RHI FEB 2014

PROJECT ID: 1174-10-72

COUNTY: ONEIDA

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1174-10-72		
1174-10-73		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MINOCQUA - WOODRUFF
OLD HWY 70 - THIRD AVENUE

USH 51
ONEIDA COUNTY

STATE PROJECT NUMBER
1174-10-72

MINOCQUA - WOODRUFF
OLD HWY 70 - THIRD AVENUE
SANITARY AND WATER UTILITIES

USH 51
ONEIDA COUNTY

STATE PROJECT NUMBER
1174-10-73

ORDER OF SHEETS

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

TOTAL SHEETS = 386

16

N

DESIGN DESIGNATION

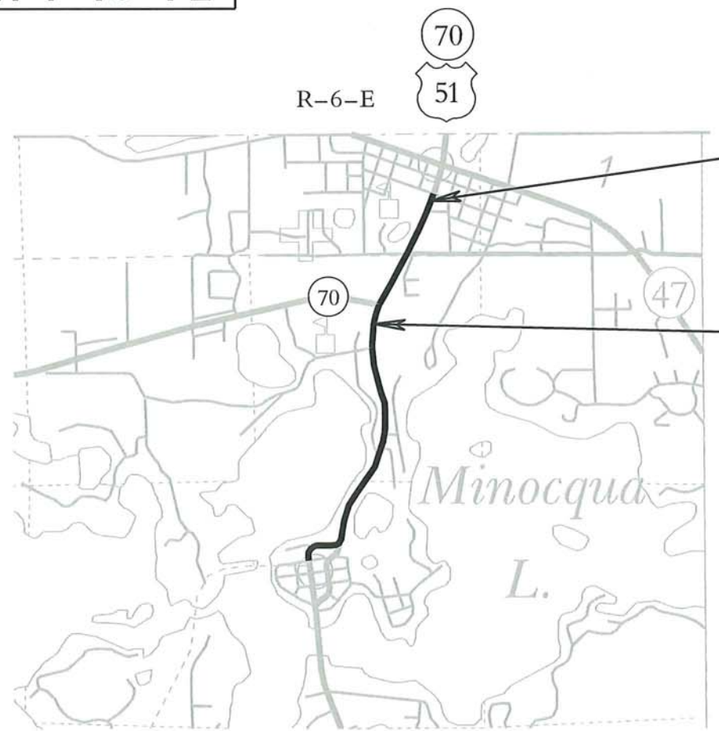
A.A.D.T. (2011)	=	18,300 - 19,400
A.A.D.T. (2031)	=	23,700 - 25,000
D.H.V. (2031)	=	2,820 - 4,235
D.D.	=	63/37
T.	=	7.3%
DESIGN SPEED	=	35 MPH
ESALS	=	5,482,300

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



END PROJECT 1174-10-72
STA 518+56

BEGIN PROJECT 1174-10-72
STA 483+23.85
X = 189275.755
Y = 254978.531

T-39-N

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.669 MI.

"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS),ONEIDA COUNTY, NAD 1983 (91)."
"Elevations shown on this plan are referenced to the National Geodetic Vertical Datum of 1988"

SANITARY AND WATER UTILITIES PLAN

WISCONSIN
SEAN M. SPROMBERG
E-37771-006
SCHOFIELD, WI
PROFESSIONAL ENGINEER

8/1/2013
Date

Signature

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	COLEMAN ENGINEERING
Designer	FREDRICK T McCUE
Project Manager	RICHARD SIMON
District Examiner	CHERYL SIMON
District Supervisor	ROBIN W. STAFFORD

APPROVED FOR DISTRICT OFFICE

DATE: 8/1/13 (Signature)

E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\010102_ti.dgn

PLOT DATE : 01-AUG-2013 10:22 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 10

UTILITIES

FRONTIER COMMUNICATIONS
118 DIVISION STREET
PLYMOUTH, MN 53073

WISCONSIN PUBLIC SERVICE CORP.
425 W. DAVENPORT STREET
RHINELANDER, WI. 54501

CHARTER COMMUNICATIONS
821 LINCOLN STREET
RHINELANDER, WI. 54501

LAKELAND SANITARY DISTRICT NO. 1
8780 N. MORGAN RD.
P.O. BOX 289
MINOCQUA, WI. 54548-0289
(7156)356-4454
RON GROTH

WISCONSIN DEPT. OF NATURAL RESOURCES

NORTH CENTRAL DISTRICT HEADQUARTERS
JON SIMONSEN
107 SUTLIFF AVE.
RHINELANDER, WI. 54501
715-365-8916

GENERAL NOTES

1. WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL DEPTH WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL BY THE ENGINEER IN THE FIELD.

2. ALL ASPHALTIC PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, FIELD ENTRANCES AND SIDE ROADS WILL BE MATCHED WITH A BUTT JOINT. WHEN IN A DETERIORATED CONDITION, A FEATHERED JOINT WILL BE PERMITTED.

3. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

4. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE TOPSOILED, FERTILIZED, SEEDED AND EROSION MAT PLACED.

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

6. ELEVATIONS REFERENCING CURB AND GUTTER ARE TO THE FLOWLINE UNLESS OTHERWISE NOTED. ELEVATIONS ALONG INTERSECTION RADII ARE SHOWN AT PC, PT, AND MID-POINT ALONG THE CURVE.

7. ALL CURB AND GUTTER RADII ARE SHOWN TO THE FLANGE LINE OF CURB AND GUTTER.

8. 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

9. STREET LIGHTING LEGEND

(SOLID) WORK DONE BY OTHERS

(HALF) TEMPORARY - PROJECT WORK
(HALF) PERMANENT - PROJECT WORK

PAVEMENT BORING LOG

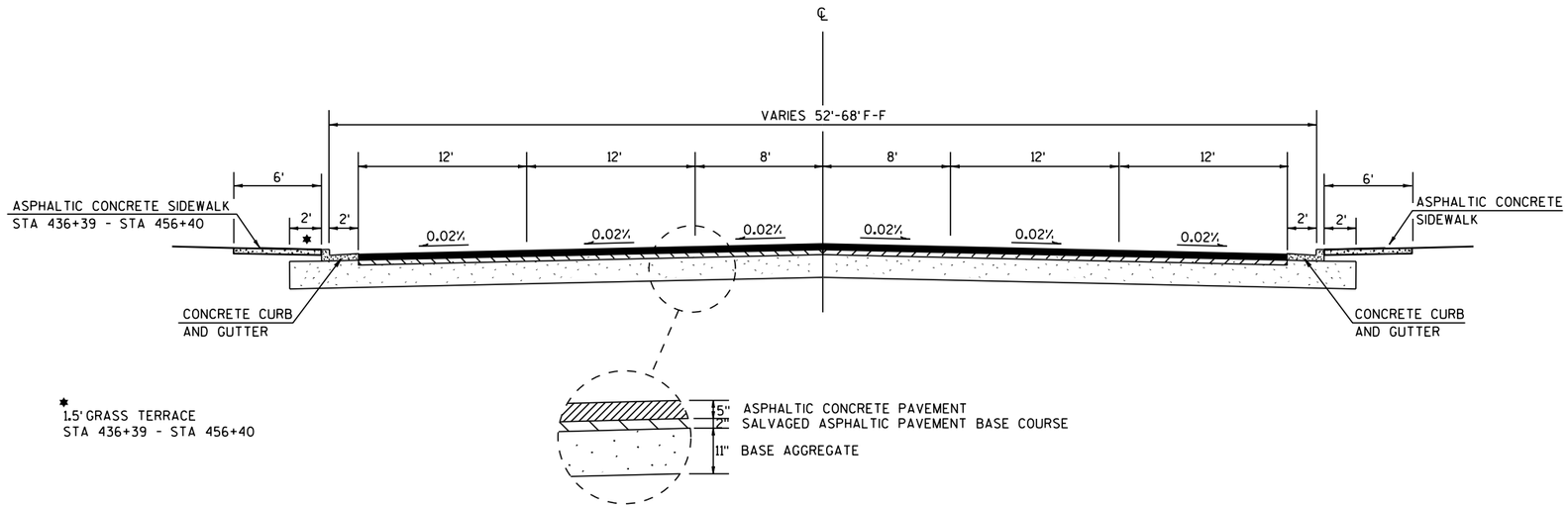
STATION	OFFSET	ASPHALT	BASE COURSE
494+57	18' RT	8.5"	6"
515+65	19' LT	6.5"	12"
515+65	3' LT	6.5"	18"
10+50	CTH J	9"	0"
12+00	CTH J	5"	0"

AS-BUILTS

1175-05-73
1175-05-74
1174-10-60
1177-05-70

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

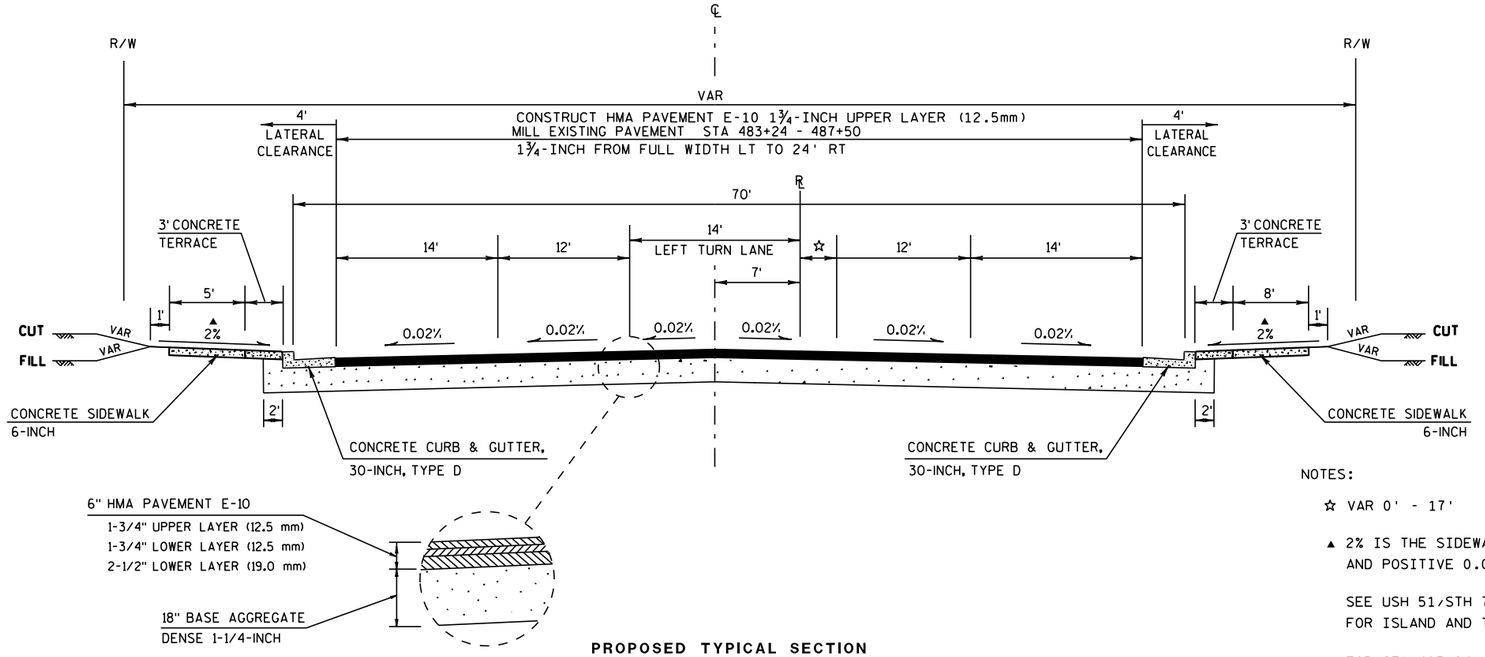
2



EXISTING TYPICAL SECTION

STA 483+24 - STA 518+56

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E



PROPOSED TYPICAL SECTION

STA 483+24 - STA 496+10.86

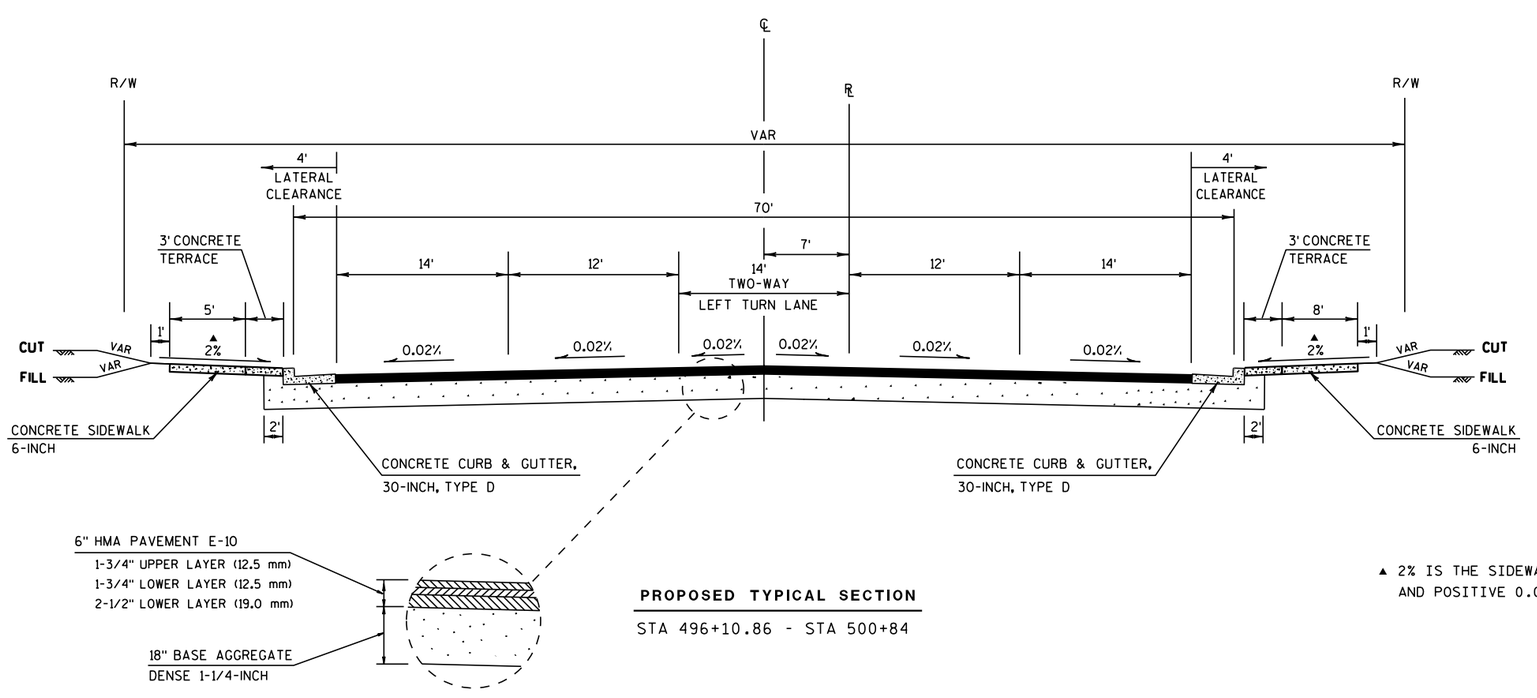
NOTES:

☆ VAR 0' - 17' STA 483+24 - STA 495+90

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

SEE USH 51/STH 70 WEST PLAN DETAILS FOR ISLAND AND TURNING LANE LOCATIONS

FOR STA 483+24 - 487+50 COMPLETE TYPICAL SECTIONS AND CROSS SECTIONS INCLUDED IN PLAN FOR INFORMATIONAL PURPOSES

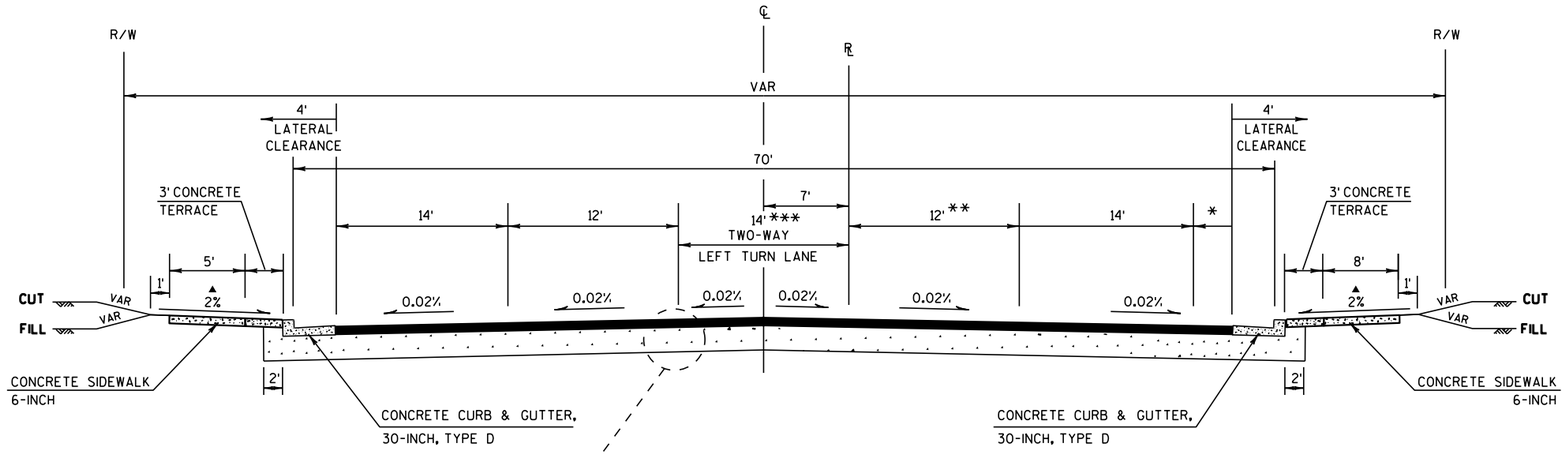


PROPOSED TYPICAL SECTION

STA 496+10.86 - STA 500+84

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET E



PROPOSED TYPICAL SECTION

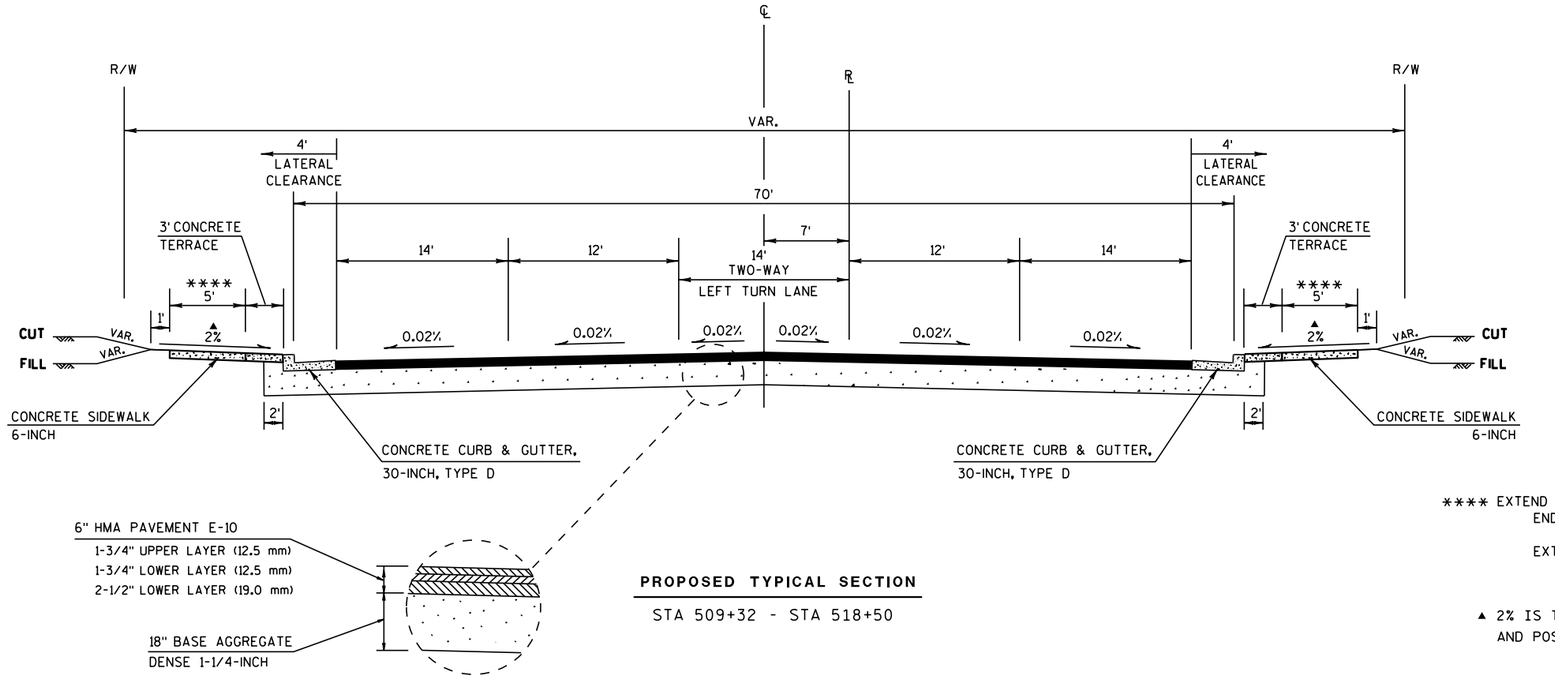
STA 500+84 - STA 509+32

NOTES:

SEE USH 51/CTH J PLAN DETAILS
FOR ISLAND AND TURN LANE LAYOUT

* VAR 0' - 12'
** VAR 12' - 17'
*** VAR 14' - 19'

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE



PROPOSED TYPICAL SECTION

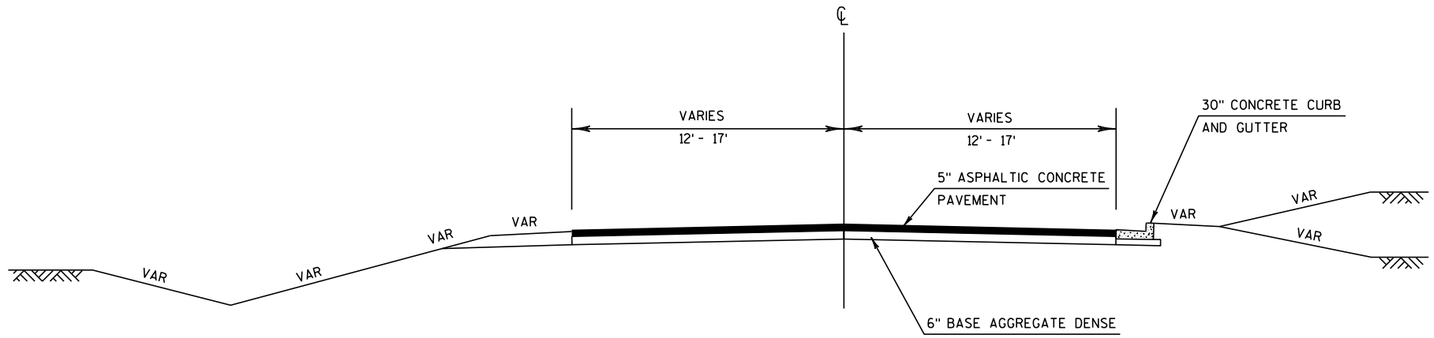
STA 509+32 - STA 518+50

**** EXTEND SIDEWALK
END CONCRETE SIDEWALK
518+00 RT/LT
EXTEND ASPHALT SURFACE
518+00 - 520+25 LT
518+00 - 518+60 RT

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

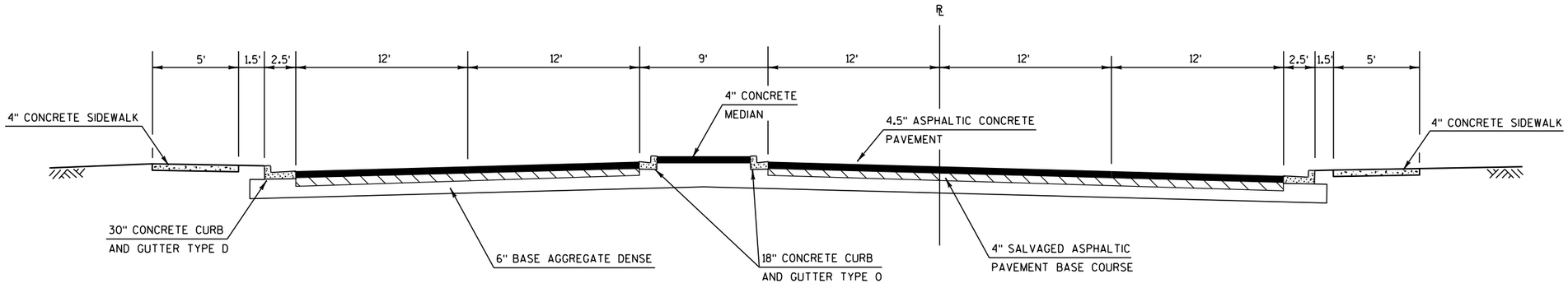
2



EXISTING TYPICAL SECTION

CTH J

TOWNLINE RD



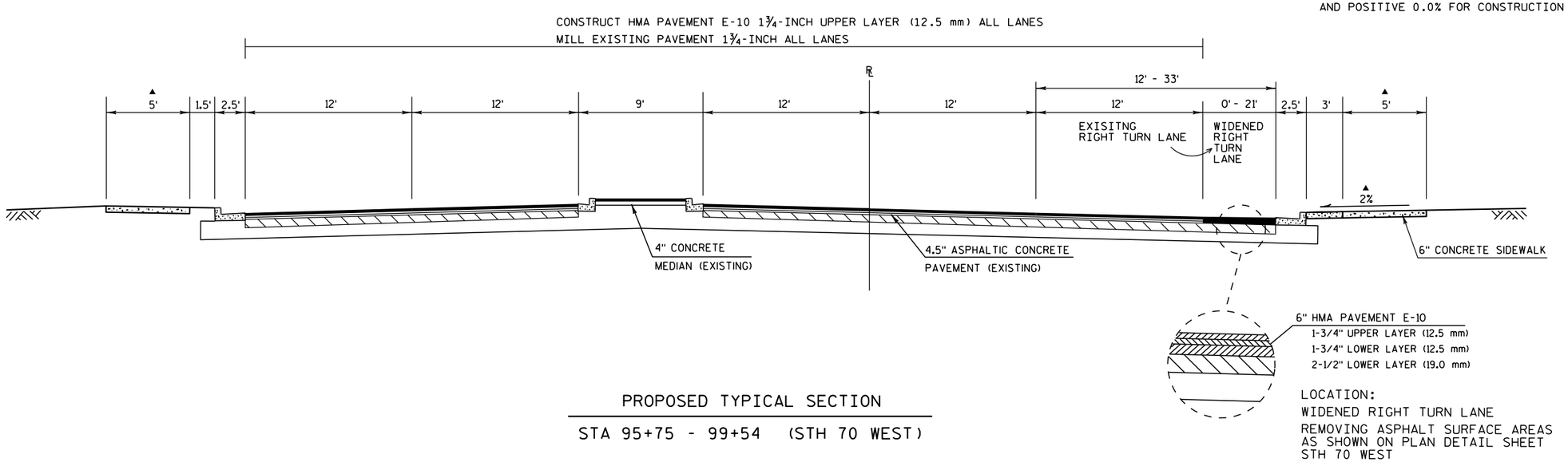
EXISTING TYPICAL SECTION

STH 70

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

NOTES: SEE USH 51/STH 70 WEST PLAN DETAILS FOR ISLAND AND TURN LANE LAYOUT

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE



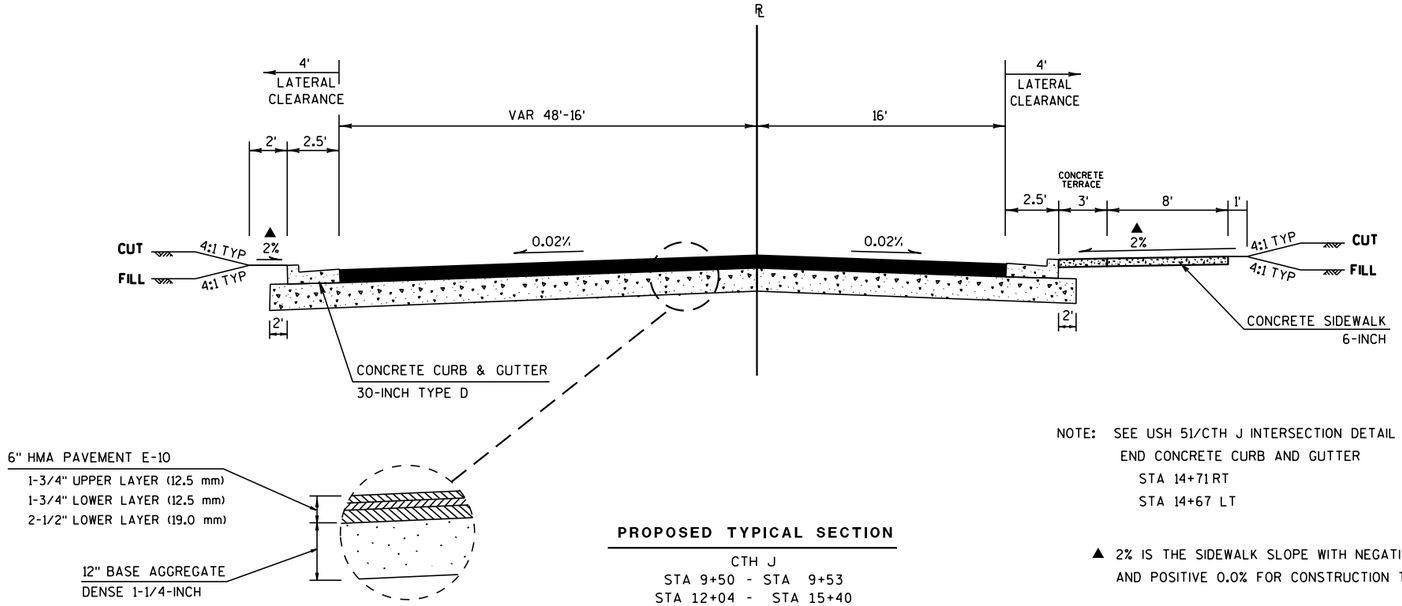
PROPOSED TYPICAL SECTION

STA 95+75 - 99+54 (STH 70 WEST)

