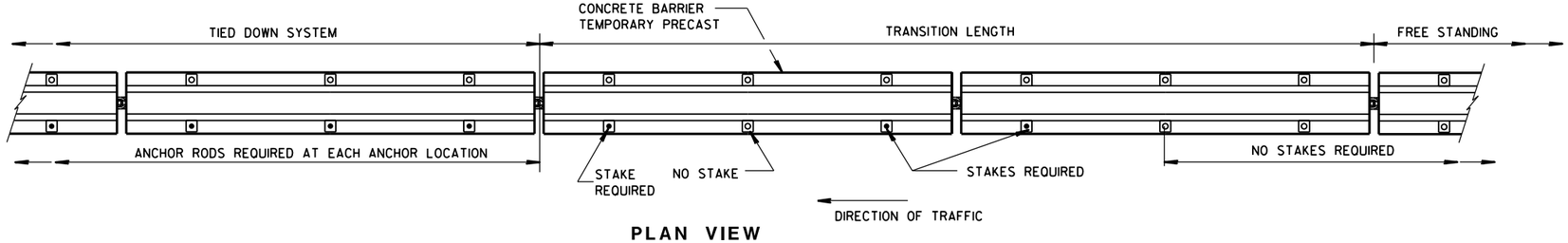
STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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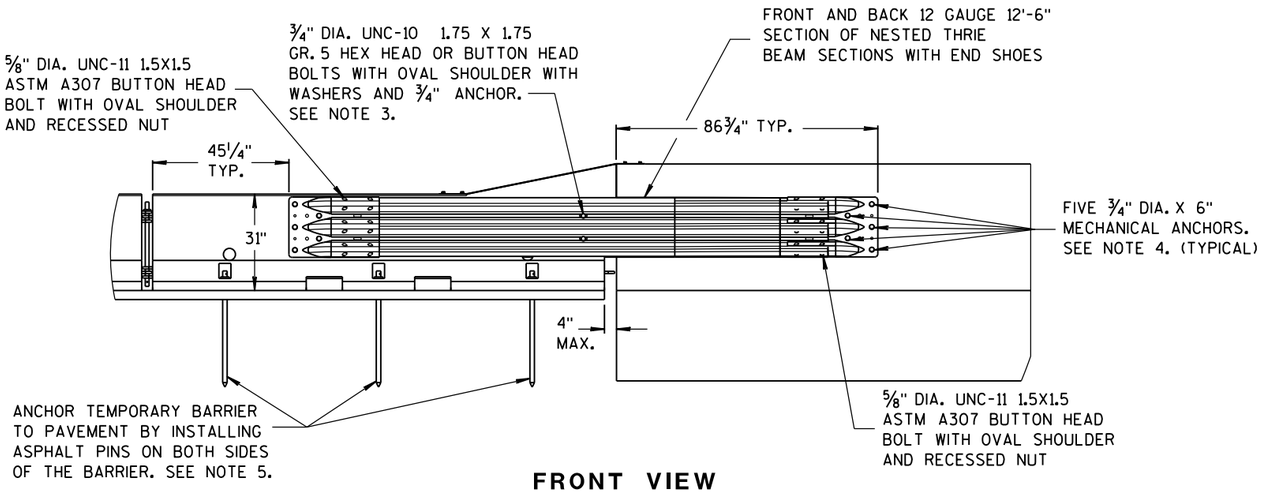
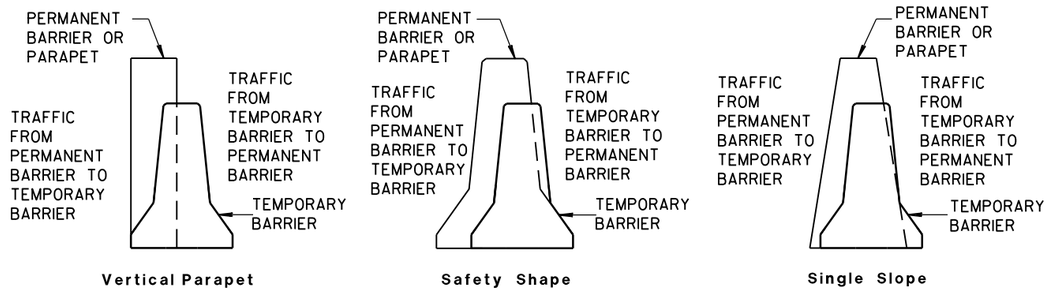
S.D.D. 14 B 7-14d



FRONT VIEW



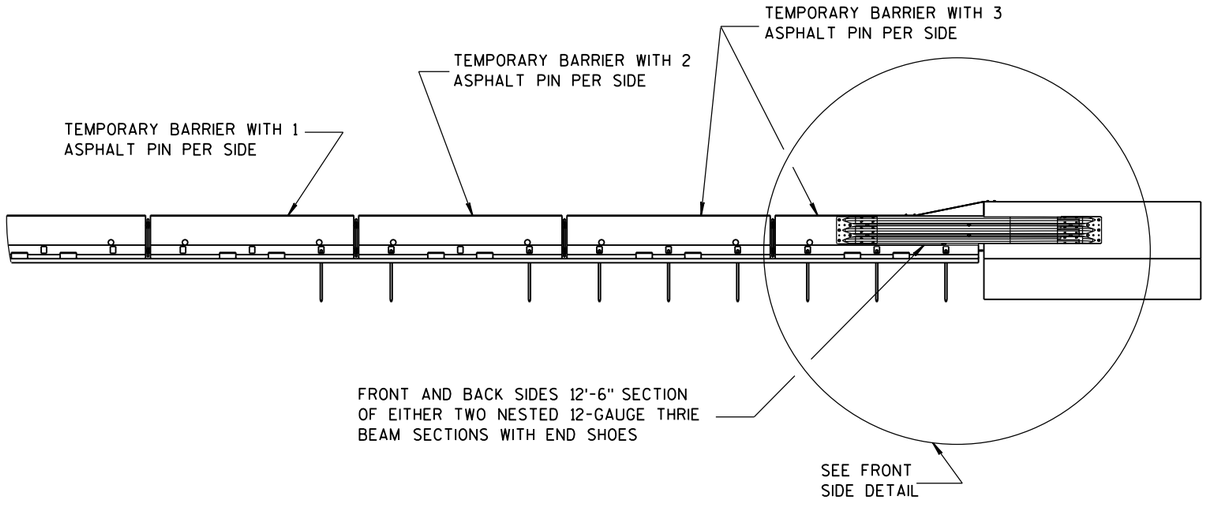
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

NOTES

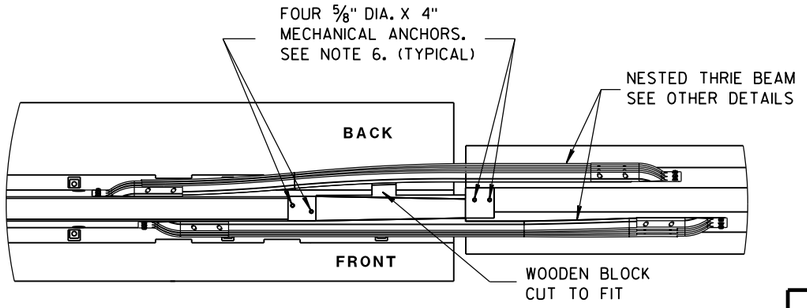
NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW



FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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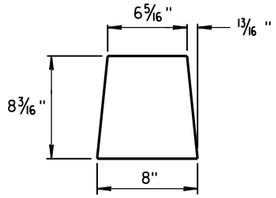
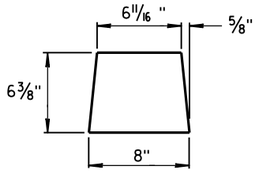
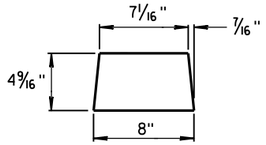
S.D.D. 14 B 7-14e



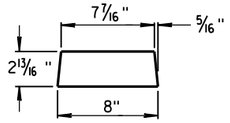
GUSSET 1



GUSSET 2

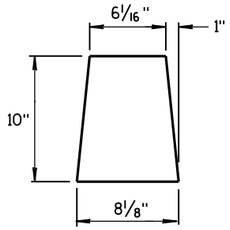


GUSSET 3

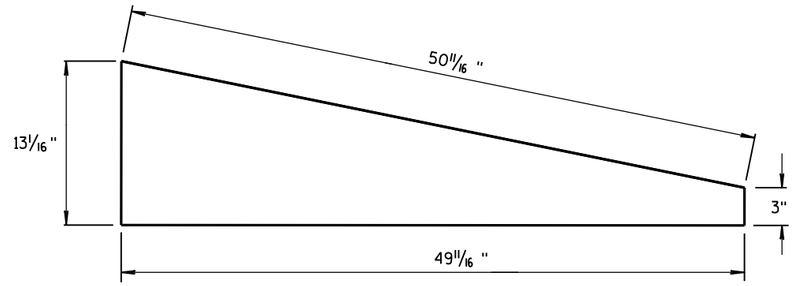


GUSSET 4

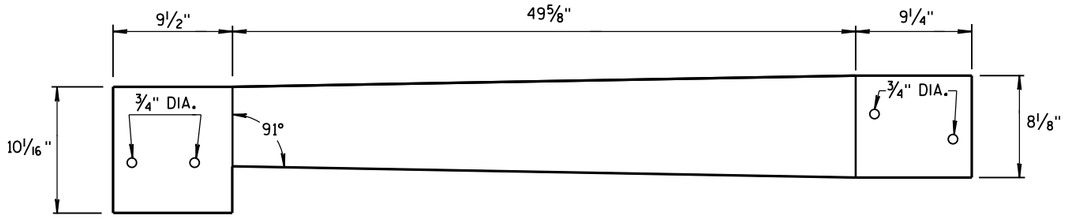
GUSSETS

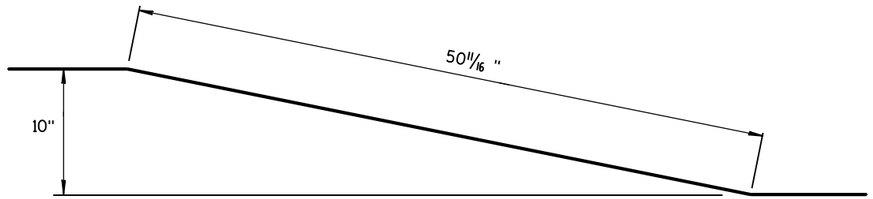


END PLATE



SIDE PLATE

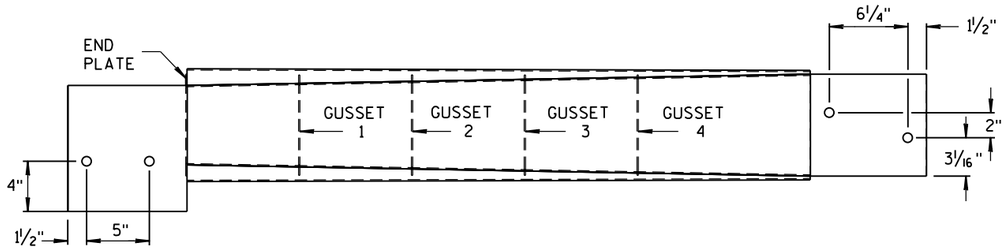


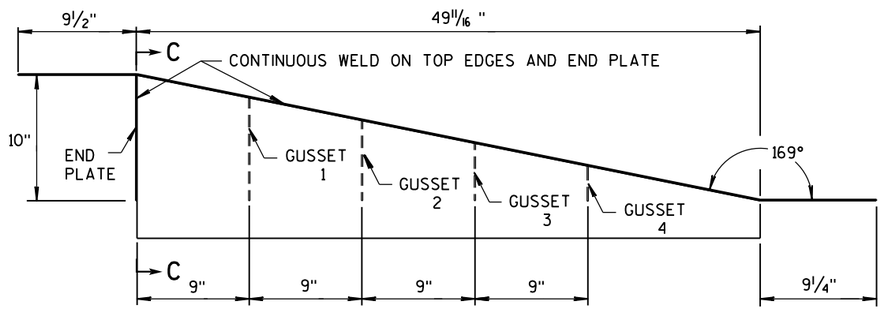


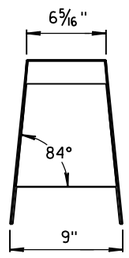
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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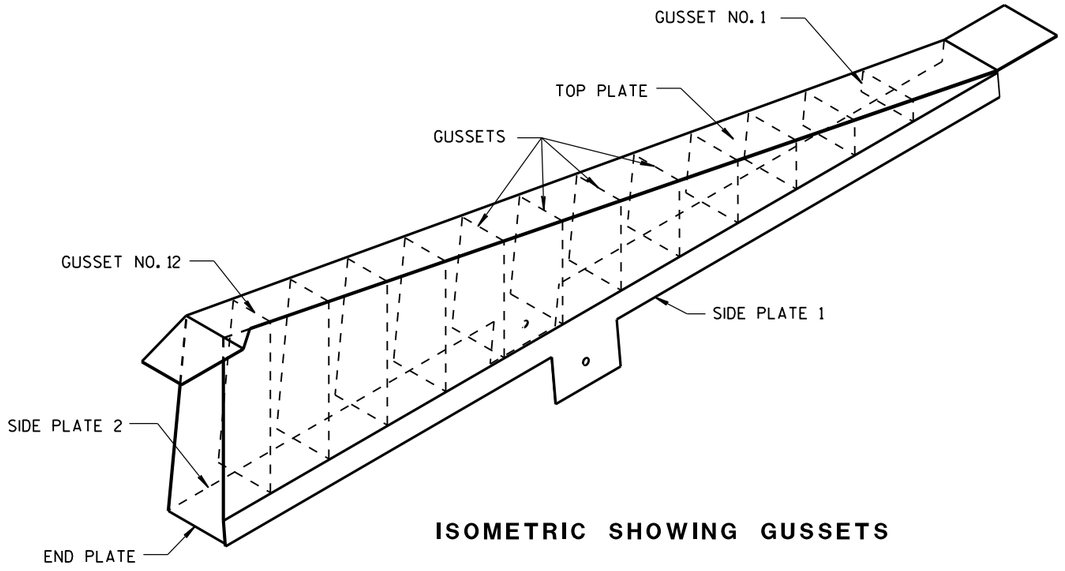
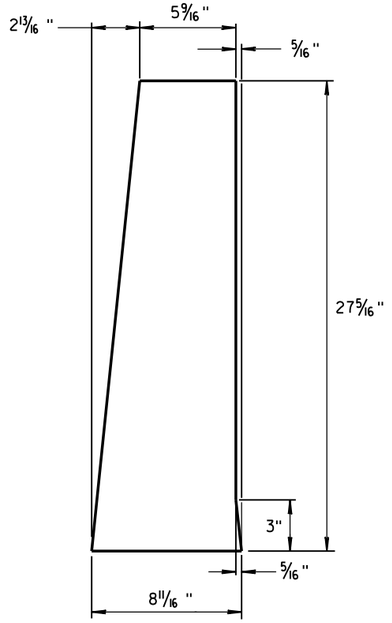
S.D.D. 14 B 7-14f

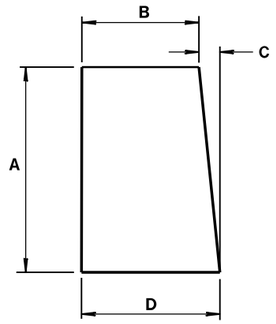


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



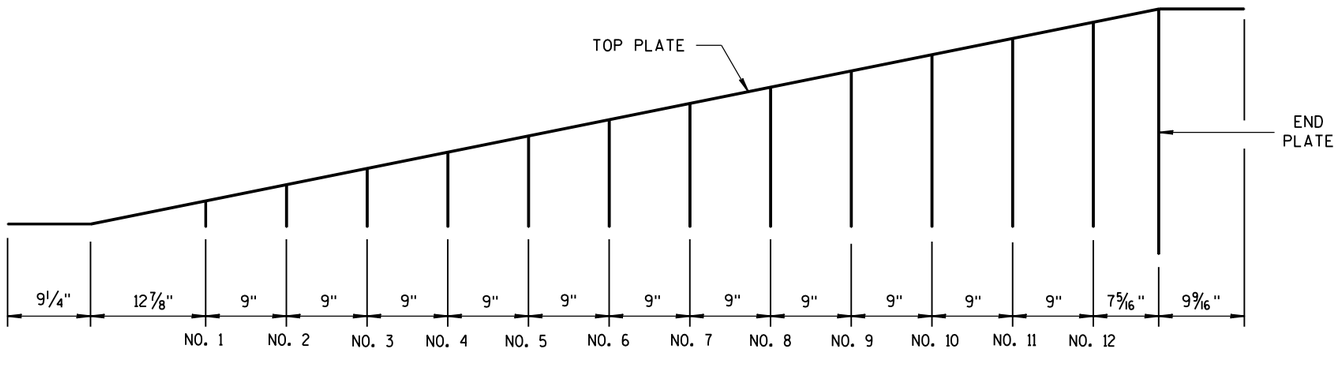
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

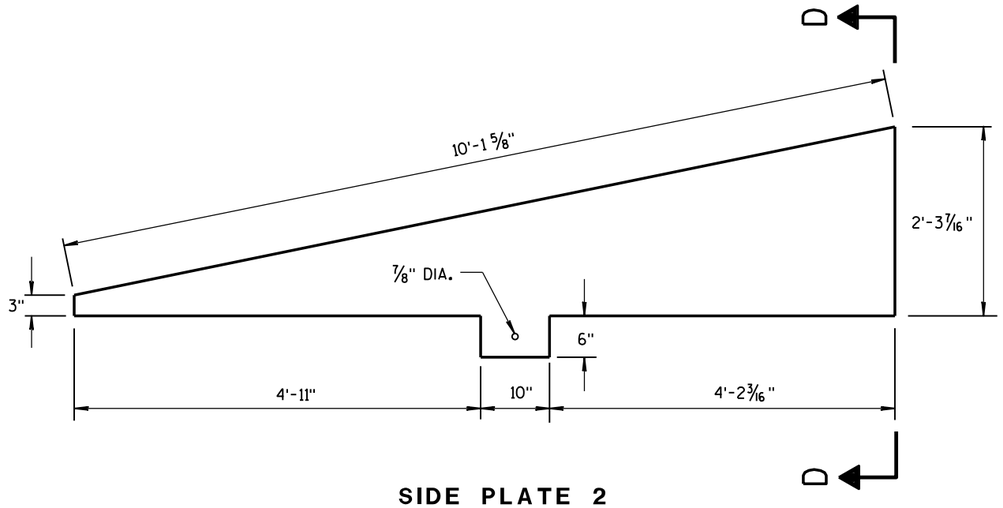
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

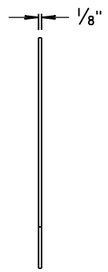
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

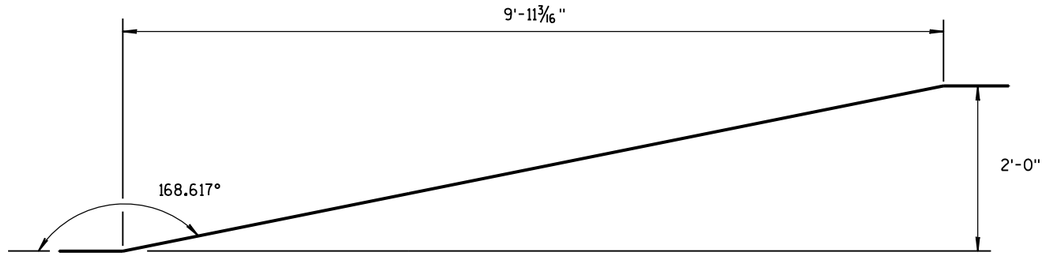
S.D.D. 14 B 7-14g



SIDE PLATE 2

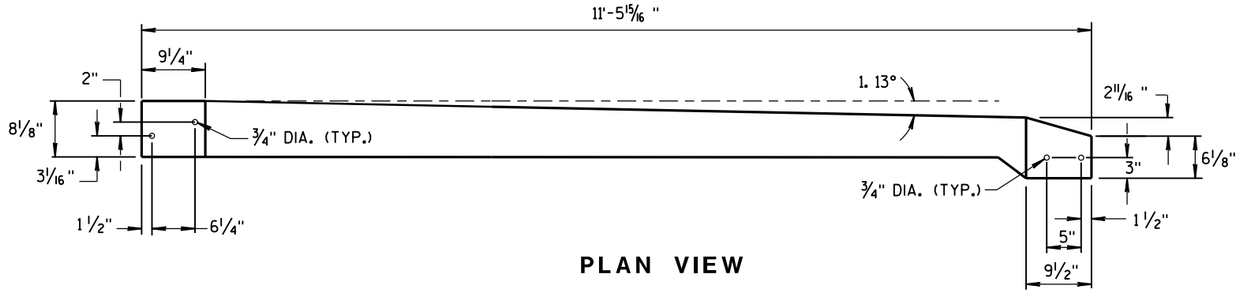


END VIEW



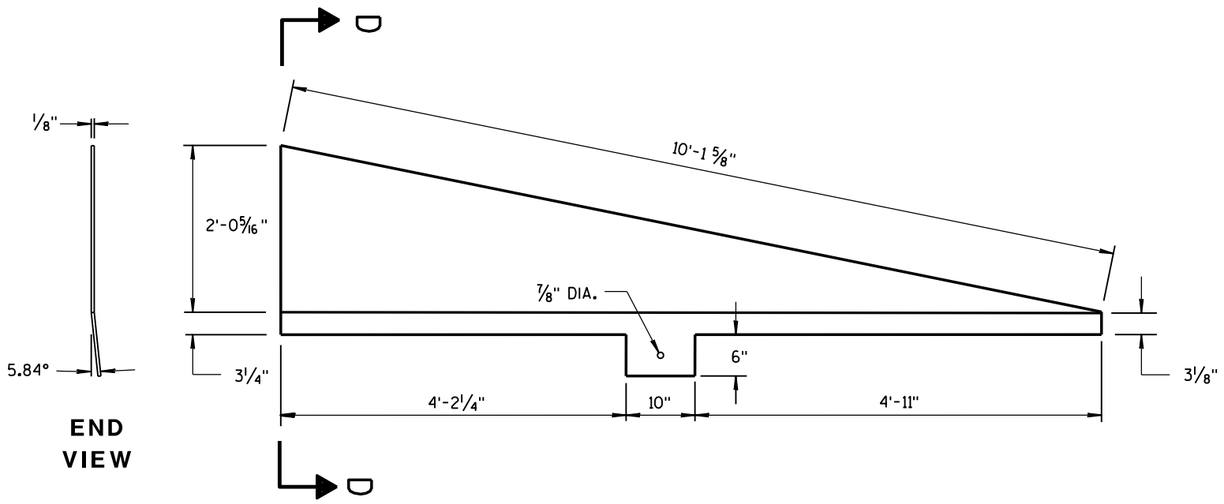
SIDE VIEW

TOP PLATE



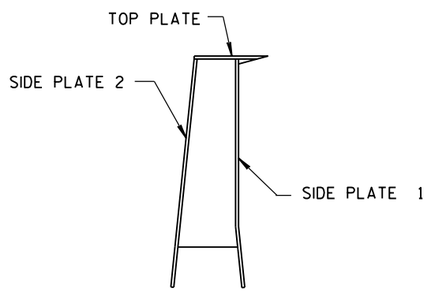
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