LOCATION:
WIDENED RIGHT TURN LANE
REMOVING ASPHALT SURFACE AREAS AS SHOWN ON PLAN DETAIL SHEET STH 70 WEST

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\020309_ts.dgn PLOT DATE : 13-DEC-2013 11:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 200:1

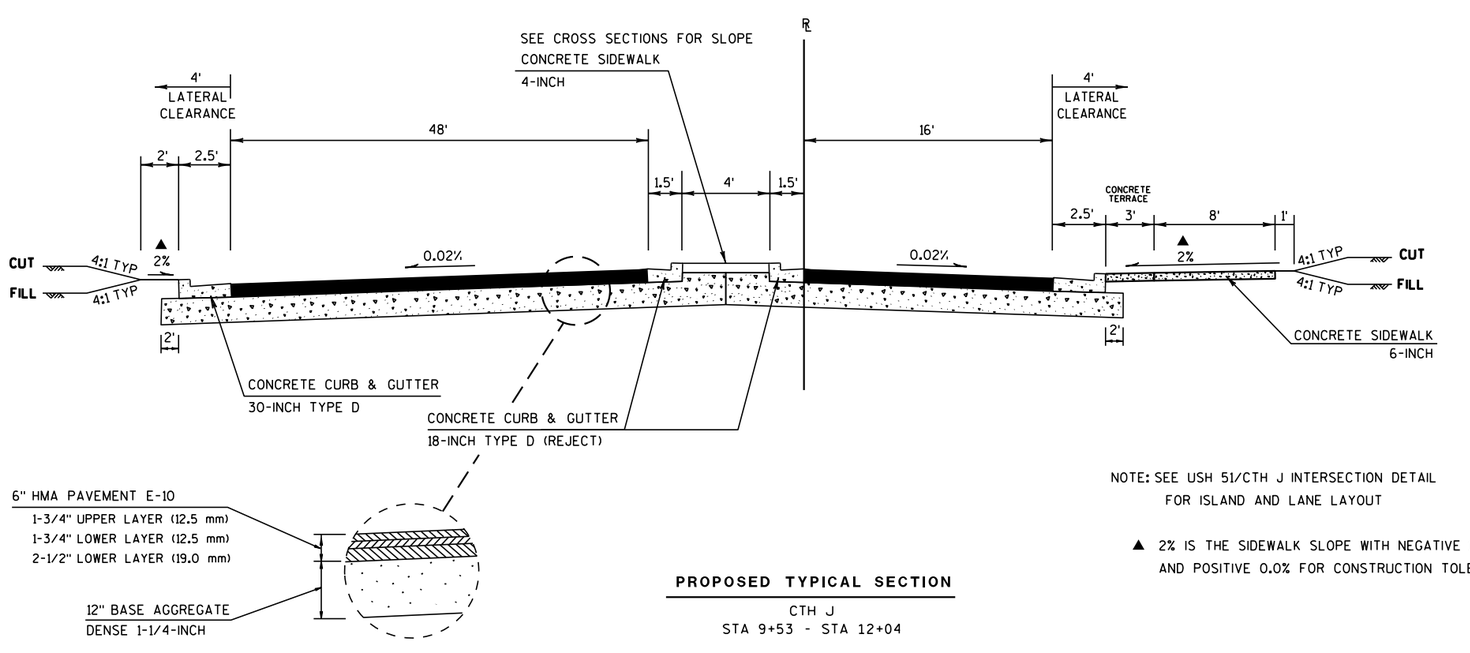


PROPOSED TYPICAL SECTION

CTH J
STA 9+50 - STA 9+53
STA 12+04 - STA 15+40

NOTE: SEE USH 51/CTH J INTERSECTION DETAIL OR LANE LAYOUT
END CONCRETE CURB AND GUTTER
STA 14+71 RT
STA 14+67 LT

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE



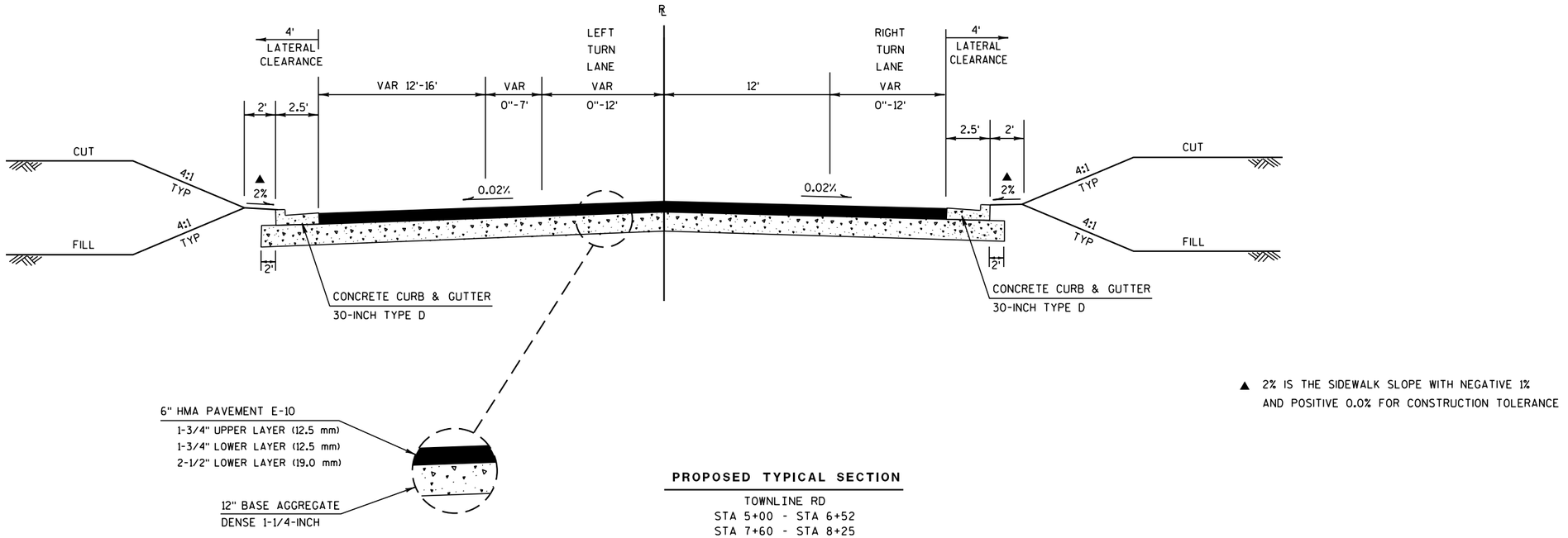
PROPOSED TYPICAL SECTION

CTH J
STA 9+53 - STA 12+04

NOTE: SEE USH 51/CTH J INTERSECTION DETAIL
FOR ISLAND AND LANE LAYOUT

▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

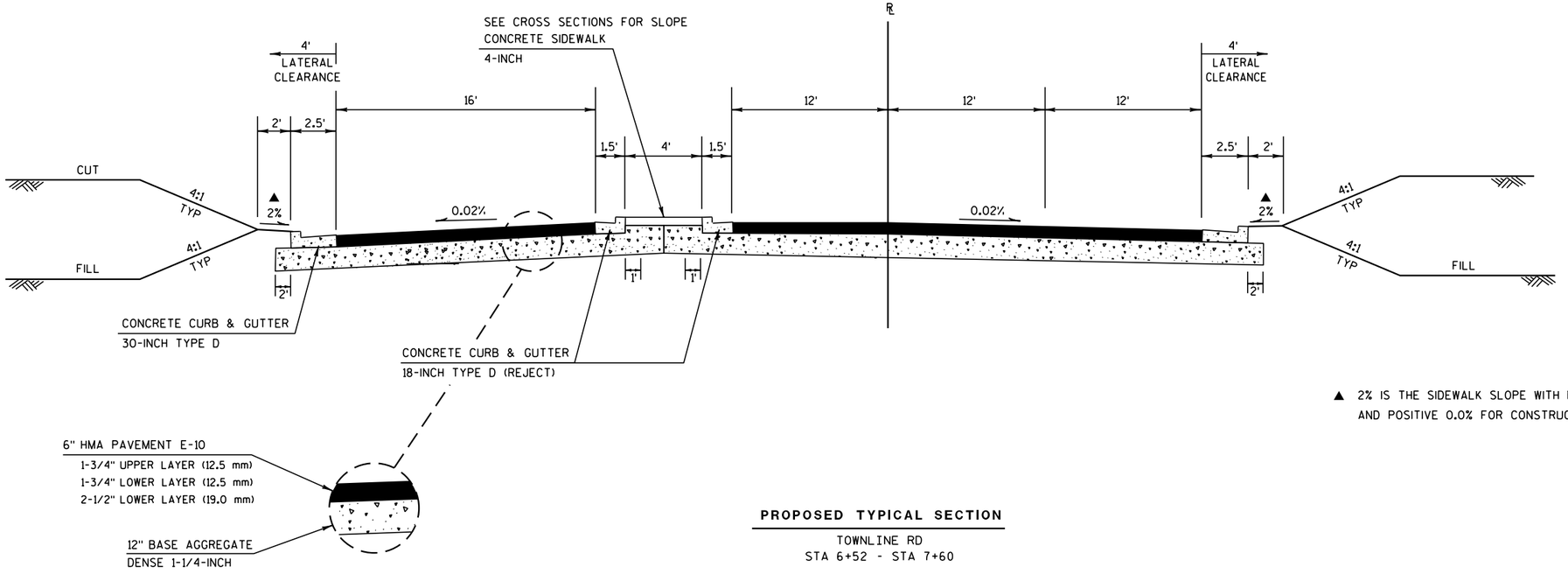
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET E



▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROPOSED TYPICAL SECTION

TOWNLINE RD
STA 5+00 - STA 6+52
STA 7+60 - STA 8+25



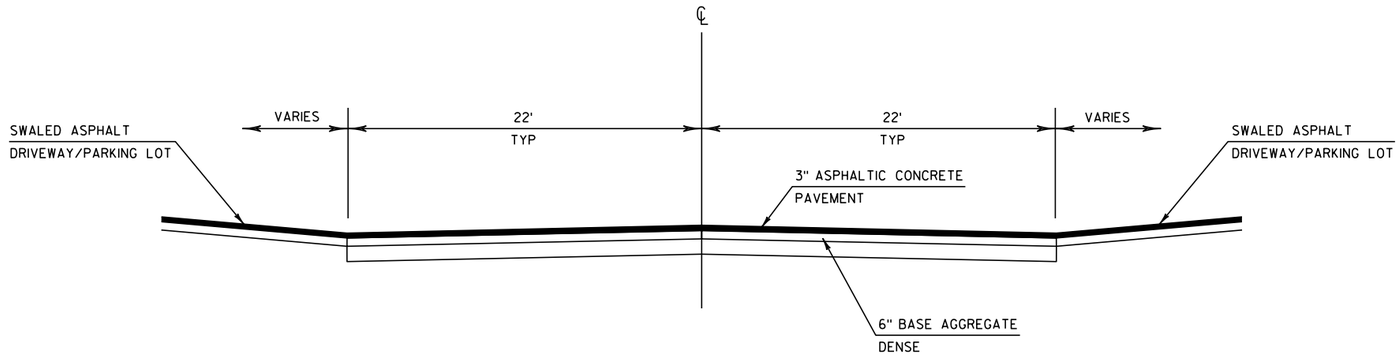
▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROPOSED TYPICAL SECTION

TOWNLINE RD
STA 6+52 - STA 7+60

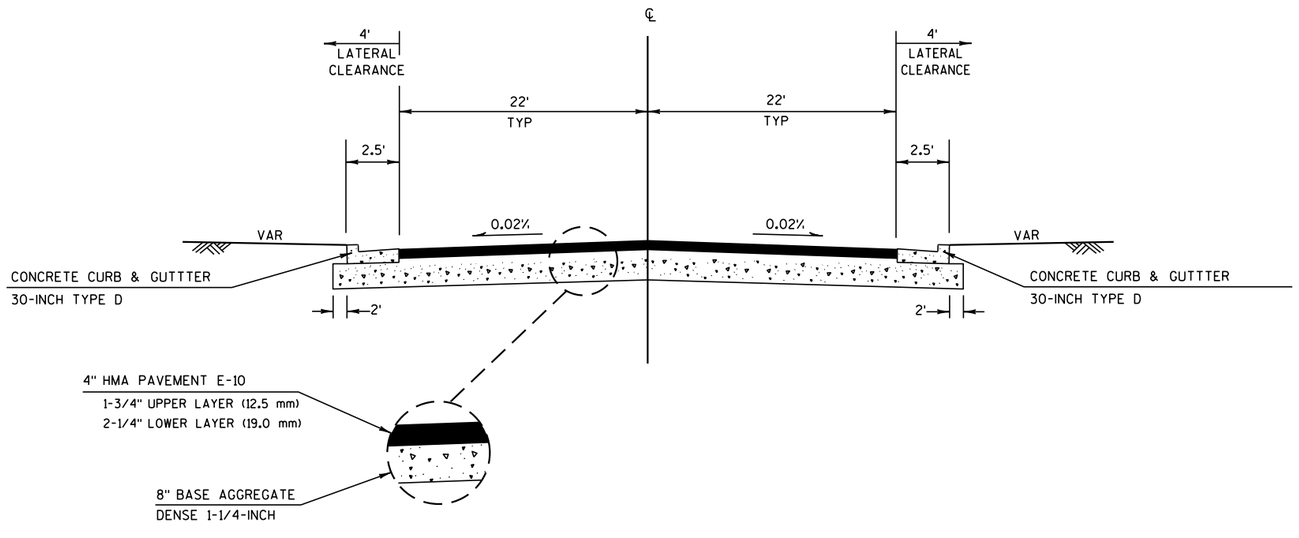
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

2



EXISTING TYPICAL SECTION

MARGARET STREET

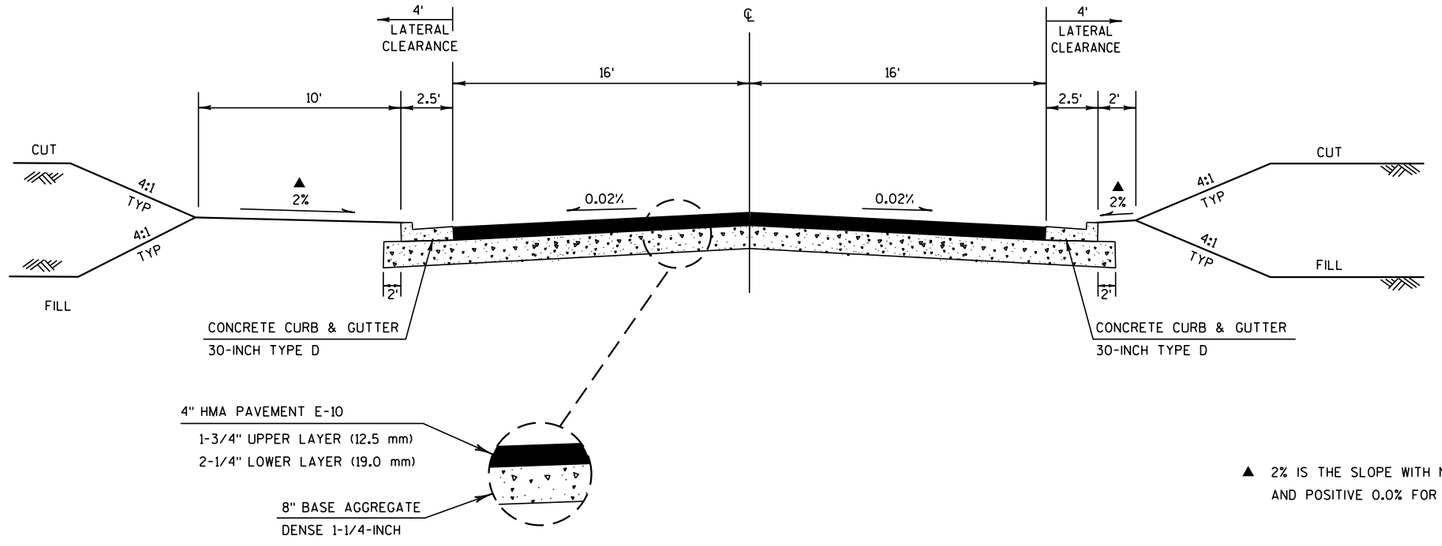


PROPOSED TYPICAL SECTION

MARGARET STR
STA 10+26 - 11+50

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

2



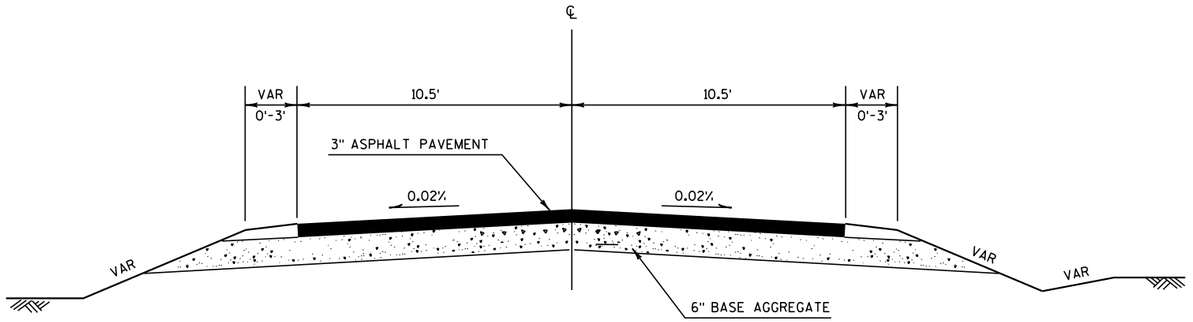
▲ 2% IS THE SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROPOSED TYPICAL SECTION

"NEW" PACKING PLANT RD
STA 89+50 - STA 99+50

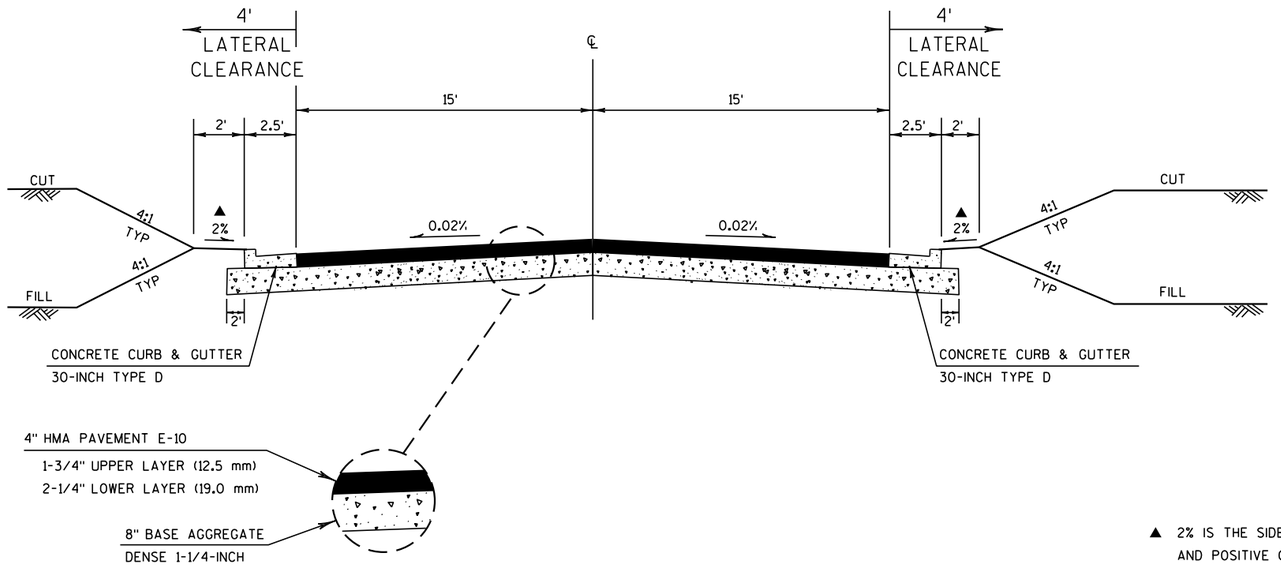
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

2



EXISTING TYPICAL SECTION

HANDRICK DRIVE



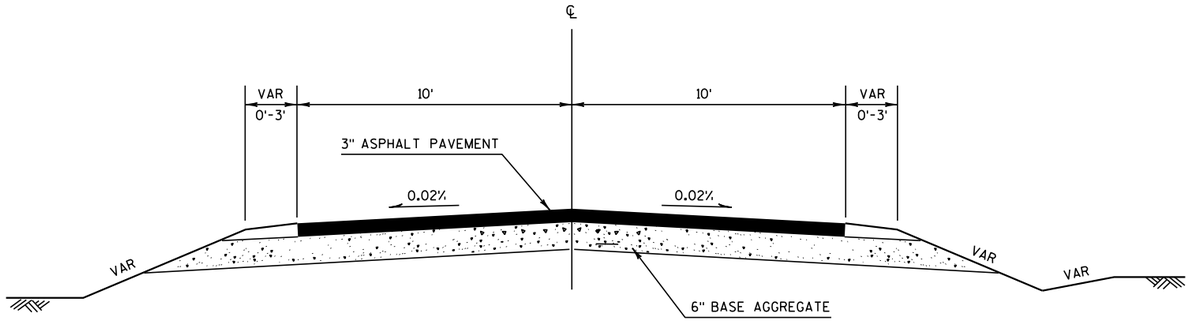
▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROPOSED TYPICAL SECTION

HANDRICK DRIVE
STA 98+50 - 99+84

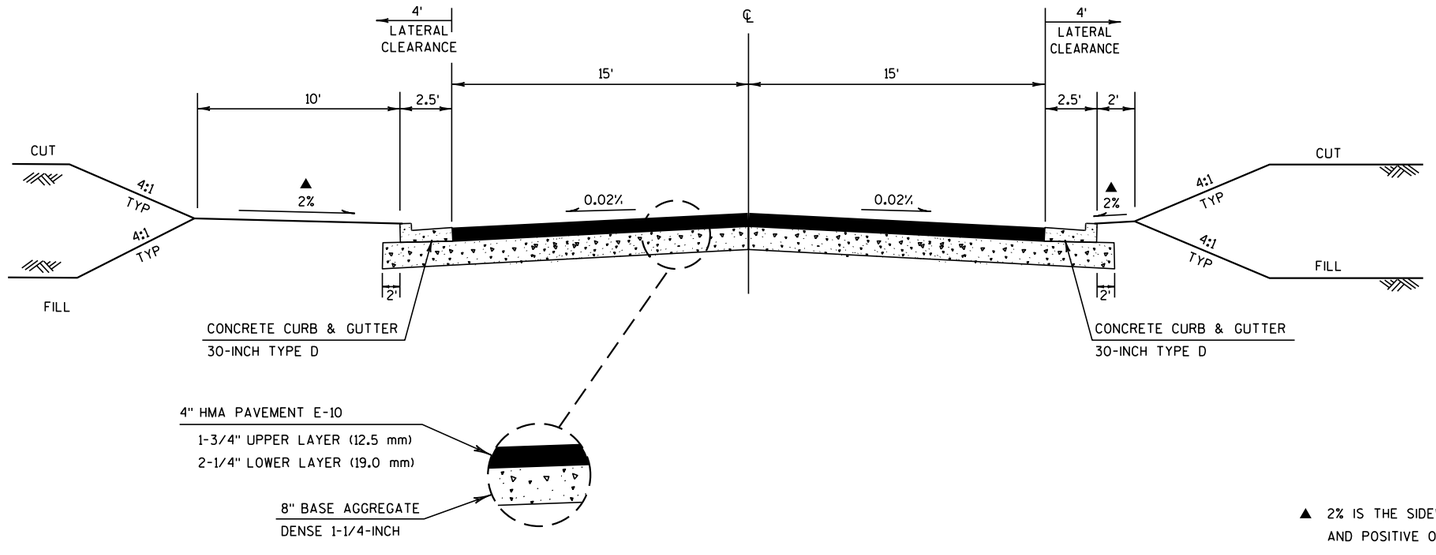
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

2



EXISTING TYPICAL SECTION

PACKING PLANT RD



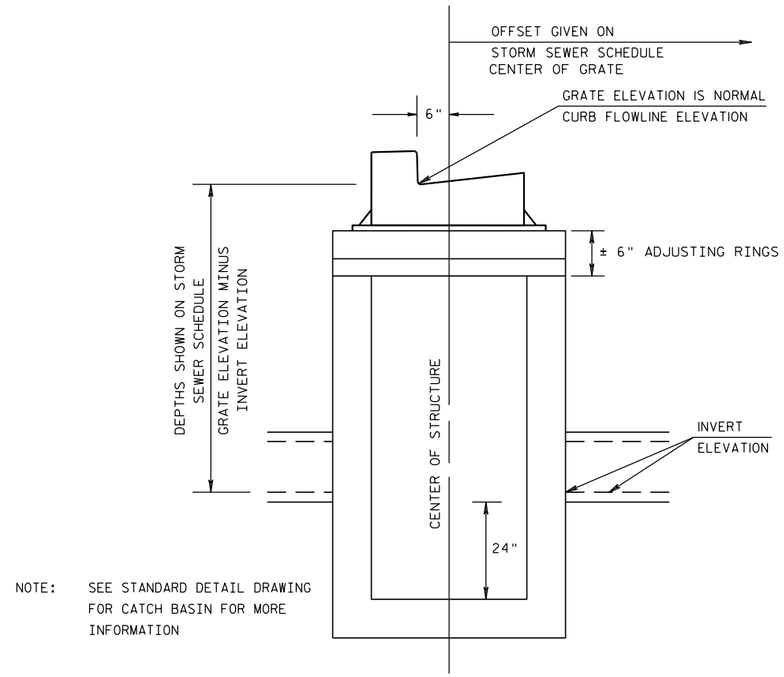
▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1%
AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

PROPOSED TYPICAL SECTION

"OLD" PACKING PLANT RD
STA 100+16 - 104+75

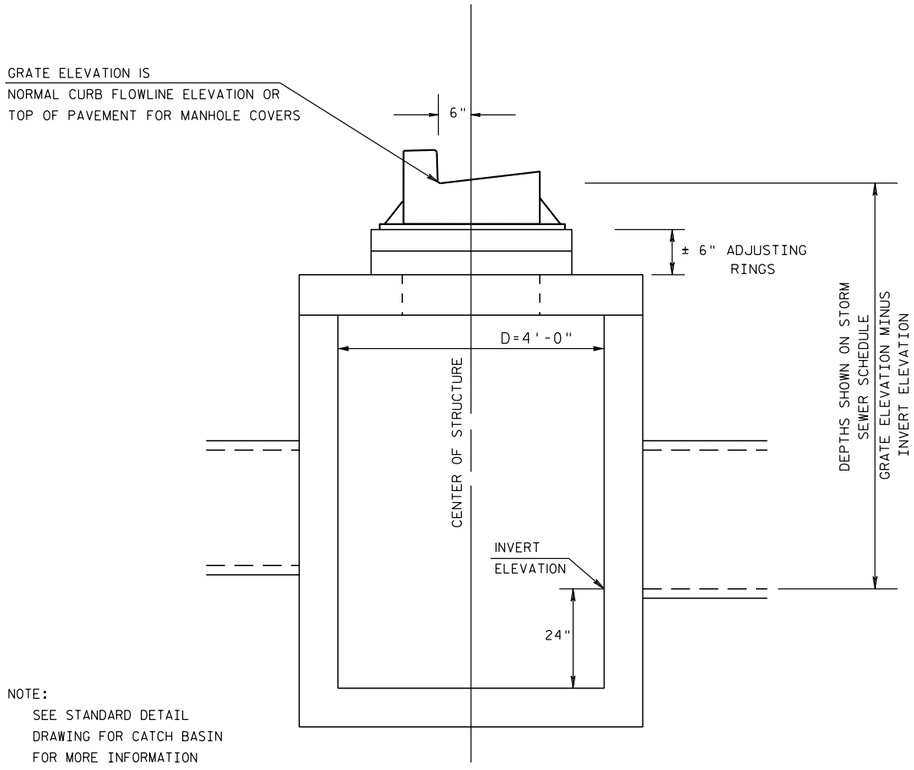
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET	E

2



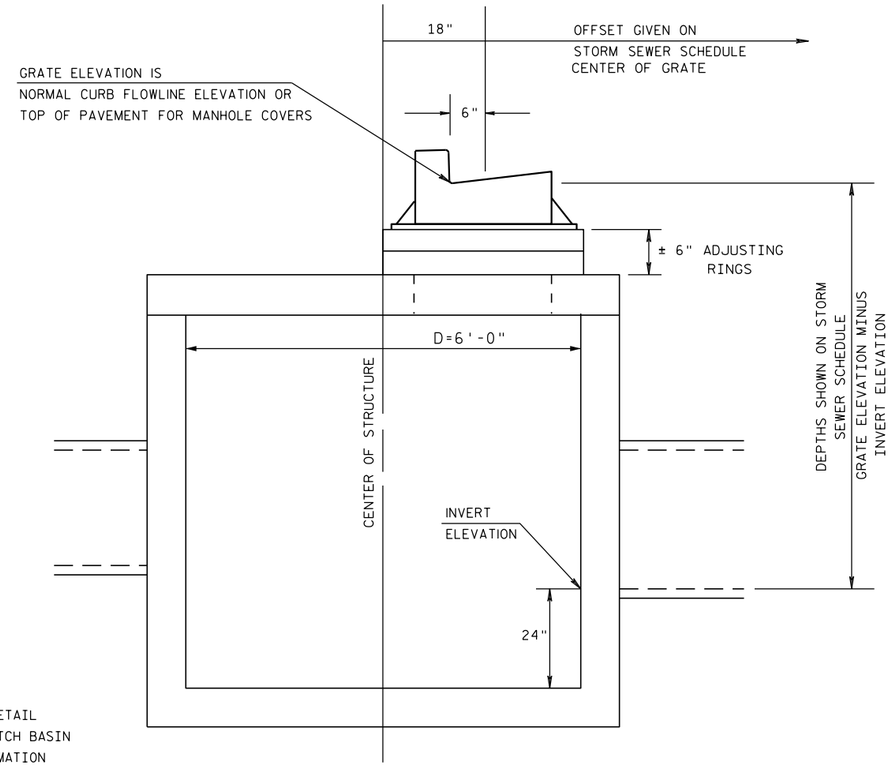
CATCH BASIN 2X3-FT

ELEVATION AND LAYOUT DETAIL



NOTE:
SEE STANDARD DETAIL
DRAWING FOR CATCH BASIN
FOR MORE INFORMATION

CATCH BASIN 4-FT DIAMETER

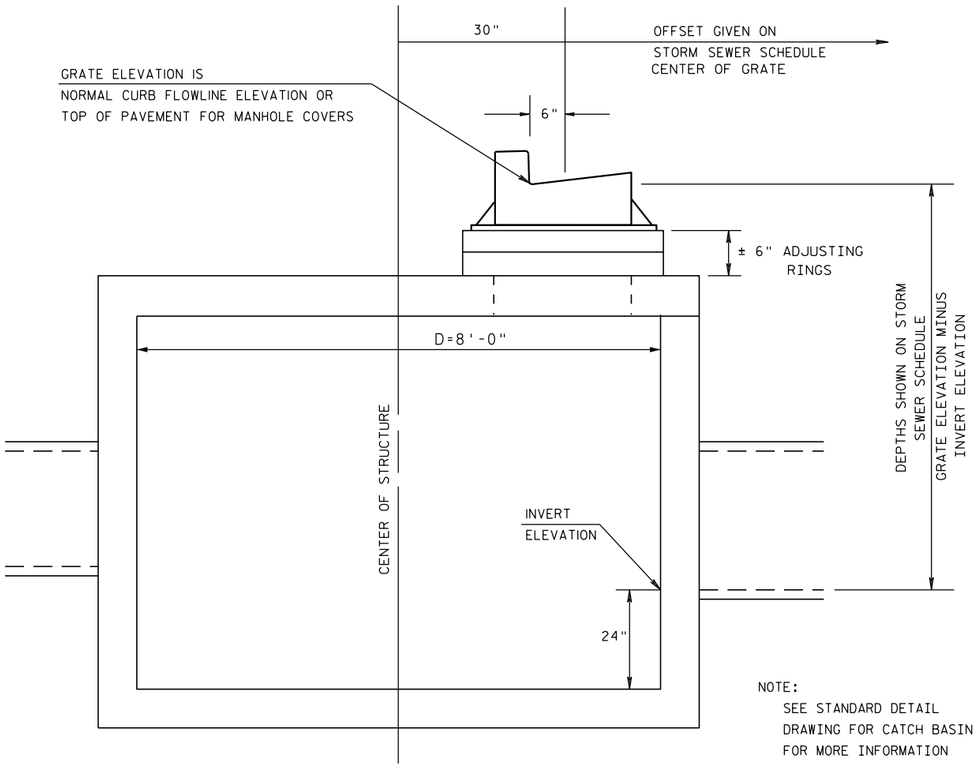


NOTE:
SEE STANDARD DETAIL
DRAWING FOR CATCH BASIN
FOR MORE INFORMATION

CATCH BASIN 6-FT DIAMETER

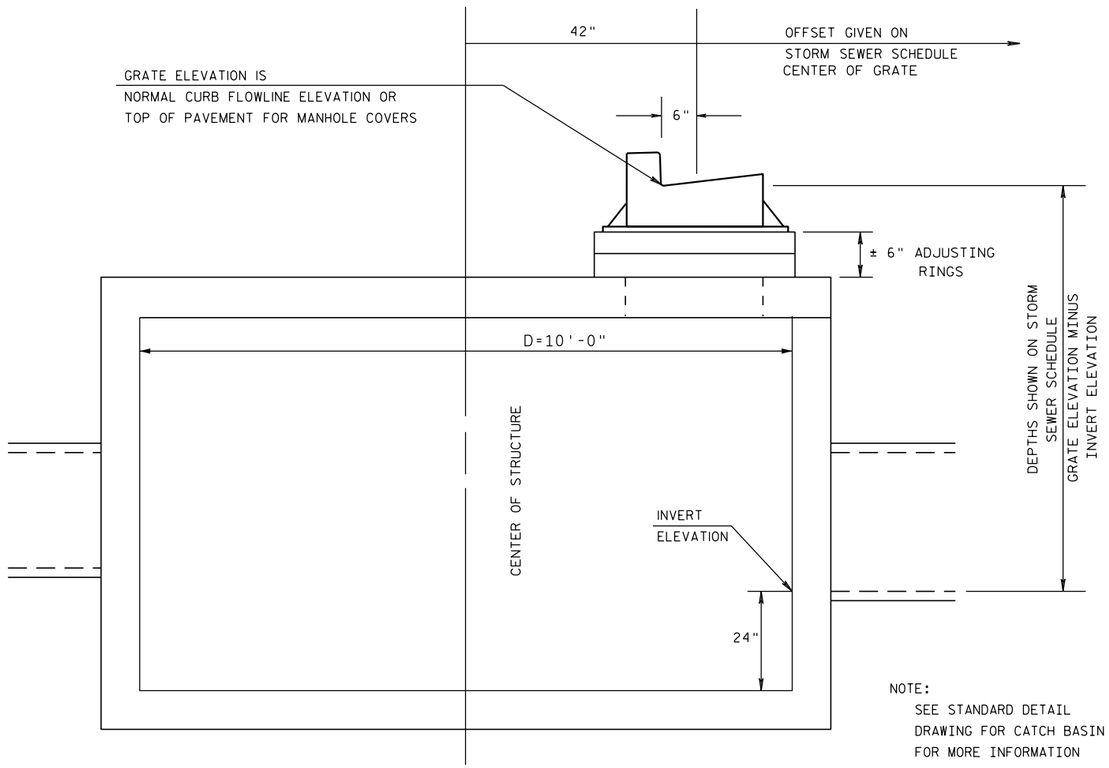
ELEVATION AND LAYOUT DETAIL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CATCH BASIN 4-FT & 6-FT DIAMETER	SHEET	E



NOTE:
SEE STANDARD DETAIL
DRAWING FOR CATCH BASIN
FOR MORE INFORMATION

CATCH BASIN 8-FT DIAMETER



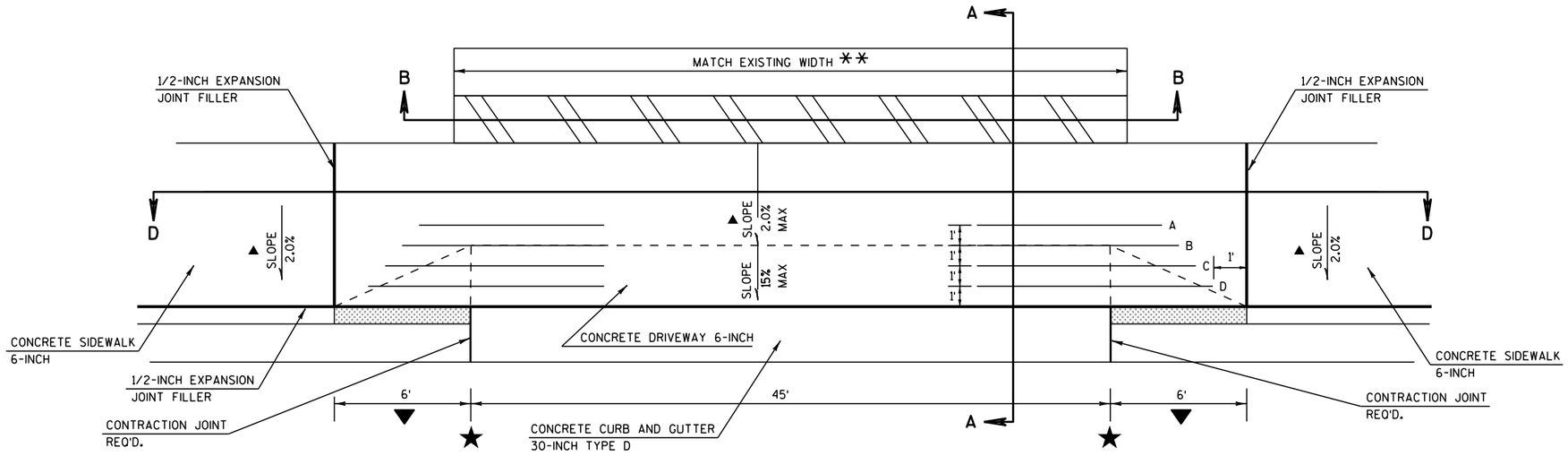
NOTE:
SEE STANDARD DETAIL
DRAWING FOR CATCH BASIN
FOR MORE INFORMATION

CATCH BASIN 10-FT DIAMETER

ELEVATION AND LAYOUT DETAIL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CATCH BASIN 8-FT & 10-FT DIAMETER	SHEET	E

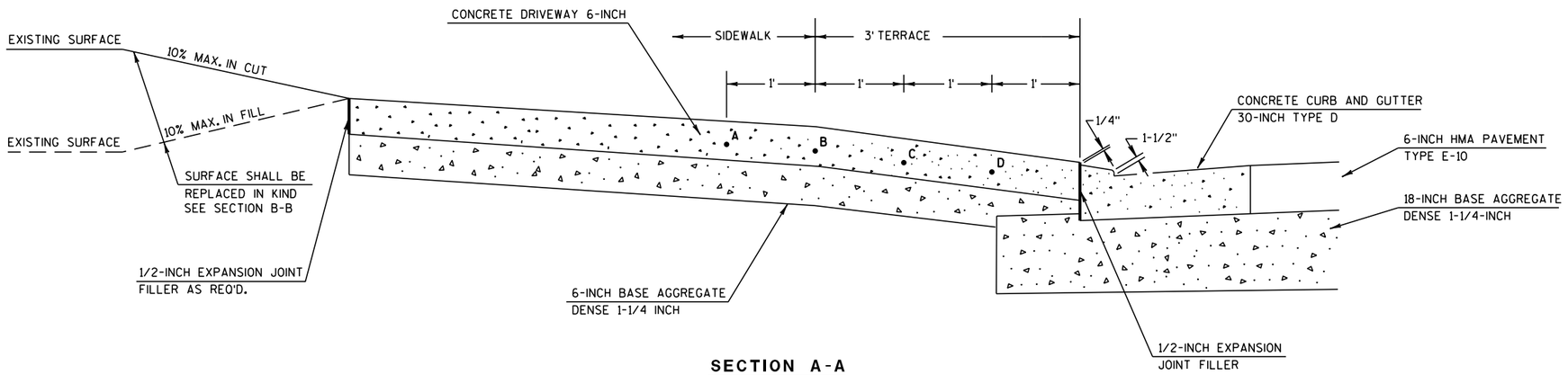
2



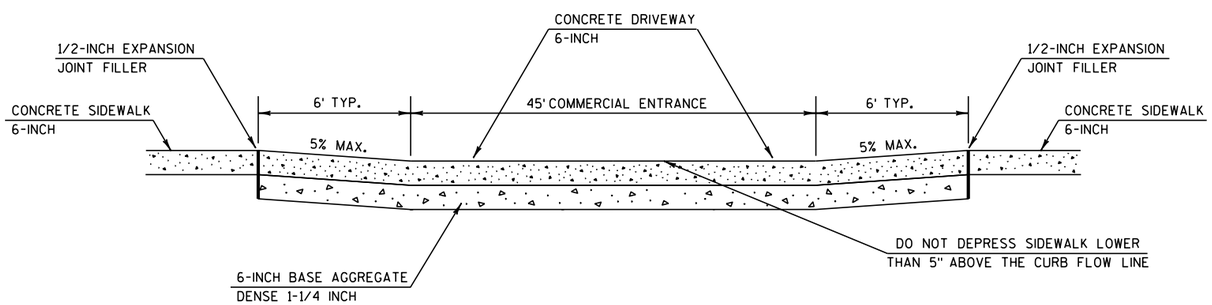
# A	NO. 4 x 7' - 0" TIE BAR
# B	NO. 4 x 8' - 0" TIE BAR
# C	NO. 4 x 9' - 0" TIE BAR
# D	NO. 4 x 10' - 0" TIE BAR

SYMBOL LEGEND

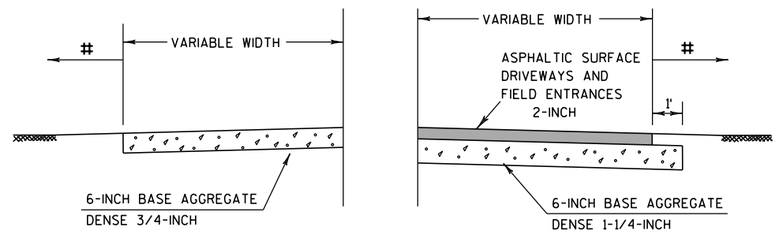
	EXISTING ENTRANCE - SURFACE SHALL BE REPLACED IN KIND
▼	CURB HEIGHT TAPER 1-1/2" TO 6"
**	16' PRIVATE ENTRANCE (TYP.) 35' COMMERCIAL ENTRANCE (TYP.)
#	TOPSOIL, SEED, FERTILIZE AND EMAT AS REQUIRED
★	LOCATION SHOWN ON PLAN DETAIL
(#)	TIE BARS INCIDENTAL TO CONCRETE DRIVEWAY
▲	2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE



SECTION A-A



SECTION D-D

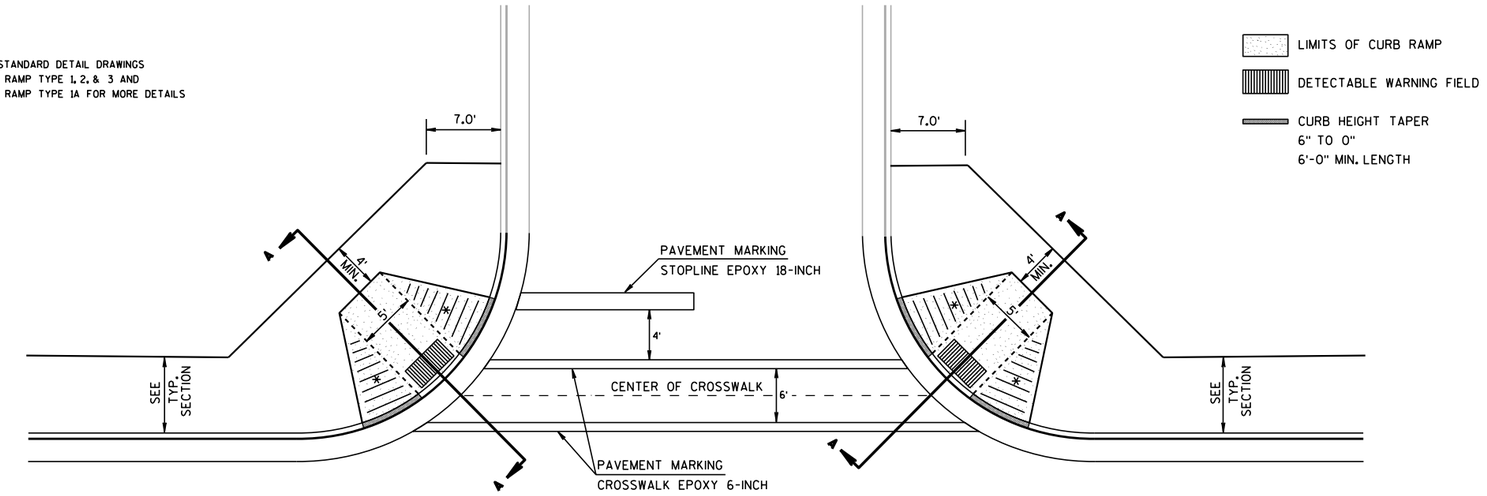


SECTION B-B

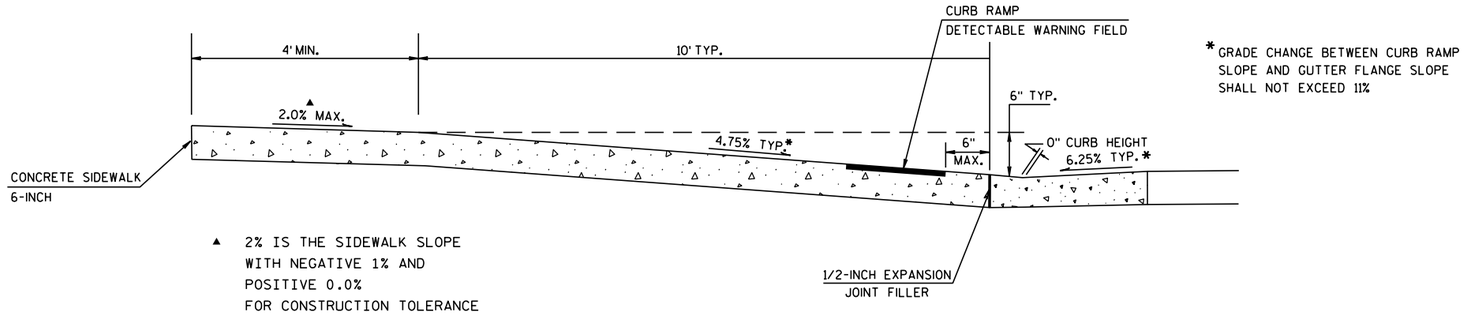
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	DRIVEWAY DETAIL	SHEET	E

2

NOTE: SEE STANDARD DETAIL DRAWINGS
CURB RAMP TYPE 1, 2, & 3 AND
CURB RAMP TYPE 1A FOR MORE DETAILS



* 12:1 MAX.



* GRADE CHANGE BETWEEN CURB RAMP SLOPE AND GUTTER FLANGE SLOPE SHALL NOT EXCEED 11%

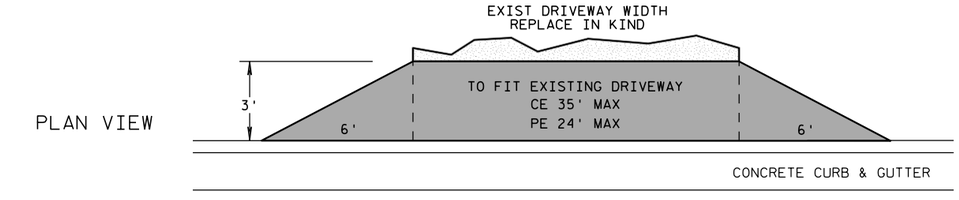
▲ 2% IS THE SIDEWALK SLOPE WITH NEGATIVE 1% AND POSITIVE 0.0% FOR CONSTRUCTION TOLERANCE

SECTION A-A

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAIL	SHEET	E

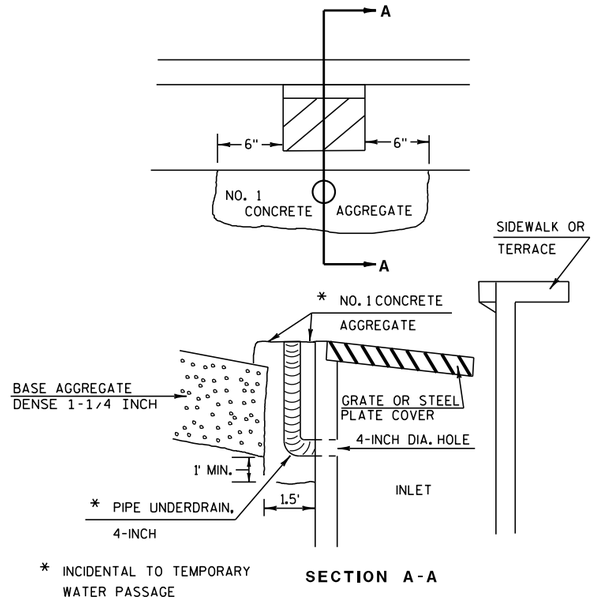
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 11.1 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 10.0 ACRES

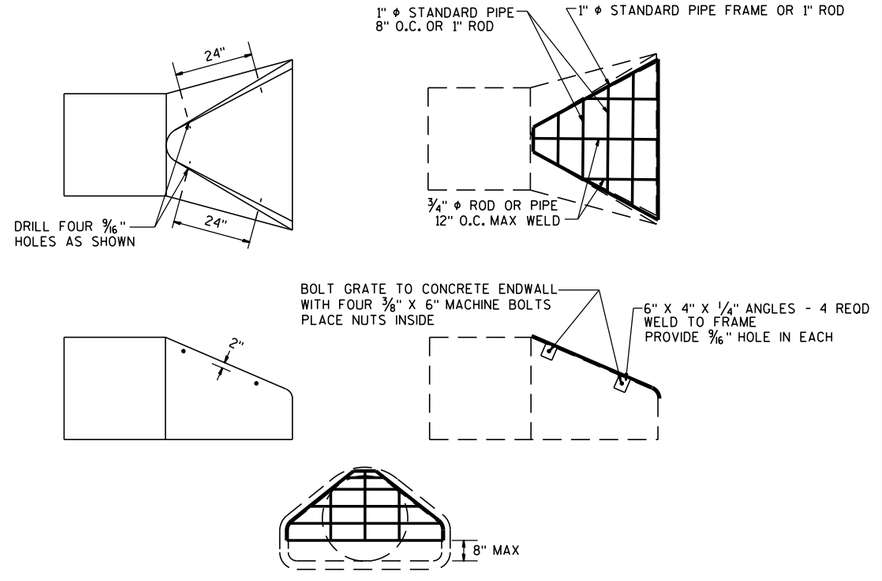


ASPHALT DRIVEWAY APRON DETAIL

CONSTRUCT AT DRIVEWAYS WHERE NO SIDEWALK



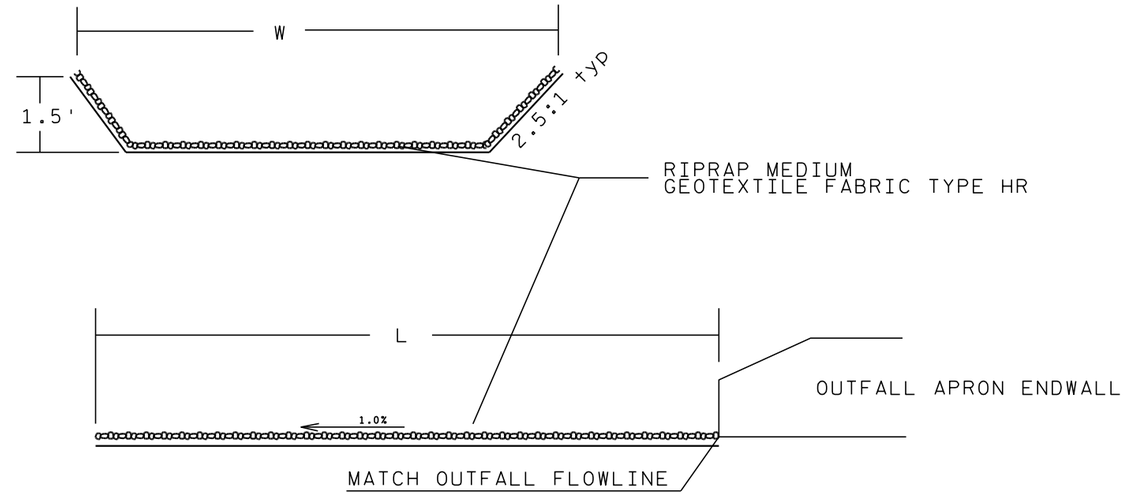
TEMPORARY WATER PASSAGE

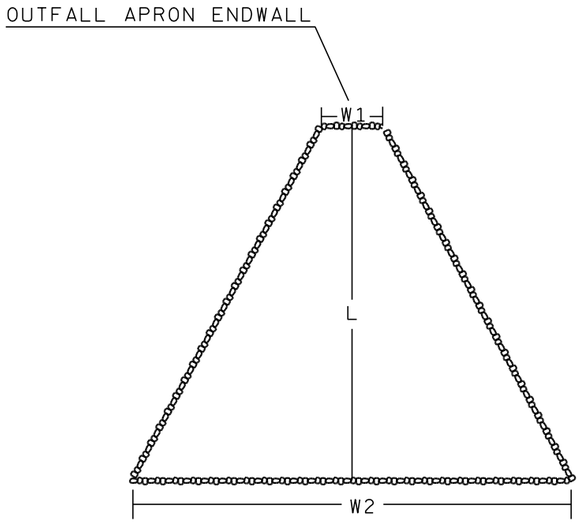


PIPE GRATE

AT EACH PIPE

2





STORMWATER TREATMENT AREA

LOCATION	L	W1	W2
OUTFALL 1	50'	12'	20'

STORMWATER TREATMENT AREA DETAIL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STORMWATER TREATMENT AREA DETAIL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021011_cd_ssoutfall.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

PROJECT NO: 1174-10-70	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL - PLAYGROUND SURFACING POURED-IN-PLACE	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021202_pd_playground.dgn PLOT DATE : 13-DEC-2013 15:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

2

N

HIGHWAY 70 OLD

9+00

START PROJECT 1174-10-72
STA 483+23.85

MILL 1.75-INCH

STA 483+24

480+00 481+00 482+00 483+00 484+00 485+00 486+00

PI 10+00.00

STA 482+01.71 USH 51
STA 10+00 OLD HWY 70

+04 +42 +87 +34 +79

12'
14'
K1

START CURB & GUTTER
START SIDEWALK
MATCH FLOWLINE AND SIDEWALK

SAW CUT
RESTORE ASHALT SURFACE DRIVEWAYS TO EDGE OF SIDEWALK
SAW CUT
SAW CUT

ASPHALT SURFACE DRIVEWAY LIMIT

INL MH SIGN W USH

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
K1	483+23.15	26 LT		X=189301.750 Y=254977.742

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021210_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
A1	491+84.9187	50 LT	4	X=189392.9392 Y=255837.8897
A2	491+95.8416	50 LT	4	X=189397.1011 Y=255848.2460
A3	491+87.5646	99.4062 LT	4	X=189348.0775 Y=255858.7667
R1	488+10.88	94.386 LT	100	X=189237.071 Y=255481.980
R2	488+25.03	85.544 RT	100	X=189237.071 Y=255481.980
R3	491+02.90	106 LT	60	X=189310.175 Y=255777.884

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
C1	487+87.3613	1.9503 LT	5	X=189322.7870 Y=255439.6178
C2	489+12.15	10 LT		X=189343.527 Y=255562.677
C3	491+84.68	10 LT	3.5	X=189429.624 Y=255822.33
C4	489+12.16	6 LT		X=189347.391 Y=255561.648
K2	489+10.52	43 RT		X=189394.328 Y=255547.461
K3	491+94.26	43 RT		X=189482.342 Y=255811.415
K4	490+34.76	40 LT		X=189350.220 Y=255690.991
K5	491+09.77	46 LT		X=189368.639 Y=255764.395

START CURB & GUTTER
START SIDEWALK
MATCH FLOWLINE AND SIDEWALK
MILL 1.75-INCH
STA 487+50 SAW CUT
SAW CUT
RESTORE ASHALT SURFACE DRIVEWAYS TO EDGE OF SIDEWALK
CUT
SAW CUT
PROPERTY OWNER TO REMOVE FENCE
ASPHALT SURFACE DRIVEWAY LIMIT
CURB RAMP TYPE 2
CURB RAMP TYPE 7B
G.P. FILLER CAPS
CANOPY
USH 51
SIGN
MH
INL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021211_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
B1	492+71.0799	50 LT	4	X=189427.1030 Y=255919.0265
B2	493+02.2344	50 LT	4	X=189440.2034 Y=255948.0398
B3	492+68.0874	64.7326 LT	4	X=189412.3897 Y=255922.1841
D1	492+95.2190	10.5 LT	3.5	X=189473.1579 Y=255925.1329
D2	494+57.2377	4.9815 LT	5	X=189550.7154 Y=256068.0737

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R4	493+52.24	39.885 LT	50	X=189470.770 Y=255989.293
R5A	494+21.64	92.782 LT	100	X=189455.769 Y=256076.883
R5B	494+29.29	86 RT	100	X=189617.526 Y=256000.356
R5C	496+62.79	2289.659 RT	2264.825	X=191617.384 Y=255055.736
K6	495+90.01	26 RT		X=189643.641 Y=256166.492
K7	493+84.20	52 LT		X=189474.375 Y=256023.887
K8	495+11.96	52 LT		X=189536.387 Y=256138.874
K9	496+10.86	40 LT		X=189598.000 Y=256218.530