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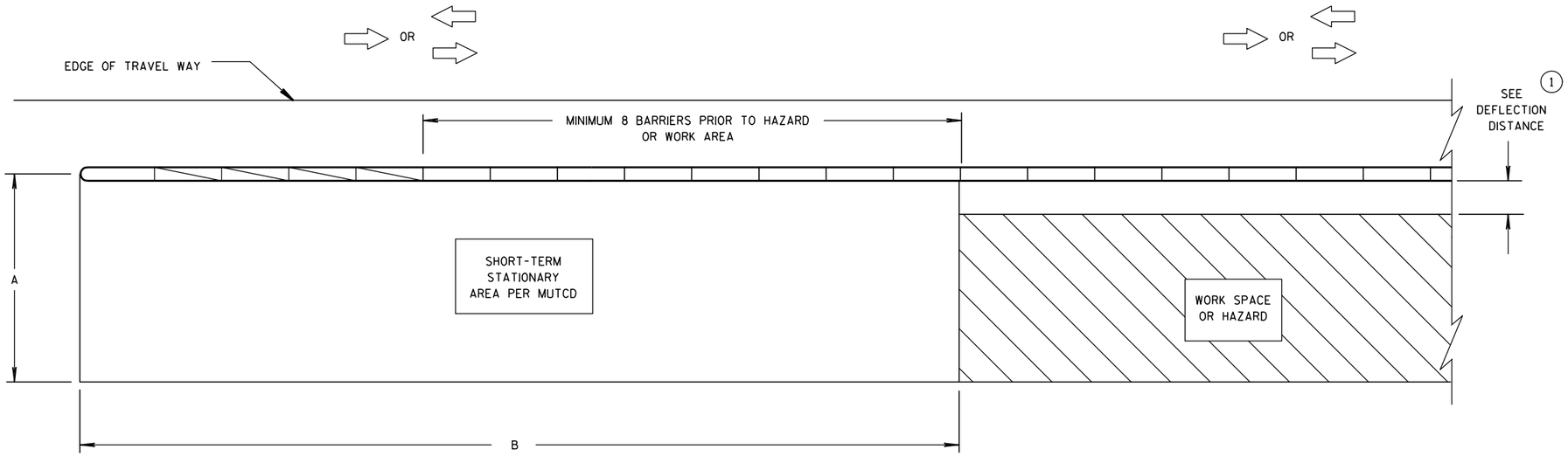
S.D.D. 14 B 7-14h



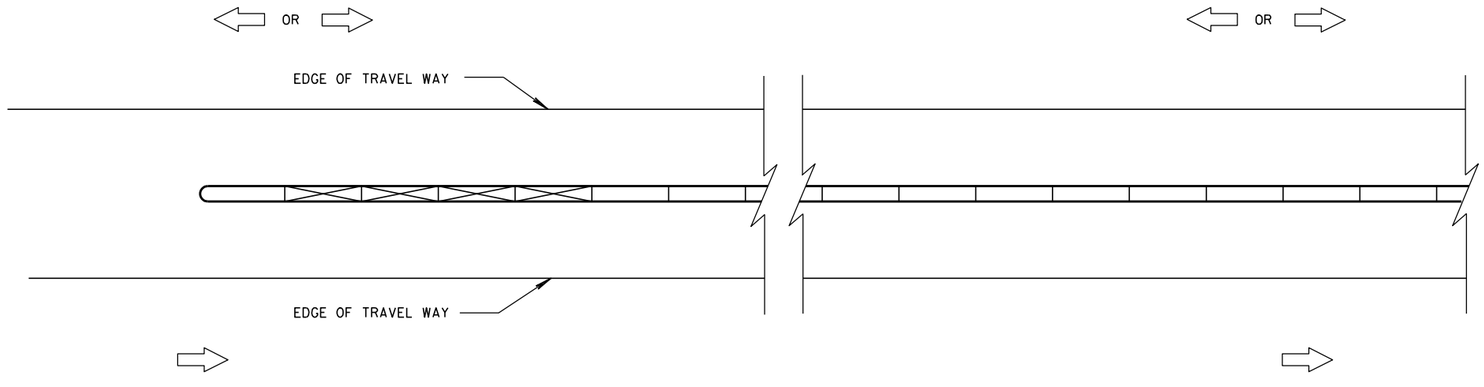
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

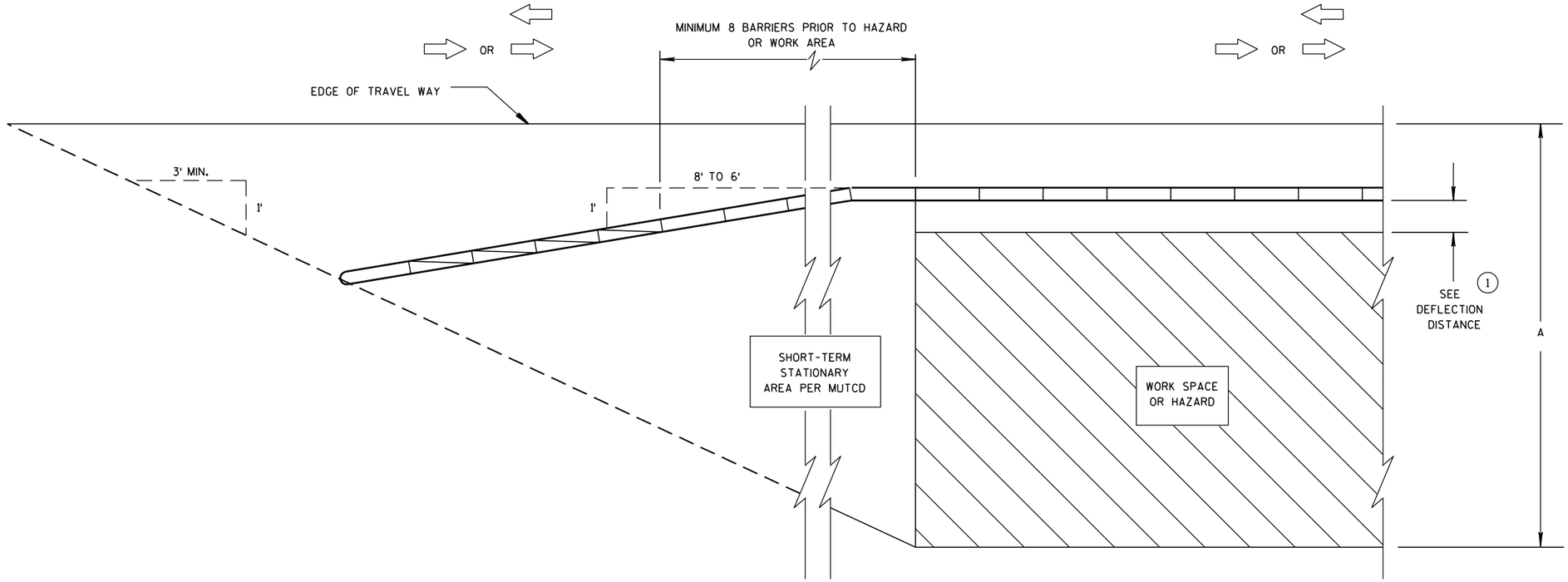
(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

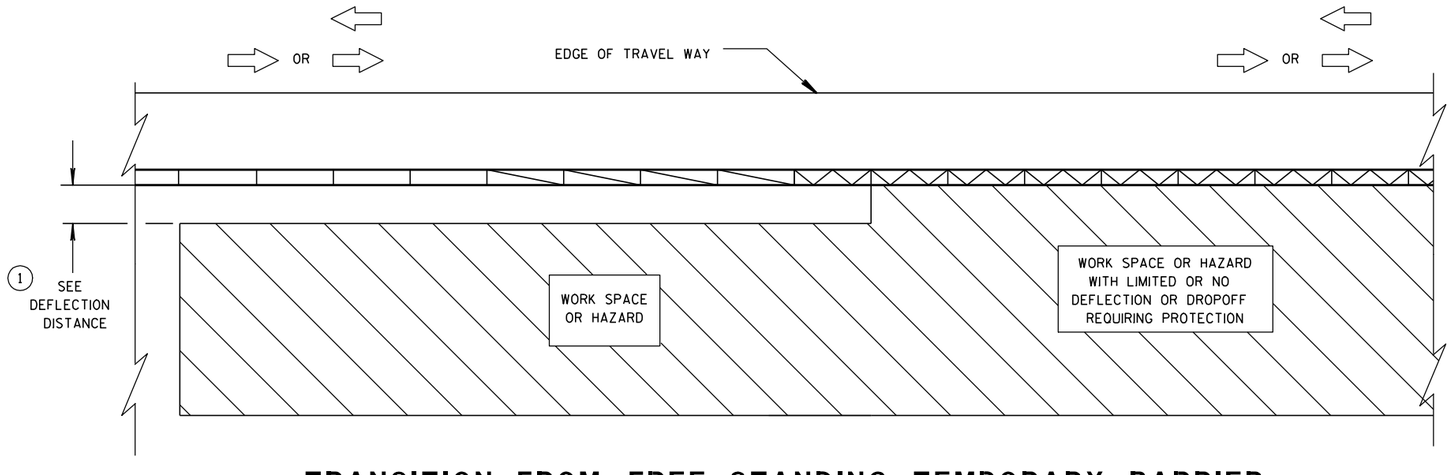
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

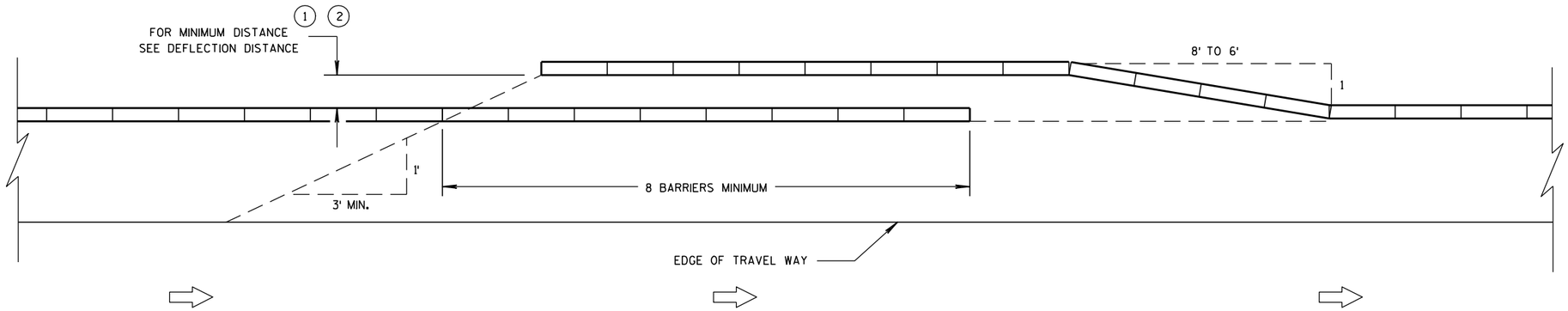
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

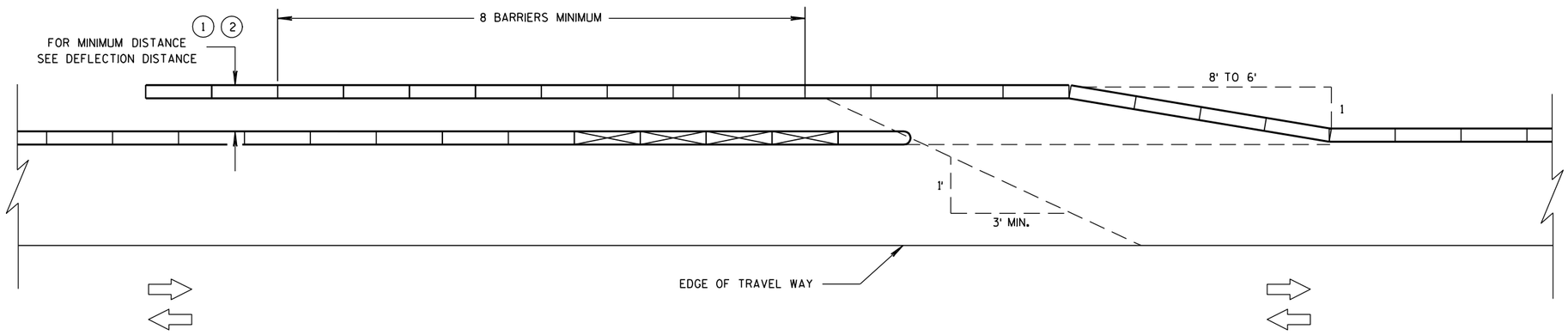
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

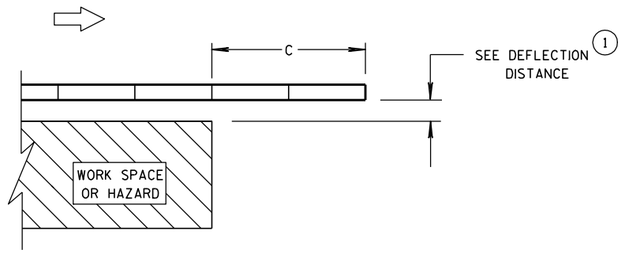
S.D.D. 14 B 8-1b



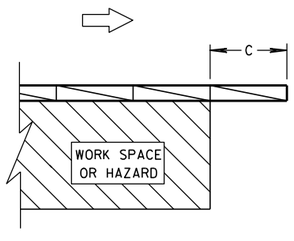
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

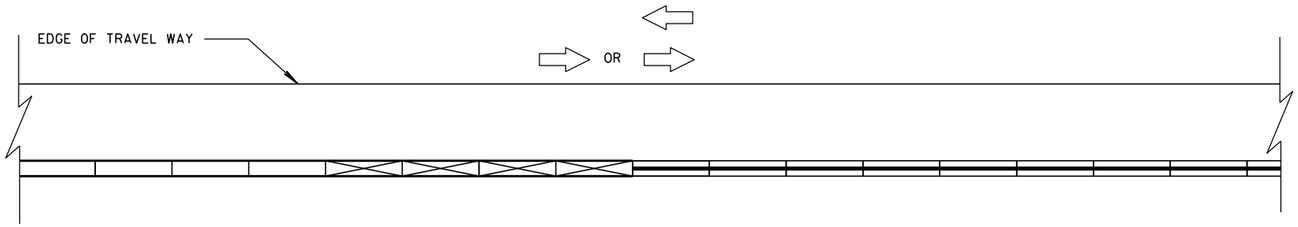
LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

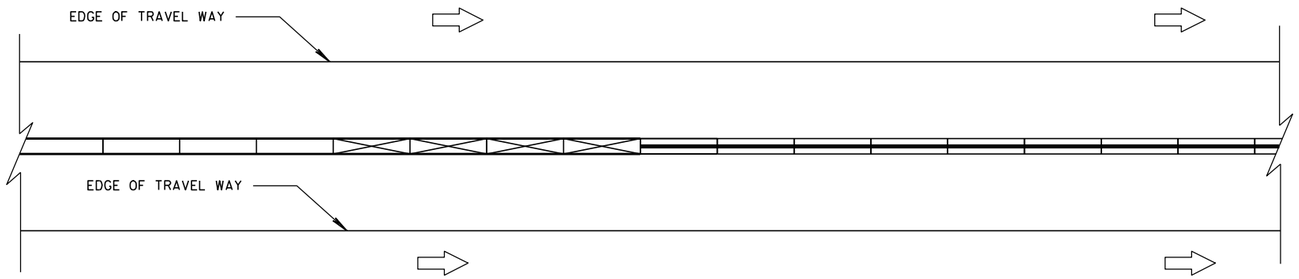
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

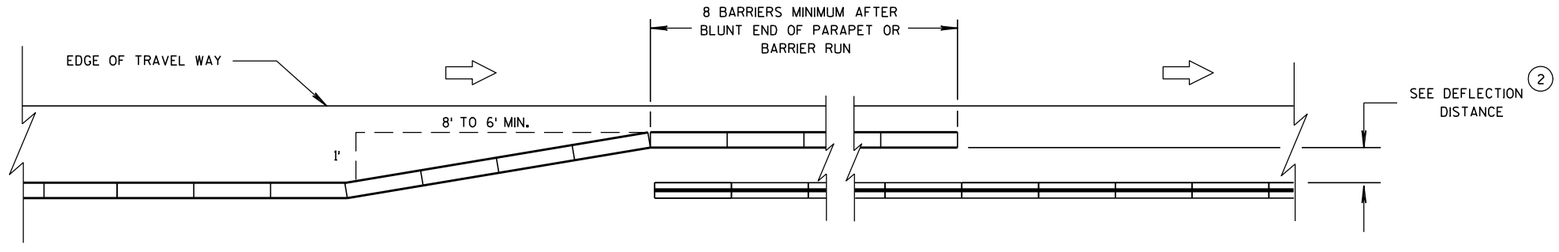
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

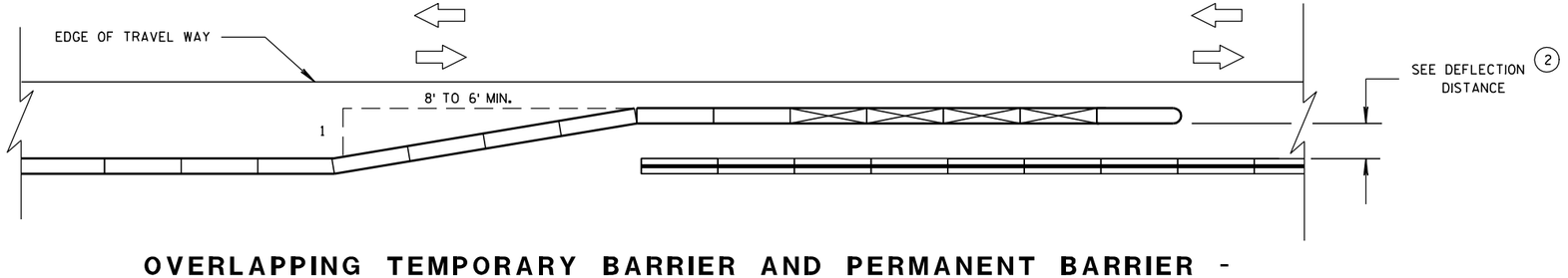
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER - ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER - TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

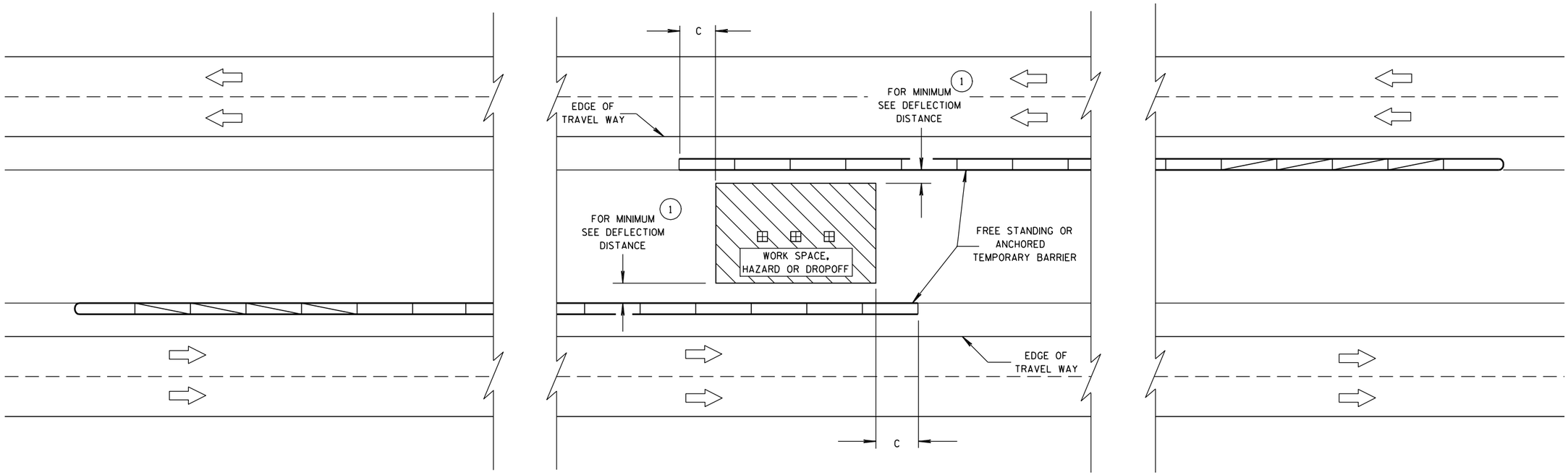
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

48

FHWA

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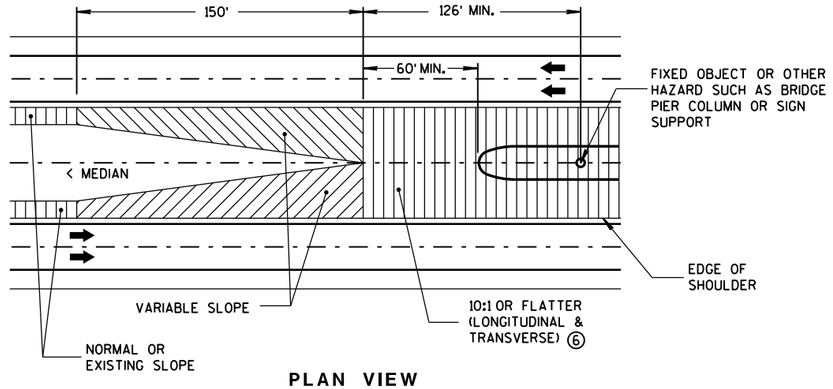
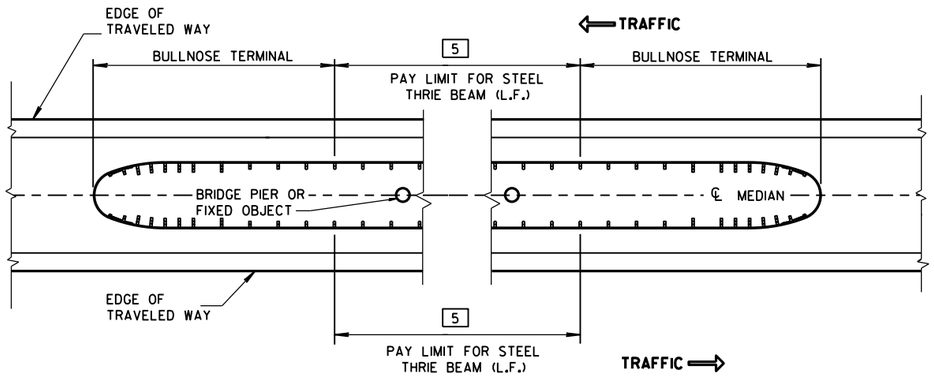
S.D.D. 14 B 8-1e

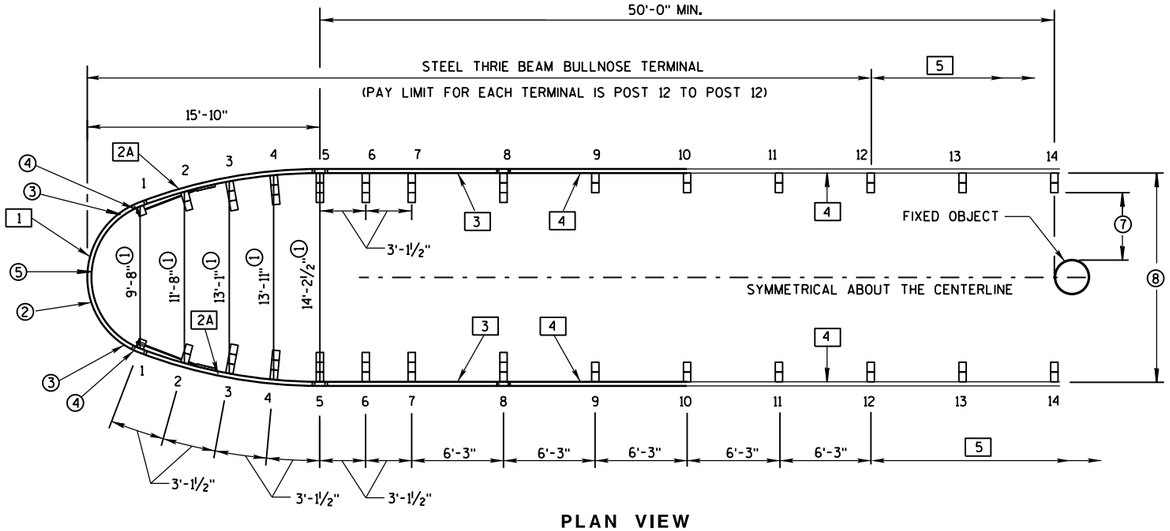


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

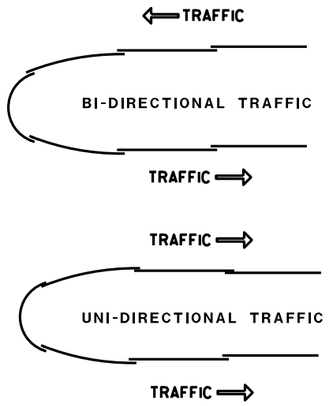


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

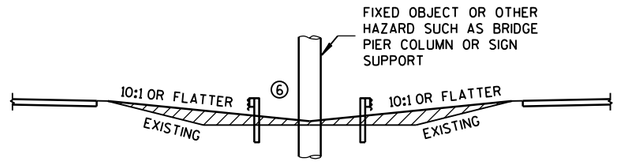
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