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET E

2

2

N

RESTORE ASHALT SURFACE DRIVEWAYS
TO EDGE OF SIDEWALK

SAW CUT

SAW CUT

RESTORE ASHALT SURFACE DRIVEWAYS
TO EDGE OF SIDEWALK

SAW CUT

RESTORE CE 24'

CONCRETE
SAW CUT

C4

CURB RAMP
TYPE 2

R6

SIGN

INL

MH

W

USH 51

498+00

499+00

500+00

501+00

502+00

503+00

504+00

P.C. 501+88.71

+E1

K10

K11

REMOVE BUILDING
PARCEL 603

REMOVE BUILDING
PARCEL 602

REMOVING STRUCTURAL
SIGN SUPPORTS

STRUCTURAL STEEL

CR1

CR2

R 40

R 35

RESTORE CE 35'
BASE AGG

104+00

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
E1	502+34	10 LT	4	X=189946.344 Y=256735.917
E2	504+34.3	10 LT	4	X=190045.604 Y=256909.539
K10	500+83.59	26 RT		X=189899.410 Y=256588.639
K11	502+33.18	43 LT		X=189991.488 Y=256708.141

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021213_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
G1	6+25.4588	10.6227 LT	3	X=189844.1366 Y=257009.0983
G2	7+77.84	13.5 LT	3.5	X=189997.434 Y=257003.716
H1	9+56.61	4 LT	4	X=190171.283 Y=256958.312
H2	11+98.04	4 LT	4	X=190409.954 Y=256963.255
E2	504+34.3	10 LT	4	X=190045.604 Y=256909.539
F1	505+96.2337	4 LT	4	X=190127.5162 Y=257049.8810
F2	506+96.4122	4 LT	4	X=190172.3990 Y=257139.3731

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R6	504+09.44	85 LT	45	X=189968.021 Y=256924.172
R7	504+34.30	143 RT	100	X=190179.736 Y=256835.936
R8	505+88.76	135 LT	80	X=190006.776 Y=257102.850
R9	506+38.51	71 RT	45	X=190212.820 Y=257053.552
K12	506+74.39	55 LT		X=190116.127 Y=257141.983
K13	507+75.17	44.8 LT		X=190168.890 Y=257227.434
K14	509+32.39	40 LT		X=190238.1030 Y=257367.3740
K15	507+61.48	19 LT		X=190186.338 Y=257204.072
K16	509+32.39	14 LT		X=190261.898 Y=257356.893

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021214_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R10	515+89.53	61 RT	35	X=190595.449 Y=257928.036
R11	517+09.40	61 RT	35	X=190643.774 Y=258037.737

SS REMOVED
THERS

SAW CU

MH
USH 51
INL
MH
W
SIGN
WA

510+00
511+00
512+00
513+00
514+00
515+00
516+00

MH
USH 51
INL
MH
INL

SIGN
SAW CUT
SAW CUT
SAW CUT
SIGN
R 35
R10
ASPHALTIC FLUME
REOD
SAW
RESTORE
SURFACE
OF
CURB

CEMETERY
W

SKETBALL
URT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021215_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R10	515+89.53	61 RT	35	X=190595.449 Y=257928.036
R11	517+09.40	61 RT	35	X=190643.774 Y=258037.737

STA 518+00
END CONCRETE SIDEWALK
AND TERRACE

STA 518+00 - STA 520+20
PLACE 2 INCH ASPHALT SURFACE
FOR SIDEWALK 6 FOOT WIDE

SAW CUT

SAW CUT

SAW CUT

SAW CUT

516+00

517+00

518+00

519+00

520+00

521+00

522+00

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

10+00

USH 51

USH 51

3rd AVE

FILLER CAPS

CANOPY

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

INL

MH

W

R10

R11

R 35

R 35

CURB RAMP TYPE 2

SAW CUT
RESTORE SURFACE
OF CURB

ASHALT TO BACK

PHALTIC ELUME

Margaret St

11+00

12+00

RESTORE PE 16-
BASE AGG

END CONSTRUCTION
STA 11+50 MARGARET ST

STA 518+00
END CONCRETE SIDEWALK
AND TERRACE

STA 518+00 - STA 518+56
PLACE 2 INCH ASPHALT SURFACE
FOR SIDEWALK 6 FOOT WIDE

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

STA 1520+69.86

3rd St

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL SHEET	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021216_pd.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
B1	492+71.0799	50 LT	4	X=189427.1030 Y=255919.0265
B2	493+02.2344	50 LT	4	X=189440.2034 Y=255948.0398
B3	492+68.0874	64.7326 LT	4	X=189412.3897 Y=255922.1841

REMOVE ASPHALTIC SURFACE MILLING (DEPTH 1-¾ INCH)

REMOVE ASPHALTIC SURFACE

SAWING ASPHALT

END PROJECT 1174-10-72
STA 95+75 STH 70 WEST

EXISTING MEDIAN
CURB TO REMAIN

STH 70

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

P.I. 95+44.43

MATCH EXISITNG
CURB & GUTTER
AND SIDEWALK

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
A1	491+84.9187	50 LT	4	X=189392.9392 Y=255837.8897
A2	491+95.8416	50 LT	4	X=189397.1011 Y=255848.2460
A3	491+87.5646	99.4062 LT	4	X=189348.0775 Y=255858.7667
A4	98+80.32	57.184 RT		X=189329.297 Y=255834.762
A5	98+72	36.212 RT		X=189129.969 Y=255898.840
R3	491+02.90	106 LT	60	X=189310.175 Y=255777.884

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL STH 70	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021220_pd_sth70.dgn PLOT DATE : 10-DEC-2013 10:53 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
G1	6+25.4588	10.6227 LT	3	X=189844.1366 Y=257009.0983
G2	7+77.84	13.5 LT	3.5	X=189977.434 Y=257003.716
G3	6+55.08	33 LT		X=190171.5831 Y=256958.3309
G4	6+55.10	24 RT		X=190413.2314 Y=256963.8496
G5	5+55.10	12 RT		X=190045.5035 Y=256910.2199
G6	6+55.09	13.5 RT		X=189873.444 Y=257010.823

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R6	504+09.44	85 LT	45	X=189968.021 Y=256924.172
R8	505+88.76	135 LT	80	X=190006.776 Y=257102.850

STRUCTION
0 Townline Rd

RESTORE CE 35'
ASPHALT
SAW CUT

REMOVE CURB TO RW

SAW CUT

RESTORE CE 35'
ASPHALT
SAW CUT

RESTORE CE 24'
CONCRETE
SAW CUT

RESTORE ASHALT SURFACE
TO EDGE OF SIDEWALK

CURB RAMP
TYPE 2

RESTORE ASHALT SURFACE
TO EDGE OF SIDEWALK

CURB RAMP
TYPE 2

CURB RAMP
TYPE 2

CURB RAMP
TYPE 2

REMOVE BUIL
PARCEL 713

Townline Rd

CTH J

STA 504+35 USH 51
STA 8+74.50 CTH J

G1 G2 G3 G4 G5 G6 H1

F2 F2 F2 F2

K12

R8 R9 R6 R7 R1

5+00 6+00 7+00 8+00 9+00 10+00

504+00 505+00 105+00

R 80 R 45 R 100

SIGN

W INL MH

REQ'D
104+40

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL TOWNLINE ROAD	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021221_pd_townline.dgn PLOT DATE : 09-DEC-2013 10:22 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
R7	504+34.30	143 RT	100	X=190179.736 Y=256835.936
R9	506+38.51	71' RT	45	X=190212.820 Y=257053.552
S1	11+82.28	51 RT	35	X=190404.209 Y=256906.181
S2	12+82.83	51 RT	35	X=190505.790 Y=256930.174
S3	11+66.09	743.5 RT	802.5	X=190492.020 Y=256218.840

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
H1	9+56.61	4 LT	4	X=190171.283 Y=256958.312
H2	11+98.04	4 LT	4	X=190409.954 Y=256963.255
H3	11+66.08	60 LT		X=190370.344 Y=257021.336
H4	12+91.60	41 LT		X=190370.344 Y=257012.055

REMOVE BUILDING PARCEL 713

CURB RAMP TYPE 2

REMOVE BUILDING PARCEL 604

CURB RAMP TYPE 2

RESTORE CE 35' BASE AGG

END CONSTRUCTION STA 15+40 CTH J

RESTORE CE 35' ASPHALT

RESTORE PE 16' BASE AGG

STA 12+42.55 CTHJ STA 100+00 PACKING PLANT

Proposed Packing Plant Rd

CTH J

MH-2

MH 300

CB 175

CB 176

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL CTH J	SHEET E

2

2

N

SAW CUT
ALONG RW LINE

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

R 75

R 45

101+00

102+00

103+00

T1

R 35

MH 310

MH 309

CB 311

CB 312

T2

R 35

MH 306B

92+00

91+00

100+00

93+00

MH 307

CB 307B

CB 307C

CB 307A

MH 306A

SAW CUT
MATCH EXISTING ASPHALT

EDGE OF PAVEMENT
90+00

18.5'

12'

TAPER TO CURB

CB 308

RESTORE CE 35'
BASE AGG

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

STA 95+13.10
STA 100+00 HANDRICK DR PACKING PLANT

94+00

89+00

SAW CUT

END PROJECT 1174-10-72
STA 89+50

RESTORE PE 24'
BASE AGG

MH 303

MH 302

95+00

CB 305

T3

R 35

15'

15'

CB 304

CB 301

REMOVE PARCEL 600

R 35

T4

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
T1	92+01.91	51 LT	35	X=190064.432 Y=256369.986
T2	92+85.37	51 LT	35	X=190126.547 Y=256448.390
T3	94+73.16	51 RT	35	X=190352.878 Y=256446.335
T4	95+56.67	51 RT	35	X=190431.545 Y=256508.205

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL - PACKING PLANT ROAD 1	SHEET	E

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
T3	94+73.16	51 RT	35	X=190352.878 Y=256446.335
T4	95+56.67	51 RT	35	X=190431.545 Y=256508.205
S1	11+82.28	51 RT	35	X=190404.209 Y=256906.181
S2	12+82.83	51 RT	35	X=190505.790 Y=256930.174

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

MH 306A

STA 95+13.10 RACKING PLANT
STA 100+00 HANDRICK DR

MH 303

MH 302

MH 301

CB 305

CB 304

CB 301

REMOVE BUILDING
PARCEL 606

REMOVE BUILDING
PARCEL 608

REMOVE BUILDING
PARCEL 604

CURB TYPE 2 RAMPS

MH 300

CB 176

CB 175

Proposed Packing Plant Rd

STA 12+42.55 C.L.H.J.
STA 100+00 PACKING PLANT

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

EDGE OF PAVEMENT
12' LANE

SAW CUT

94+00
95+00
96+00
98+00
99+00

T3
T4
S1
S2
S3
R 35
R 35X
R 802.49
15'
H3
H2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL PACKING PLANT ROAD 2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021226_pd_PackingPlant2.dgn PLOT DATE : 09-DEC-2013 10:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

K11

STA 504+35 USH 51
STA 8+74.50 CTH J

505+00

9+00

REMOVE BUILDING PARCEL 603

REMOVE BUILDING PARCEL 602

REMOVING STRUCTURAL STEEL SIGN SUPPORTS

CURB RAMP TYPE 2

SAW CUT ALONG RW LINE

RESTORE CE 35' ASPHALT

RESTORE CE 35' ASPHALT

CR2

R 35

CR1

R 40

R 100

R7

RESTORE CE 35' BASE AGG

101+00

102+00

103+00

104+00

105+00

PACKING PLANT RD

T1

R 35

R 45

T2

R 35

CB 311

CB 312

92+00

100+00

MH 306B

CB 307B

CB 307A

93+00

MH 306A

94+00

MH 303

RESTORE CE 35' ASPHALT

RESTORE PE 24' BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

STA 92+44.75 PACKING PLANT RD
STA 100+00 Old PACKING PLANT RD

STA 95+13.10 PACKING PLANT RD
STA 100+00 HANDRICK DR

RESTORE BASE AGG

REMOVE PARCEL

REMOVE BUILDING PARCEL 604

POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
T1	92+01.91	51 LT	35	X=190064.432 Y=256369.986
T2	92+85.37	51 LT	35	X=190126.547 Y=256448.390
CR1	104+42.25	28 LT	40	X=190155.948 Y=256788.544
CR2	103+70.52	50 LT	35	X=190111.574 Y=256728.079

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PLAN DETAIL PACKING PLANT ROAD CUL-DE-SAC	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\021227_pd_PackingPlant_CuldeSac.dgn PLOT DATE : 09-DEC-2013 10:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

HIGHWAY 70 OLD

9+00

N

START PROJECT 1174-10-72
STA 483+23.85

480+00 481+00 482+00 483+00 484+00 485+00 486+00

PI 10+00.00

INL MH SIGN W USH

A C

LEGEND

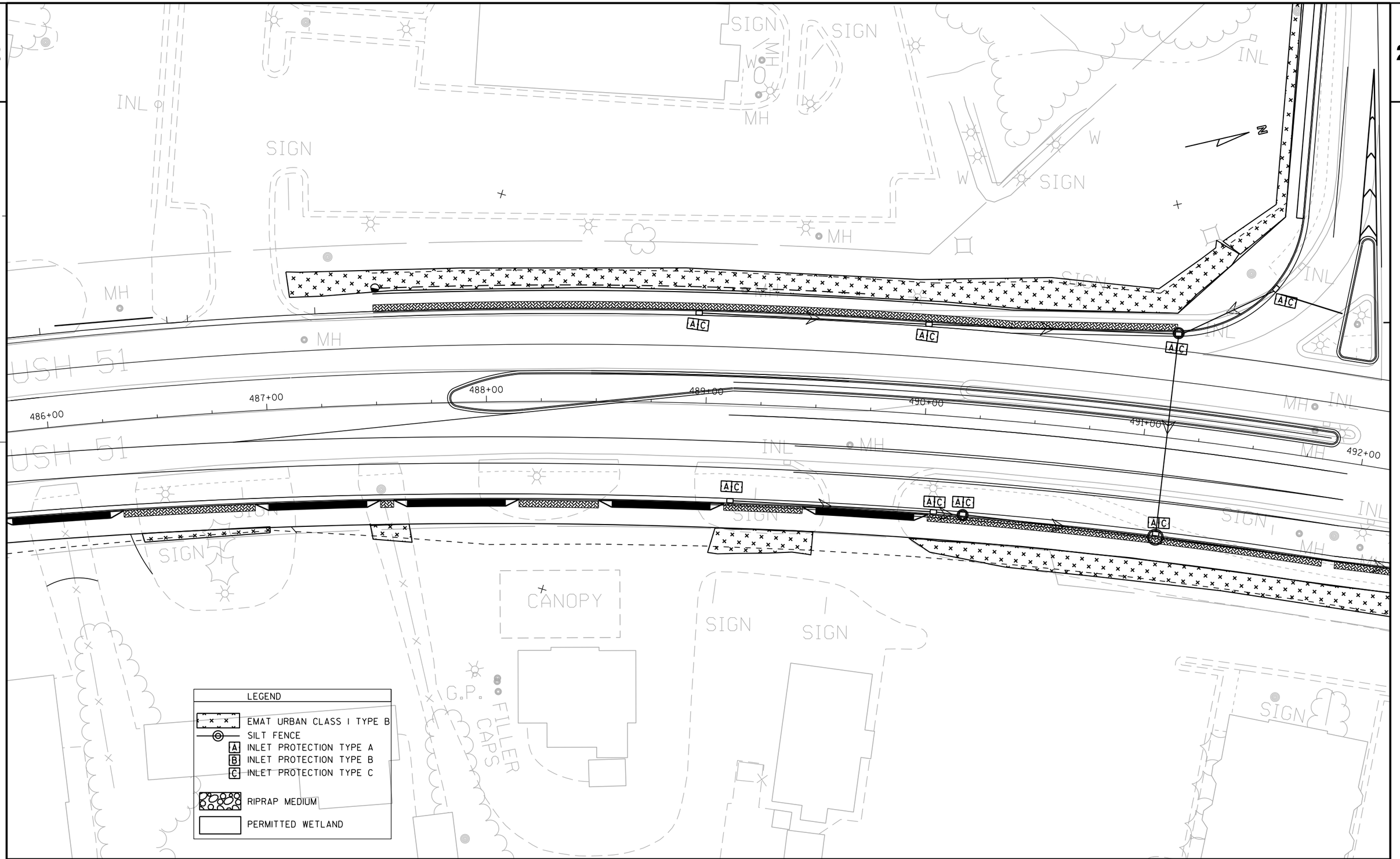
- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022010_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022011_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

STH 70

USH 51

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

98+00
492+00
493+00
494+00
495+00
496+00
497+00
498+00

PT 495+63.07

SIGN
INL
MH

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022012_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

N

STA 492+35.54 USH 51 WEST

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

2

2

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

N

USH 51

498+00 499+00 500+00 501+00 502+00 503+00 504+00

501+88.71

RESTORE CE 35'
BASE AGG 104+00

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022013_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

Townline Rd

T+00

8+00

9+00

STA 504+35 USH 51
STA 8+74.50 CTH J

P.I. 505+61.07

CTH J

USH 51

504+00

505+00

506+00

507+00

508+00

509+00

509+32.39

510+00

105+00

SIGN

MH

INL

CEMETERY

1-031-2
1607.14

1-031-2
1607.29

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022014_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

N

USH 51

510+00 511+00 512+00 513+00 514+00 515+00 516+00

MH INL SIGN W A C A C A C A C A C A C A B

CEMETERY

ASPHALTIC FLUME REQ'D

BASKETBALL COURT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022015_ec.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- EMAT URBAN CLASS I TYPE B
- SILT FENCE
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- C INLET PROTECTION TYPE C
- RIPRAP MEDIUM
- PERMITTED WETLAND

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

END CONSTRUCTION
STA 11+50 MARGARET ST

RESTORE PE 16' BASE AGG

ASPHALTIC FLUME

Margaret St

3rd AVE

USH 51

FILLER CAPS

CANOPY

516+00 517+00 518+00 519+00 520+00 521+00 522+00

10+00 11+00 12+00

1032 1601.10

1032 1600.59

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET E

2

-72
EST

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

STH 70
STH 70

97+00
98+00
494+00
493+00
492+00
491+00

MH
INL
SIGN
AIC

2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL STH 70	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022020_ec_sth70.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

2

STRUCTION
0 Townline Rd

Townline Rd

CTH J

STA 504+35 USH 51
STA 8+74.50 CTH J

5+00
6+00
7+00
8+00
9+00
10+00
505+00
504+00
505+00
PL505+61.07
REQ'D 104+40

A|C
INL
MH
W
SIGN

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL TOWNLINE RD	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022021_ec_townline.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND
EMAT URBAN CLASS I TYP
SILT FENCE
INLET PROTECTION TYPE A
INLET PROTECTION TYPE B
INLET PROTECTION TYPE C
RIPRAP MEDIUM
PERMITTED WETLAND

RESTORE CE 35'
BASE AGG

END CONSTRUCTION
STA 15+40 CTH J

CTH J

CB 175

CB 176

MH 300

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

Proposed Packing Plant Rd

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL CTH J	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022022_ec_cthj.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

103+00

102+00

101+00

100+00

92+00

91+00

90+00

89+00

93+00

94+00

95+00

MH 310

MH 309

CB 311

GB 312

MH 306B

MH 307

CB 308

CB 307C

CB 307B

CB 307A

MH 306A

MH 303

MH 302

CB 305

CB 304

CB 301

A|C

A|B

INL

PACKING PLANT

SIGN

SIGN

1030.12
1605.58

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

RESTORE PE 24'
BASE AGG

RESTORE CE 35'
BASE AGG

END PROJECT 1174-10-72
STA 89+50

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL - PACKING PLANT ROAD 1	SHEET	E

2

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

Ø30-12
Ø5.58

MH 306A

A|B

94+00

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

MH 303

A|C

CB 305

95+00

MH 302

A|B

96+00

CB 304

CB 301

99+66

N

MH 300

A|C

CB 176

99+00

Proposed Packing Plant Rd

98+00

CB 175

15+00

SIGN

STA 12+42.55 CTH J
STA 100+00 PACKING PLANT

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL PACKING PLANT ROAD 2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022026_ec_PackingPlant2.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
BASE AGG

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

STA 504+35 USH 51
STA 8+74.50 CTH J

505+00

9+00

101+00

102+00

103+00

104+00

105+00

92+00

100+00

93+00

94+00

CB 311

CB 312

MH 306B

MH 306A

MH 303

CB 307B

CB 307A

A|C

A|B

STA 92+44.75 PACKING PLA
STA 100+00 Old PACKING P

STA 95+13.10 PACKING PLAN
STA 100+00 HANDRICK DR

RESTORE
BASE A

PACKING PLANT

SIGN

1-030-12
1605.58

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL PACKING PLANT ROAD CUL-DE-SAC	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022027_ec_PackingPlant_CuldeSac.dgn PLOT DATE : 18-DEC-2013 07:26 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

START PROJECT 1174-10-72
STA 483+23.85

CB-126
Rim: 1,601.99 ft
Invert: 1,596.36 ft

CB-127
Rim: 1,600.95 ft
Invert: 1,595.31 ft

CB-125
Rim: 1,604.09 ft
Invert: 1,599.11 ft

+1.63 %

CB-129
Rim: 1,597.75 ft
Invert: 1,589.58 ft

MH-100
Rim: 1,597.75 ft
Invert: 1,589.47 ft

+1.04 %

CB-128
Rim: 1,599.54 ft
Invert: 1,593.52 ft

OF-100
Rim: 1,594.00 ft
Invert: 1,589.00 ft

120 45" x 29" SSRCPHE 149' @ 0.2 %

121 48" SSRCPHE 70' @ -0.2 %

143 48" SSRCP 204' @ 0.2 %

144 24" SSRCP 119' @ -1.7 %

145 24" SSRCP 119' @ -1.5 %

146 24" SSRCP 70' @ -1.5 %

147 15" SSRCP 133' @ -1.5 %

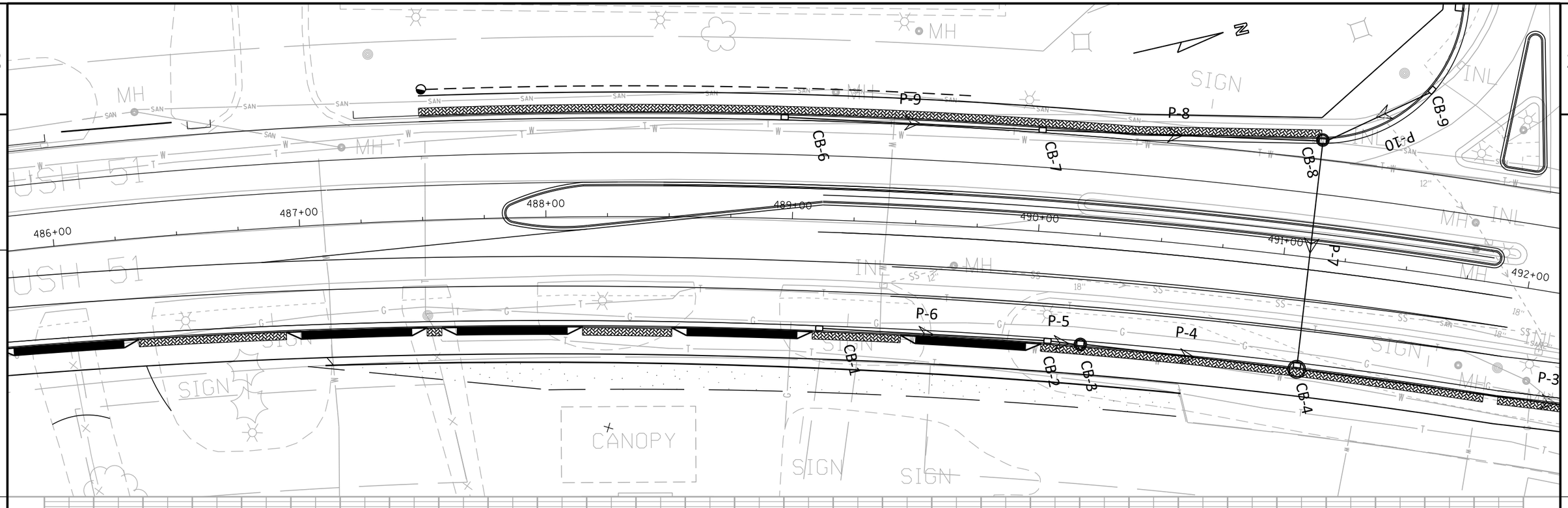
CB 125, 126, 127
CONSTRUCTED UNDER PREVIOUS PROJECT
REMOVE TEMPORARY STELL PLATES

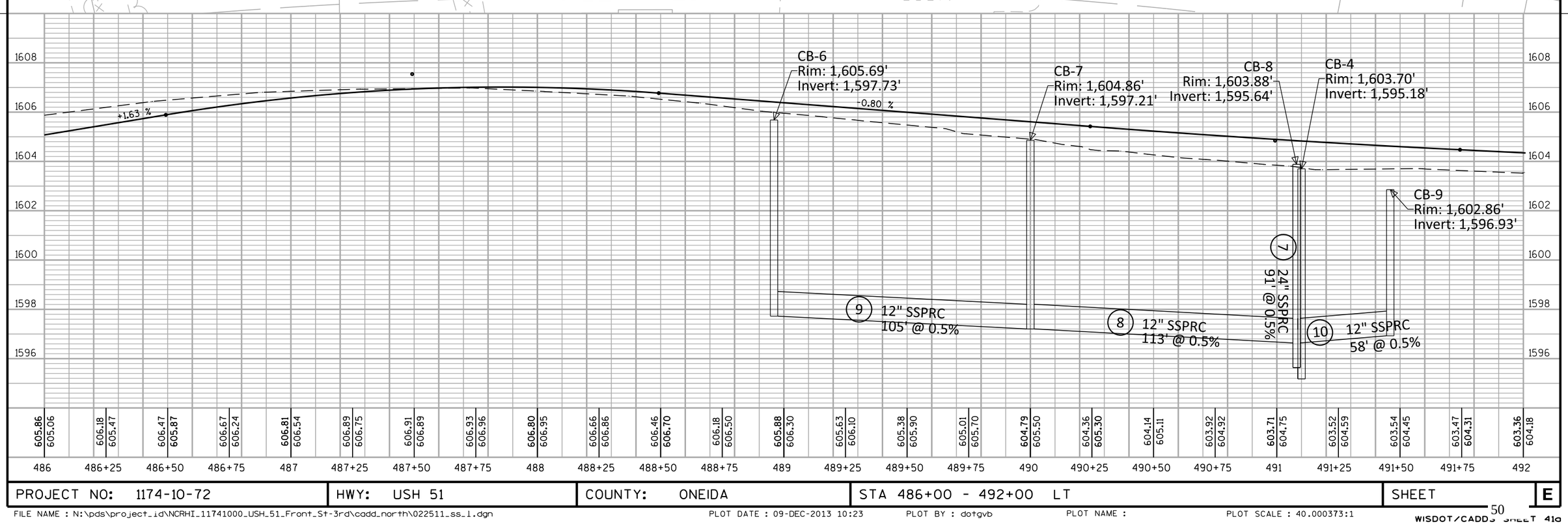
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 480+00 - 486+00 RT	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022510_ss_r.dgn PLOT DATE : 09-DEC-2013 10:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 410