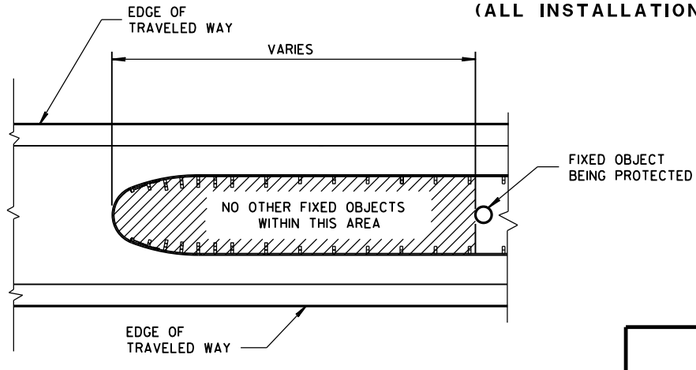
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)



HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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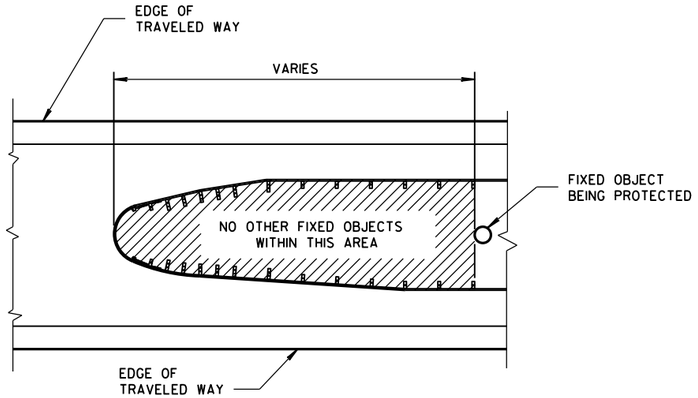
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

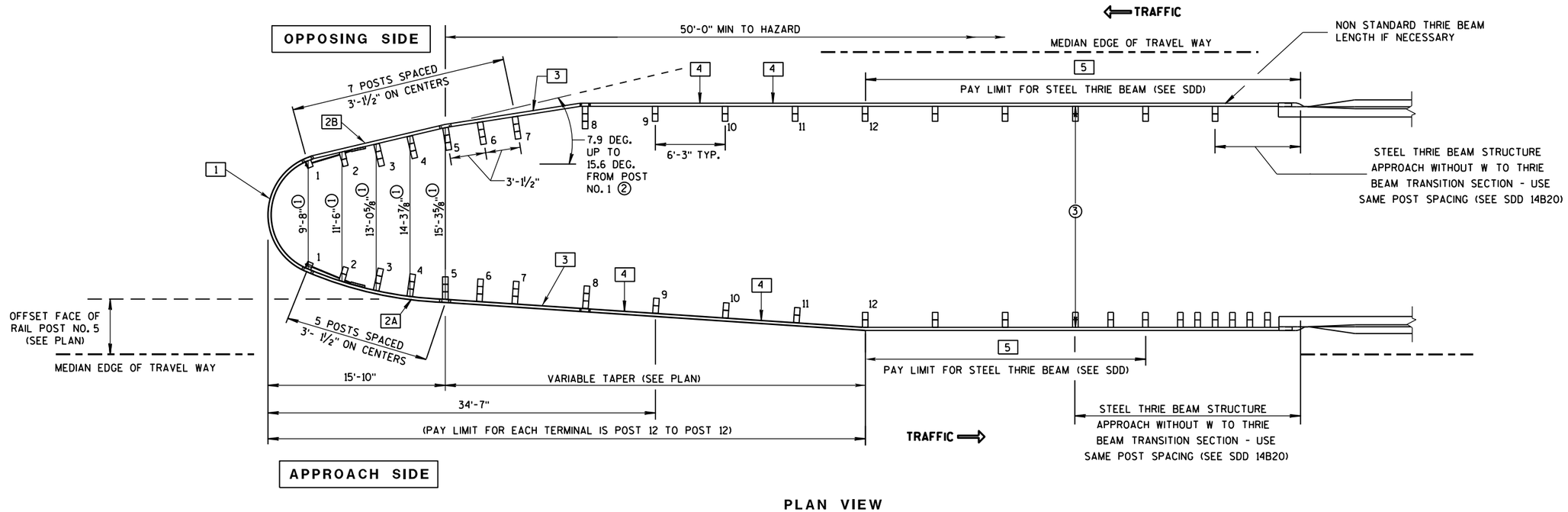
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

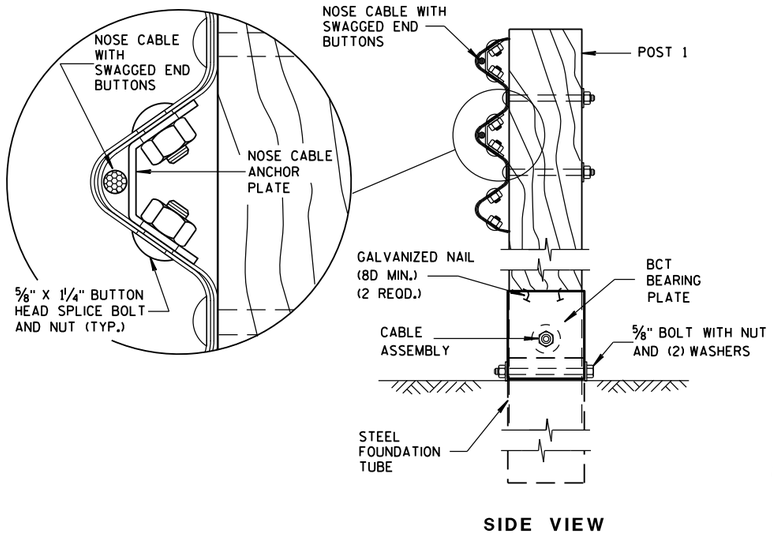
WIDENED BULLNOSE DESIGN

(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

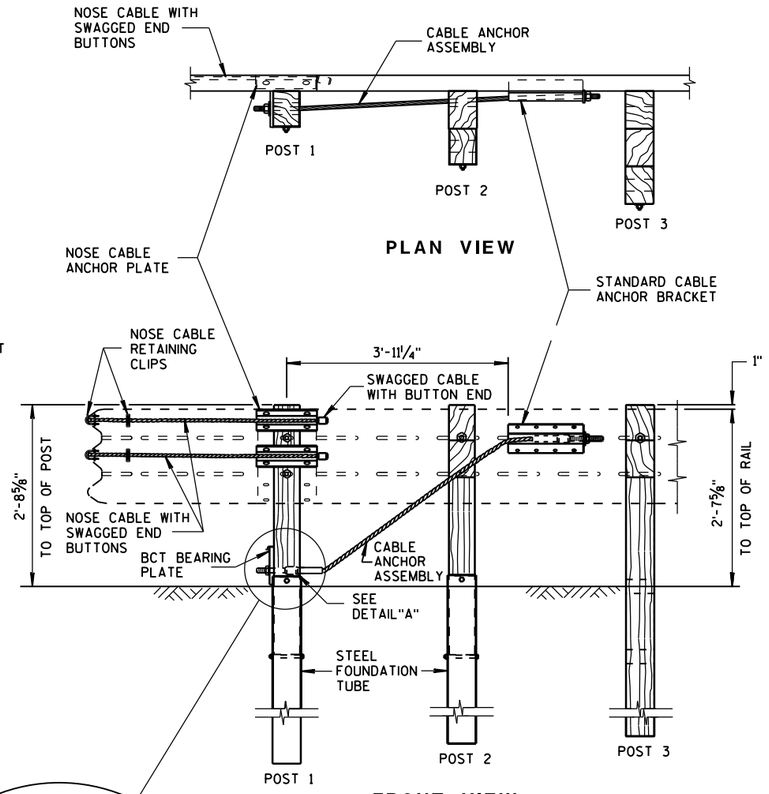
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



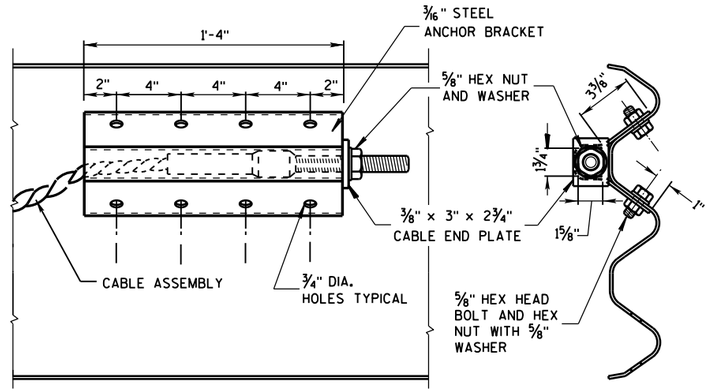
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

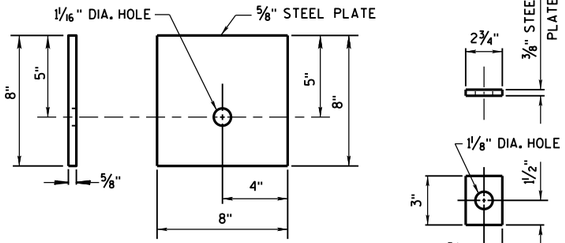
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



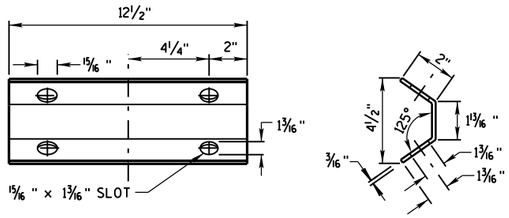
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET



BCT BEARING PLATE

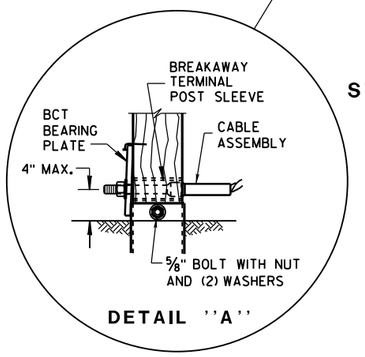
CABLE END PLATE



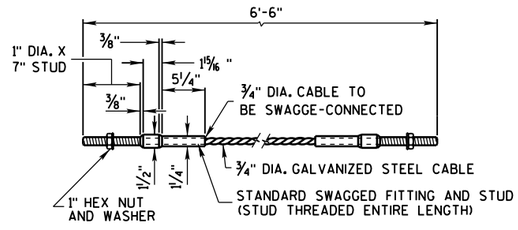
ELEVATION VIEW END VIEW

NOSE CABLE ANCHOR PLATE

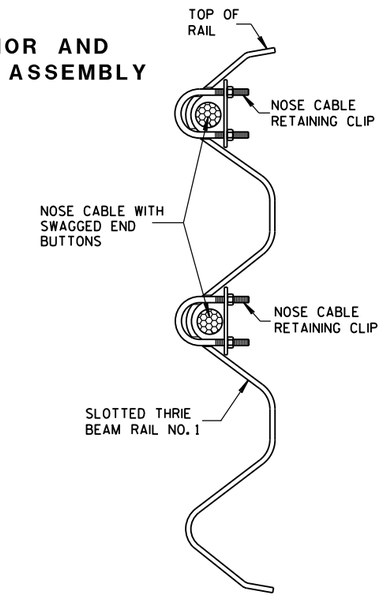
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



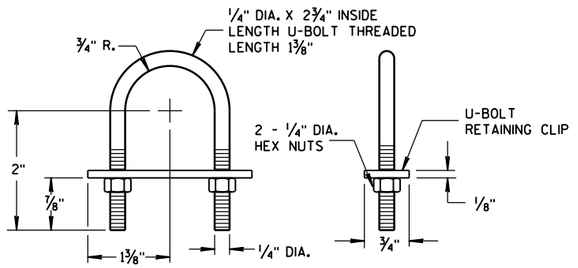
DETAIL ''A''



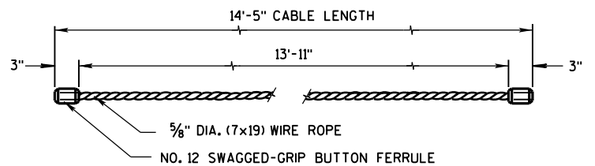
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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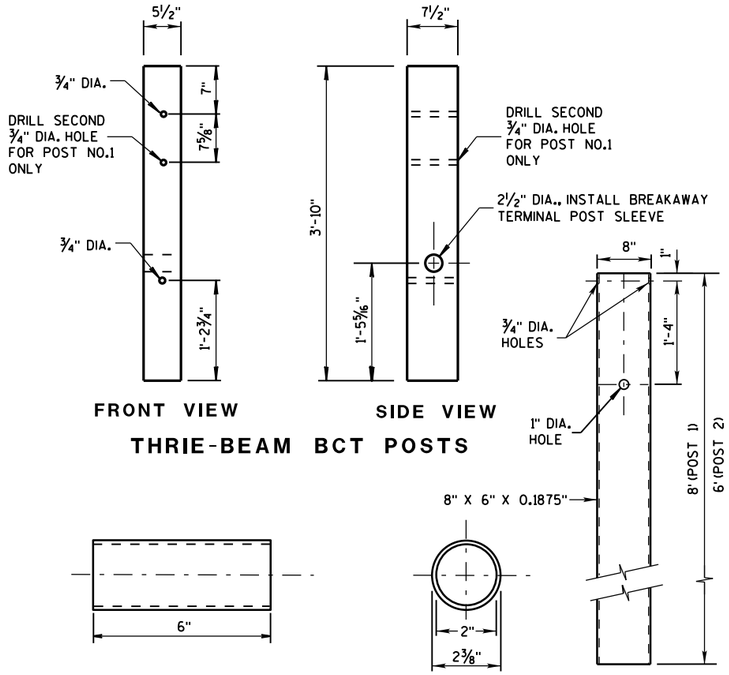
S.D.D. 14 B 26-3c

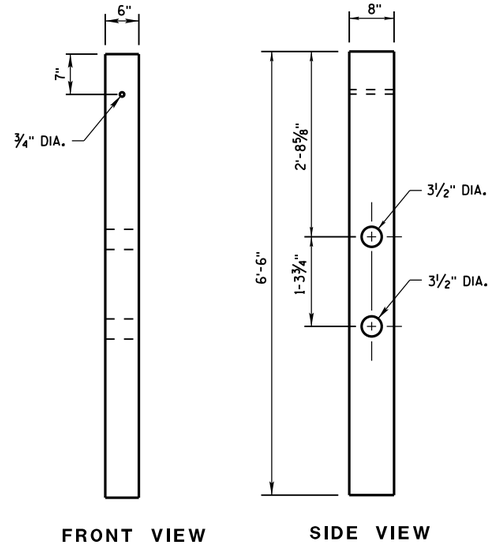


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

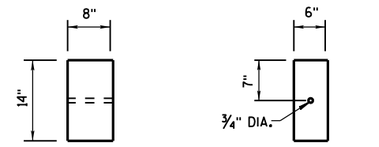


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

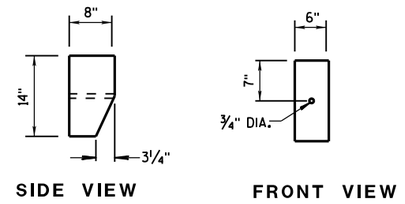
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



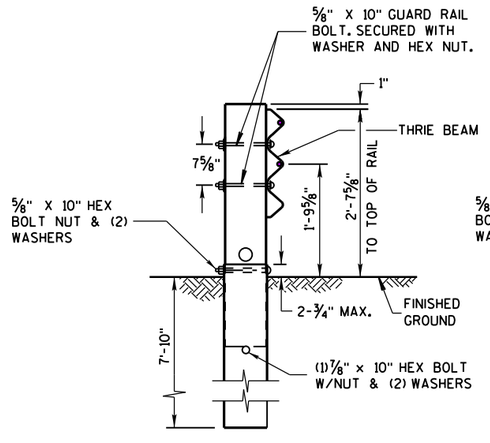
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



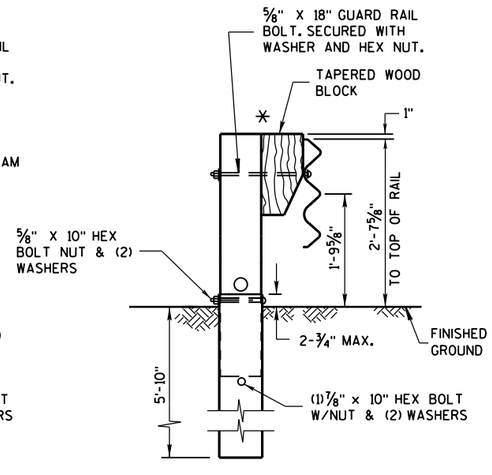
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



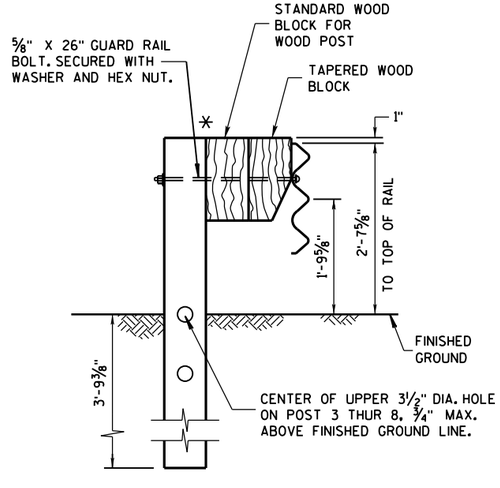
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



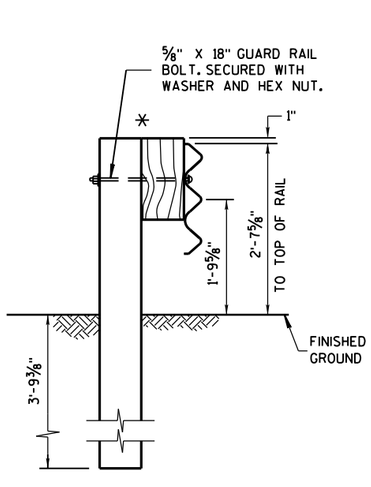
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 52

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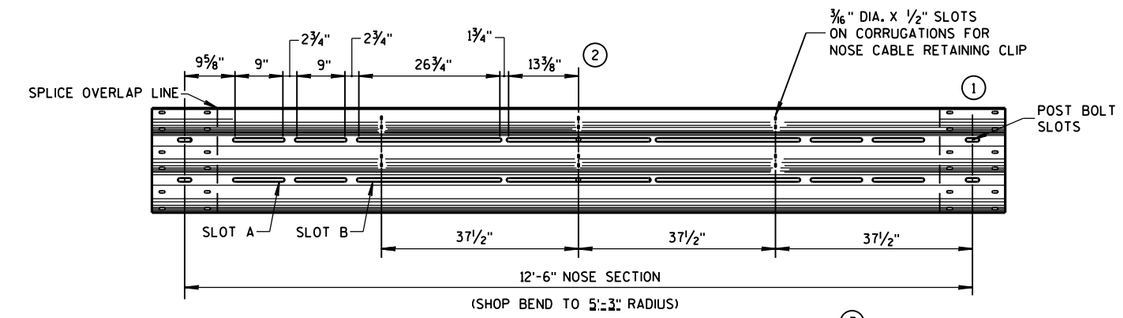
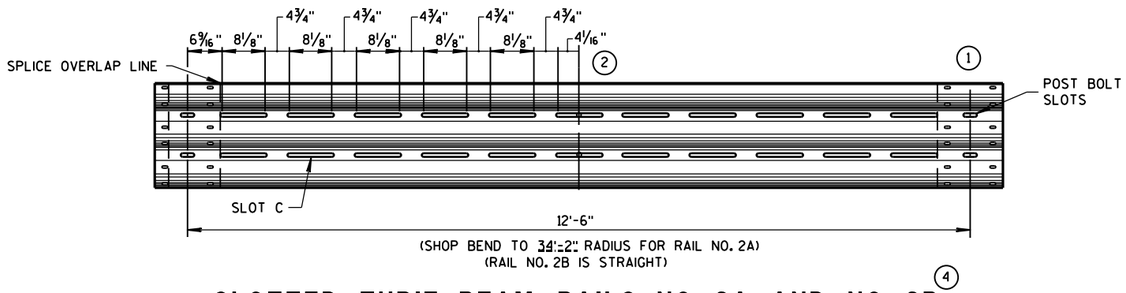
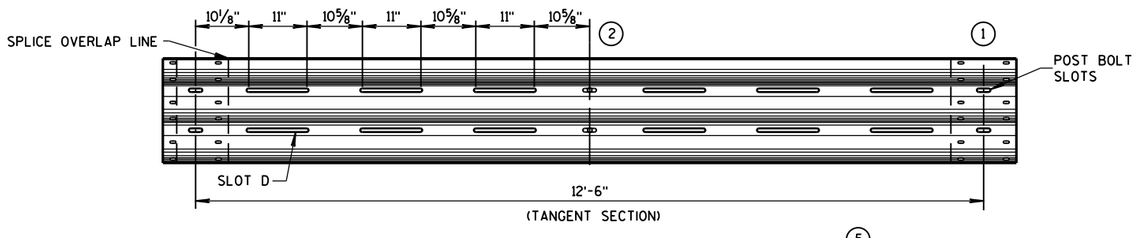
S.D.D. 14 B 26-3d



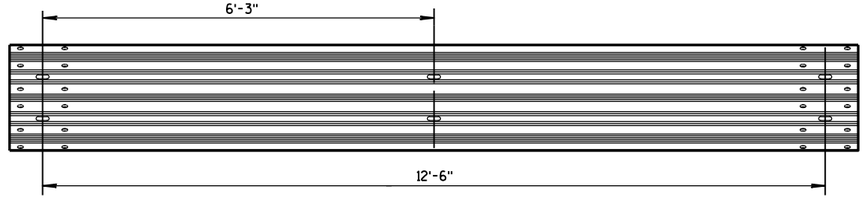
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

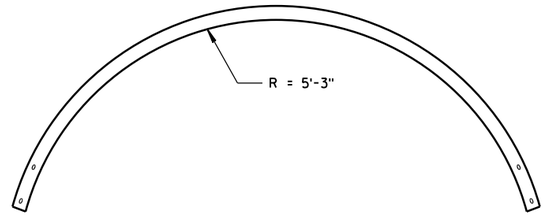
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

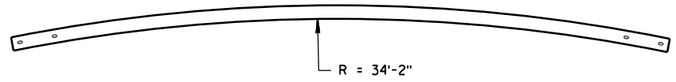
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



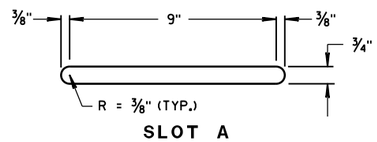
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

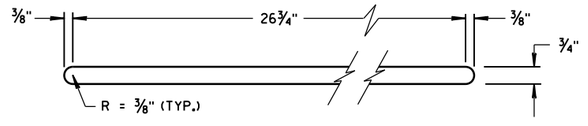


PLAN VIEW

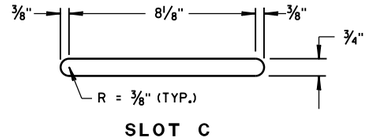
SLOTTED THRIE BEAM RAIL NO. 2A



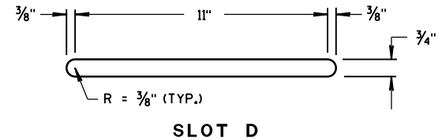
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 26-3e

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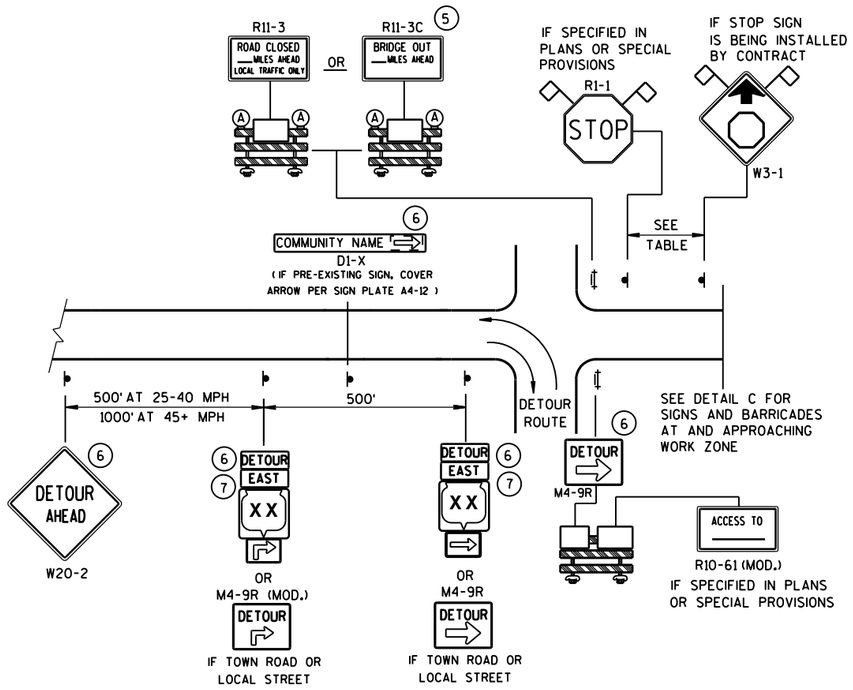
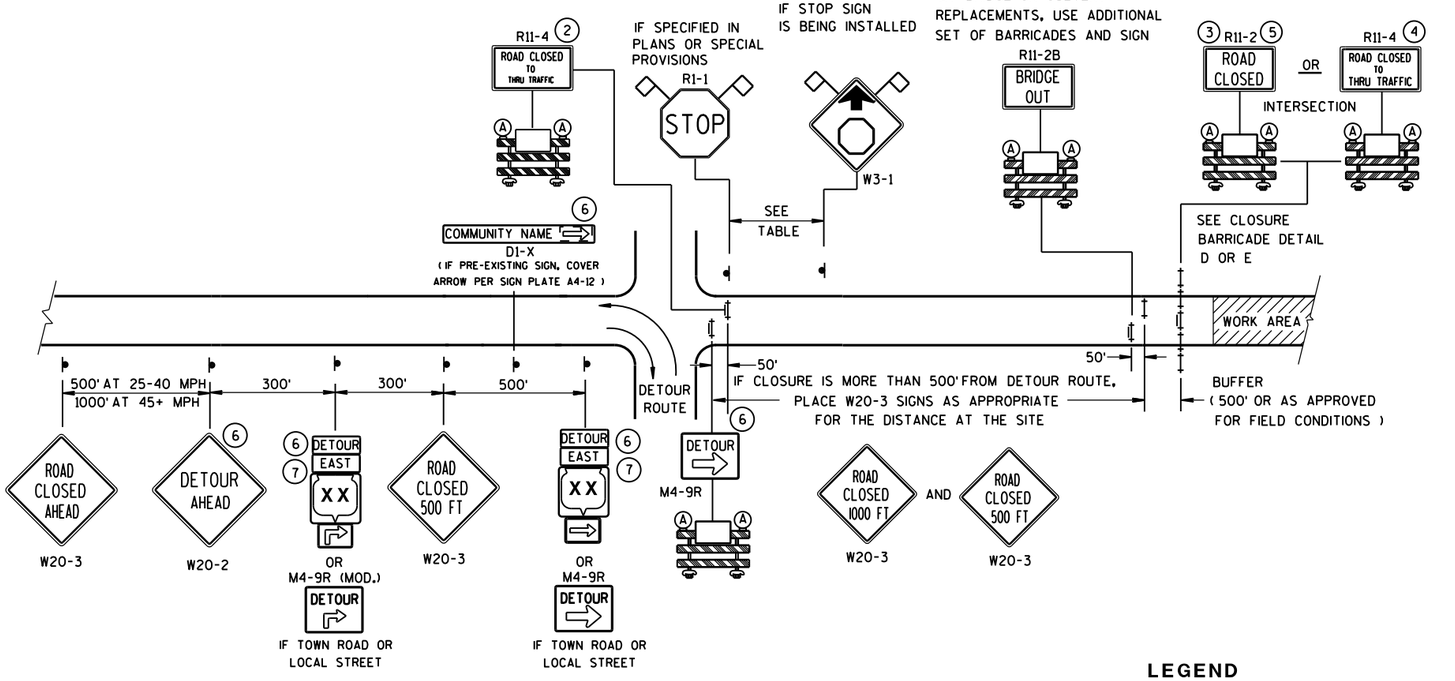
S.D.D. 14 B 26-3e



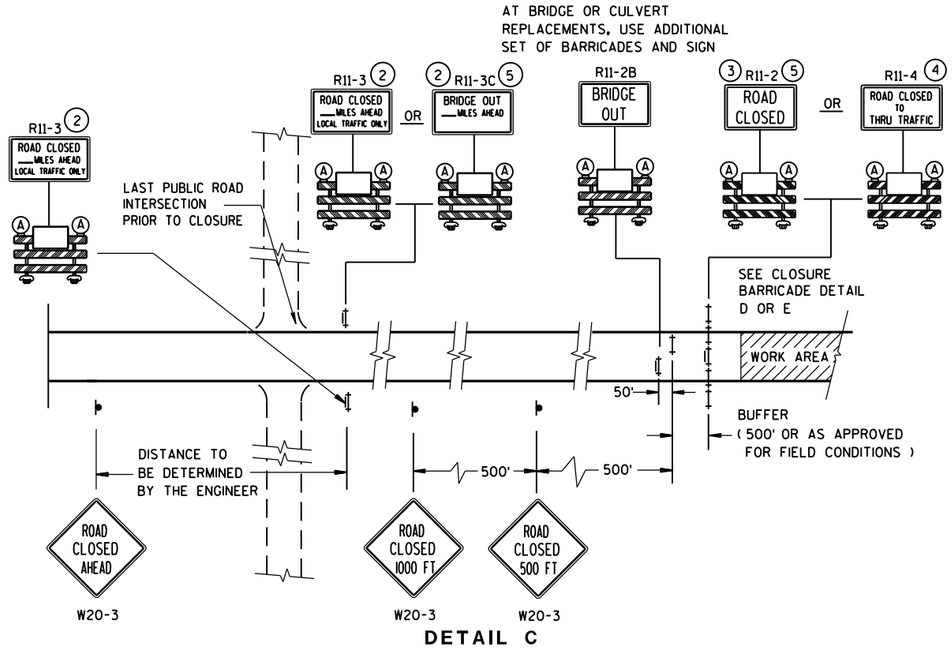
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 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
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
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FHWA

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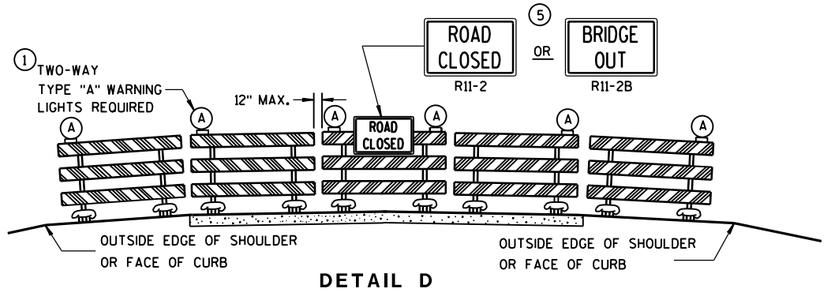
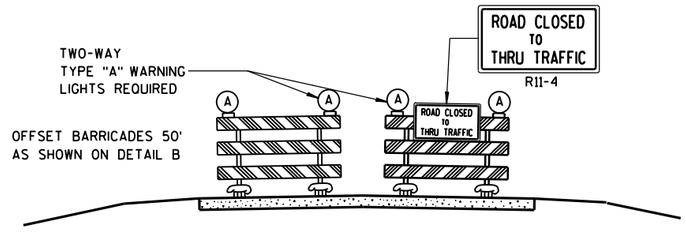
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 2-5b

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

GENERAL NOTES

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

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

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

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

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

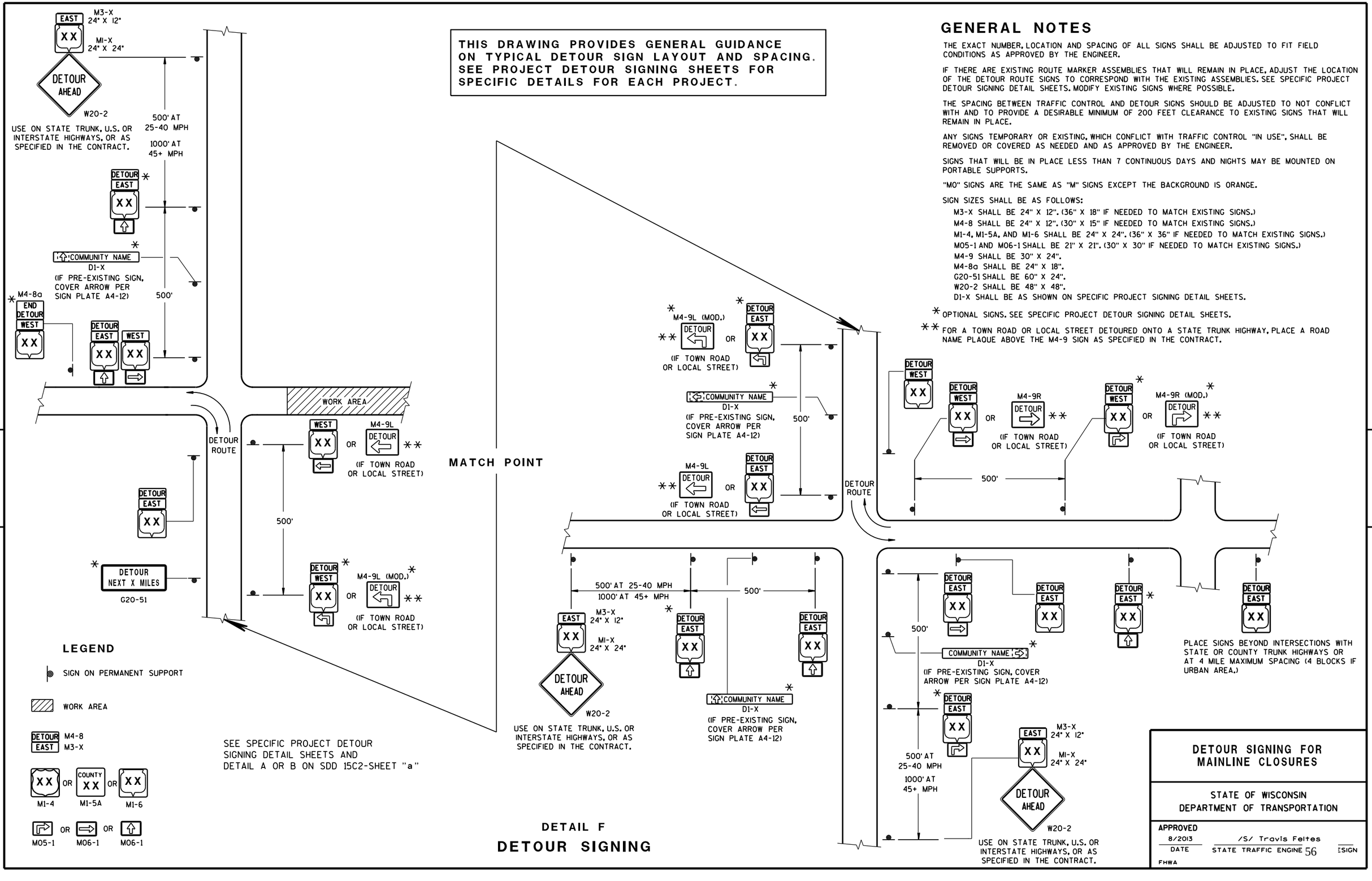
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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



DETAIL F

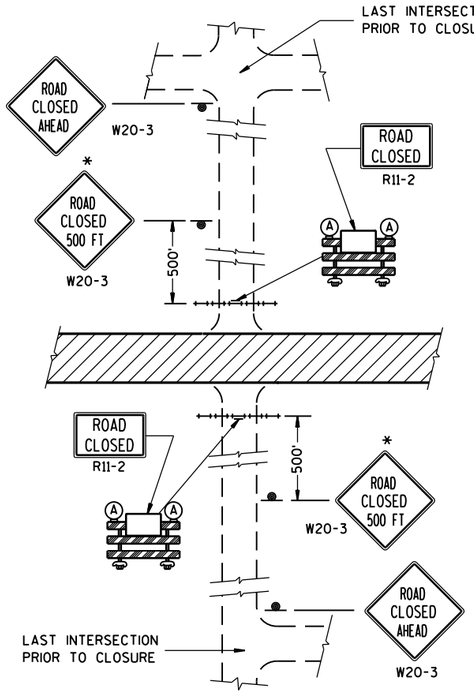
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

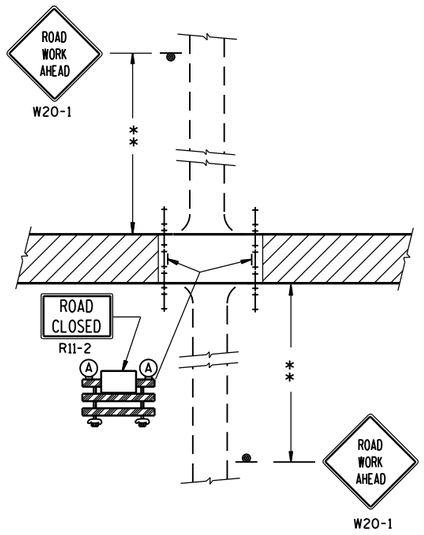
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6 S.D.D. 15 C 2-5c



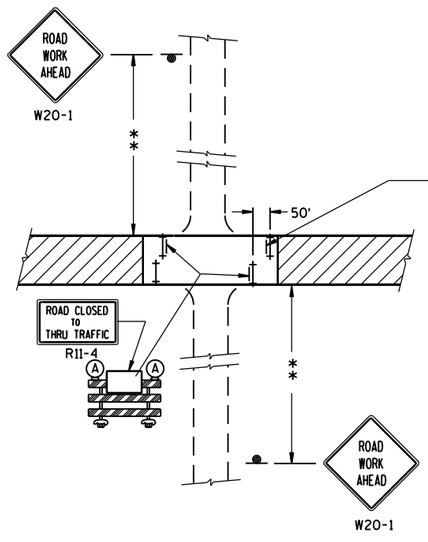
DETAIL 1

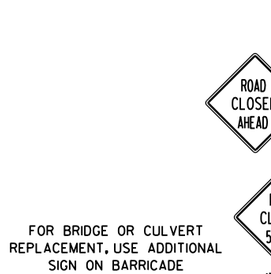
(NO ACCESS TO PROJECT)



DETAIL 2

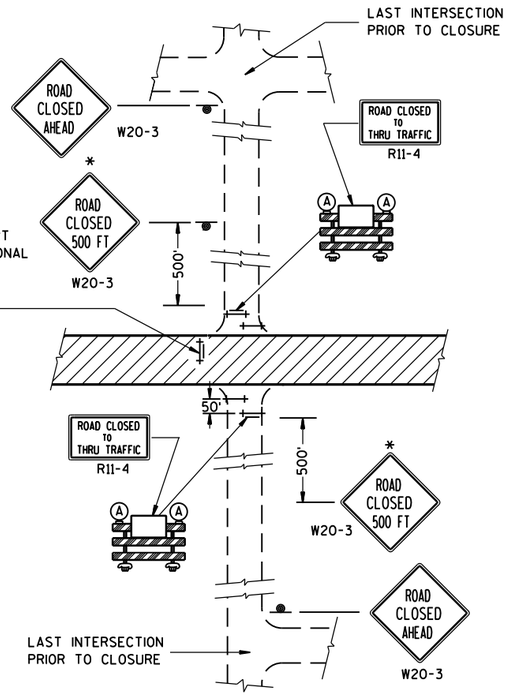
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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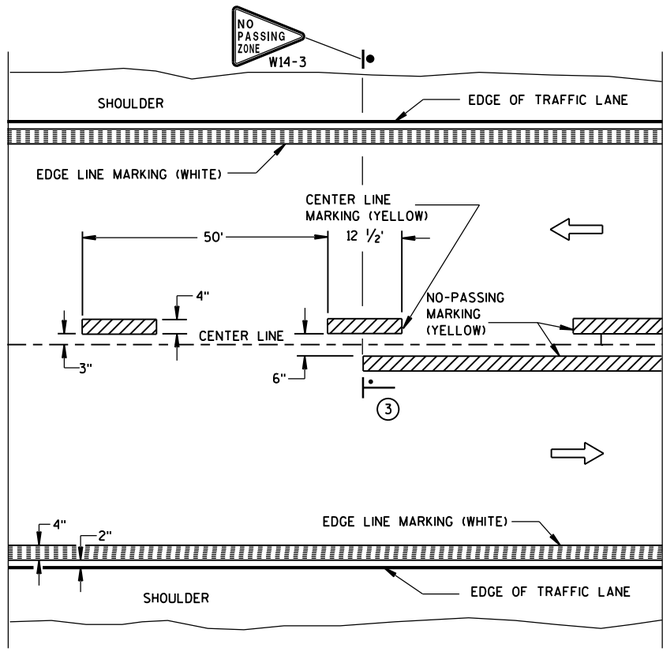
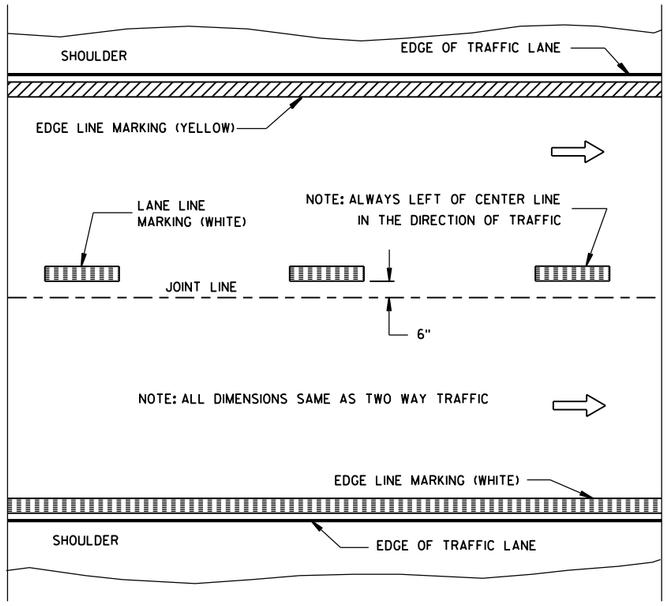
S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2

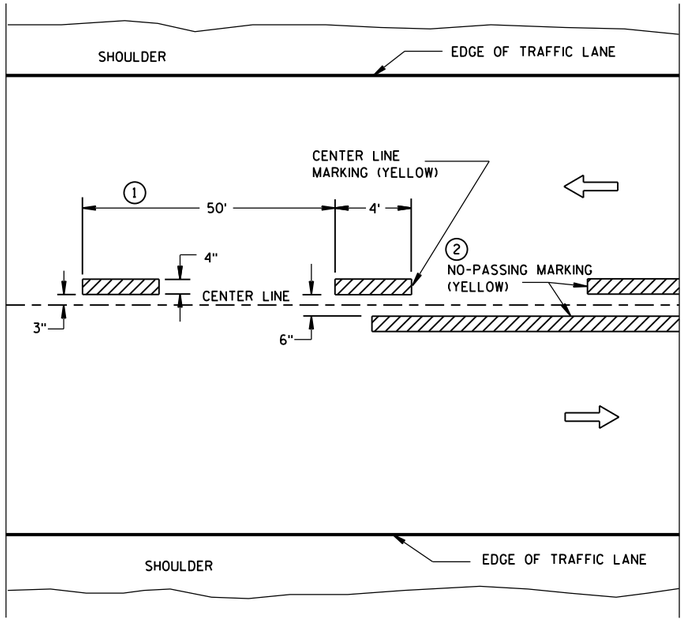


TWO WAY TRAFFIC

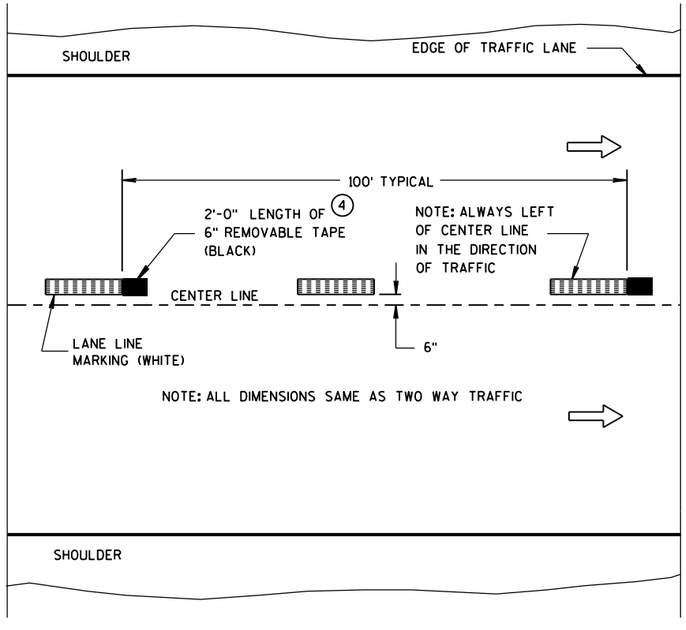


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

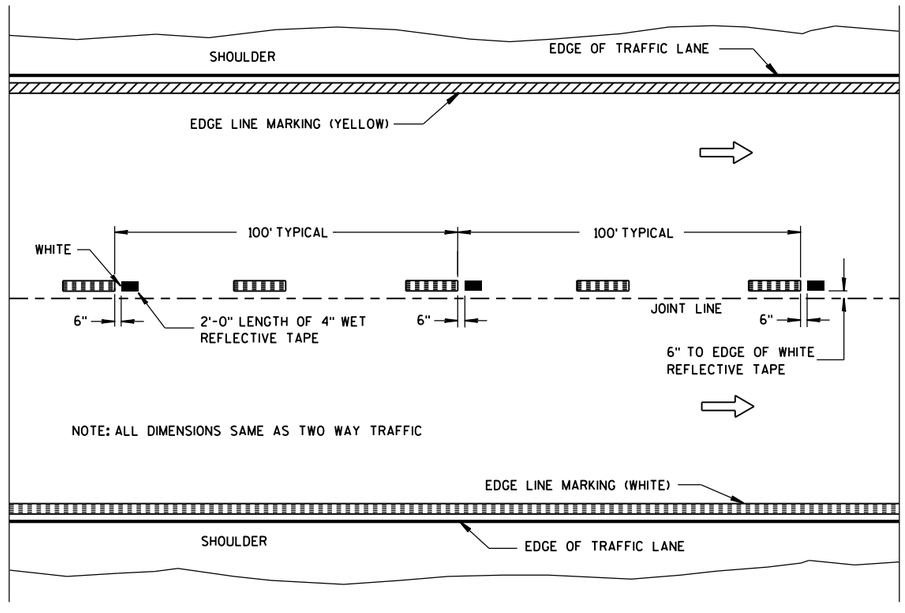
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).

LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

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

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.

ALL SIGNS ARE 48"x48" 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.