2

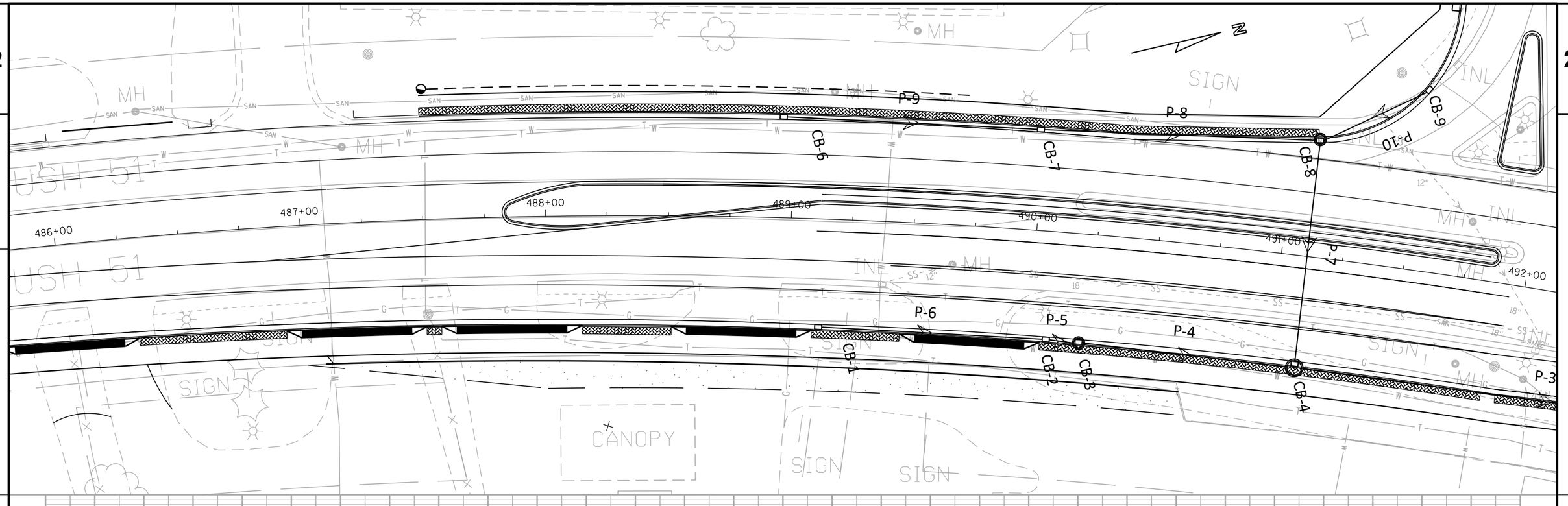


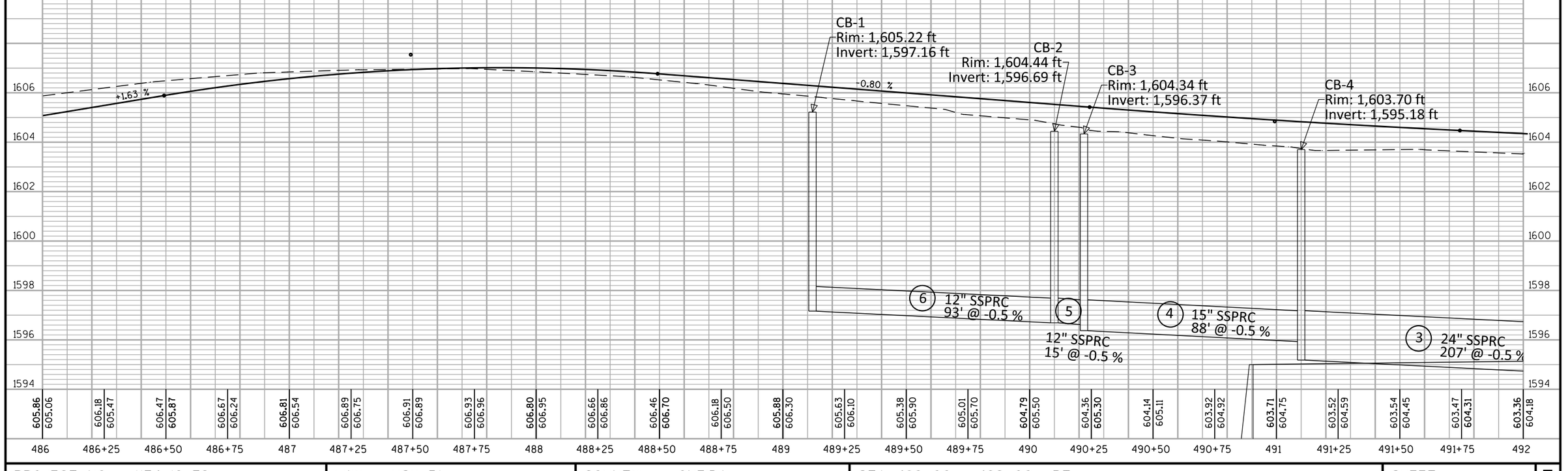


PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 486+00 - 492+00 LT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022511_ss_1.dgn
PLOT DATE : 09-DEC-2013 10:23
PLOT BY : dotgvb
PLOT NAME :
PLOT SCALE : 40.000373:1
WISDOT/CADDS SHEET 410

2

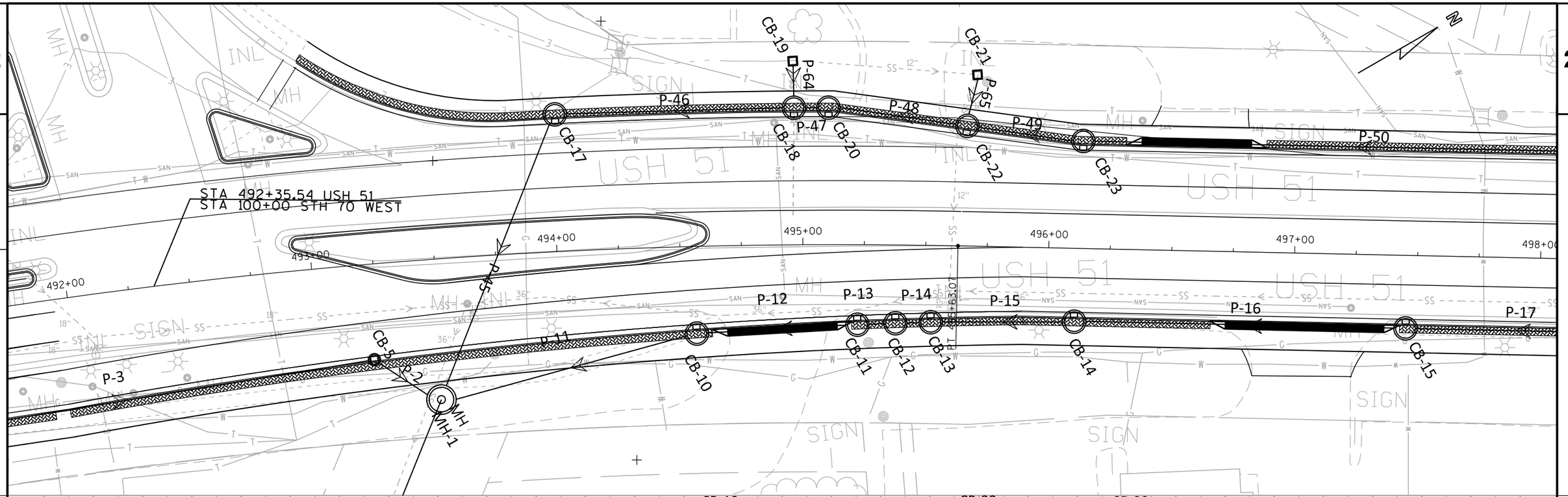


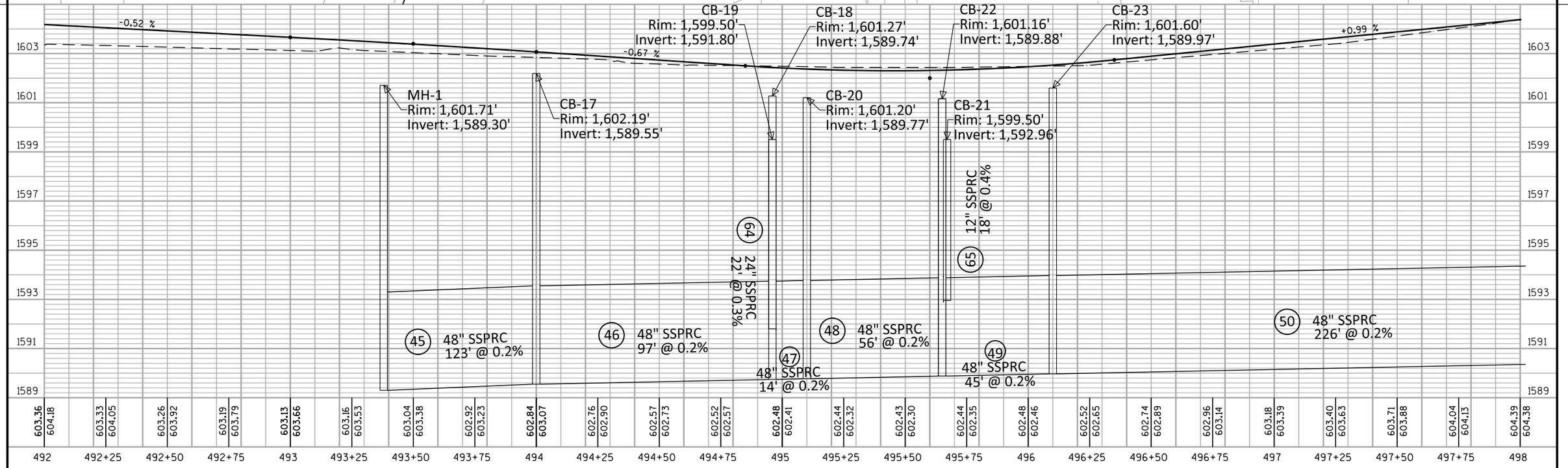


PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 486+00 - 492+00 RT	SHEET	E

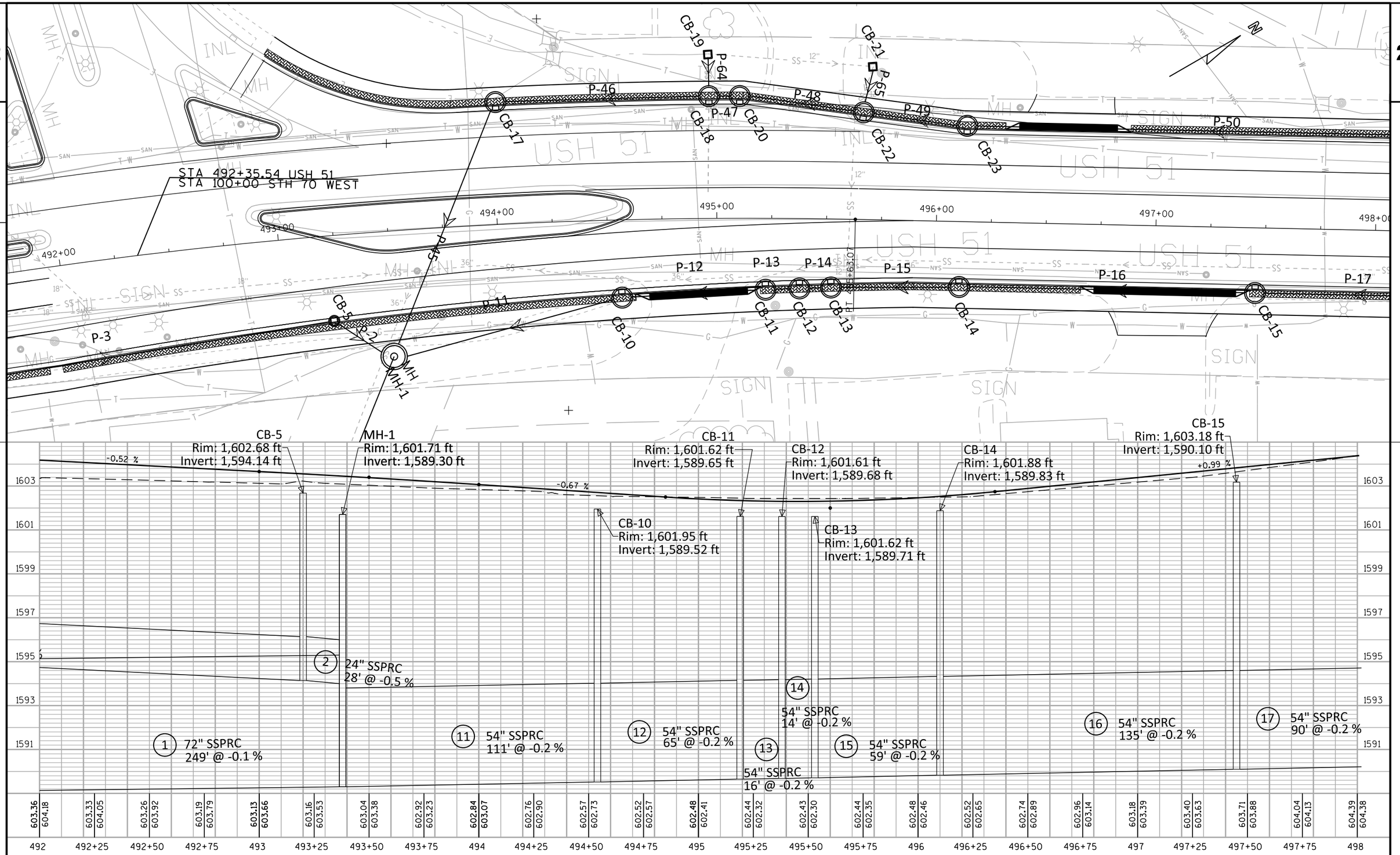
FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022511_ss_r.dgn PLOT DATE : 09-DEC-2013 10:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1 WISDOT/CADDS SHEET 410

2





PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 492+00 - 498+00 LT	SHEET	E

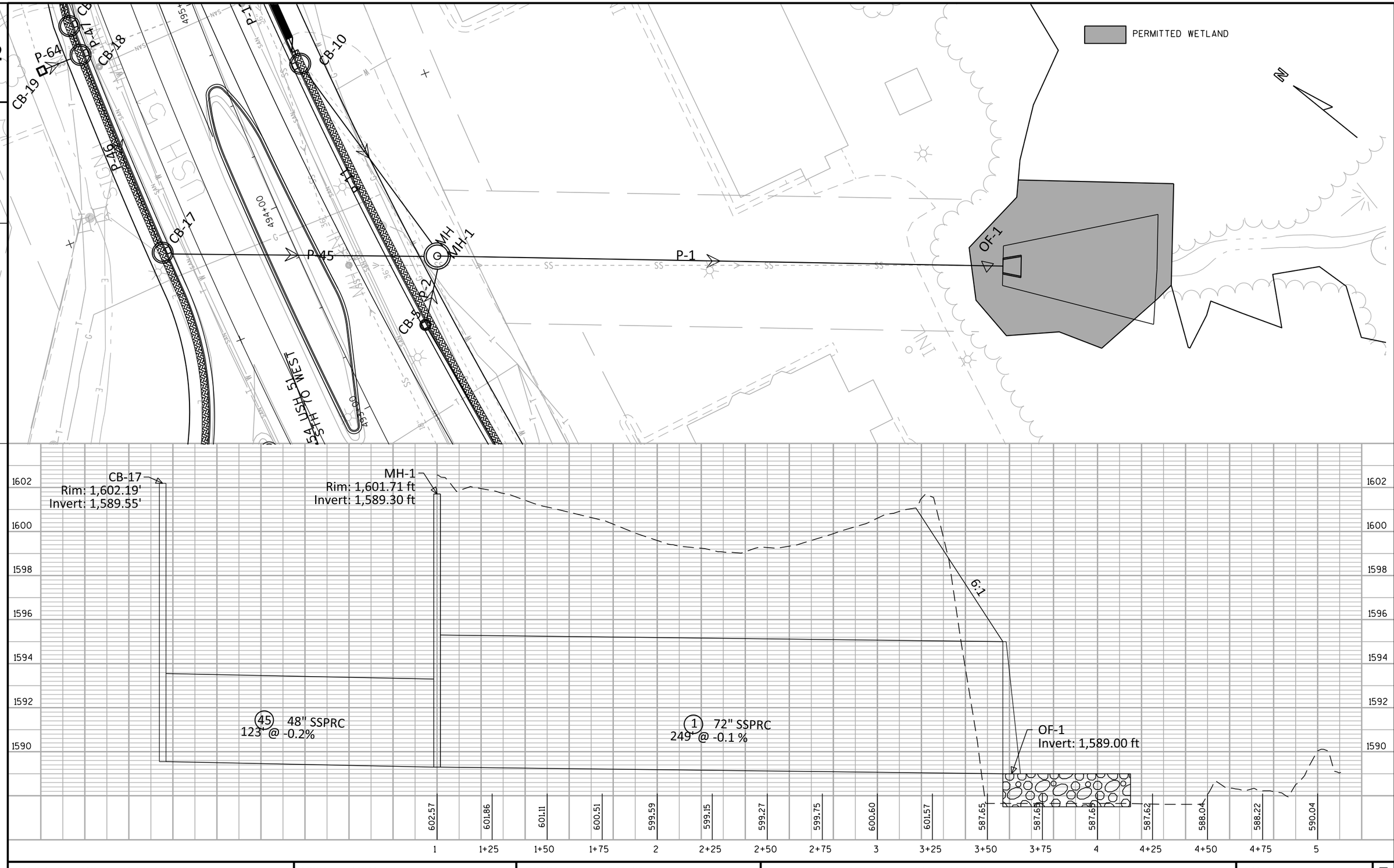


PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 492+00 - 498+00 RT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022512_ss_r.dgn PLOT DATE : 09-DEC-2013 10:23 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 410

2

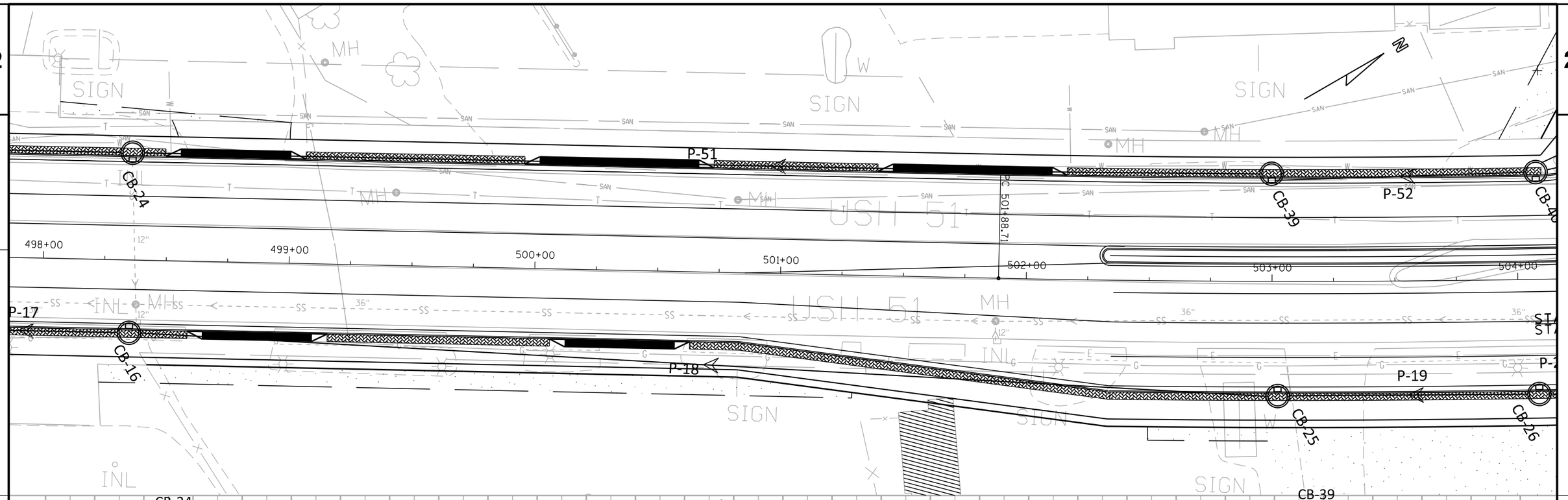


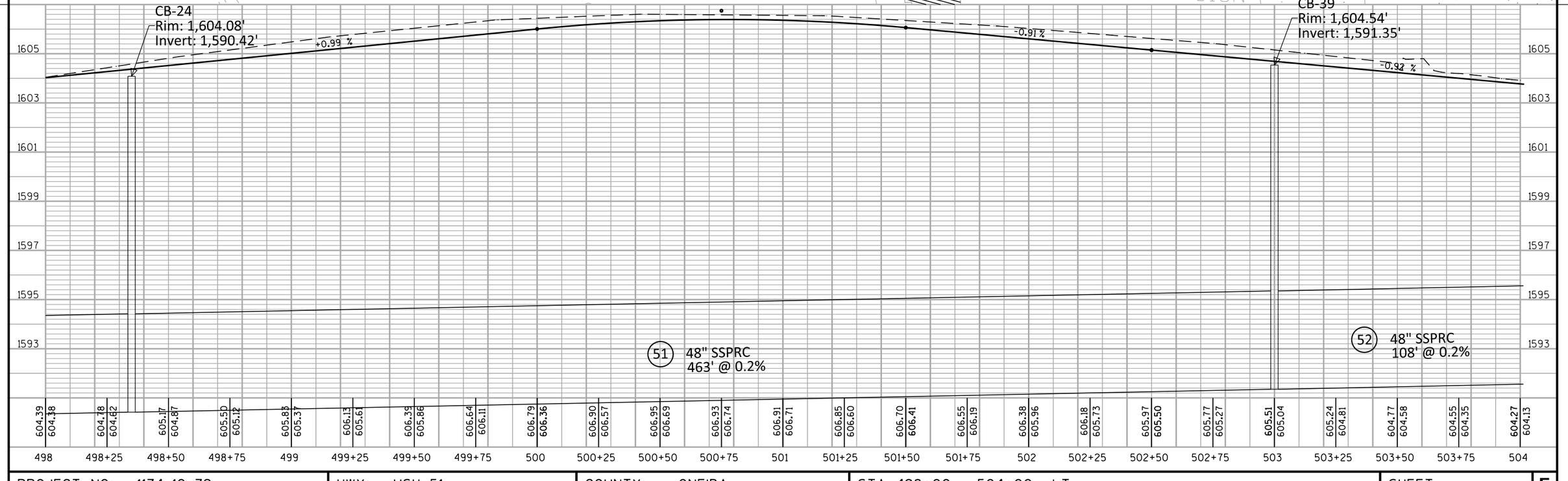
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 491 RT OUTFALL OF-1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022512_ss_r_of.dgn PLOT DATE : 09-DEC-2013 12:12 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 410

2

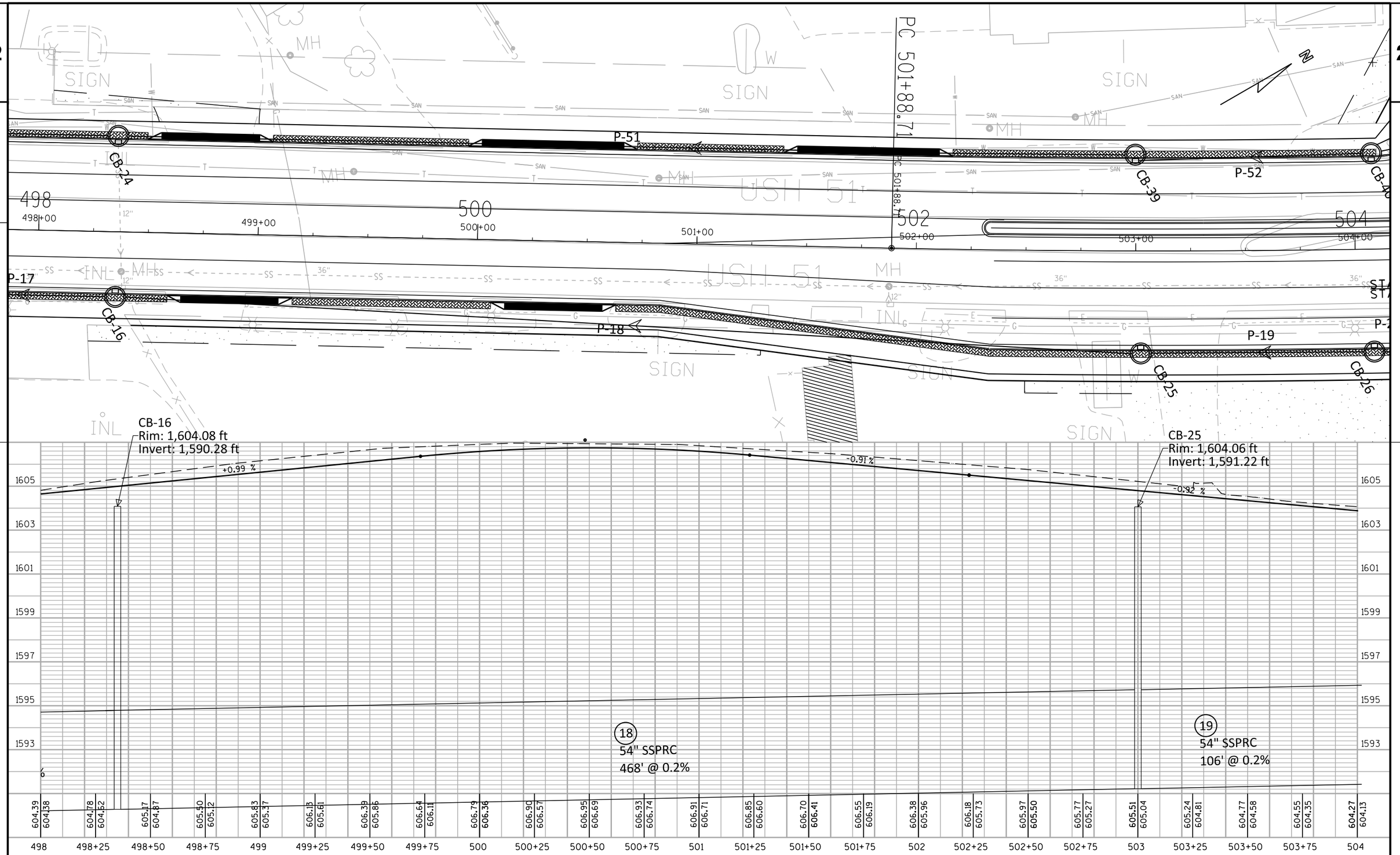




PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 498+00 - 504+00 LT	SHEET	E

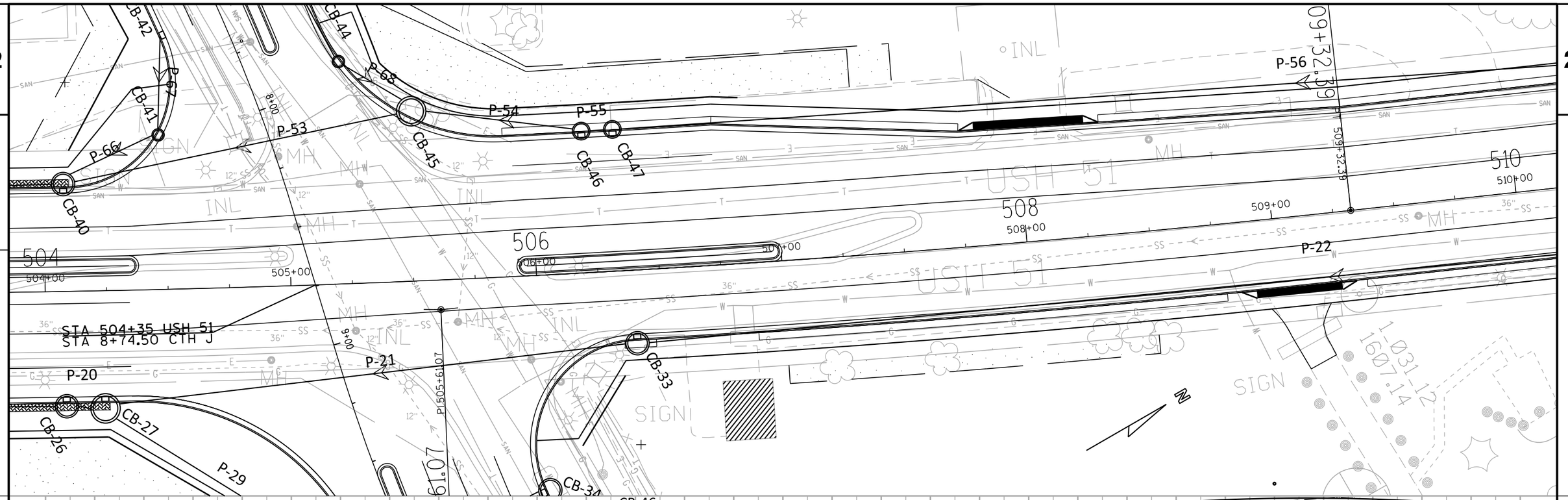
FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022513_ss_1.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1 WISDOT/CADDS SHEET 410

2



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 498+00 - 504+00 RT	SHEET	E

2



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 504+00 - 510+00 LT	SHEET E

2

CB-26
Rim: 1,603.06 ft
Invert: 1,591.43 ft

CB-27
Rim: 1,602.92 ft
Invert: 1,591.46 ft

CB-33
Rim: 1,603.27 ft
Invert: 1,591.89 ft

+1.36 %

20
54" SSPRC
15' @ 0.2%

21
48" SSPRC
214' @ -0.2 %

22
48" SSPRC
568' @ -0.2 %

1605
1603
1601
1599
1597
1595
1593

604.27 604.13 | 604.08 603.98 | 603.79 603.67 | 603.50 603.47 | 603.30 603.35 | 603.19 603.30 | 603.19 603.32 | 603.28 603.41 | 603.39 603.57 | 603.63 603.80 | 603.85 604.11 | 604.19 604.45 | 604.65 604.79 | 605.05 605.13 | 605.37 605.46 | 605.65 605.80 | 605.92 606.14 | 606.19 606.44 | 606.41 606.67 | 606.59 606.82 | 606.76 606.90 | 606.94 606.91 | 606.81 606.83 | 606.66 606.69 | 606.49 606.47

504 | 504+25 | 504+50 | 504+75 | 505 | 505+25 | 505+50 | 505+75 | 506 | 506+25 | 506+50 | 506+75 | 507 | 507+25 | 507+50 | 507+75 | 508 | 508+25 | 508+50 | 508+75 | 509 | 509+25 | 509+50 | 509+75 | 510

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 504+00 - 510+00 RT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022514_ss_r.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1 WISDOT/CADDS SHEET 41a

Sta. 511+97 - Sta. 512+55
Pipe Underdrain 8-Inch
Connect to existing pipe

CB-61A
P-70
P-57
P-58
P-59
CB-61
CB-62
CB-63
CB-64
CB-48
P-23
P-24
P-25
P-39
CB-49
CB-50
CB-51
CB-52
P-40
P-41
P-53
ASPHALTIC FL
REQ'D
PI 9+54.30
SIGN
CEMETERY
USH 51
510
512
514
516
510+00
511+00
512+00
513+00
514+00
515+00
516+00

CB-61A
Rim: 1,604.00'
Invert: 1,595.17'

CB-61
Rim: 1,603.77'
Invert: 1,593.14'

CB-62
Rim: 1,601.71'
Invert: 1,593.55'

CB-63
Rim: 1,599.77'
Invert: 1,593.94'