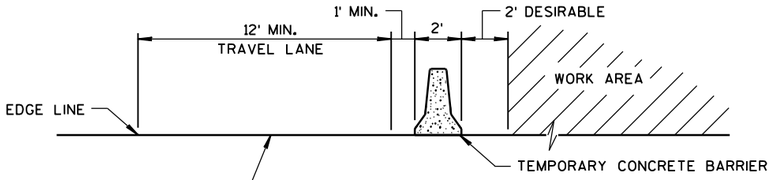
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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 FOR 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.

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 1/2 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.



TYPICAL SECTION

TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

6

S.D.D. 15 D 3-2

6

S.D.D. 15 D 3-2

LEGEND

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

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 DESIREABLE) DISTANCE TO EXISTING SIGNS.

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

ALL SIGNS ARE 48"×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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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 FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

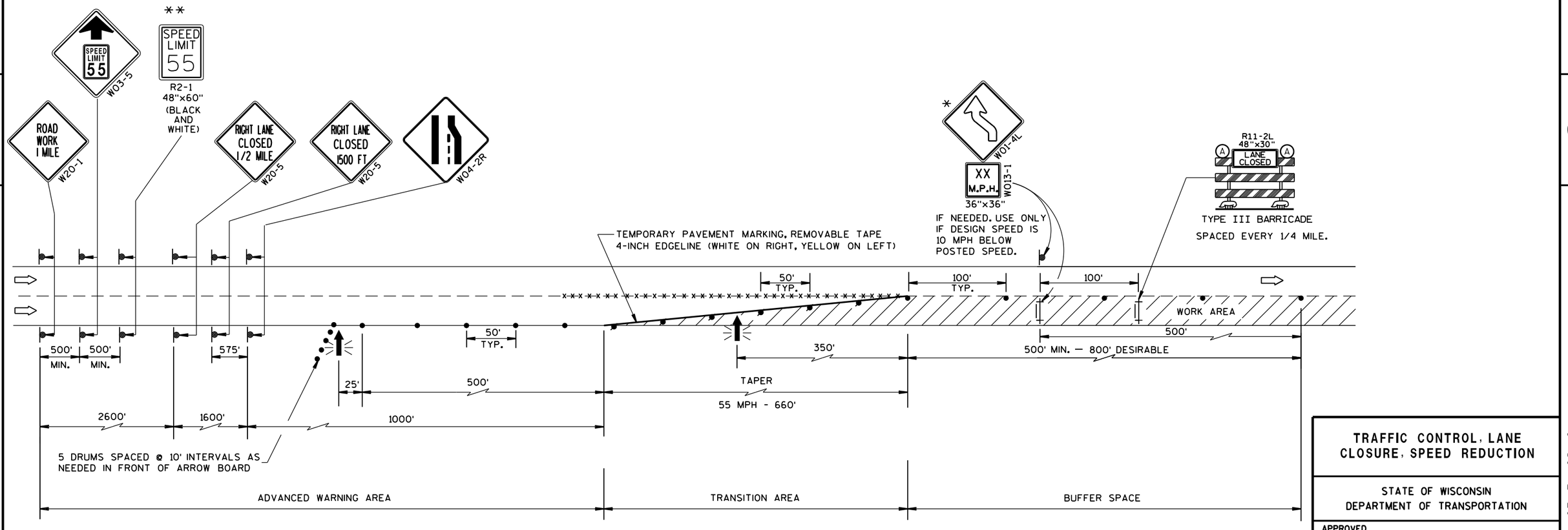
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST 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 1/2 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.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.

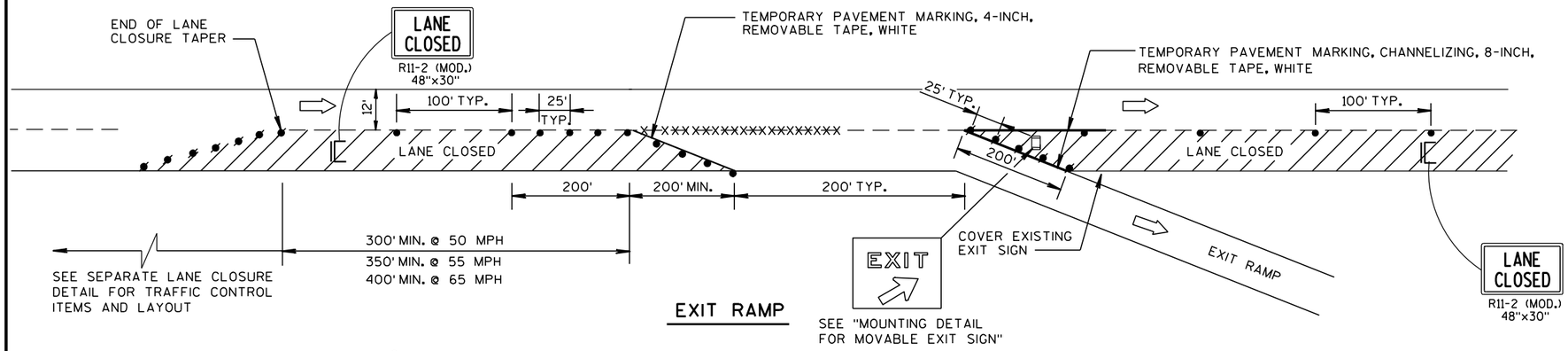


TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

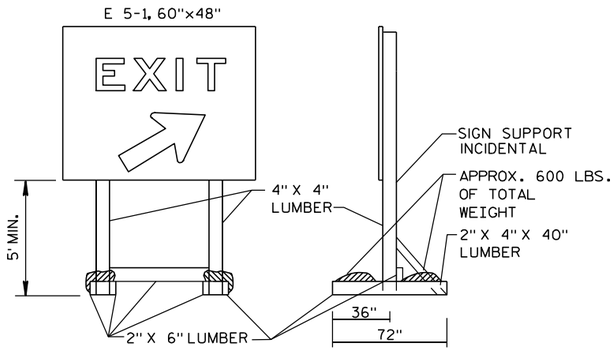
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
DESIGN
FHWA

6
S.D.D. 15 D 12-4

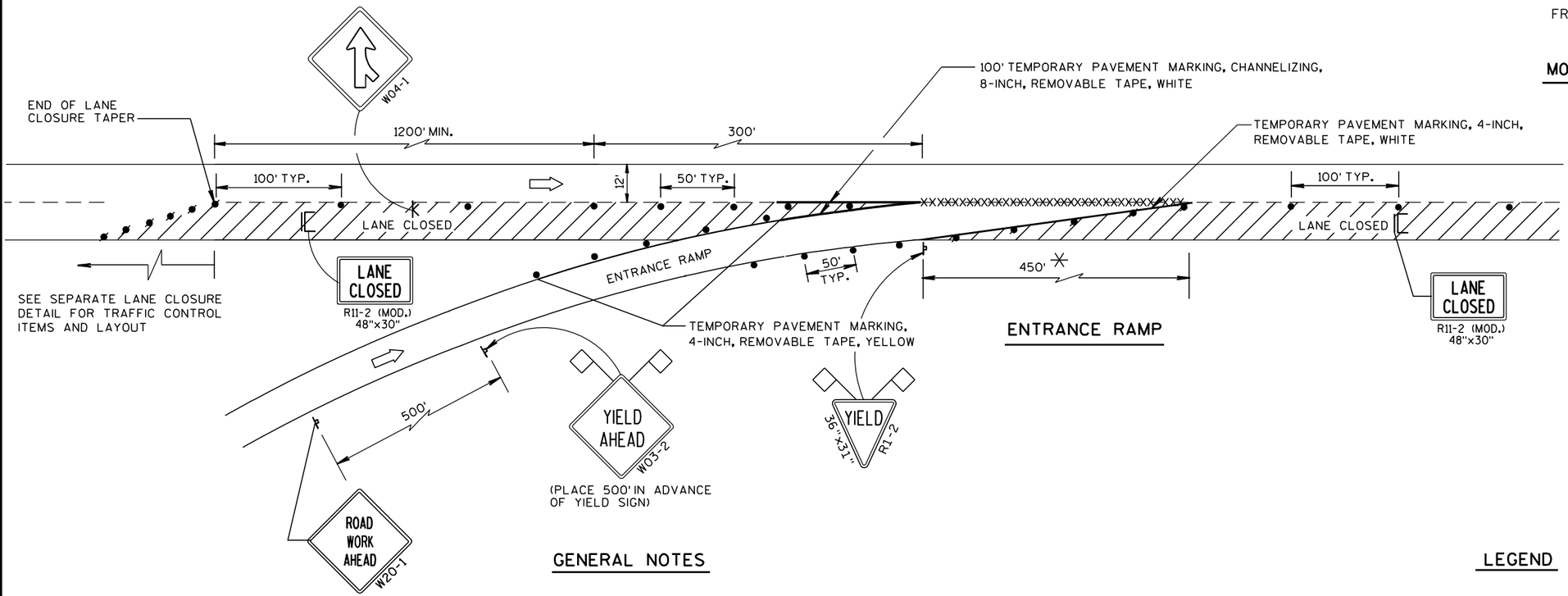


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

6
S.D.D. 15 D 15-1

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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 SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

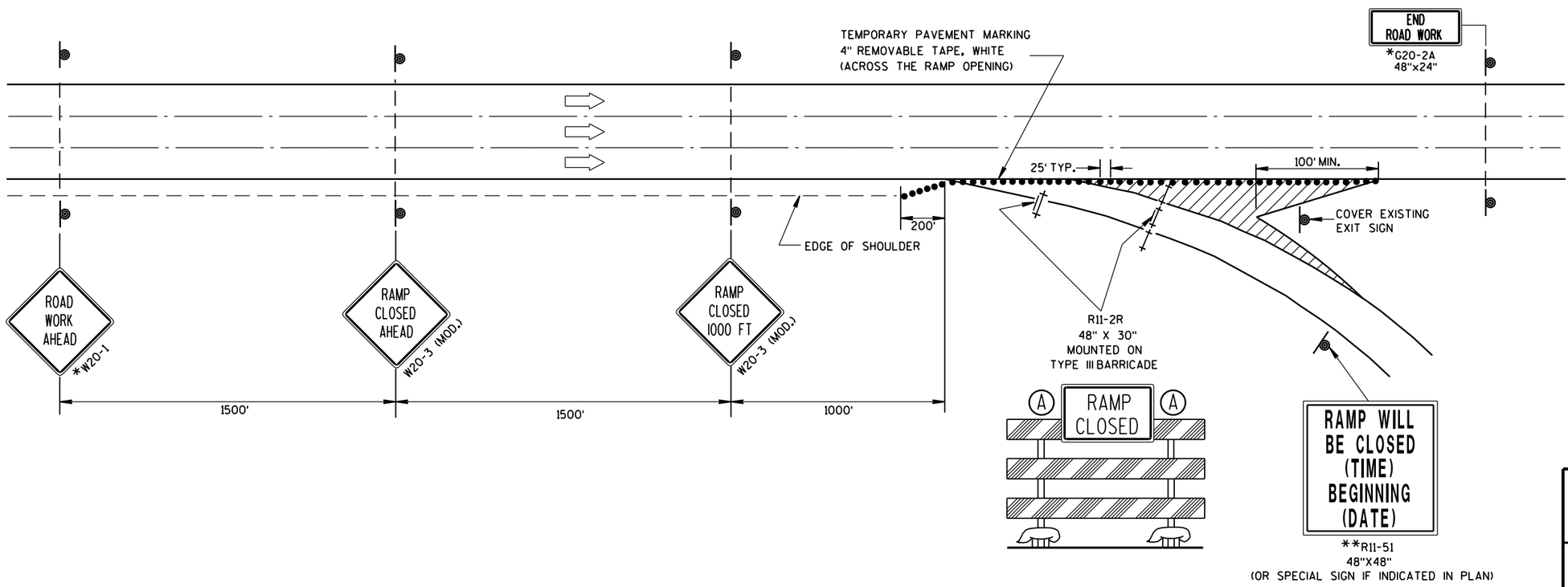
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013
DATE

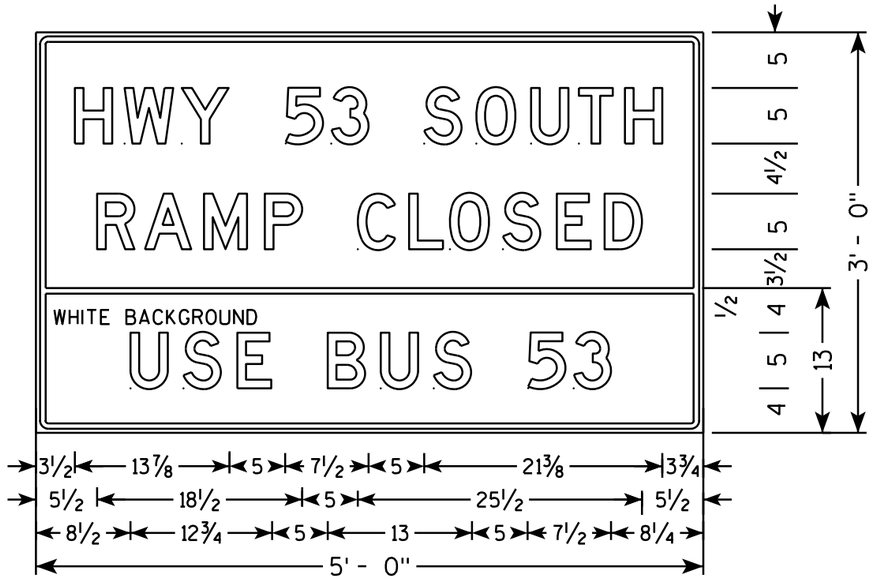
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

FHWA

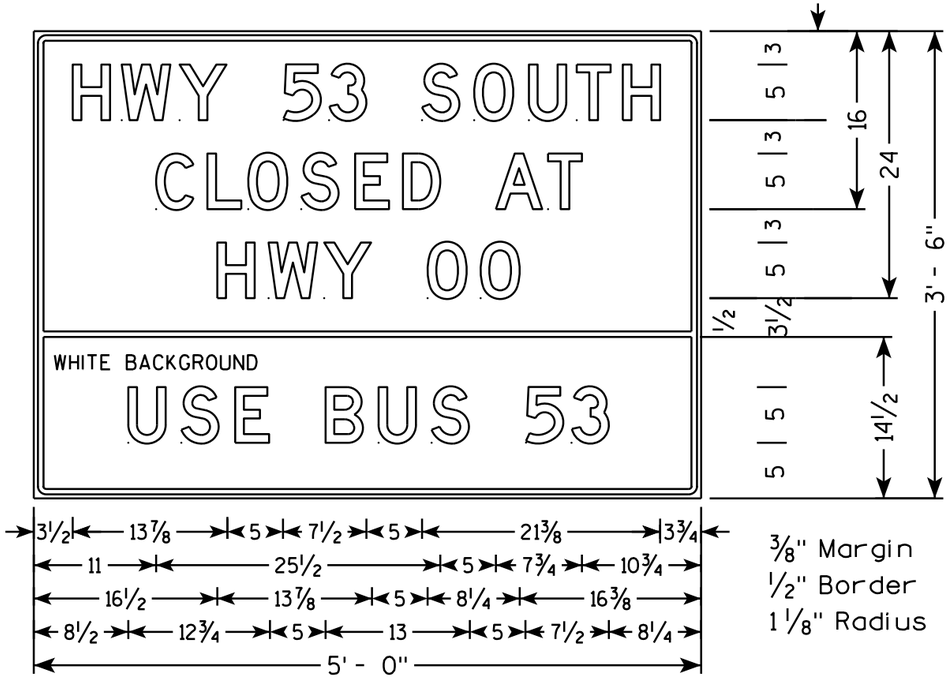
6

S.D.D. 15 D 16-2

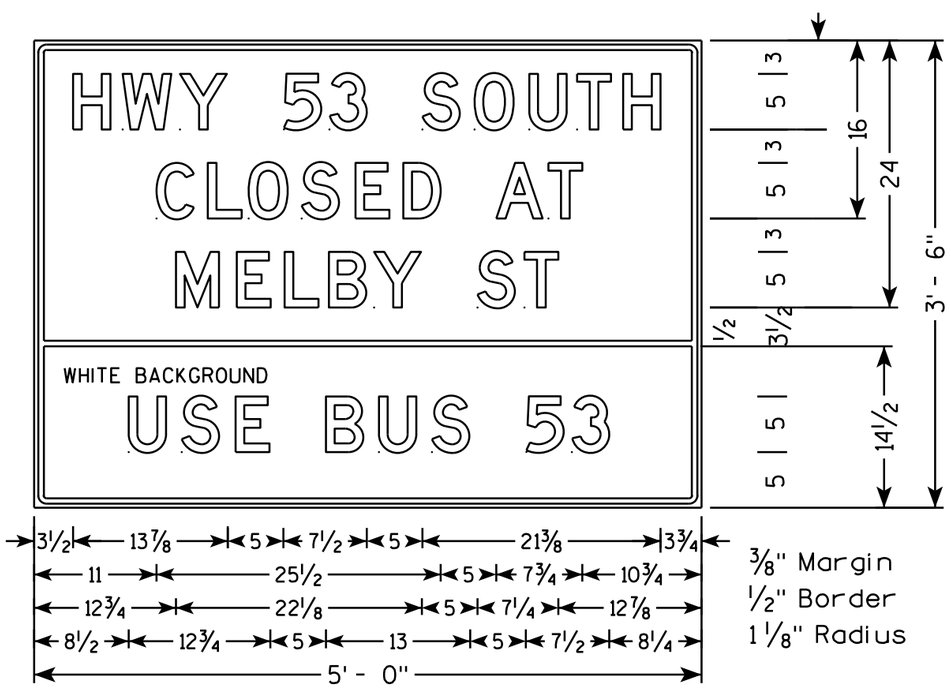


NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE except as Shown
   Message - BLACK
3. Message Series - D



3/8" Margin
1/2" Border
1 1/8" Radius



3/8" Margin
1/2" Border
1 1/8" Radius

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	TEMPORARY SIGNING	SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_d6\6183A014.dgn PLOT DATE : 23-OCT-2014 15:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.620893:1.000000
WISDOT/CADDS SHEET 42

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
405+00	0.00	1.26	-	-	-	-	-	0.00
405+50	50.00	1.87	-	3	-	3	-	2.89
406+00	50.00	2.15	1.62	4	2	7	2	4.74
406+50	50.00	2.02	6.66	4	8	10	11	-0.98
407+00	50.00	1.83	9.68	4	15	14	30	-16.32
407+40.74	40.74	1.47	14.61	2	18	17	53	-36.73
407+50	9.26	1.65	14.78	1	5	17	60	-42.50
408+00	50.00	2.31	16.18	4	29	21	95	-74.66
408+50	50.00	1.90	21.58	4	35	25	139	-114.47
409+00	50.00	1.58	28.11	3	46	28	197	-168.76
409+50	50.00	0.73	39.50	2	63	30	275	-244.88
410+00	50.00	0.37	45.64	1	79	31	373	-342.41
410+50	50.00	-	51.17	0	90	31	485	-454.12
411+00	50.00	0.17	49.05	0	93	32	601	-569.96
411+10.81	10.81	0.20	49.00	0	20	32	626	-594.41
411+50	39.19	0.29	51.10	0	73	32	717	-684.86
412+00	50.00	-	51.48	0	95	32	836	-803.32
412+50	50.00	-	49.84	-	94	32	953	-920.60
413+00	50.00	-	49.56	-	92	32	1,068	-1,035.65
413+50	50.00	-	31.09	-	75	32	1,161	-1,128.99
414+00	50.00	-	17.47	-	45	32	1,217	-1,185.20
414+50	50.00	-	9.87	-	25	32	1,249	-1,216.85
415+00	50.00	-	5.30	-	14	32	1,267	-1,234.40
415+50	50.00	-	4.01	-	9	32	1,277	-1,245.17
416+00	50.00	-	3.02	-	7	32	1,286	-1,253.31
416+35	35.00	-	2.82	-	4	32	1,290	-1,258.04
416+44.63	9.63	-	1.25	-	1	32	1,291	-1,258.95
416+50	5.37	-	1.24	-	0	32	1,291	-1,259.26
417+00	50.00	-	0.20	-	1	32	1,293	-1,260.93
417+50	50.00	-	-	-	0	32	1,293	-1,261.17
418+00	50.00	-	3.12	-	3	32	1,297	-1,264.78
418+50	50.00	-	12.09	-	14	32	1,315	-1,282.40
419+00	50.00	0.19	21.45	0	31	32	1,353	-1,321.05
419+50	50.00	0.72	22.64	1	41	33	1,404	-1,371.25
420+00	50.00	1.52	28.25	2	47	35	1,463	-1,428.07
420+50	50.00	1.64	34.15	3	58	38	1,536	-1,497.37
421+00	50.00	2.33	27.30	4	57	42	1,607	-1,564.81
421+50	50.00	1.64	22.50	4	46	46	1,664	-1,618.77
421+94.26	44.26	1.95	11.49	3	28	49	1,699	-1,650.66
422+00	5.74	2.00	10.30	0	2	49	1,702	-1,653.13
422+50	50.00	1.93	3.81	4	13	53	1,718	-1,665.83
423+00	50.00	2.61	0.26	4	4	57	1,723	-1,666.33
423+50	50.00	2.48	-	5	0	62	1,723	-1,661.91
424+00	50.00	2.65	-	5	-	66	1,723	-1,657.17
424+35	35.00	1.24	-	3	-	69	1,723	-1,654.65
TOTAL =				69	1,379			

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Note 8
413+00	50.00	64.30	0.33	60	0	60	0	59.16
413+50	50.00	190.89	0.30	236	1	296	1	294.71
414+00	50.00	306.95	0.20	461	0	757	2	755.09
414+50	50.00	310.70	0.10	572	0	1,329	2	1,326.64
415+00	50.00	308.59	0.11	573	0	1,902	2	1,899.82
415+50	50.00	279.50	-	545	0	2,447	2	2,444.22
416+00	50.00	168.63	-	415	-	2,862	2	2,859.15
416+35	35.00	214.56	-	248	-	3,110	2	3,107.51
416+44.63	9.63	302.24	0.52	92	0	3,202	3	3,199.56
416+50	5.37	-	-	30	0	3,232	3	3,229.55

TOTAL =	3,232	2

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PROJECT: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	EARTHWORK DETAILS: STAGE 2 – USH 53 EXCAVATION	SHEET:	E

PLOT DATE: 10/3/2014 11:37:34 AM PLOT BY: DOTERA PLOT NAME: EW DETAILS PLOT SCALE: NONE

FILE NAME: N:\PDS\C3D\81100201\SHEETSPLAN\8110-02-72\8110-02-72_ew.PPTX

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
413+00	50.00	0.59	1.07	1	1	1	1	-0.70
413+50	50.00	0.48	129.66	1	121	2	153	-151.02
414+00	50.00	0.32	246.91	1	349	2	588	-586.14
414+50	50.00	0.19	248.47	0	459	3	1,162	-1,159.02
415+00	50.00	0.18	248.57	0	460	3	1,737	-1,733.95
415+50	50.00	-	218.90	0	433	3	2,278	-2,274.84
416+00	50.00	-	109.26	-	304	3	2,658	-2,654.65
416+35	35.00	-	155.30	-	171	3	2,872	-2,868.99
416+44.63	9.63	0.72	243.04	0	71	3	2,961	-2,957.65
416+50	5.37	-	-	0	24	3	2,991	-2,987.79

TOTAL =	3	2,393

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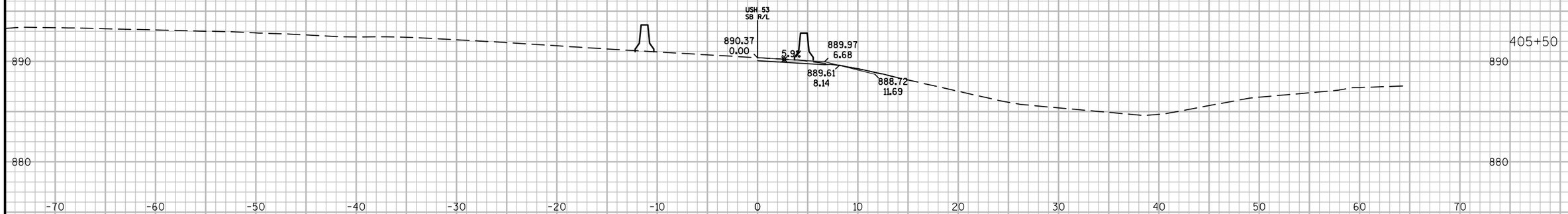
PROJECT: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	EARTHWORK DETAILS: STAGE 3 – USH 53 RE-CONSTRUCTION	SHEET:	E

PLOT DATE: 10/3/2014 11:37:34 AM PLOT BY: DOTERA PLOT NAME: EW DETAILS PLOT SCALE: NONE

FILE NAME: N:\PDS\C3D\81100201\SHEETSPLAN\8110-02-72\8110-02-72_ew.PPTX

Material(s) at Station 405+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.87	2.89	2.89
Borrow - Stage 1	0.02	0.02	0.02
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 405+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.26	0.00	0.00
Borrow - Stage 1	0.00	0.00	0.00
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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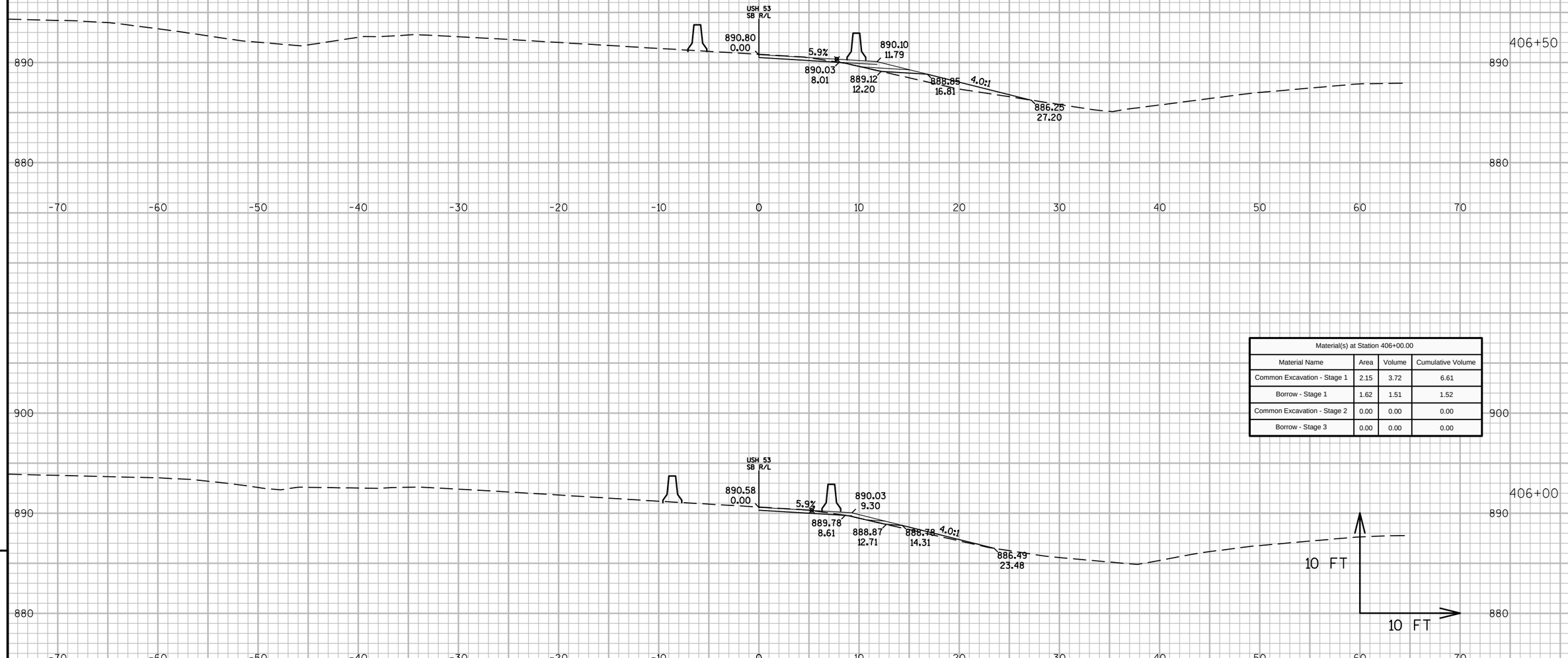
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 67	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(1)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 406+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.02	3.86	10.47
Borrow - Stage 1	6.66	7.61	9.14
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 406+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.15	3.72	6.61
Borrow - Stage 1	1.62	1.51	1.52
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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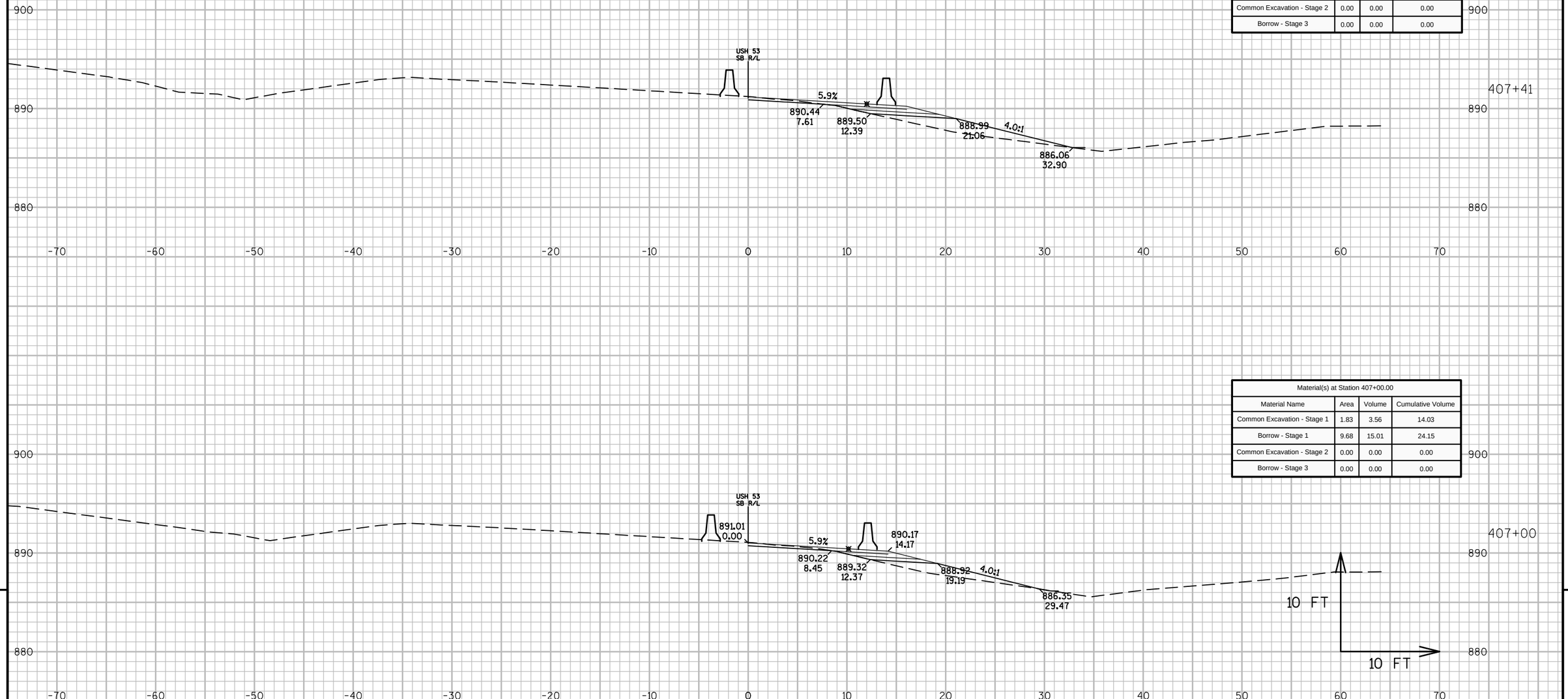
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 68	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(2)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 407+40.74			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.47	2.49	16.52
Borrow - Stage 1	14.61	18.16	42.31
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 407+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.83	3.56	14.03
Borrow - Stage 1	9.68	15.01	24.15
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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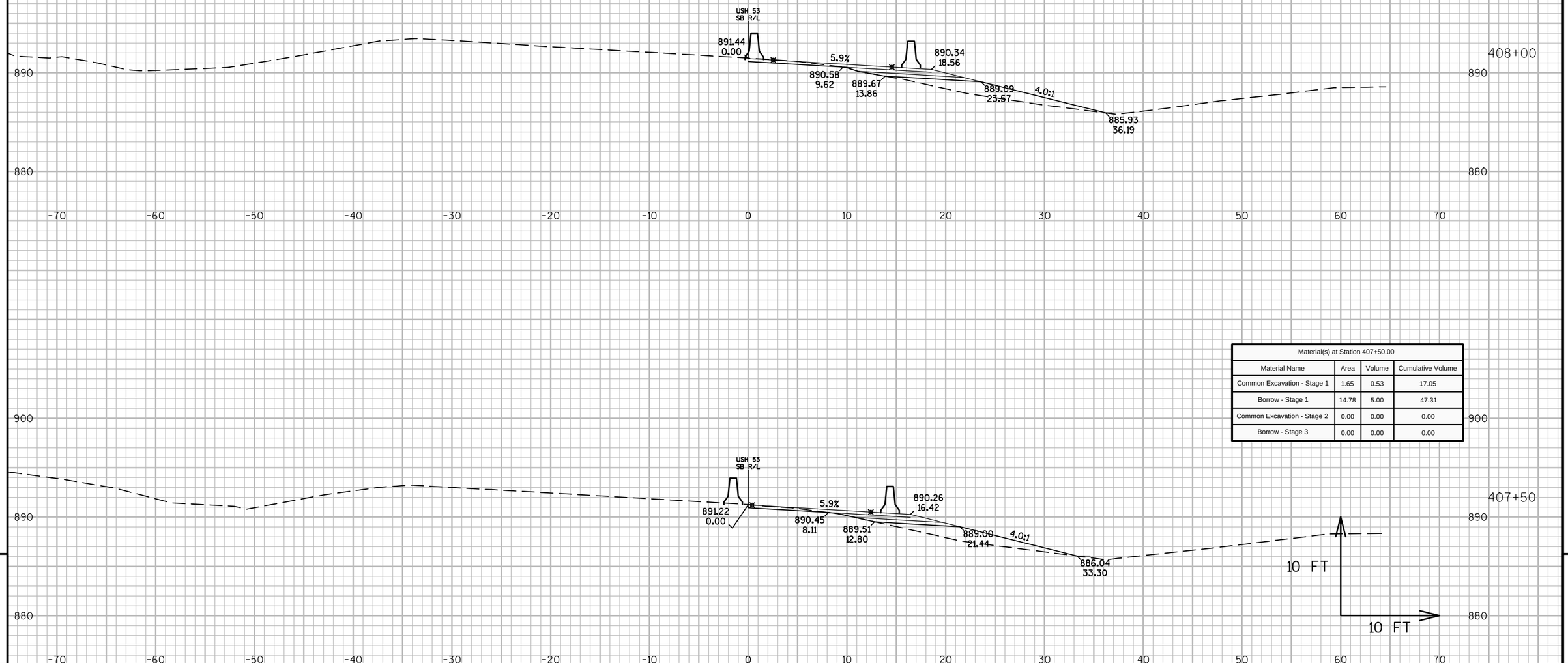
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 69	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(3)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 408+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.31	3.66	20.72
Borrow - Stage 1	16.18	28.40	75.70
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 407+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.65	0.53	17.05
Borrow - Stage 1	14.78	5.00	47.31
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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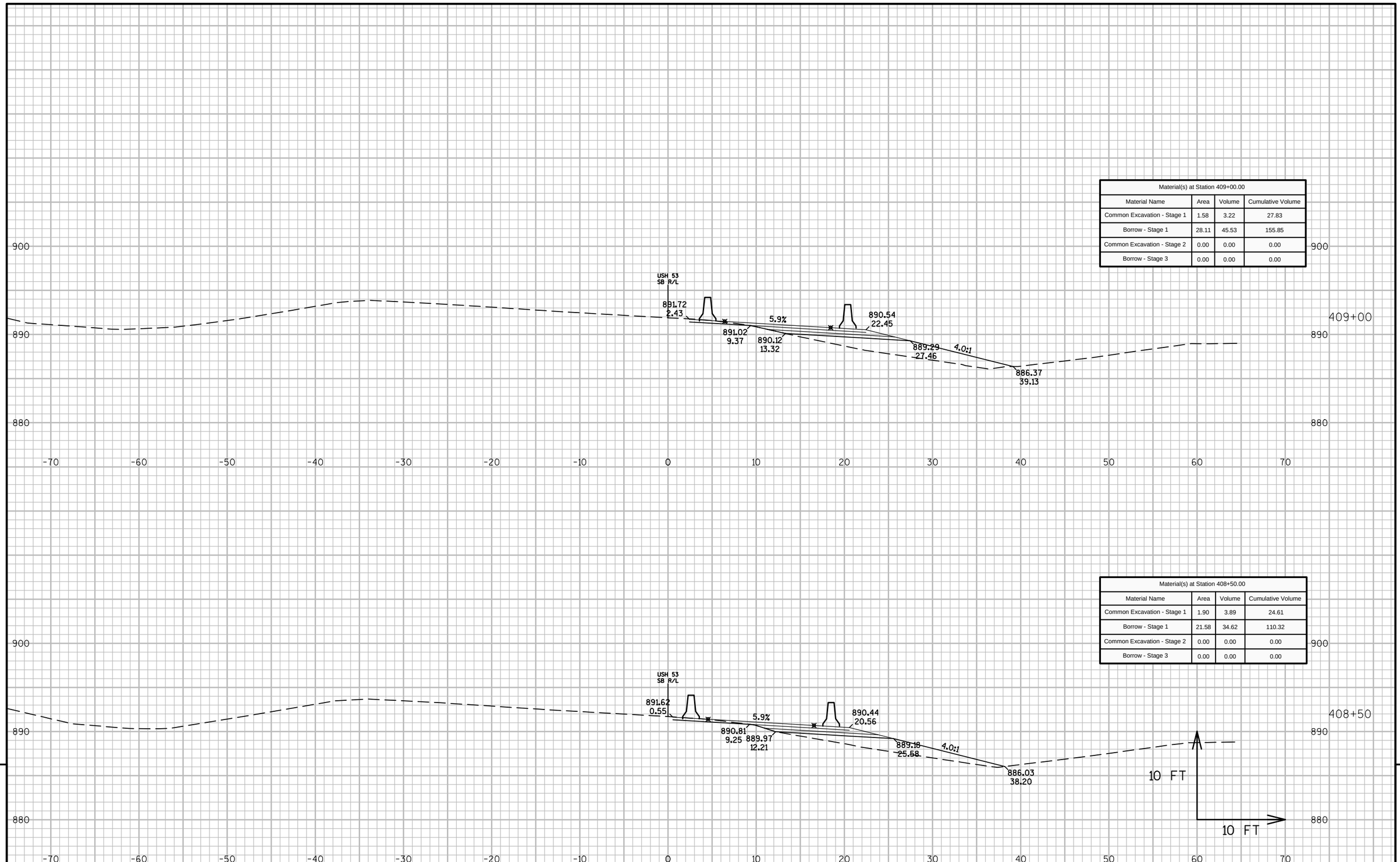
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 70	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(4)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT



Material(s) at Station 409+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.58	3.22	27.83
Borrow - Stage 1	28.11	45.53	155.85
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

Material(s) at Station 408+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.90	3.89	24.61
Borrow - Stage 1	21.58	34.62	110.32
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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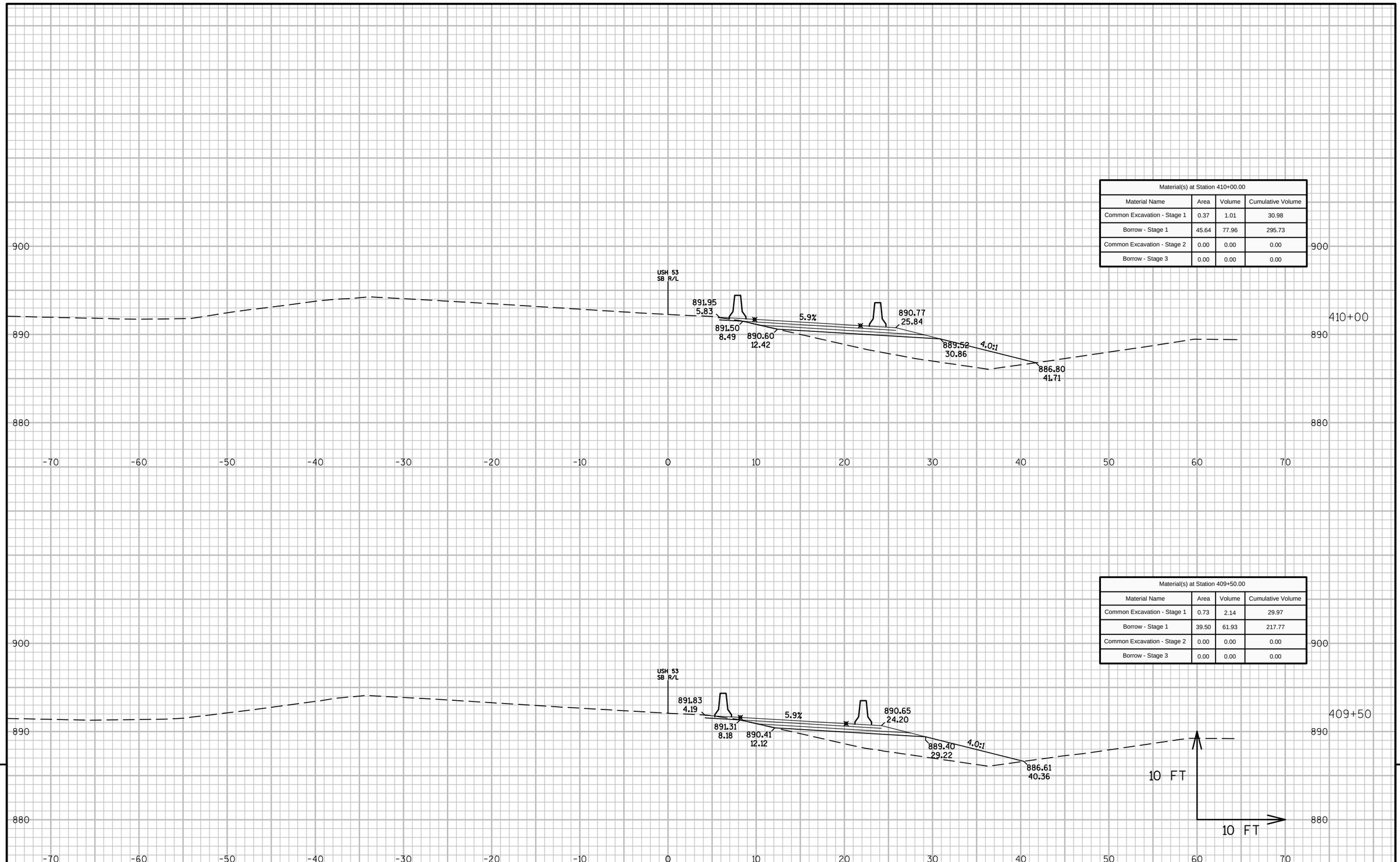
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 71	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(5)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT



Material(s) at Station 410+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.37	1.01	30.98
Borrow - Stage 1	45.64	77.96	295.73
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

Material(s) at Station 409+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.73	2.14	29.97
Borrow - Stage 1	39.50	61.93	217.77
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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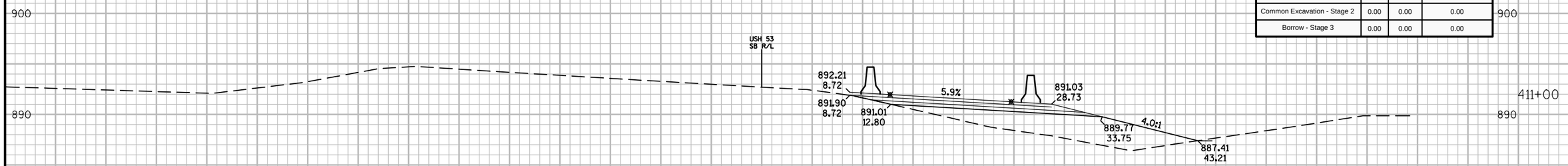
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 72	E

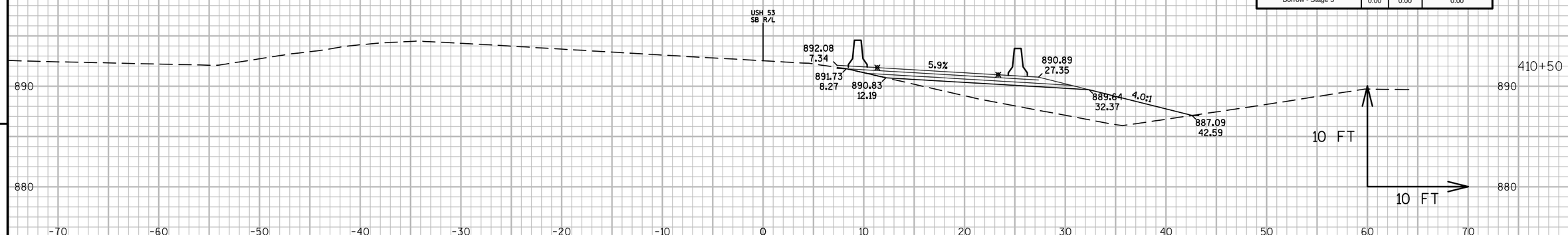
FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(6)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 411+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.17	0.22	31.60
Borrow - Stage 1	49.05	91.70	476.04
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 410+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.08	0.41	31.38
Borrow - Stage 1	51.17	88.60	384.33
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



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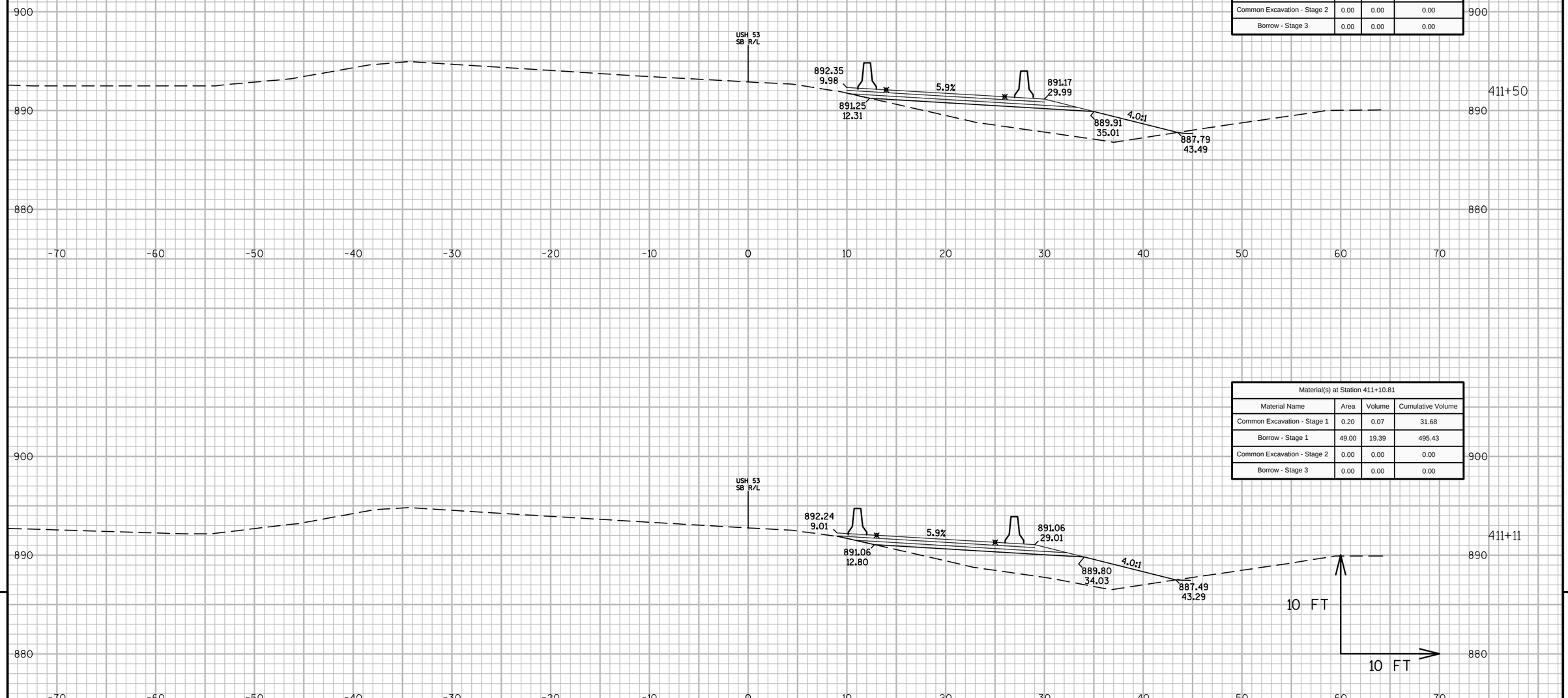
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 73	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(7)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 411+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.29	0.36	32.03
Borrow - Stage 1	51.10	71.79	567.22
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00