-1.03 %
-1.03 %
-1.03 %

70 12" SSPRC 11' @ -0.3%

57 36" SSPRC 203' @ 0.2%

58 45" x 29" SSPRCHE 196' @ 0.2%

59 45" x 29" SSPRCHE 13' @ 0.2%

1607
1605
1603
1601
1599
1597
1595

606.49 606.47 | 606.31 606.21 | 606.09 605.95 | 605.83 605.69 | 605.57 605.43 | 605.39 605.17 | 605.21 604.92 | 604.95 604.66 | 604.65 604.40 | 604.47 604.14 | 604.30 603.88 | 604.11 603.62 | 603.85 603.37 | 603.58 603.11 | 603.33 602.85 | 603.09 602.59 | 602.85 602.33 | 602.61 602.07 | 602.36 601.82 | 602.11 601.56 | 601.86 601.30 | 601.62 601.04 | 601.42 600.78 | 601.23 600.55 | 601.11 600.38

510 510+25 510+50 510+75 511 511+25 511+50 511+75 512 512+25 512+50 512+75 513 513+25 513+50 513+75 514 514+25 514+50 514+75 515 515+25 515+50 515+75 516

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 510+00 - 516+00 LT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022515_ss_1.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 41a

Sta. 511+97 - Sta. 512+55
Pipe Underdrain 8-Inch
Connect to existing pipe

CB-61A
P-70
CB-61
P-57
P-58
P-59
CB-62
CB-63
CB-64
CB-48
P-23
P-24
P-25
CB-49
CB-50
P-39
CB-51
CB-52
P-40
CB-53
P-41
ASPHALTIC FL
REQ'D
USH 51
SIGN
CEMETERY
510
512
514
516
510+00
511+00
512+00
513+00
514+00
515+00
516+00
Pl 9+54.30

CB-48
Rim: 1,603.77 ft
Invert: 1,593.03 ft

CB-49
Rim: 1,601.99 ft
Invert: 1,593.36 ft

CB-51
Rim: 1,601.71 ft
Invert: 1,593.43 ft

CB-52
Rim: 1,599.81 ft
Invert: 1,593.80 ft

CB-53
Rim: 1,599.00 ft
Invert: 1,595.01 ft

CB-50
Rim: 1,599.50 ft
Invert: 1,596.42 ft

-1.03 %

(22) 48" SSPRC
568' @ -0.2 %

(23) 48" SSPRC
164' @ 0.2 %

(39) 12" SSPRC
18' @ -0.3 %

(24) 48" SSPRC
36' @ -0.2 %

(25) 60.0 x 38" SSPRCHE
186' @ -0.2 %

(40) 24" SSPRC
17' @ -0.2 %

(41) 12" SSPRC
24' @ -0.4 %

1607 1605 1603 1601 1599 1597 1595

606.49 606.47 | 606.31 606.21 | 606.09 605.95 | 605.83 605.69 | 605.57 605.43 | 605.39 605.17 | 605.21 604.92 | 604.95 604.66 | 604.65 604.40 | 604.47 604.14 | 604.30 603.88 | 604.11 603.62 | 603.85 603.37 | 603.58 603.11 | 603.33 602.85 | 603.09 602.59 | 602.85 602.33 | 602.61 602.07 | 602.36 601.82 | 602.11 601.56 | 601.86 601.30 | 601.62 601.04 | 601.42 600.78 | 601.23 600.55 | 601.11 600.38

510 510+25 510+50 510+75 511 511+25 511+50 511+75 512 512+25 512+50 512+75 513 513+25 513+50 513+75 514 514+25 514+50 514+75 515 515+25 515+50 515+75 516

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 510+00 - 516+00 RT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022515_ss_r.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 410

MH-4
Connect to Existing
27" Concrete Storm Sewer Pipe

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

CB-65
Rim: 1,599.53'
Invert: 1,594.07'

CB-67
Rim: 1,599.53'
Invert: 1,594.11'

CB-66
Rim: 1,600.00'
Invert: 1,594.57'

CB-64
Rim: 1,599.69'
Invert: 1,593.97'

CB-68
Rim: 1,599.53'
Invert: 1,594.15'

CB-69
Rim: 1,600.31'
Invert: 1,594.47'

MH-4
Rim: 1,600.54'
Invert: 1,594.49'

+0.71%

71 24" SSPRC 17' @ 0.3%

61 45" x 29" SSPRCHE 20' @ 0.2%

60 45" x 29" SSPRCHE 50' @ 0.2%

62 45"x 29" SSPRCHE 18' @ 0.2%

63 45" x 29" SSPRCHE 128' @ 0.25%

72 45" x 29" SSPRCHE 26' @0.08%

601.11	600.38	600.98	600.25	600.82	600.19	600.72	600.17	600.70	600.21	600.68	600.31	600.77	600.46	600.87	600.64	600.96	600.82	601.07	600.99	601.17	601.17	601.28	601.37	601.60	601.76	602.20	602.60	602.81	603.18	603.54	603.78	604.14	604.50	605.01	605.36
516		516+25		516+50		516+75		517		517+25		517+50		517+75		518		518+25		518+50																

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 516+00 - 522+00 LT	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022516_ss_1.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

WISDOT/CADDS SHEET 410

MH-4
Connect to Existing
27" Concrete Storm Sewer Pipe

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

CB-55
Rim: 1,599.83 ft
Invert: 1,596.39 ft

CB-56
Rim: 1,599.00 ft
Invert: 1,595.30 ft

CB-58
Rim: 1,599.60 ft
Invert: 1,594.05 ft

CB-59
Rim: 1,600.21 ft
Invert: 1,594.32 ft

CB-60
Rim: 1,600.31 ft
Invert: 1,594.34 ft

CB-54
Rim: 1,599.00 ft
Invert: 1,596.11 ft

CB-57
Rim: 1,599.46'
Invert: 1,596.37'

+0.71%

12" SSPRC
38' @-0.2%

44

43 12" SSPRC 36' @ -0.3 %

42 24" SSPRC 29' @ -0.3 %

27 60.0 x 38" SSPRCHE 94' @ 0.3%

26 60.0 x 38" SSPRCHE 121' @ -0.2 %

28 60.0 x 38" SSPRCHE 15' @0.1%

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 516+00 - 522+00 RT	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022516_ss_r.dgn
PLOT DATE : 09-DEC-2013 10:24
PLOT BY : dotgvb
PLOT NAME :
PLOT SCALE : 40.000373:1
WISDOT/CADDS SHEET 41a

END CONSTRUCTION
STA 15+40 CTH J

CB-34 CB-35 CB-36 CB-314 P-127 CB-37 CB-38 MH-2
P-35 P-36 P-37 P-38 P-200
P-21 P-34 P-102 P-103
CB-28 CB-29 CB-30 CB-31 MH 300 CB 175 CB 176
P-30 P-31 P-32 P-33
P-29 P-128 CB-313
CTH J
Plant Rd
RESTORE CE 35' ASPHALT
RESTORE PE 16' BASE AGG
STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT
10+00 11+00 12+00 13+00 14+00 15+00 99+00

CB-34
Rim: 1,600.99 ft
Invert: 1,594.15 ft

CB-35
Rim: 1,600.98 ft
Invert: 1,594.19 ft

CB-36
Rim: 1,601.03 ft
Invert: 1,594.23 ft

CB-37
Rim: 1,601.35 ft
Invert: 1,594.32 ft

CB-314
Rim: 1,599.0 ft
Invert: 1,594.50 ft

CB-28
Rim: 1,601.69 ft
Invert: 1,593.72 ft

CB-38
Rim: 1,607.49 ft
Invert: 1,594.91 ft

MH-2
Rim: 1,608.72 ft
Invert: 1,603.44 ft

-0.60 %
+2.69 %
+0.11 %
+0.40 %

(34) 24" SSPRC 73' @ -0.2%
(35) 24" SSPRC 15' @ -0.3%
(36) 24" SSPRC 15' @ -0.3%
(37) 24" SSPRC 38' @ -0.2%
(127) 12" SSPRC 24' @ 0.8%
(38) 24" SSPRC 233' @ -0.3%
(200) 24" SSPRC 219' @ -0.3%

1608 1606 1604 1602 1600 1598 1596 1594

602.53 599.79 602.38 598.20 602.23 596.61 602.15 596.48 602.21 596.35 602.40 597.50 602.73 598.66 603.20 599.04 603.80 599.42 604.47 601.26 605.14 603.10 605.81 605.79 606.49 608.49 607.16 608.71 607.75 608.93 608.18 608.14 608.45 607.36 608.55 607.85 608.58 608.34 608.61 608.58 608.63 608.82 608.66 608.79 608.70 608.77 608.80

9+25 9+50 9+75 10 10+25 10+50 10+75 11 11+25 11+50 11+75 12 12+25 12+50 12+75 13 13+25 13+50 13+75 14 14+25 14+50 14+75 15

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	SS - CTH J East - LT	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022519_ss_Jeast_1.dgn
PLOT DATE : 09-DEC-2013 10:24
PLOT BY : dotgvb
PLOT NAME :
PLOT SCALE : 40.000373:1
WISDOT/CADDS SHEET 410

END CONSTRUCTION
STA 15+40 CTH J

CB-34 CB-35 CB-36 CB-314 CB-37 CB-38
P-35 P-36 P-37 P-127 P-38 P-200
CB-28 CB-29 CB-30 CB-31 MH 300 CB 175 CB 176
P-30 P-31 P-32 P-33 P-102 P-103
CB-313 P-128 P-29 P-21 P-34 CB-27
CTH J
RESTORE CE 35' ASPHALT
RESTORE PE 16' BASE AGG
STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT
Plant Rd

MH-300
Rim: 1,606.00 ft
Invert: 1,596.55 ft

CB-28
Rim: 1,601.69 ft
Invert: 1,593.47 ft

CB-29
Rim: 1,601.68 ft
Invert: 1,594.00 ft

CB-30
Rim: 1,601.72 ft
Invert: 1,594.04 ft

CB-31
Rim: 1,602.07 ft
Invert: 1,594.14 ft

CB-313
Rim: 1,598.50 ft
Invert: 1,593.95 ft

CB-27
Rim: 1,602.92 ft
Invert: 1,591.46 ft

CB-175
Rim: 1,607.73 ft
Invert: 1,602.50 ft

CB-176
Rim: 1,606.85 ft
Invert: 1,601.70 ft

+0.11 %
+2.69 %
-0.60 %

29 36" SSPRC 130' @ 0.4%
128 12" SSPRC 40' @ 1.2%
30 30" SSPRC 15' @ 0.2%
31 30" SSPRC 15' @ 0.3%
32 30" SSPRC 39' @ 0.3%
33 24" SSPRC 153' @ 1.2%
102 12" SSPRC 54' @ 0.6%
103 12" SSPRC 43' @ 1.9%

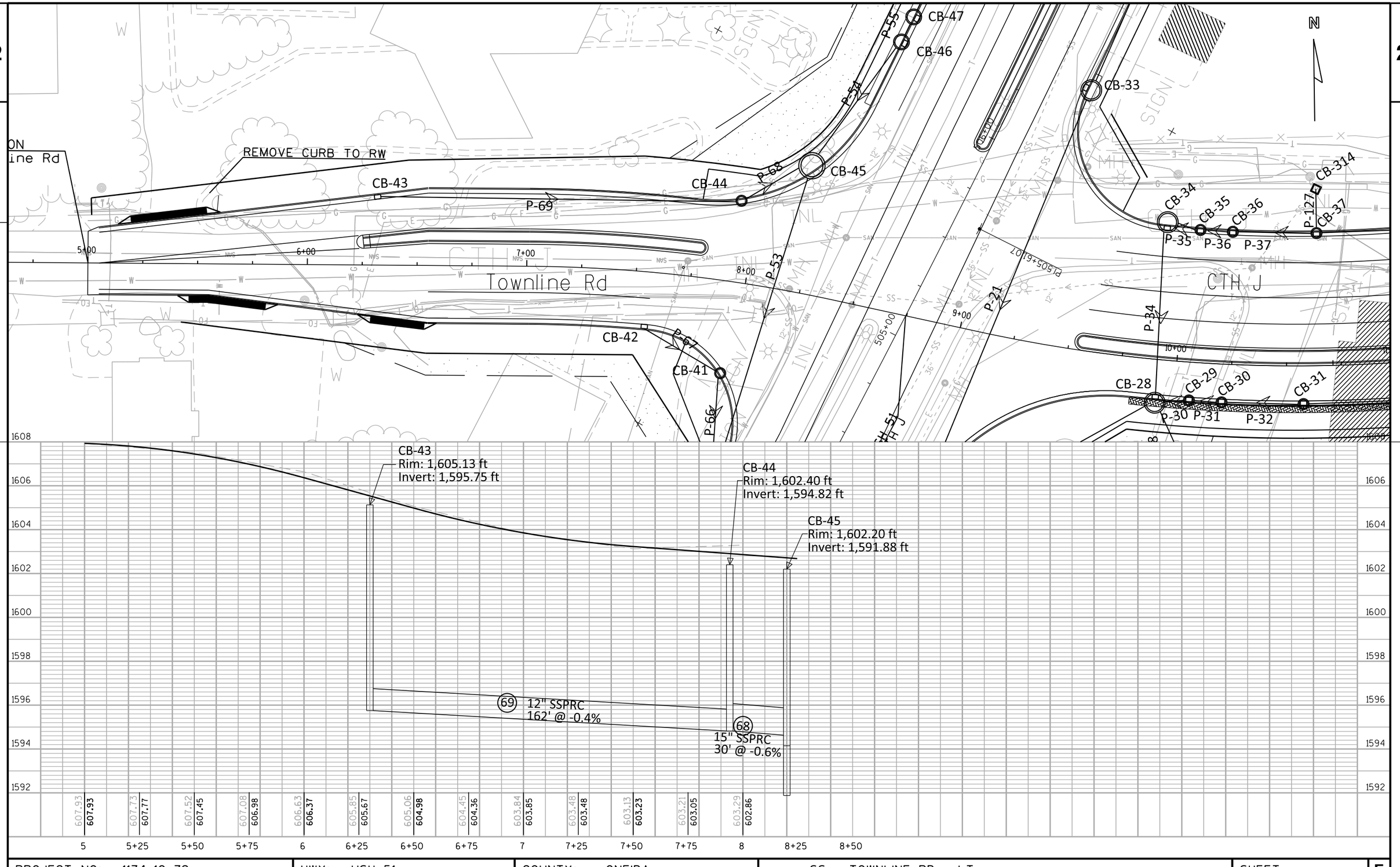
602.53	599.79	602.38	598.20	602.23	596.61	602.15	596.48	602.21	596.35	602.40	597.50	602.73	598.66	603.20	599.04	603.80	599.42	604.47	601.26	605.14	603.10	605.81	605.79	606.49	608.49	607.16	608.71	607.75	608.93	608.18	608.14	608.45	607.36	608.55	607.85	608.58	608.34	608.61	608.58	608.63	608.82	608.66	608.79	608.70

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	SS - CTH J East - RT	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022519_ss_Jeast_r.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

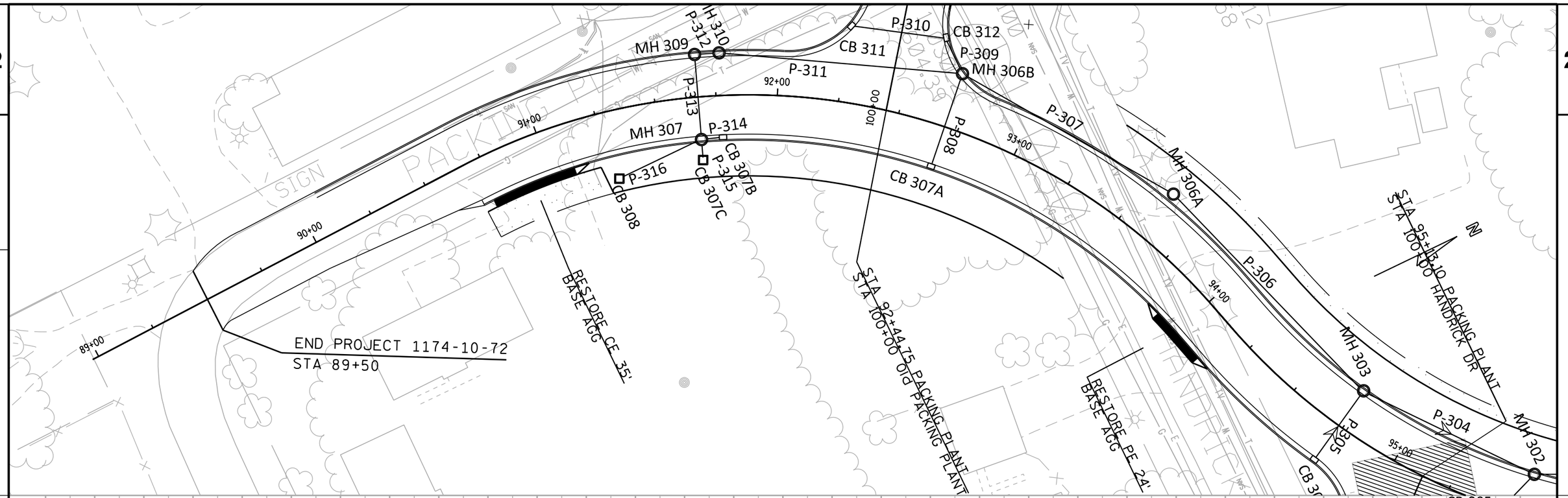
WISDOT/CADDS SHEET 410

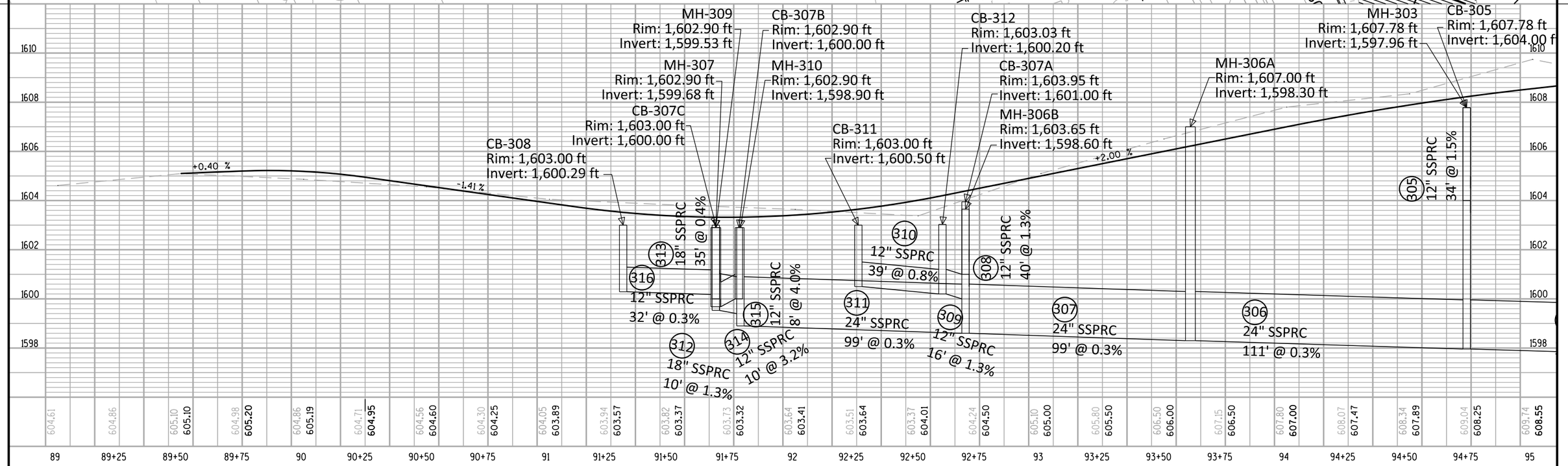
2



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	SS - TOWNLINE RD - LT	SHEET	E

2

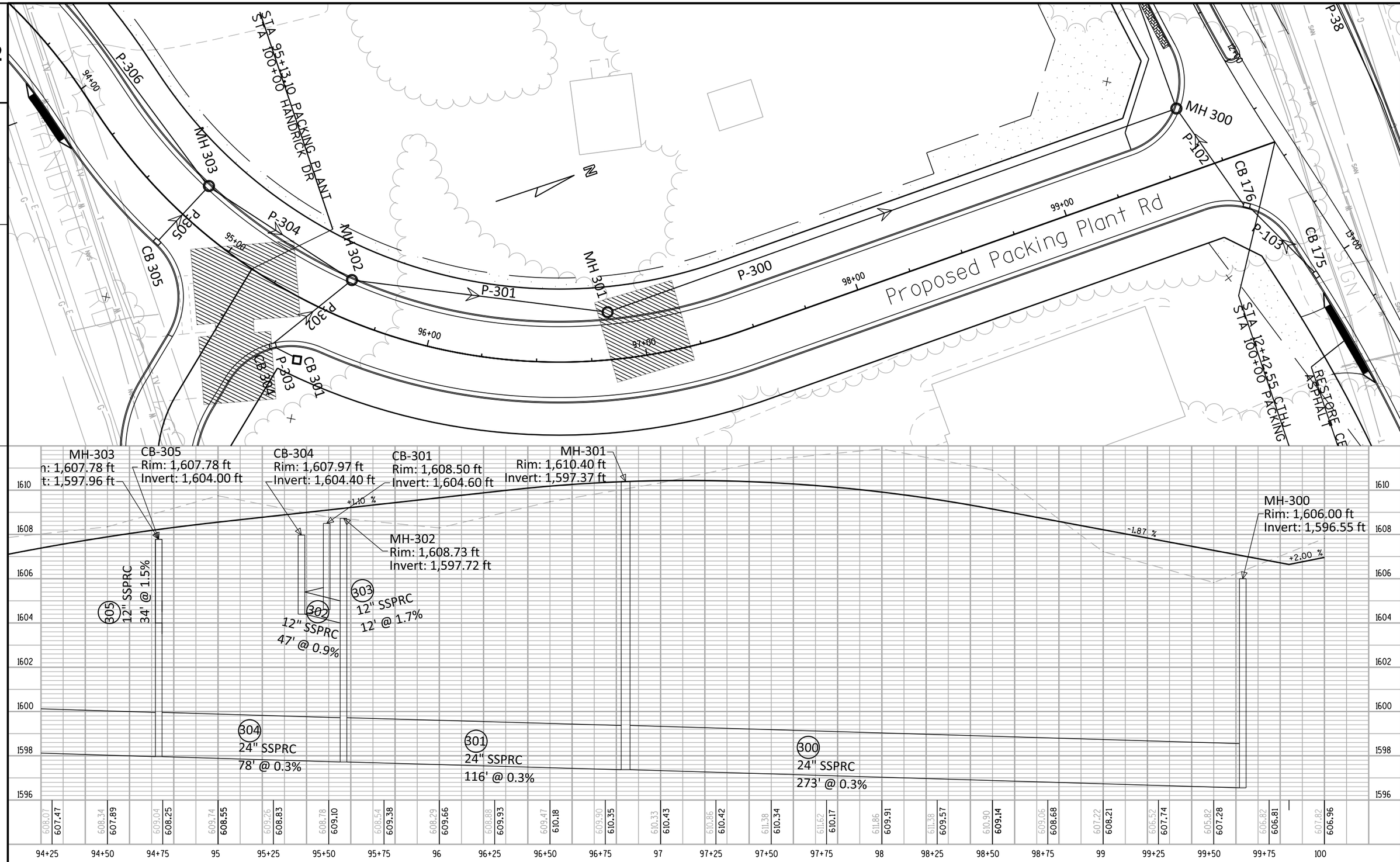




PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PACKING PLANT ROAD 1	SHEET	E

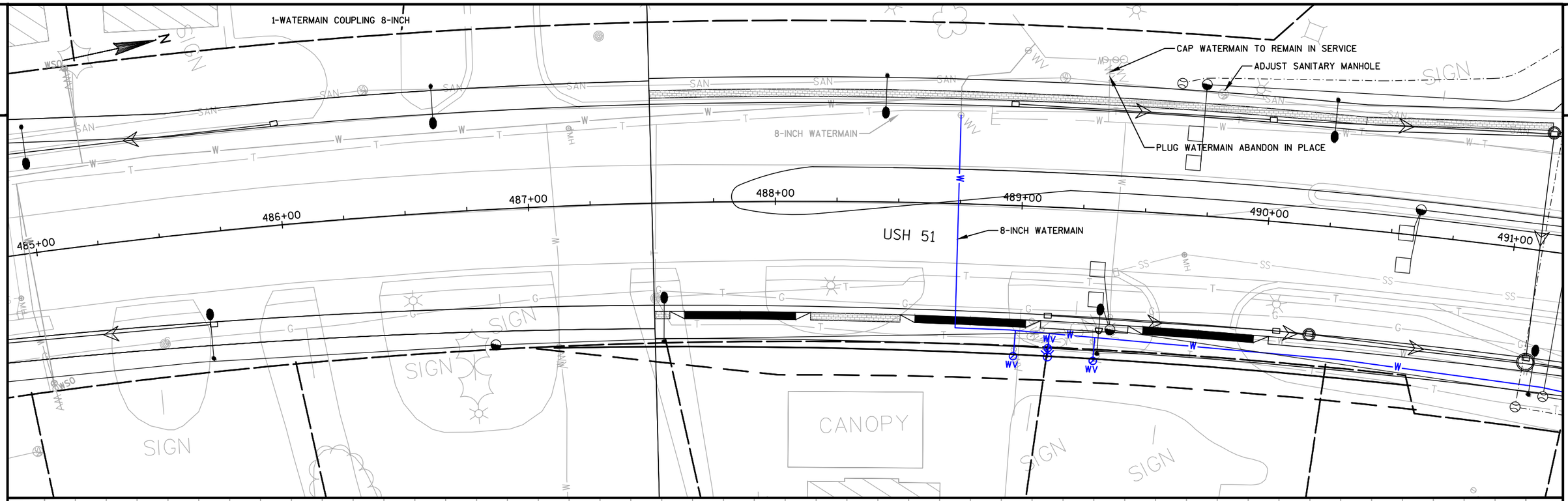
FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\022525_ss_PackingPlant1.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40.000373:1

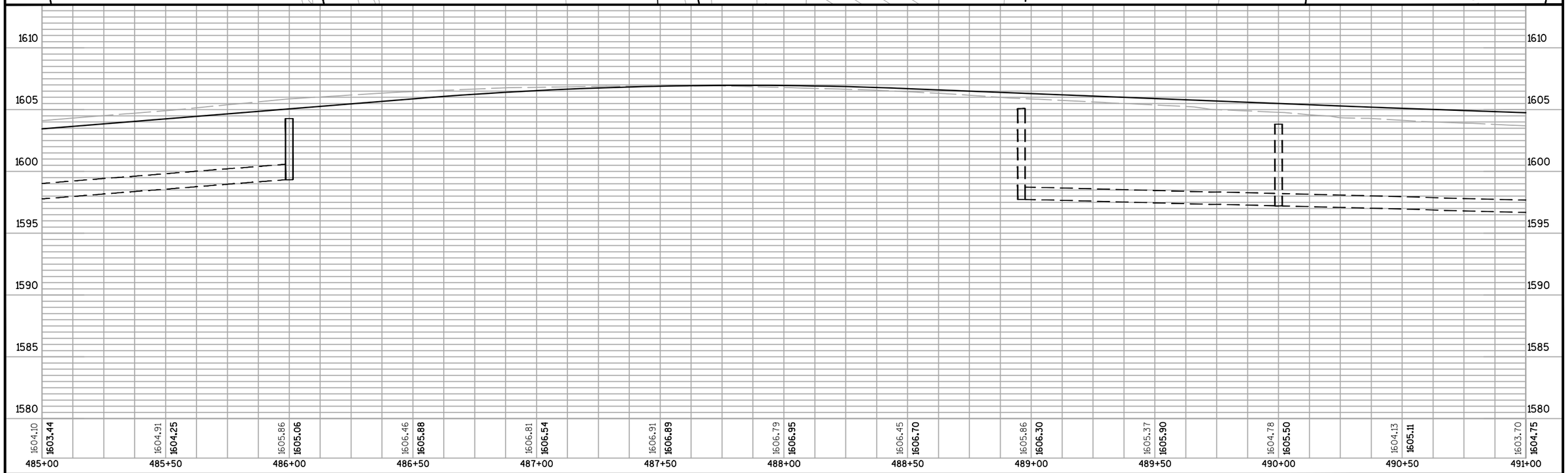
WISDOT/CADDS SHEET 41a



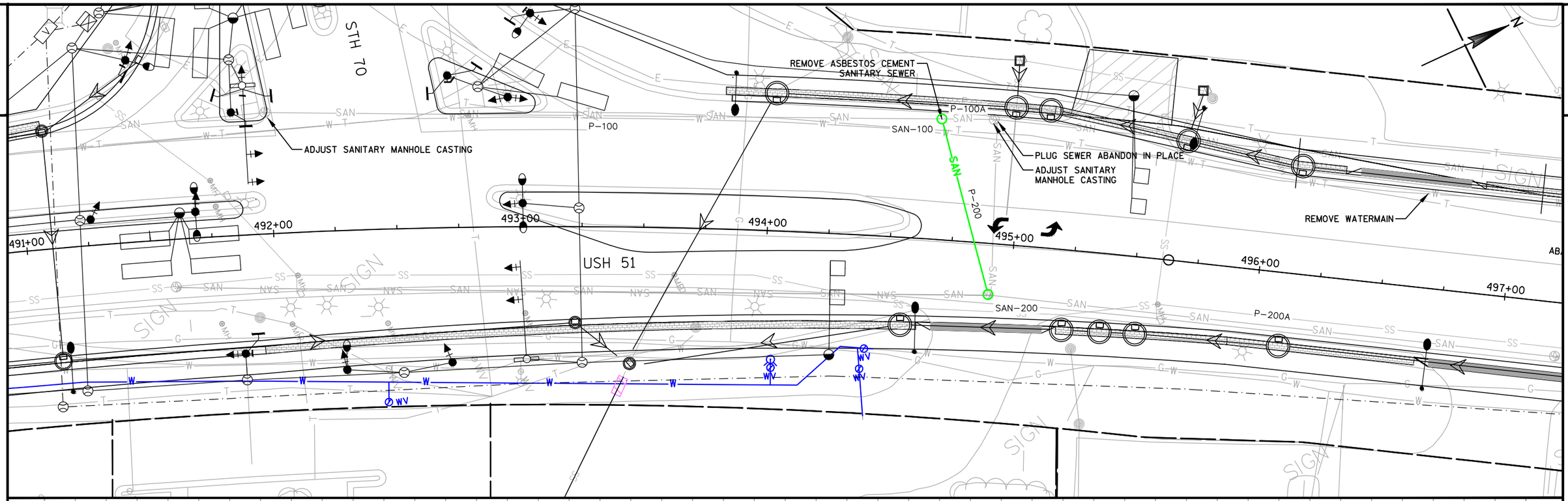
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PACKING PLANT ROAD 2	SHEET	E