Material(s) at Station 411+10.81			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.20	0.07	31.68
Borrow - Stage 1	49.00	19.39	495.43
Common Excavation - Stage 2	0.00	0.00	0.00
Borrow - Stage 3	0.00	0.00	0.00

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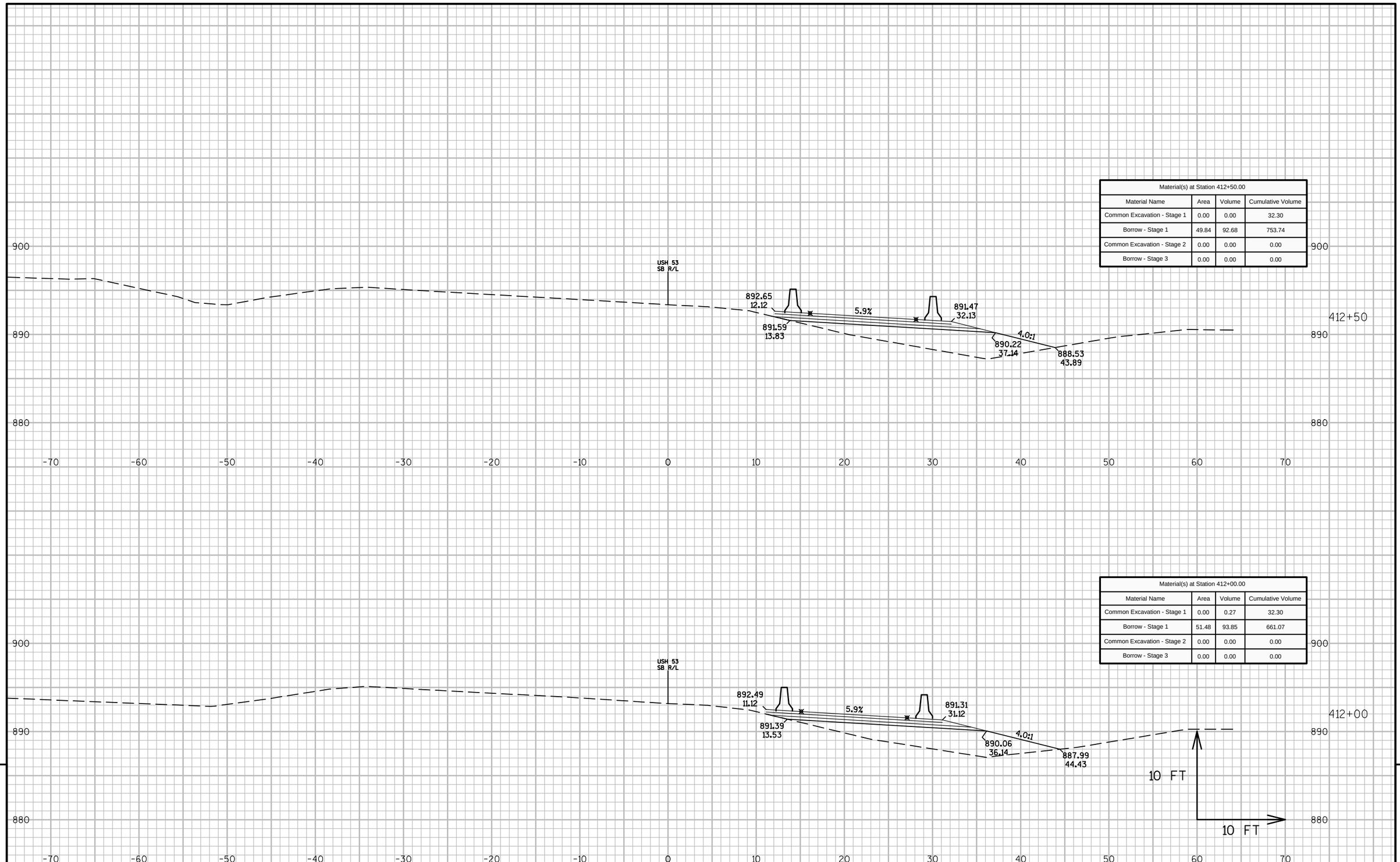
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 74	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(8)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

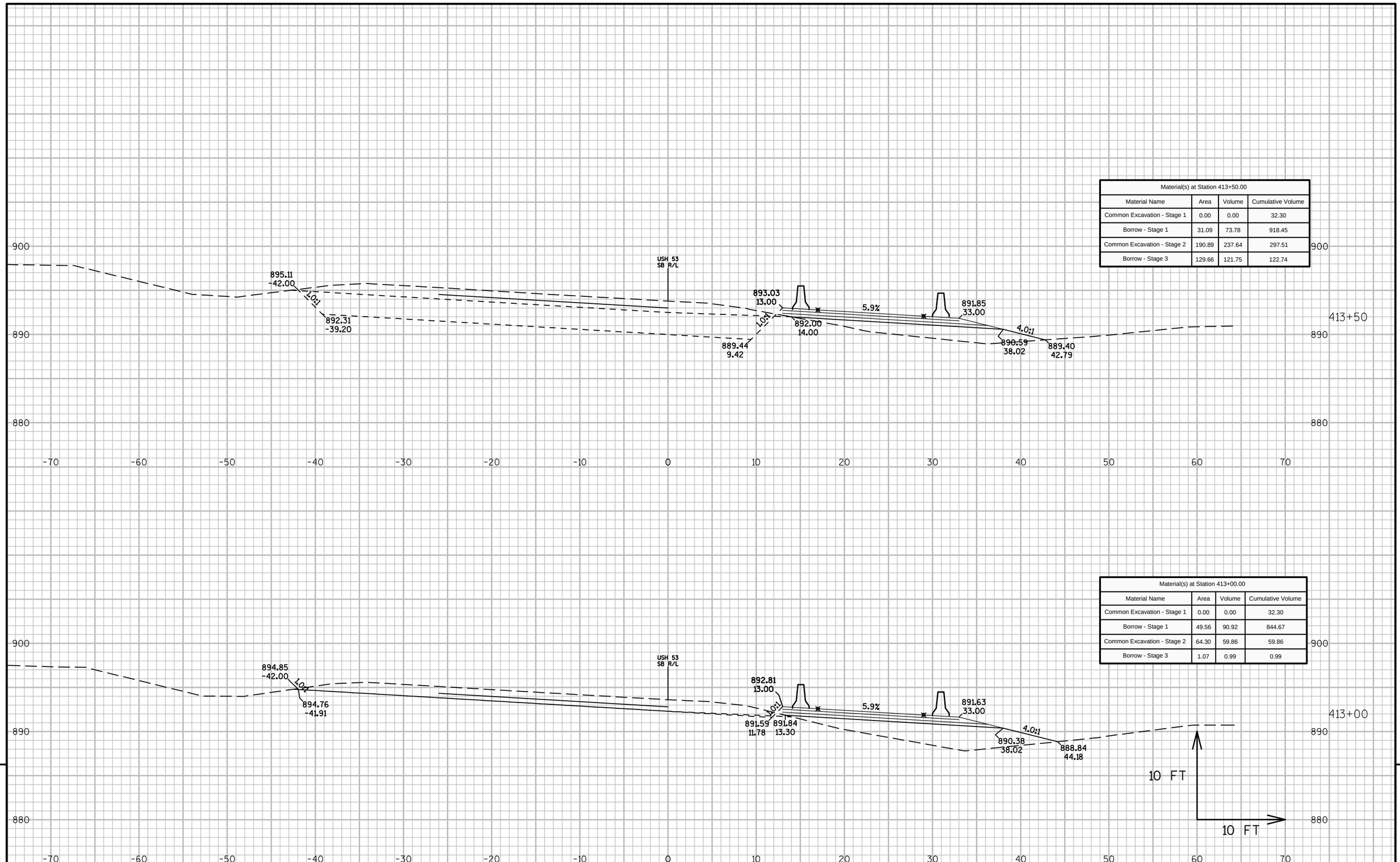


9 9

PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 75	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(9)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT



Material(s) at Station 413+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.30
Borrow - Stage 1	31.09	73.78	918.45
Common Excavation - Stage 2	190.89	237.64	297.51
Borrow - Stage 3	129.66	121.75	122.74

Material(s) at Station 413+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.30
Borrow - Stage 1	49.56	90.92	844.67
Common Excavation - Stage 2	64.30	59.86	59.86
Borrow - Stage 3	1.07	0.99	0.99

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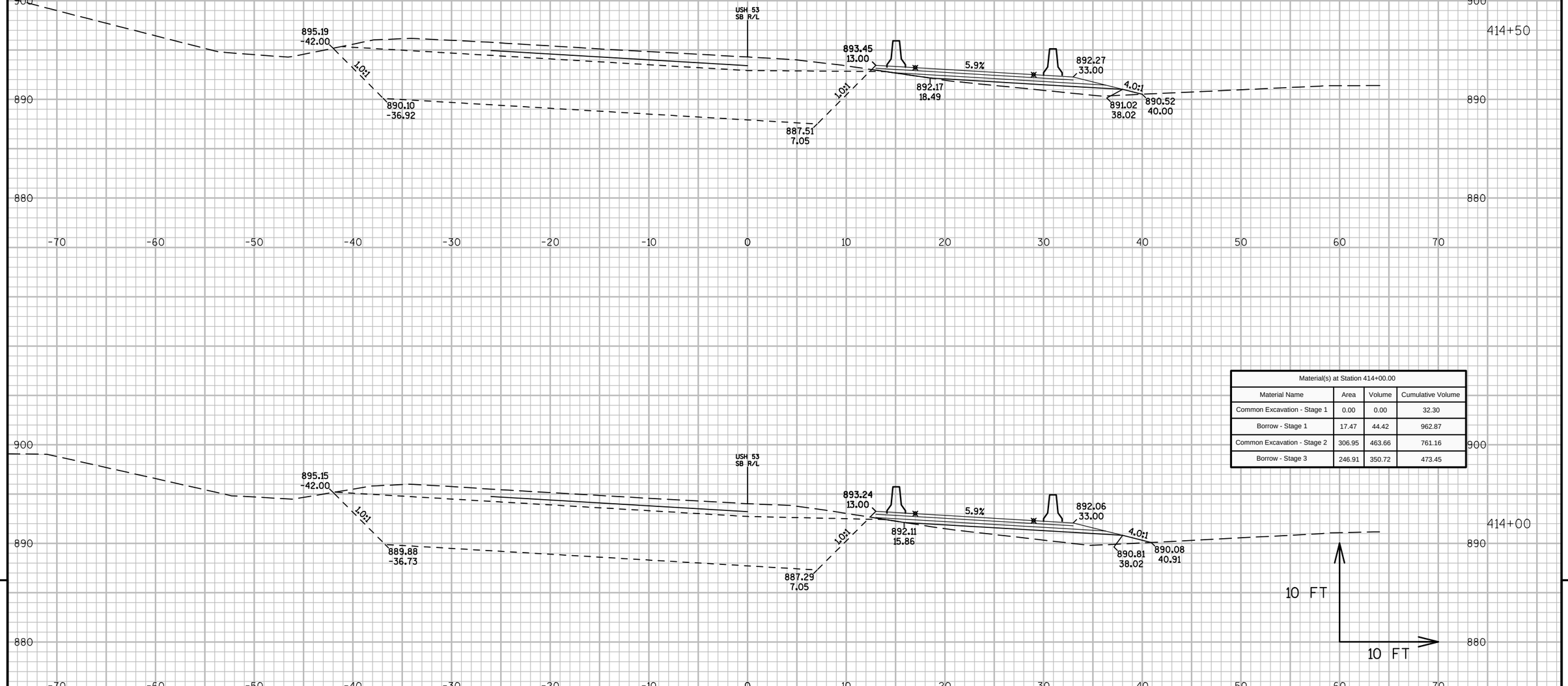
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 76	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(10)

PLOT DATE : 10/3/2014 9:50 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 414+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.30
Borrow - Stage 1	9.87	25.01	987.88
Common Excavation - Stage 2	310.70	575.23	1336.40
Borrow - Stage 3	248.47	461.36	934.81



Material(s) at Station 414+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.30
Borrow - Stage 1	17.47	44.42	962.87
Common Excavation - Stage 2	306.95	463.66	761.16
Borrow - Stage 3	246.91	350.72	473.45

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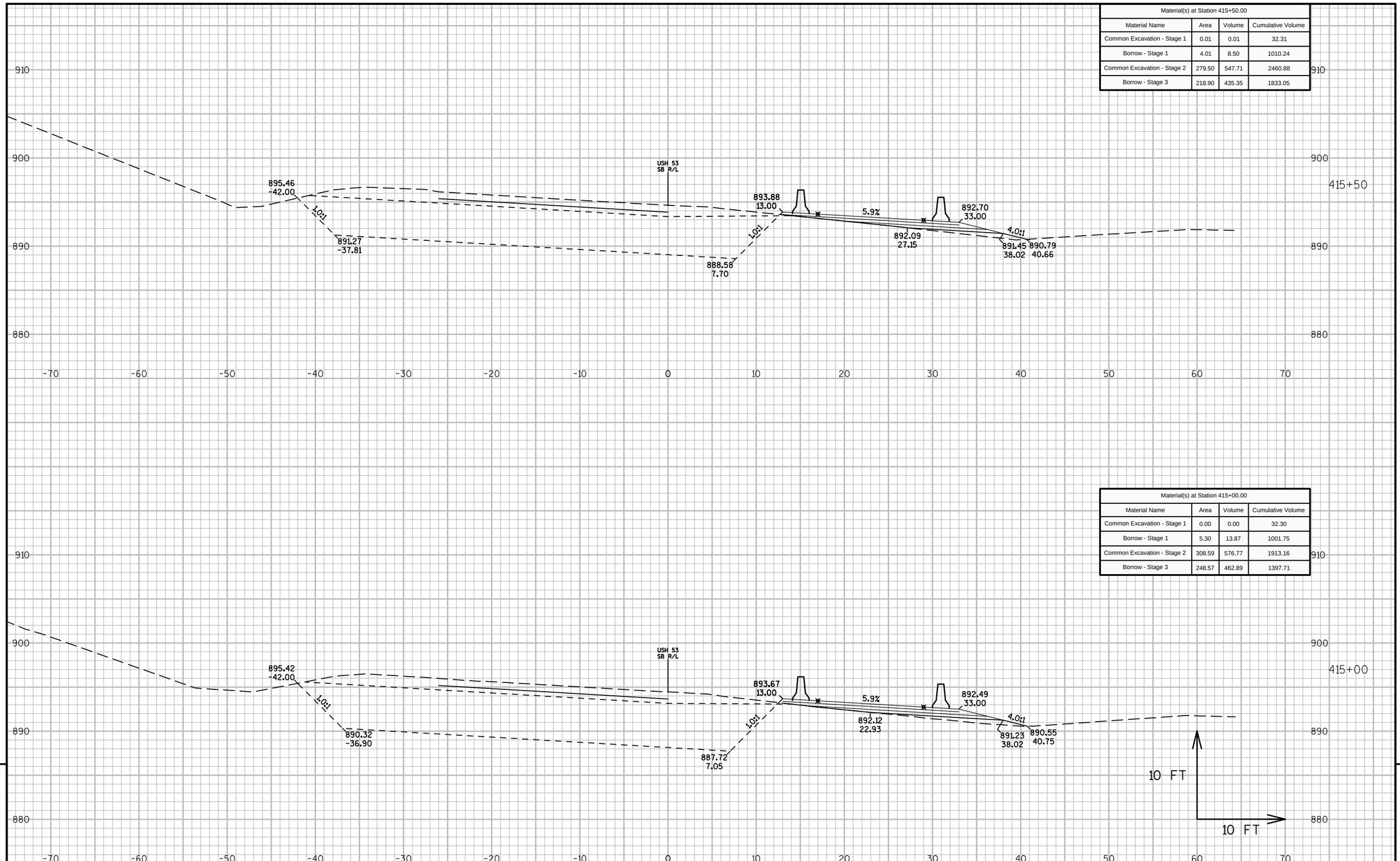
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 77	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(11)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 415+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.01	0.01	32.31
Borrow - Stage 1	4.01	8.50	1010.24
Common Excavation - Stage 2	279.50	547.71	2460.88
Borrow - Stage 3	218.90	435.35	1833.05



Material(s) at Station 415+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.30
Borrow - Stage 1	5.30	13.87	1001.75
Common Excavation - Stage 2	308.59	576.77	1913.16
Borrow - Stage 3	248.57	462.89	1397.71

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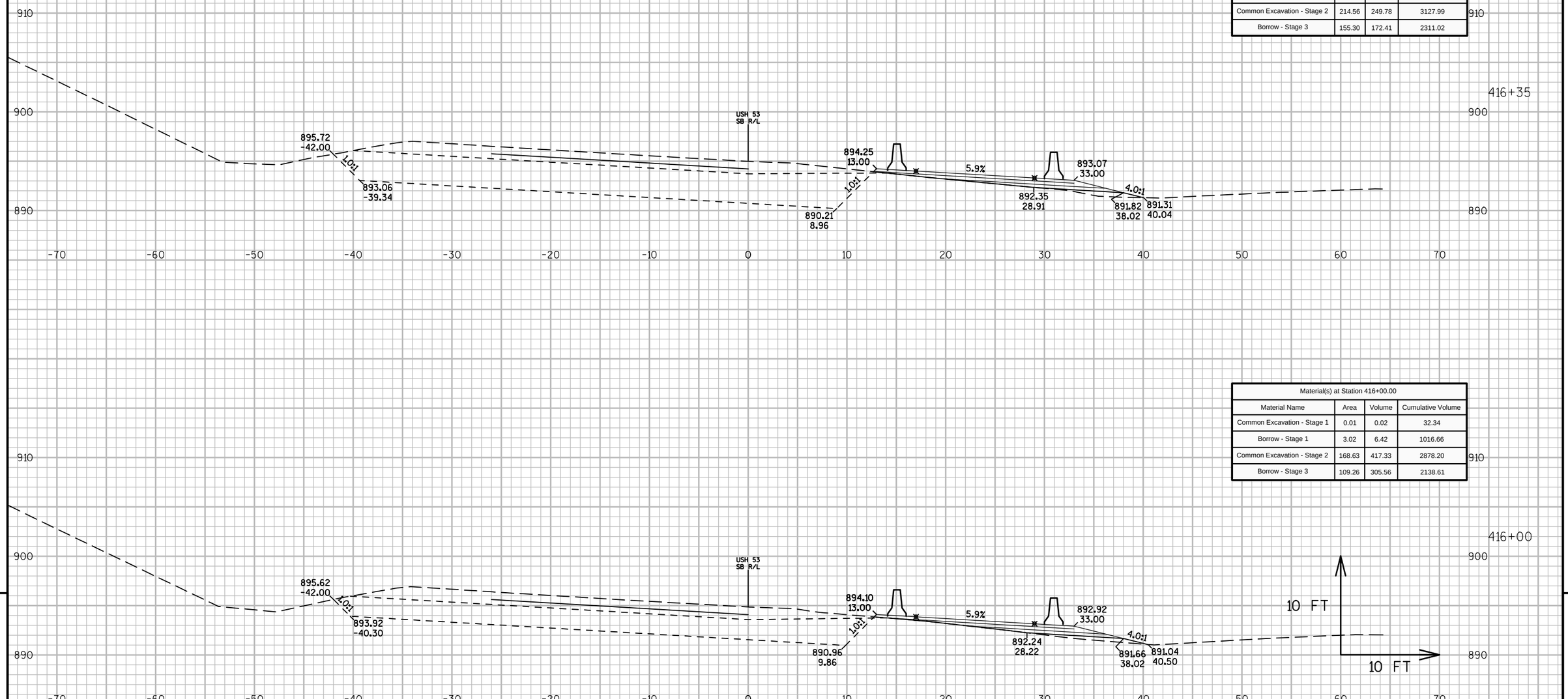
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 78	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(12)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 416+35.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.01	32.35
Borrow - Stage 1	2.82	3.74	1020.40
Common Excavation - Stage 2	214.56	249.78	3127.99
Borrow - Stage 3	155.30	172.41	2311.02



Material(s) at Station 416+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.01	0.02	32.34
Borrow - Stage 1	3.02	6.42	1016.66
Common Excavation - Stage 2	168.63	417.33	2878.20
Borrow - Stage 3	109.26	305.56	2138.61

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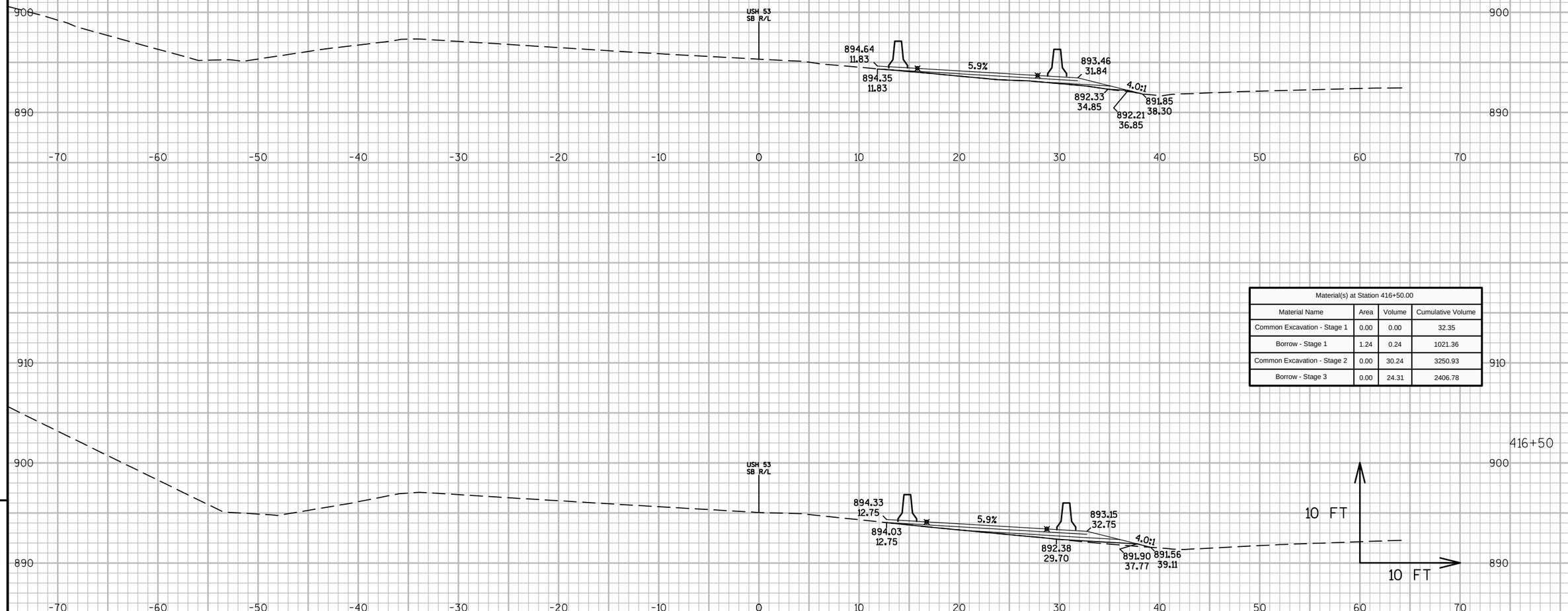
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 79	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(13)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 417+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.01	0.01	32.35
Borrow - Stage 1	0.20	1.32	1022.68
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 416+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.00	32.35
Borrow - Stage 1	1.24	0.24	1021.36
Common Excavation - Stage 2	0.00	30.24	3250.93
Borrow - Stage 3	0.00	24.31	2406.78

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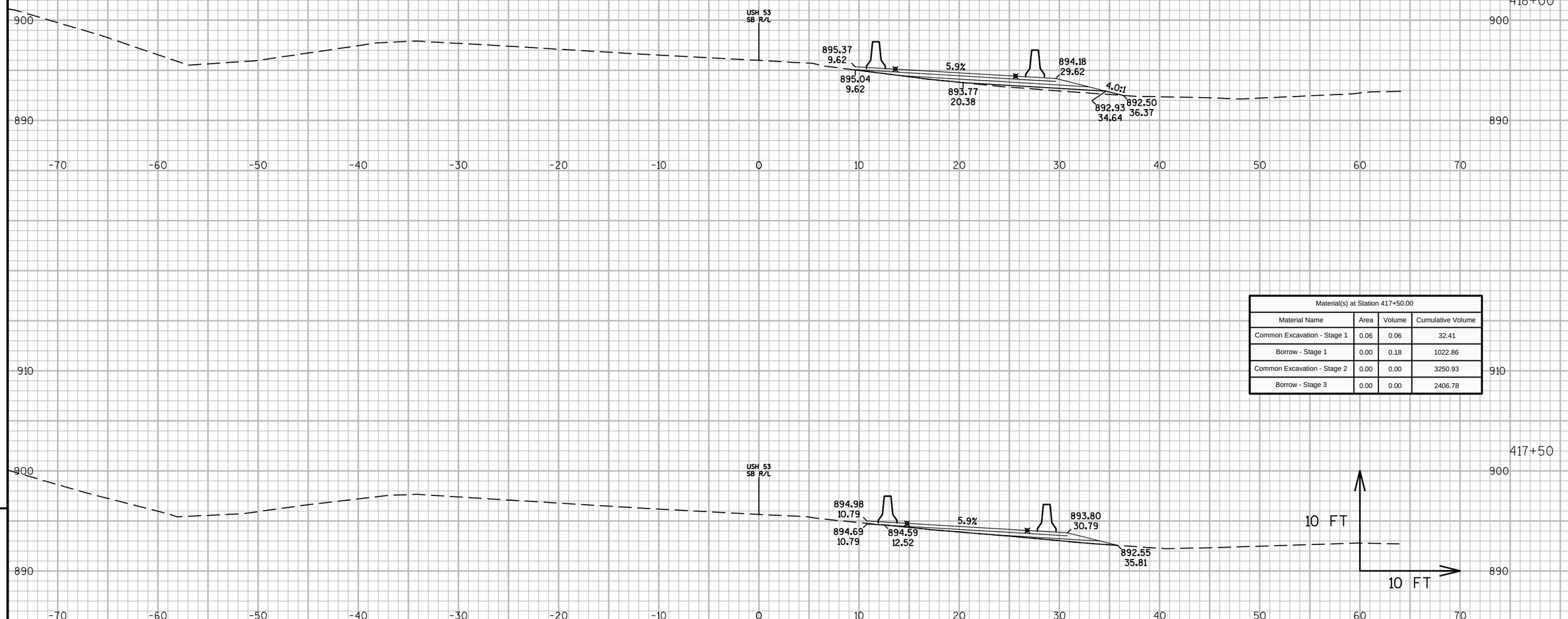
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 80	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(14)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 418+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.00	0.05	32.46
Borrow - Stage 1	3.12	2.86	1025.72
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 417+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.06	0.06	32.41
Borrow - Stage 1	0.00	0.18	1022.86
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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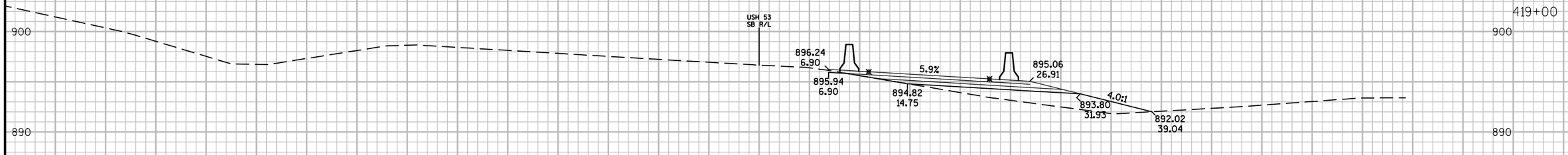
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 81	E

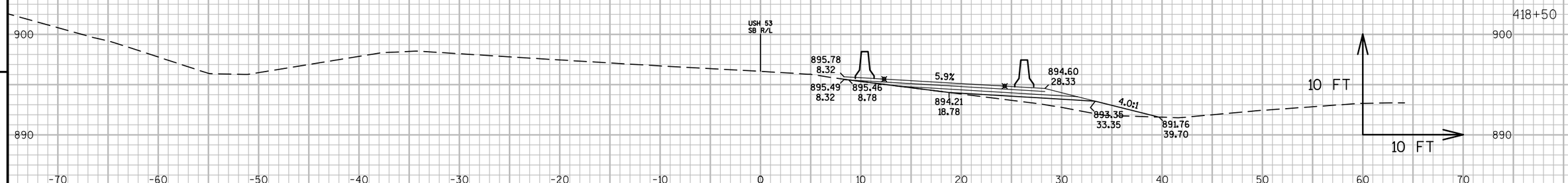
FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(15)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 419+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.19	0.18	32.65
Borrow - Stage 1	21.45	30.70	1070.34
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 418+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.01	0.01	32.47
Borrow - Stage 1	12.09	13.92	1039.64
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



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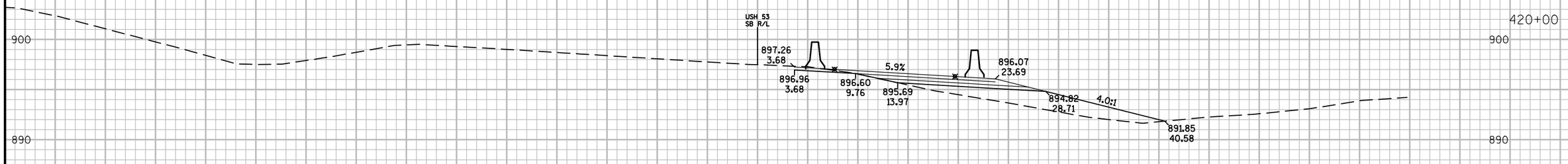
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 82	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(16)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 420+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.52	2.07	35.56
Borrow - Stage 1	28.25	46.59	1157.29
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 419+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	0.72	0.84	33.49
Borrow - Stage 1	22.64	40.36	1110.70
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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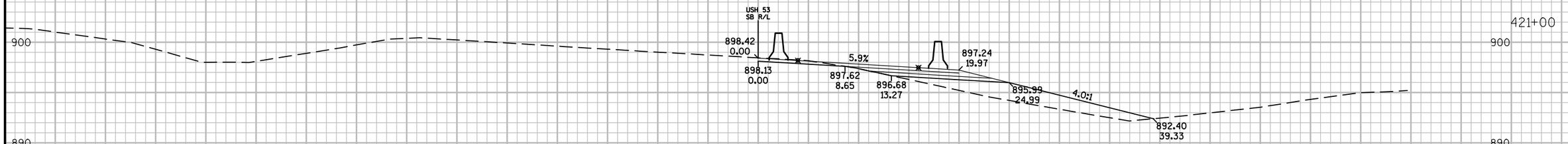
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 83	E

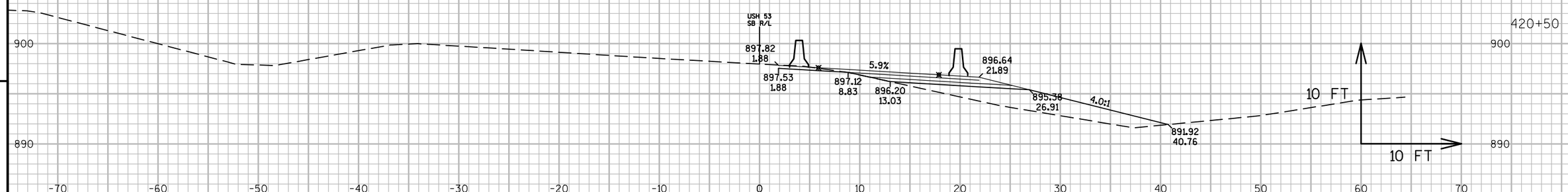
FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(17)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 421+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.33	3.68	42.15
Borrow - Stage 1	27.30	56.28	1270.70
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 420+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.64	2.92	38.48
Borrow - Stage 1	34.15	57.14	1214.42
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



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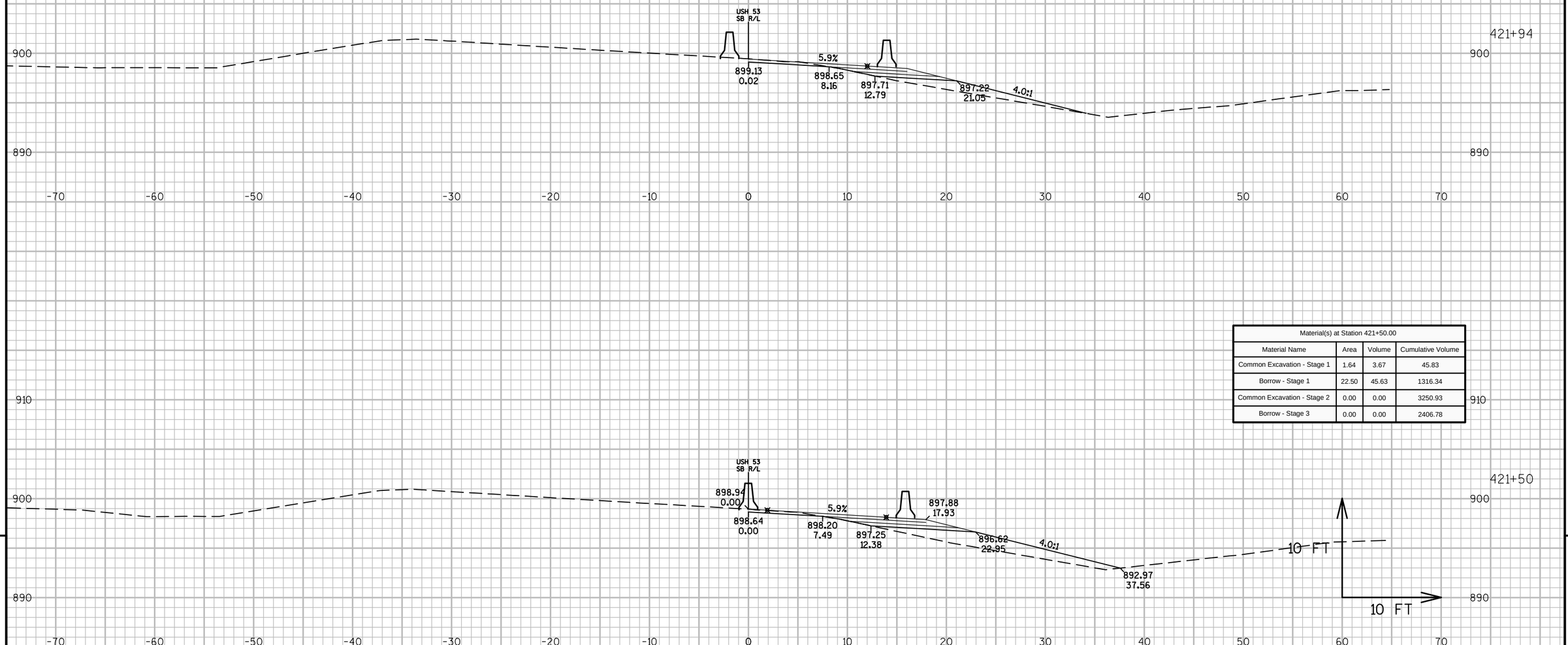
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 84	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(18)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 421+94.26			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.95	2.94	48.76
Borrow - Stage 1	11.49	27.60	1343.93
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 421+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.64	3.67	45.83
Borrow - Stage 1	22.50	45.63	1316.34
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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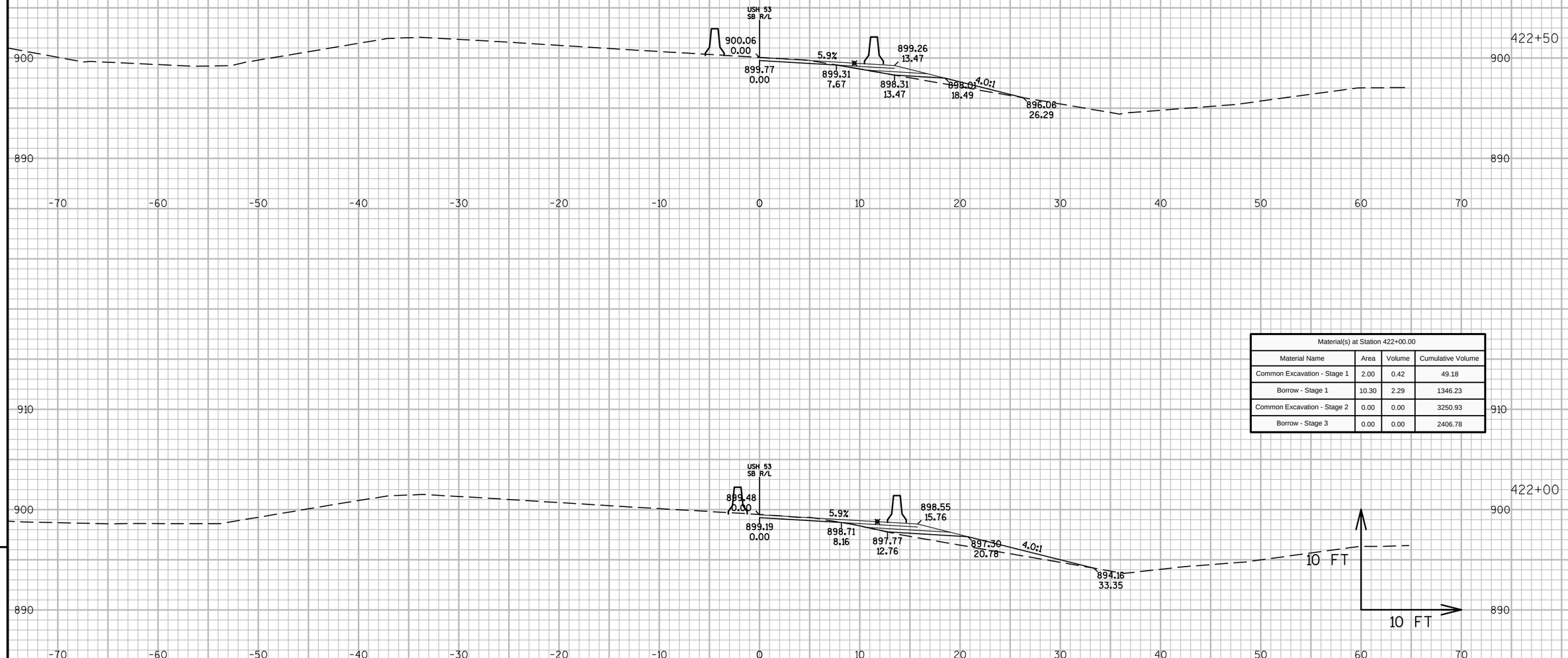
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 85	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(19)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 422+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.93	3.63	52.82
Borrow - Stage 1	3.81	12.96	1359.18
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 422+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.00	0.42	49.18
Borrow - Stage 1	10.30	2.29	1346.23
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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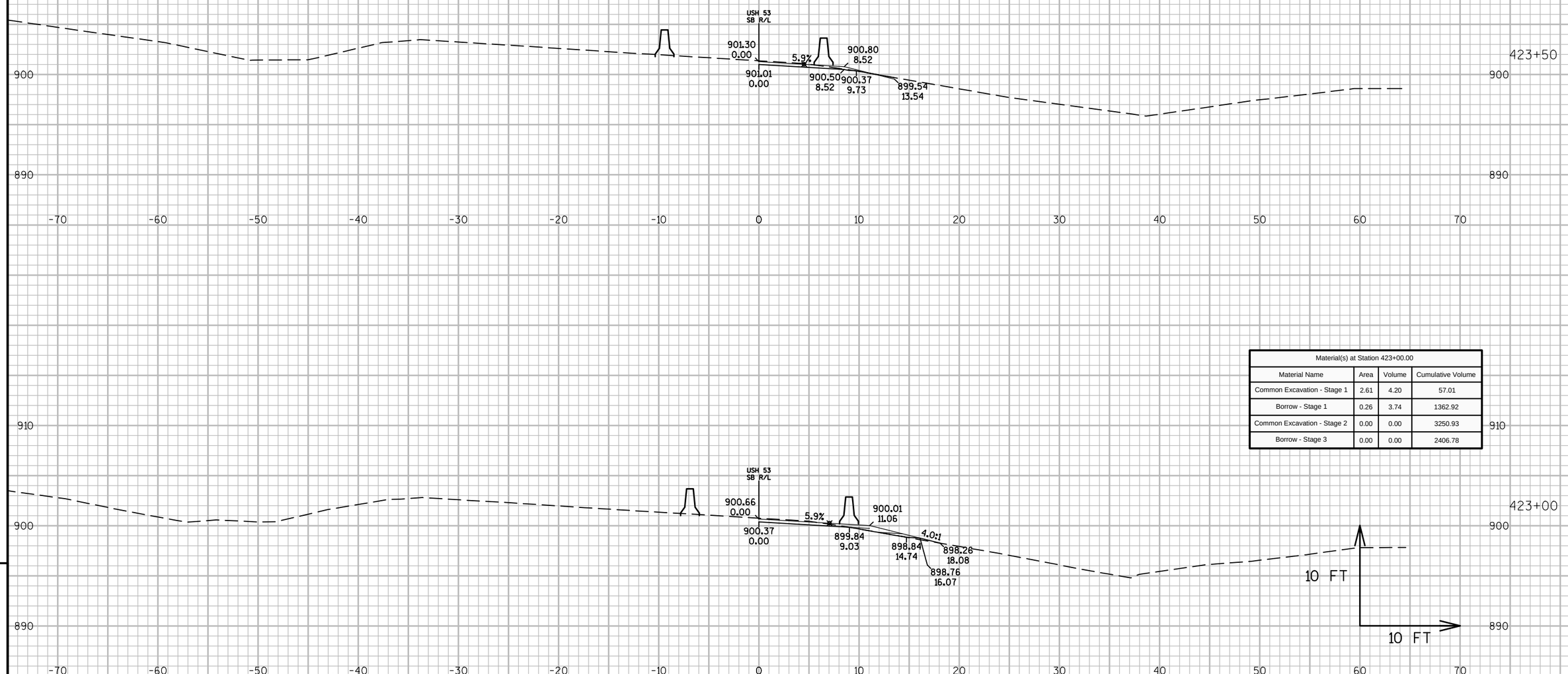
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 86	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(20)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Material(s) at Station 423+50.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.48	4.71	61.72
Borrow - Stage 1	0.00	0.24	1363.16
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 423+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.61	4.20	57.01
Borrow - Stage 1	0.26	3.74	1362.92
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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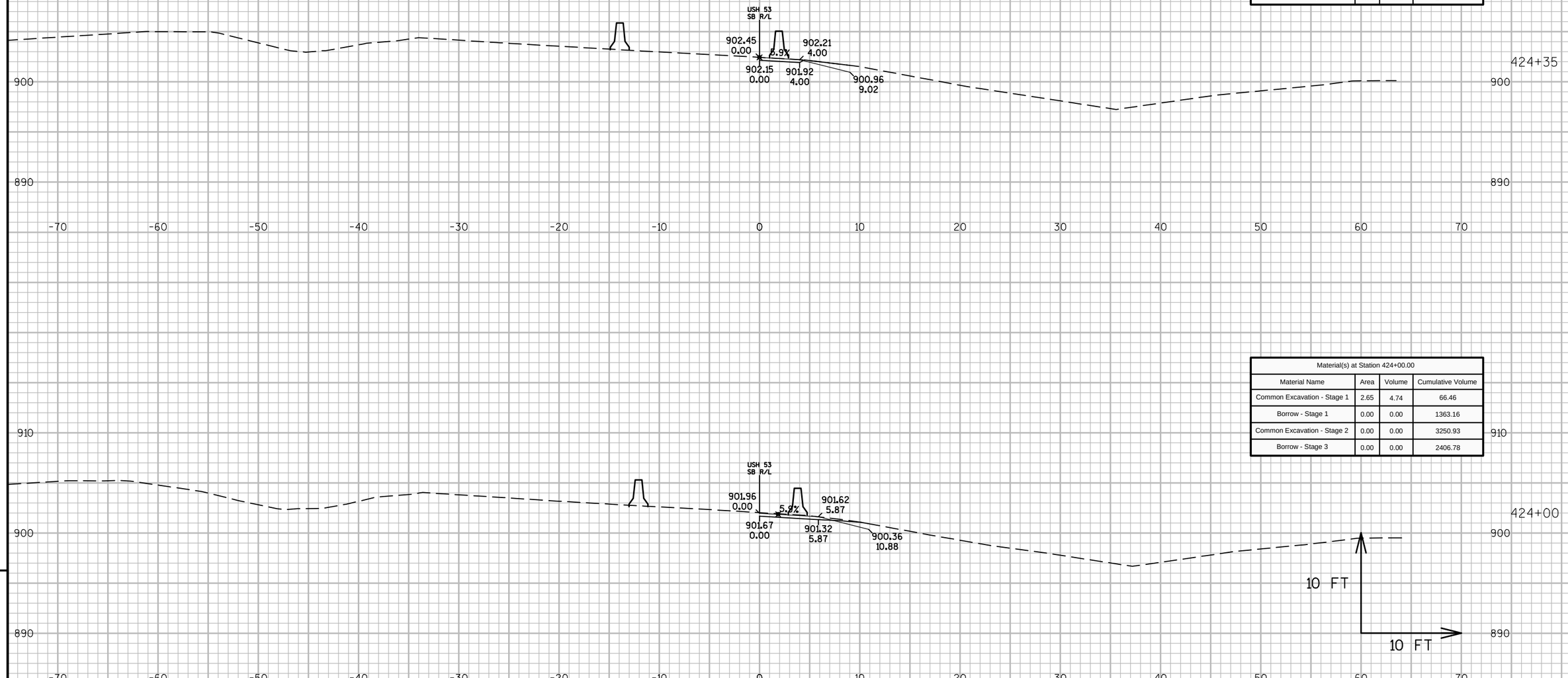
PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 87	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(21)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Material(s) at Station 424+35.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	1.24	2.52	68.98
Borrow - Stage 1	0.00	0.00	1363.16
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78



Material(s) at Station 424+00.00			
Material Name	Area	Volume	Cumulative Volume
Common Excavation - Stage 1	2.65	4.74	66.46
Borrow - Stage 1	0.00	0.00	1363.16
Common Excavation - Stage 2	0.00	0.00	3250.93
Borrow - Stage 3	0.00	0.00	2406.78

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PROJECT NO: 1190-01-78	HWY: USH 53	COUNTY: EAU CLAIRE	CROSS SECTIONS: TEMPORARY BYPASS LANE	SHEET 88	E

FILE NAME : N:\PDS\C3D\11900108\SHEETSPLAN\090201-XS-USH53-SB-TEMPROAD.DWG
LAYOUT NAME - 01-(22)

PLOT DATE : 10/3/2014 9:51 AM PLOT BY : ANDRITSCH, ERIC R PLOT NAME : PLOT SCALE : 1 IN:10 FT

Notes

Wisconsin Department of Transportation

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