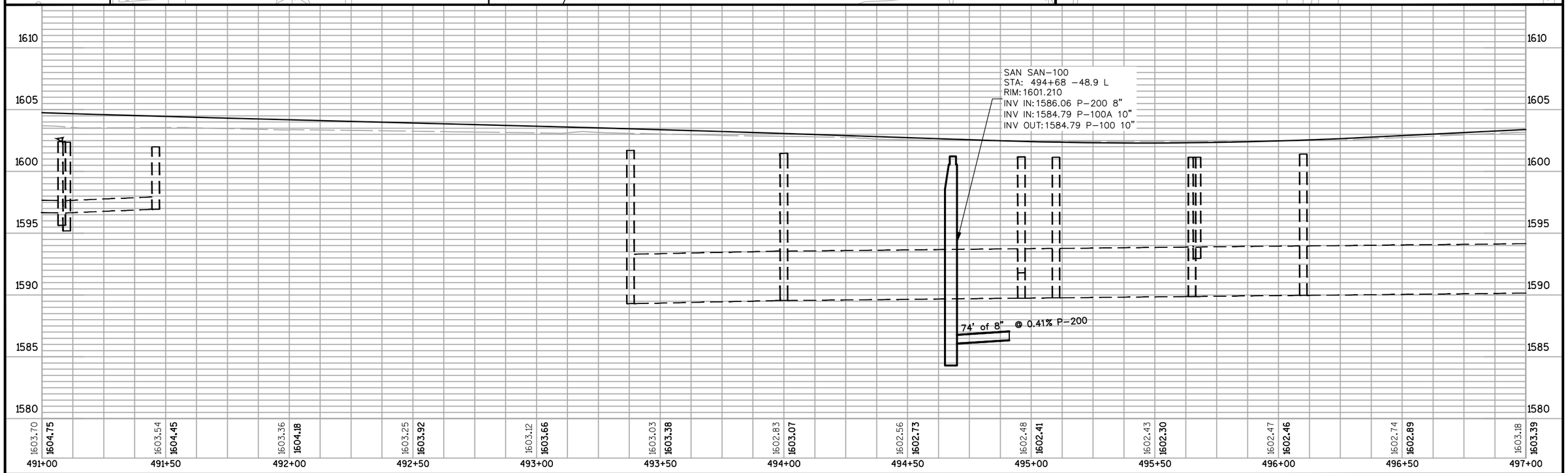
2





PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 68	E





PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 69	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:30 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____PLOT SCALE : 1" = 40'_XREF

REMOVE SANITARY MANHOLE
REMOVE WATERAMIN VALVE BOX
PLUG WATERMAIN ABANDON IN PLACE
PLUG SEWER ABANDON IN PLACE
ADJUST SANITARY MANHOLE CASTING
P-400
GAN
PLUG SEWER ABANDON IN PLACE
PLUG SEWER ABANDON IN PLACE
REMOVE WATERMAIN VALVE BOX
ADJUST SANITARY MANHOLE CASTING
PLUG SEWER ABANDON IN PLACE
PLUG SEWER ABANDON IN PLACE
REMOVE SANITARY MANHOLE
PLUG SEWER ABANDON IN PLACE
REMOVE ASBESTOS CEMENT SANITARY SEWER
P-600
REMOVE WATERMAIN
REMOVE WATERMAIN VALVE BOX
ADJUST SANITARY MANHOLE CASTING
1" WATER SERVICE
1" WATER SERVICE
497+00
498+00
499+00
500+00
501+00
502+00
503+00
USH 51
8-INCH WATERMAIN
8-INCH WATERMAIN

1-WATERMAIN COUPLING 6-INCH
1-WATERMAIN TEE 8X6-INCH
1-WATERMAIN REDUCER 8X6-INCH
1-WATERMAIN 45° BEND 6-INCH
2-WATERMAIN VALVE 6-INCH
1-HYDRANT

4-CORPORATION STOP 1-INCH
4-CURB STOP AND BOX 1-INCH

SAN EX SAN MH 300
STA: 497+40 -49.7 L
RIM: 1603.610
INV OUT: 1585.51 P-400 10"

SAN EX SAN MH 400
STA: 498+20 -50.6 L
RIM: 1604.898
INV IN: 1585.73 P-400 10"

SAN SAN MH 500
STA: 500+21 -60.7 L
RIM: 1605.966
INV OUT: 1586.24 P-600 10"

SAN SAN MH 600
STA: 500+37 -33.2 L
RIM: 1606.290
INV IN: 1586.30 P-600 10"

0.99%
-0.91%
80' of 10" @ -0.28% P-400
32' of 10" @ -0.19% P-600

1610 1605 1600 1595 1590 1585 1580

1603.18	1603.72	1604.40	1605.17	1605.84	1606.39	1606.79	1606.95	1606.91	1606.70	1606.37	1605.96	1605.50
1603.39	**1603.88**	**1604.38**	**1604.87**	**1605.37**	**1605.86**	**1606.36**	**1606.69**	**1606.71**	**1606.41**	**1605.96**	**1605.50**	**1605.04**
497+00	497+50	498+00	498+50	499+00	499+50	500+00	500+50	501+00	501+50	502+00	502+50	503+00

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 70	E

2-WATERMAIN TEE 8X8-INCH
1-WATERMAIN REDUCER 8X6-INCH
2-WATERMAIN BEND 45° 8-INCH
1-WATERMAIN BEND 22-1/2° 8-INCH
1-WATERMAIN COUPLING 8-INCH
1-WATERMAIN VALVES AND BOX 8-INCH
1-WATERMAIN VALVE AND BOX 6-INCH
1-HYDRANT

ADJUST SANITARY MANHOLE
CAP WATERMAIN TO REMAIN IN SERVICE
PLUG WATERMAIN ABANDON IN PLACE
6-INCH WATERMAIN
8-INCH WATERMAIN
SALVAGE HYDRANT
REMOVE WATERMAIN
REMOVE WATERMAIN VALVE BOX
PIPE INSULATION
ADJUST SANITARY MANHOLE
REMOVE WATERMAIN VALVE BOX
USH 51
TOWNLINE RD
8-INCH WATERMAIN
8-INCH WATERMAIN
8-INCH WATERMAIN
6-INCH WATERMAIN
503+00
504+00
505+00
506+00
507+00
508+00
509+00

PIPE INSULATION
TOP OF WATERMAIN 1596.50

503+00	503+50	504+00	504+50	505+00	505+50	506+00	506+50	507+00	507+50	508+00	508+50	509+00
1605.50 **1605.04**	1604.72 **1604.58**	1604.26 **1604.13**	1603.78 **1603.67**	1603.30 **1603.35**	1603.19 **1603.32**	1603.39 **1603.57**	1603.85 **1604.11**	1604.66 **1604.79**	1605.37 **1605.46**	1605.92 **1606.14**	1606.41 **1606.67**	1606.76 **1606.90**

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 71	E

2

2

PIPE INSULATION

PIPE INSULATION

ADJUST SANITARY MANHOLE CASTING

ADJUST SANITARY MANHOLE CASTING

USH 51

509+00 510+00 511+00 512+00 513+00 514+00 515+00

CEMETERY

SIGN

1610 1605 1600 1595 1590 1585 1580

509+00	509+50	510+00	510+50	511+00	511+50	512+00	512+50	513+00	513+50	514+00	514+50	515+00
1606.76 **1606.90**	1606.80 **1606.83**	1606.48 **1606.47**	1606.08 **1605.95**	1605.56 **1605.43**	1605.20 **1604.92**	1604.64 **1604.40**	1604.30 **1603.88**	1603.84 **1603.37**	1603.32 **1602.85**	1602.84 **1602.33**	1602.35 **1601.82**	1601.85 **1601.30**

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 72	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:30 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

1-WATERMAIN COUPLING 6-INCH
2-WATERMAIN 45° BEND 6-INCH

1-CORPORATION STOP 2-INCH
1-CURB STOP AND BOX 2-INCH

PIPE INSULATION

REMOVE WATERMAIN VALVE BOX

PIPE INSULATION

PLUG WATERMAIN ABANDON IN PLACE

ADJUST SANITARY MANHOLE CASTING

ADJUST SANITARY MANHOLE CASTING

ADJUST SANITARY MANHOLE CASTING

MH-4

USH 51

MARGARET ST

3RD AVE

515+00 516+00 517+00 518+00 519+00 520+00 521+00

TOP OF PIPE 1592.0

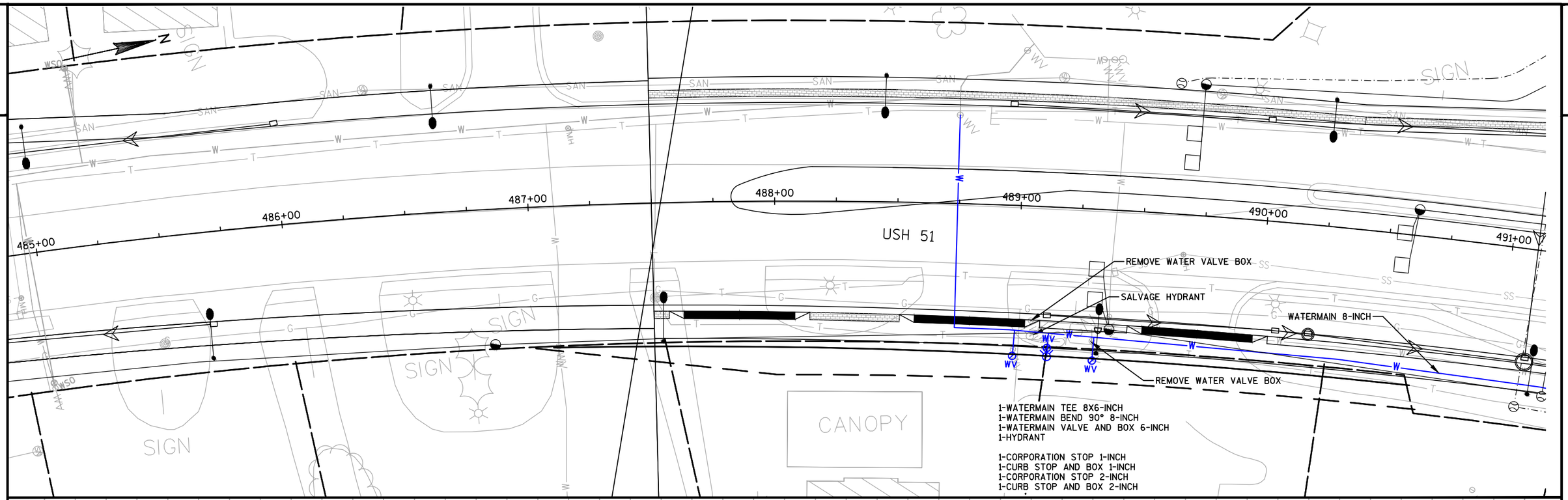
1610 1605 1600 1595 1590 1585 1580

515+00	515+50	516+00	516+50	517+00	517+50	518+00	518+50	519+00	519+50	520+00	520+50	521+00
1601.85 **1601.30**	1601.41 **1600.78**	1601.10 **1600.38**	1600.81 **1600.19**	1600.70 **1600.21**	1600.77 **1600.46**	1600.96 **1600.82**	1601.17 **1601.17**	1601.37	1601.76	1602.60	1603.18	1603.80

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - LEFT	SHEET 73	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:31 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2



PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 74	E

2

STH 70

USH 51

P–100

P–100A

SAN–100

SAN P–200

SAN–200

P–200A

491+00

492+00

493+00

494+00

495+00

496+00

497+00

ADJUST SANITARY MANHOLE CASTING

PLUG WATERMAIN ABANDON IN PLACE

PLUG SEWER ABANDON IN PLACE

REMOVE SANITARY SEWER MANHOLE

6-INCH WATERMAIN

REMOVE WATERMAIN VALVE BOX

SALVAGE HYDRANT

PIPE INSULATION

8-INCH WATERMAIN

6-INCH WATERMAIN

1-WATERMAIN COUPLING 8-INCH
2-WATERMAIN BEND 45° 8-INCH
1-WATERMAIN REDUCER 6X4-INCH
1-WATERMAIN VALVES AND BOX 8-INCH
3-WATEMAIN TEE 8X6-INCH
3-WATERMAIN VALVE AND BOX 6-INCH
1-HYDRANT

SAN SAN–200
STA: 494+91 20.7 R
RIM: 1601.360
INV IN: 1586.89 P–200A 8"
INV IN: 1586.44 P–200B 8"
INV OUT: 1586.36 P–200 8"

74' of 8" @ 0.41% P–200

1610
1605
1600
1595
1590
1585
1580

1603.70	1603.54	1603.36	1603.25	1603.12	1603.03	1602.83	1602.56	1602.48	1602.43	1602.47	1602.74	1603.18
1604.75	**1604.45**	**1604.18**	**1603.92**	**1603.66**	**1603.38**	**1603.07**	**1602.73**	**1602.41**	**1602.30**	**1602.46**	**1602.89**	**1603.39**

491+00 491+50 492+00 492+50 493+00 493+50 494+00 494+50 495+00 495+50 496+00 496+50 497+00

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 75	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:31 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

2

497+00 498+00 499+00 500+00 501+00 502+00 503+00

USH 51

ADJUST SANITARY MANHOLE CASTING

8-INCH WATERMAIN

1" WATER SERVICE

1" WATER SERVICE

PLUG WATERMAIN ABANDON IN PLACE

REMOVE WATERMAIN VALVE BOX

1-WATERMAIN COUPLING 8-INCH
2-WATERMAIN BEND 45° 8-INCH
2-WATERMAIN TEE 8X8-INCH
1-WATERMAIN REDUCER 8X6-INCH
2-WATERMAIN VALVE AND BOX 8-INCH
1-WATERMAIN VALVE AND BOX 6-INCH
1-HYDRANT

P-400

P-600

GAN

TOP OF WATERMAIN 1597.0

1610
1605
1600
1595
1590
1585
1580

1603.18	**1603.39**	1603.72	**1603.88**	1604.40	**1604.38**	1605.17	**1604.87**	1605.84	**1605.37**	1606.39	**1605.86**	1606.79	**1606.36**	1606.95	**1606.69**	1606.91	**1606.71**	1606.70	**1606.41**	1606.37	**1605.96**	1605.96	**1605.50**	1605.50	**1605.04**
497+00		497+50		498+00		498+50		499+00		499+50		500+00		500+50		501+00		501+50		502+00		502+50		503+00	

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 76	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:31 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

TOWNLINE RD

USH 51

503+00 504+00 505+00 506+00 507+00 508+00 509+00

8-INCH WATERMAIN

6-INCH WATERMAIN

REMOVE WATERMAIN VALVE BOX

PIPE INSULATION

8-INCH WATERMAIN

2-WATERMAIN TEE 8X8-INCH
1-WATERMAIN REDUCER 8X6-INCH
2-WATERMAIN VALVE AND BOX 8-INCH
1-WATERMAIN VALVE AND BOX 6-INCH
1-WATERMAIN BEND 11-1/4° 8-INCH
1-WATERMAIN BEND 22-1/2° 8-INCH
2-WATERMAIN BEND 45° 6-INCH
1-WATERMAIN BEND 45° 8-INCH
1-WATERMAIN BEND 22-1/2° 6-INCH

3-CORPORATION STOP 1-INCH
2-CURBSTOP AND BOX 1-INCH

TOP OF WATERMAIN 1597.0

7.5' OF COVER

1610 1605 1600 1595 1590 1585 1580

503+00	503+50	504+00	504+50	505+00	505+50	506+00	506+50	507+00	507+50	508+00	508+50	509+00
1605.50 **1605.04**	1604.72 **1604.58**	1604.26 **1604.13**	1603.78 **1603.67**	1603.30 **1603.35**	1603.19 **1603.32**	1603.39 **1603.57**	1603.85 **1604.11**	1604.66 **1604.79**	1605.37 **1605.46**	1605.92 **1606.14**	1606.41 **1606.67**	1606.76 **1606.90**

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 77	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:32 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

1-WATERMAIN TEE 8X6-INCH
1-WATERMAIN VALVE AND BOX 6-INCH
1-HYDRANT

3-CORPORATION STOPS 1-INCH
1-CURB STOP AND BOX 1-INCH

USH 51

509+00 510+00 511+00 512+00 513+00 514+00 515+00

PIPE INSULATION

8-INCH WATERMAIN

PIPE INSULATION

CEMETERY

7.5' OF COVER

1610 1605 1600 1595 1590 1585 1580

509+00	509+50	510+00	510+50	511+00	511+50	512+00	512+50	513+00	513+50	514+00	514+50	515+00
1606.76	1606.80	1606.48	1606.08	1605.56	1605.20	1604.64	1604.30	1603.84	1603.32	1602.84	1602.35	1601.85
1606.90	**1606.83**	**1606.47**	**1605.95**	**1605.43**	**1604.92**	**1604.40**	**1603.88**	**1603.37**	**1602.85**	**1602.33**	**1601.82**	**1601.30**

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 78	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:32 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

2

2

PLUG WATERMAIN ABANDON IN PLACE

MH-4

515+00 516+00 517+00 USH 51 518+00 519+00 520+00 521+00

6-INCH WATERMAIN

PIPE INSULATION

REMOVE WATERMAIN VALVE BOX

8-INCH WATERMAIN

PLUG WATERMAIN ABANDON IN PLACE

MARGARET ST

3RD AVE

2-WATERMAIN TEE 8X6-INCH
4-WATERMAIN BEND 45° 8-INCH
1-WATERMAIN VALVE AND BOX 8-INCH
2-WATERMAIN VALVE AND BOX 6-INCH
1-HYDRANT
1-WATERMAIN COUPLING 8-INCH

1-CORPORATION STOPS 1-INCH

5' OF COVER

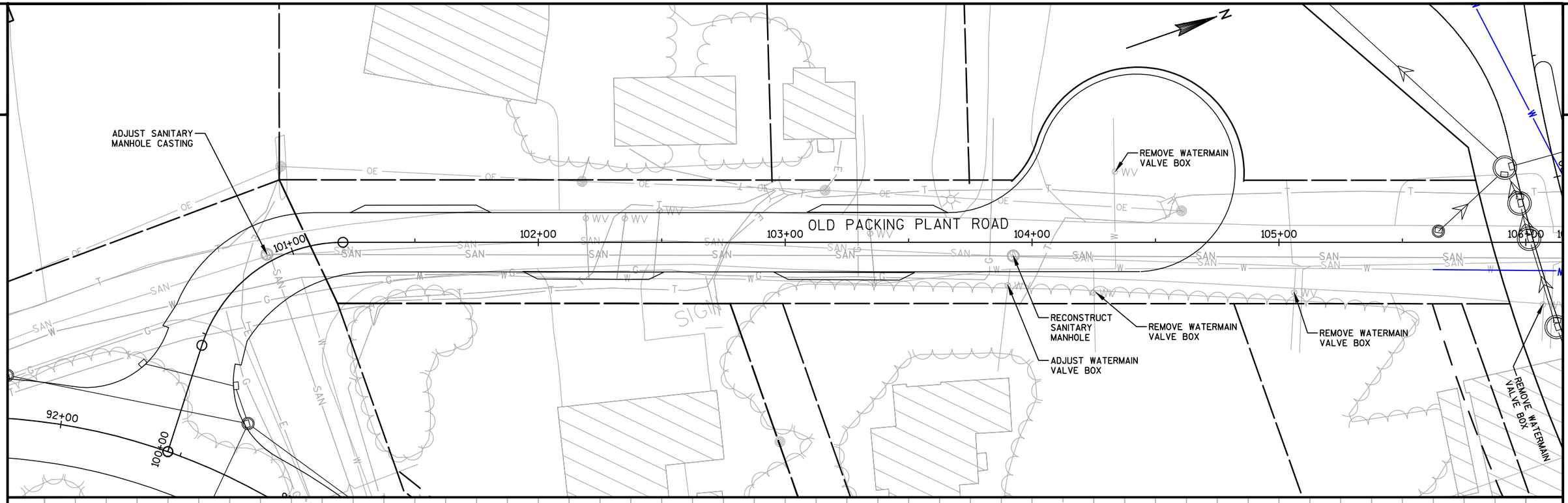
1610 1605 1600 1595 1590 1585 1580

1601.85	1601.30	1601.41	1600.78	1601.10	1600.38	1600.81	1600.19	1600.70	1600.21	1600.77	1600.46	1600.96	1600.82	1601.17	1601.17	1601.37	1601.76	1602.60	1603.18	1603.80
515+00		515+50		516+00		516+50		517+00		517+50		518+00		518+50		519+00	519+50	520+00	520+50	521+00

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - RIGHT	SHEET 79	E

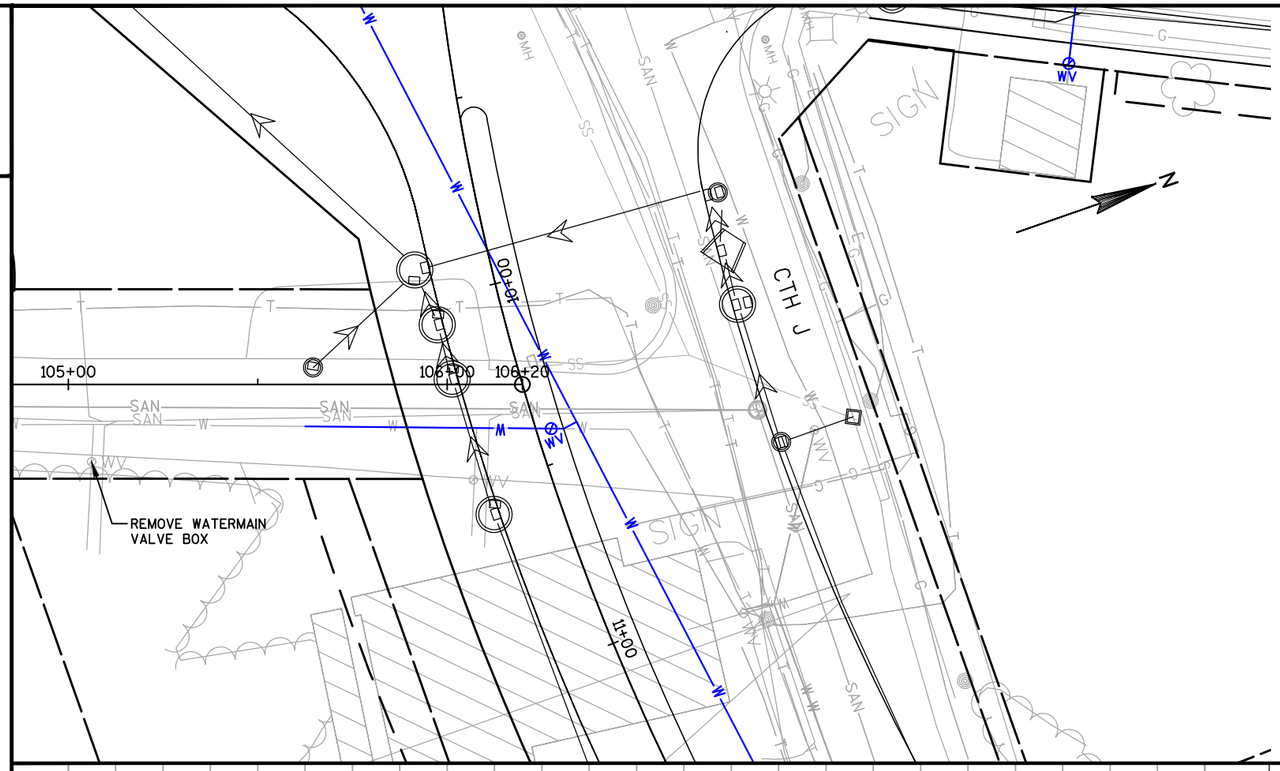
FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023001 UP.DWG PLOT DATE : 12/10/2013 2:32 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : _____ PLOT SCALE : 1" = 40'_XREF

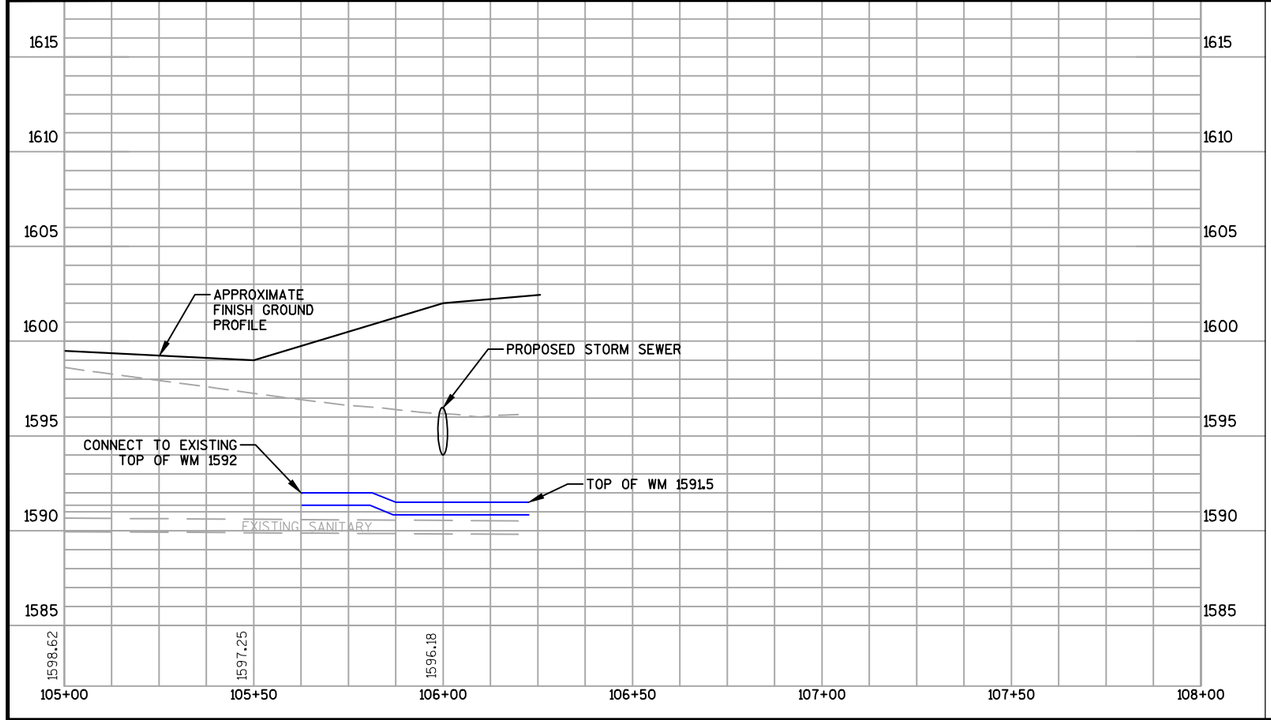
2



PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - OLD PACKING PLANT ROAD	SHEET 80	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023002 UP_PACKING PLANT.DWG PLOT DATE : 11/19/2013 4:14 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



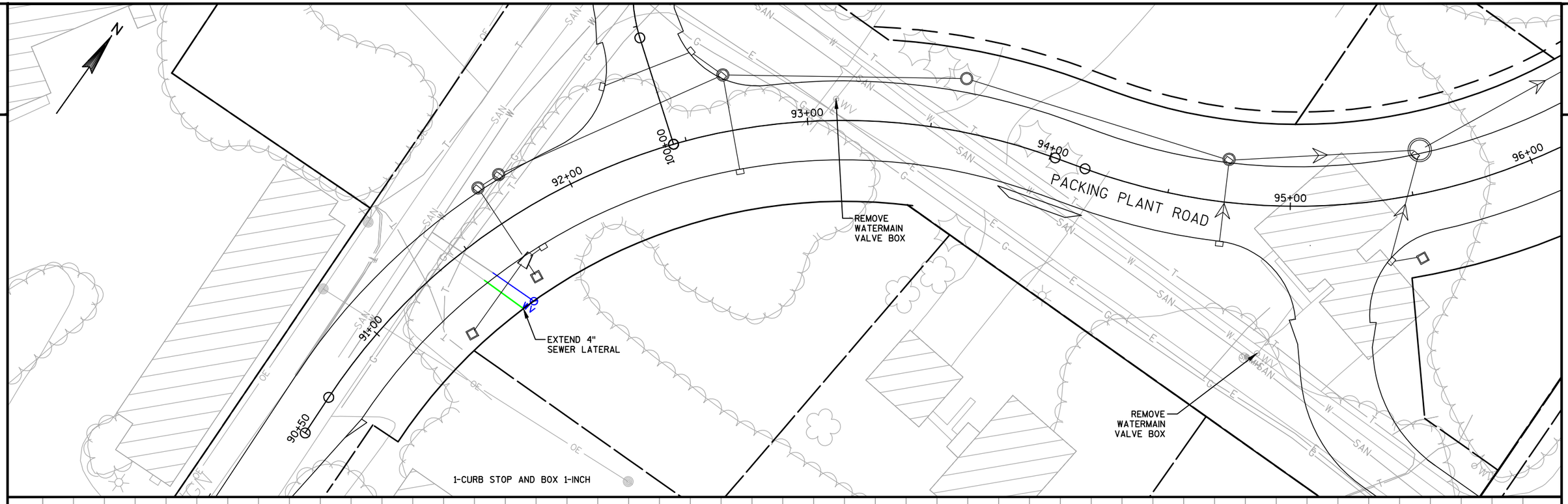


PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - OLD PACKING PLANT ROAD	SHEET 81	E

FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023002 UP_PACKING PLANT.DWG PLOT DATE : 11/19/2013 4:15 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - PACKING PLANT ROAD	SHEET 82	E

2

N

RECONSTRUCT SANITARY MANHOLE

ADJUST SANITARY MANHOLE CASTING

CTH J

CTH J

REMOVE WATERMAIN VALVE BOX

REMOVE WATERMAIN VALVE BOX

REMOVE WATERMAIN VALVE BOX

2-WATERMAIN TEE 6X6-INCH
2-WATERMAIN COUPLING 6-INCH
1-WATERMAIN BEND 22.5°-6-INCH
1-HYDRANT
2-CURB STOP 1-INCH
3-WATERMAIN BEND 45° 6-INCH

506+00
9+00
10+00
10+50
11+00
12+00
13+00
14+00
15+00

TOP OF WTM
1600.00

6-INCH WATERMAIN

TOP OF WTM
1595.00

TOP OF WTM
1591.50

1610
1605
1600
1595
1590
1585
1580

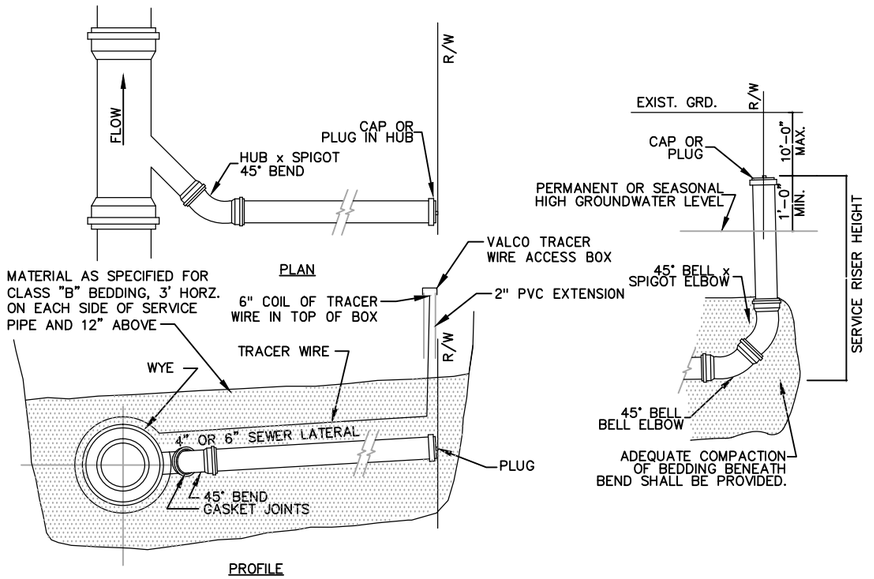
1602.51 1599.95 1596.78 1596.73 1598.20 1593.48 1603.29 1608.59 1608.87 1607.55 1608.56 1609.11

9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00

PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	SANITARY & WATER PLAN/PROFILE - CTH J RIGHT	SHEET 83	E

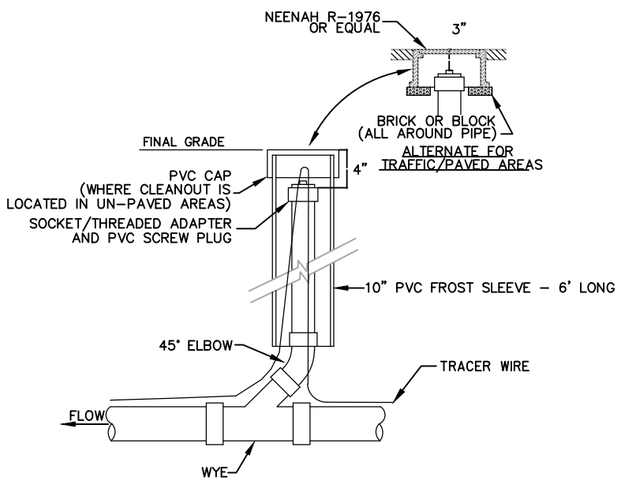
FILE NAME : P:\2010\2010.083 - LSD#1 - WATERTOWER TO 3RD AVE\CAD\PLANS\PHASE 3\10083_023002 UP_PACKING PLANT.DWG PLOT DATE : 11/19/2013 4:19 PM PLOT BY : MATTHEW T. GRAUN PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



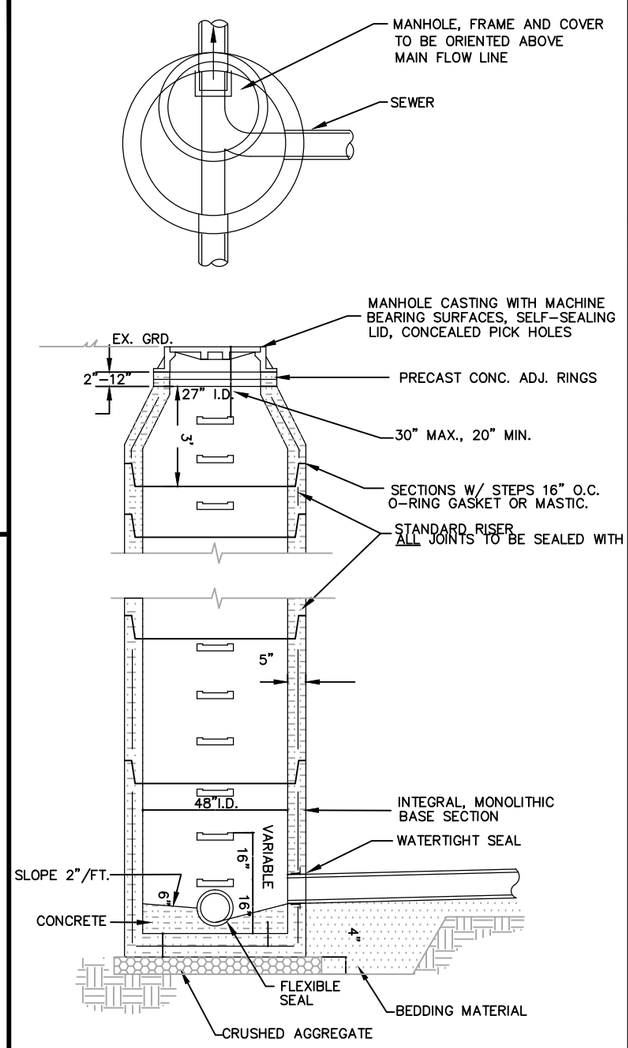
TYPICAL SEWER LATERAL/RISER CONNECTION DETAIL

NOT TO SCALE
(SEWER 12 FEET DEEP OR MORE, OR WHERE GROUNDWATER EXISTS ABOVE LATERAL)



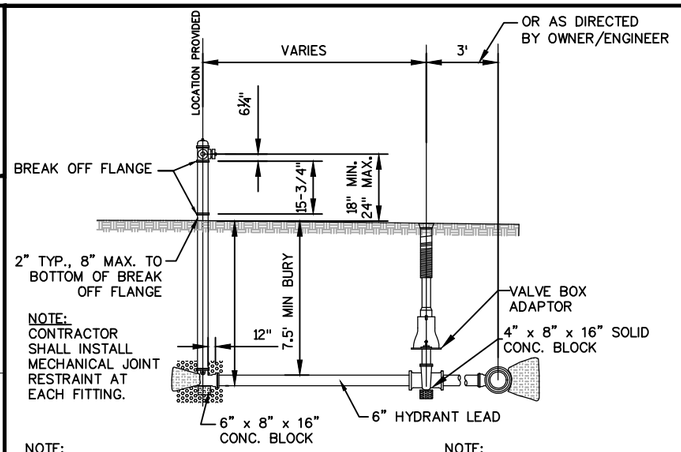
SEWER AND/OR LATERAL CLEANOUTS

NOT TO SCALE
REQUIRED WHERE LATERAL IS MORE THAN 100 FT. LONG.



TYPICAL PRECAST MANHOLE

NOT TO SCALE



NOTE:
CONTRACTOR SHALL INSTALL MECHANICAL JOINT RESTRAINT AT EACH FITTING.

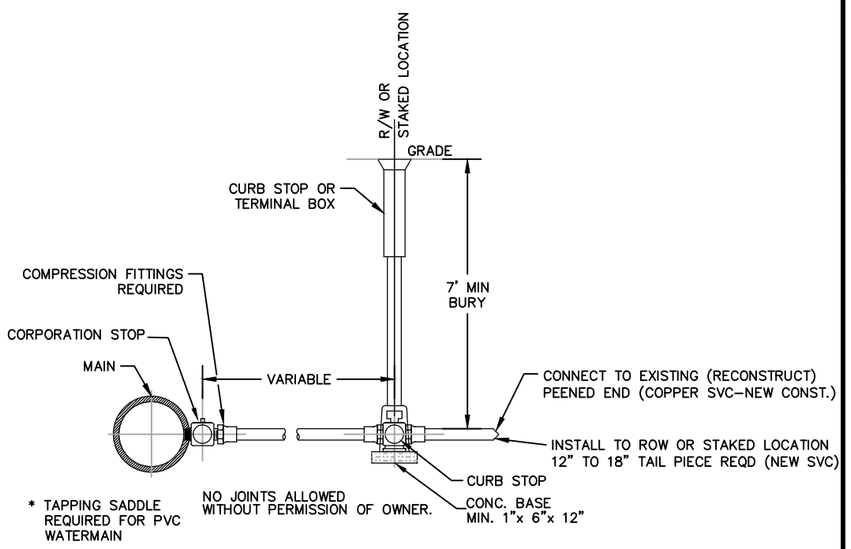
NOTE:
CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING HYDRANT TO FINISH GRADE AND SUPPLY HYDRANT BARREL EXTENSIONS IF NECESSARY.

NOTE:
DRAIN PORTS TO BE LEFT OPEN AND CLEAR OF ANY OBSTRUCTIONS UNLESS IT IS DIRECTED TO BE PLUGGED AS PER THE SPECIFICATIONS OR AS DIRECTED BY THE OWNER.

PROFILE VIEW

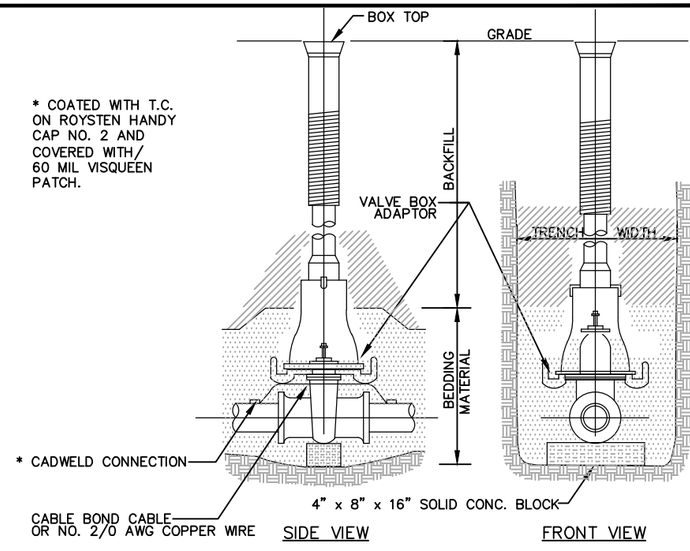
TYPICAL HYDRANT INSTALLATION

NOT TO SCALE



TYPICAL COPPER WATER SERVICE DETAIL

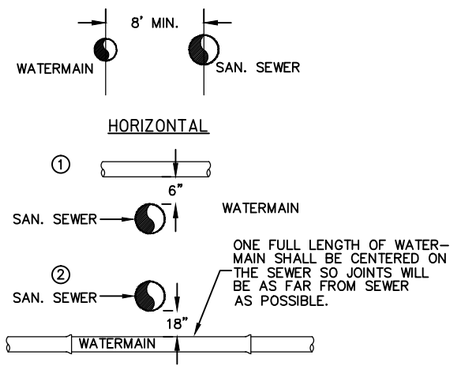
NOT TO SCALE



GATE VALVE BOX SETTING

NOT TO SCALE

2

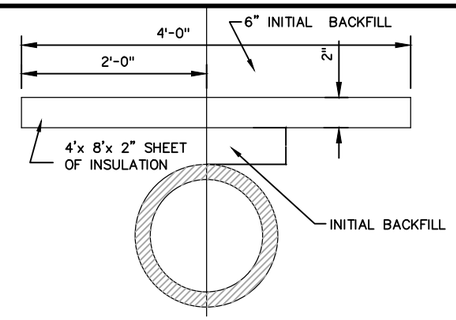


PIPE PLACEMENT IN ROCK EXCAVATION

WHEN THE ABOVE SEPARATIONS CANNOT BE MAINTAINED, THE OWNER MAY REQUIRE THE CONTRACTOR TO ENCASE THE SEWER IN CONCRETE

SEWER/WATERMAIN MIN. SEPARATION DISTANCE

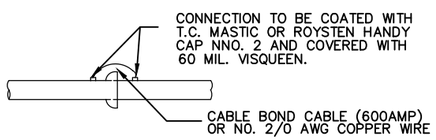
NOT TO SCALE



PIPELINE INSULATION DETAIL

NOT TO SCALE

NOTE:
WHERE PERMITTED BY THE OWNER, GASKETS WITH CONTINUITY CLIPS MAY BE USED IN LIEU OF THE CABLE BOND.



D.I. ELECTRICAL CONTINUITY CONNECTION PIPE/PIPE JOINT OR PIPE FITTING JOINT

NOT TO SCALE

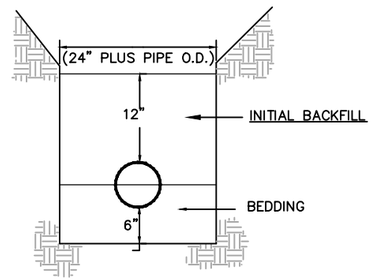
PROJECT NO: 1174-10-73	HWY: USH 51	COUNTY: ONEIDA	DETAILS	SHEET 85	E

TABLE OF MINIMUM
LOW PRESSURE AIR TEST TIME
(MANHOLE TO MANHOLE)

Specification time (Min: Sec) required for loss of 1.0 psig air pressure for size and length of pipe											
Pipe Diameter	Minimum Time	Length for Minimum Time	Time for Longer Length	Specification time (Min: Sec) for length shown							
(in.)	(min: sec)	(ft)	(sec)	100 ft	150 ft	200 ft	250 ft	300 ft	350 ft	400 ft	450 ft
4	3: 46	597	.390L	3: 46	3: 46	3: 46	3: 46	3: 46	3: 46	3: 46	3: 46
6	5: 40	398	.854L	5: 40	5: 40	5: 40	5: 40	5: 40	5: 40	5: 42	6: 24
8	7: 34	298	1.520L	7: 34	7: 34	7: 34	7: 34	7: 36	8: 52	10: 08	11: 24
10	9: 26	239	2.374L	9: 26	9: 26	9: 26	9: 53	11: 52	13: 51	15: 49	17: 48
12	11: 20	199	3.418L	11: 20	11: 20	11: 24	14: 15	17: 05	19: 56	22: 47	25: 38
15	14: 10	159	5.342L	14: 10	14: 10	17: 48	22: 15	26: 42	31: 09	35: 36	40: 04
18	17: 00	133	7.692L	17: 00	19: 13	25: 38	32: 03	38: 27	44: 52	51: 16	57: 41
21	19: 50	114	10.470L	19: 50	26: 10	34: 54	43: 37	52: 21	61: 00	69: 48	78: 31
24	22: 40	99	13.674L	22: 47	34: 11	45: 54	56: 58	68: 22	79: 46	91: 10	102: 23
27	25: 30	88	17.306L	28: 51	43: 16	57: 41	72: 07	86: 32	100: 57	115: 22	129: 48
30	28: 20	80	21.366L	35: 47	53: 25	71: 13	89: 02	106: 50	124: 38	142: 26	160: 15
33	31: 10	72	25.852L	43: 05	64: 38	86: 10	107: 43	129: 16	150: 43	172: 21	193: 53
36	34: 00	66	30.768L	51: 17	76: 55	102: 34	128: 12	153: 50	179: 29	205: 07	230: 46

SEWER LOW PRESSURE AIR TEST TIME

NOT TO SCALE



CLASS "B" BEDDING AND INITIAL BACKFILL

PIPE BEDDING CLASSIFICATIONS

NOT TO SCALE

LEAKAGE SHALL NOT EXCEED THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FOLLOWING EQUATION:

$$L = \frac{SD \times (P)^{1/2}}{133{,}200}$$

L= ALLOWABLE LEAKAGE IN GALLONS PER HOUR
S= LENGTH OF PIPELINE TESTED IN FEET
D= NOMINAL DIAMETER OF PIPE IN INCHES
P= TEST PRESSURE IN PSIG

BASED ON 11.65 GPD PER MILE OF PIPE PER INCH OF NOMINAL DIAMETER AT 150 PSI. THE ALLOWABLE LEAKAGE PER 1,000 FEET OF PIPELINE IS AS FOLLOWS:

PIPE SIZE (INCHES)	ALLOWABLE LEAKAGE (GPH)
4	0.37
6	0.55
8	0.74
10	0.92
12	1.10
14	1.29
16	1.66

FORCEMAIN & WATERMAIN LEAKAGE TEST

NOT TO SCALE

2

2

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

N

START PROJECT 1174-10-72
STA 483+23.85

HIGHWAY 70 OLD

480 480+00 | 481+00 | 482 482+00 | PI 10+00.00 | 483+00 | 484 484+00 | 485+00 | 486 486+00

1

W3-3
36" X 36"

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023210_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

3
CENTER LANE ONLY
R3-9B
24" X 36"

5
SPEED LIMIT 30
R2-1
24" X 30"

Merrill 55
Wausau 70
D2-2
72" X 24"
6

7
SOUTH
M3-3
24" X 12"
51
M1-4
24" X 24"
J4-1
24" X 36"

8
SOUTH
M3-3
24" X 12"
51
M1-4
24" X 24"
J4-1
24" X 36"

9
YIELD
R1-2
36" X 31"

13
W12-1D
24" X 24"

15
STOP
R1-1F
36" X 36"

STOP
R1-1
30" X 30"
10

DIVIDED HIGHWAY
R6-3A
30" X 24"
14

Hurley
Eagle River
Fifield
D1-2
78" X 36"
2

Nicolet Area
Tech College
Lakeland Campus
D1-1
108" X 36"
4

WEST M3-4 24" X 12"
NORTH M3-1 24" X 12"
EAST M3-2 24" X 12"
70 M1-6 24" X 24"
51 M1-4 24" X 24"
70 M1-6 24" X 24"
M6-1 21" X 21"
M6-1 21" X 21"
M6-1 21" X 21"
J3-3
72" X 57"
11

STOP
R1-1F
36" X 36"
12

16
D9-2
24" X 24"
17

STOP
R1-1F
36" X 36"
18

22
D9-2
24" X 24"
MB6-1
21" X 21"
23

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023211_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

STH 70

USH 51

20 R1-1F 36" X 36"

19 R4-7 24" X 30"

21 R6-3A DIVIDED HIGHWAY 30" X 24"

25 R1-1F 36" X 36"

26 R4-7 24" X 30"

27 R1-1F 36" X 36"

28 W12-1D 24" X 24"

30 R1-2 36" X 31"

31 J-3-2
M3-3 SOUTH 24" X 12"
M3-4 WEST 24" X 12"
M1-4 51 24" X 24"
M1-6 70 24" X 24"
M6-1 21" X 21"
M6-1 21" X 21"

33 Nicolet Area Tech College → Lakeland Campus
D1-1 108" X 36"

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

35 ← Merrill Wausau
Fifield →
D1-2 60" X 36"

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

492+00 494 494+00 495+00 496 496+00 497+00 498 498+00

PT 495+63.07 STA 307+30.07

16 D9-2 24" X 24"
17 MB6-1 21" X 21"
18 R1-1F 36" X 36"
22 D9-2 24" X 24"
23 MB6-1 21" X 21"

24 J3-3 72" X 57"
N ORTH M3-1 24" X 12"
E AST M3-2 24" X 12"
S OUTH M3-3 24" X 12"
M1-4 51 24" X 24"
M1-6 70 24" X 24"
M1-4 51 24" X 24"
M6-1 21" X 21"
M6-1 21" X 21"
M6-1 21" X 21"

29 J4-2 24" X 72"
E AST M3-2 24" X 12"
M1-6 70 24" X 24"
N ORTH M3-1 24" X 12"
M1-4 51 24" X 24"

32 D2-2 72" X 24"
Woodruff I
Hurley 55

34 SPEED LIMIT 30 R2-1 24" X 30"

36 JCT M2-1 21" X 15"
COUNTY J M1-5A 24" X 24"
J1-1

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNINGSHEET	SHEET E

2

N

39
S OUTH
M3-3
24" X 12"
W EST
M3-4
24" X 12"
51
M1-4
24" X 24"
70
M1-6
24" X 24"
M 5-2L
21" X 21"
M5-1R
21" X 21"
J2-2
48" X 57"

37

REMOVE
DO NOT REPLACE

41
CENTER LANE ONLY
R3-9B
24" X 36"

42
Minocqua
UNINCORPORATED
I2-3
66" X 24"

43
R4-7
24" X 30"

44
STOP
R1-1F
36" X 36"

PC 501+88.71

498
498+00
499+00
500
500+00
501+00
502
502+00
503+00
504
504+00

USH 51

SIGN

INL

MH

SAN

SS

36"

12"

CENTER LANE ONLY
R3-9B
24" X 36"
38

REMOVE
DO NOT REPLACE
40

RESTORE CE 35'
BASE AGG
104+00

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNINGSHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023213_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

Townline Rd

STA 504+35 USH 51
STA 8+74.50 CTH J

PT 505+61.07

PT 509+32.39

44 STOP R1-1F 36" X 36"

47 H D9-2 24" X 24"
48 MB6-1 21" X 21"

49 STOP R1-1F 36" X 36"

50 COUNTY J M1-5A 24" X 24"
M6-1 21" X 21"
J13-1 24" X 45"

51 R4-7 24" X 30"

52 STOP R1-1F 36" X 36"

46 STOP R1-1F 36" X 36"

45 COUNTY J M1-5A 24" X 24"
M6-1 21" X 21"
J13-1 24" X 45"

53 H D9-2 24" X 24"
54 MB6-1 21" X 21"

55 Woodruff UNINCORPORATED I2-3 66" X 24"

57 N ORTH M3-1 24" X 12" E AST M3-2 24" X 12"
51 M1-4 24" X 24"
70 M1-6 24" X 24"
J4-2 48" X 36"
56 Woodruff UNINCORPORATED I2-3 66" X 24"

N ORTH M3-1 24" X 12" E AST M3-2 24" X 12"
51 M1-4 24" X 24"
70 M1-6 24" X 24"
J4-2 48" X 36"
58

SPEED LIMIT 30 R2-1 24" X 30"
59

CENTER LANE ONLY R3-9B 24" X 36"
60

STOP R1-1 30" X 30"

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING SHEET	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023214_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

61
JCT
M2-1
21" X 15"
COUNTY
J
M1-5A
24" X 24"
J1-1
24" X 39"

62
CENTER LANE
ONLY
R3-9B
24" X 36"

63
REMOVE
DO NOT REPLACE

SPEED LIMIT
30
R2-1
24" X 30"
64

REMOVE
DO NOT REPLACE
65

ASPHALTIC FLUME

USH 51

510 510+00 511+00 512 512+00 513+00 514 514+00 515+00 516 516+00

SIGN CEMETERY BASKETBALL COURT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING SHEET	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023215_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

- REMOVING SIGNS
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE II
- EXISTING SIGNS
- PROPOSED SIGN (SINGLE POST)
- PROPOSED SIGN (DOUBLE POST)

67
SPEED LIMIT 30
R2-1
24" X 30"

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

PI 520+69.86

68
END
M4-6
24" X 12"
CENTER LANE ONLY
R3-9B
24" X 36"
69

STOP
R1-1
30" X 30"
66

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

Margaret St

END CONSTRUCTION
STA 11+50 MARGARET

RESTORE PE 16" BASE AGG

ASPHALTIC FLUME

USH 51

3rd AVE

FILLER CAPS

CANOPY

SIGN

INL

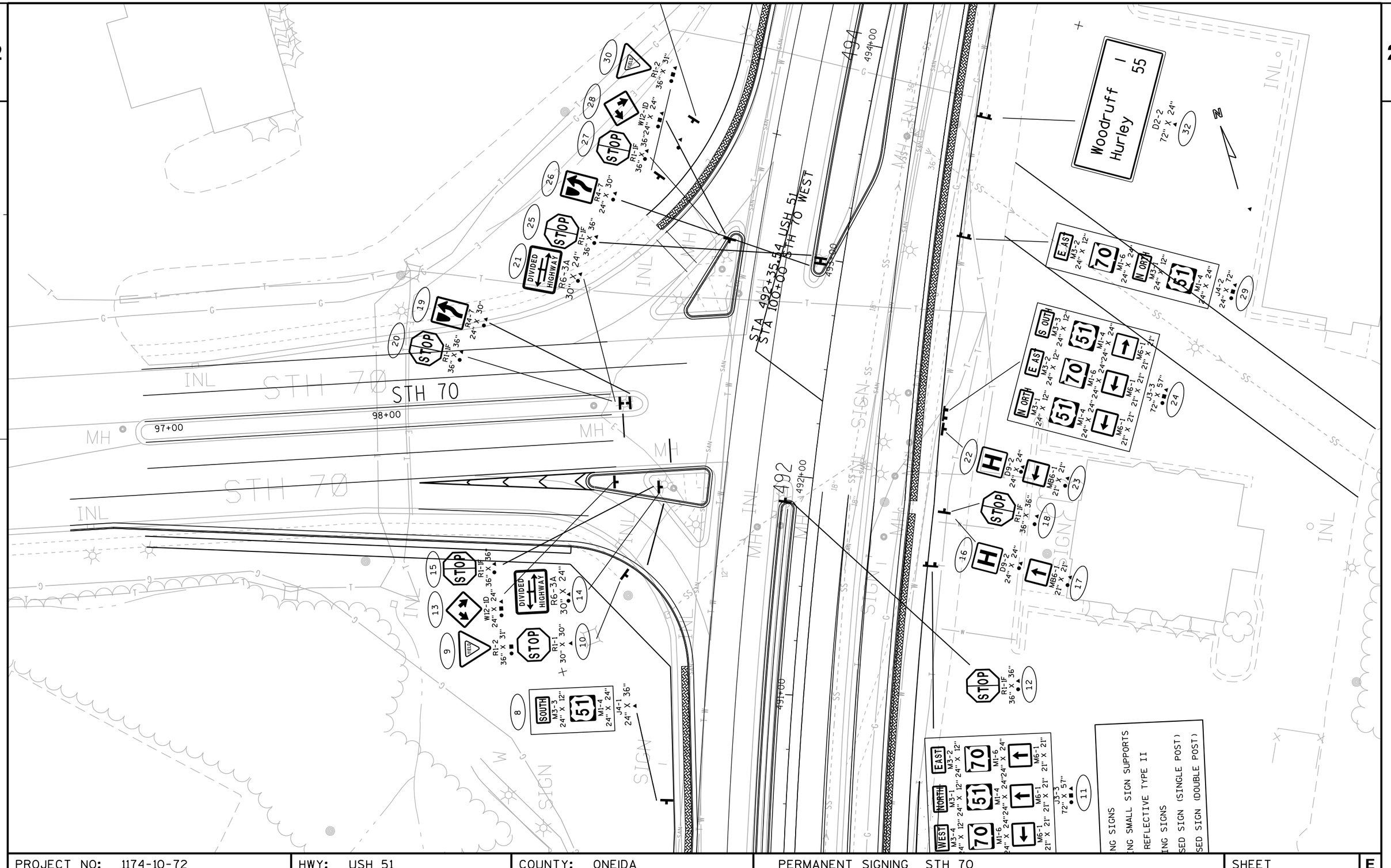
MH

516 516+00
518 518+00
520 520+00
522 522+00
517+00
519+00
521+00

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING SHEET	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023216_ps.dgn PLOT DATE : 09-DEC-2013 10:24 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING STH 70	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023220_ps_sth70.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

2

N

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

70

STOP
R1-1
30" X 30"

INL

SIGN

PACKING PLANT RD

SIGN

1-030-12
1605.58

1605.100

1604.38

90+00

91+00

92+00

93+00

94+00

95+00

100+00

101+00

102+00

103+00

89+00

END PROJECT 1174-10-72
STA 89+50

RESTORE CE 35'
BASE AGG

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

RESTORE PE 24'
BASE AGG

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

HANDRICK

STOP
R1-1
30" X 30"
71

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING - PACKING PLANT ROAD 1	SHEET	E

2

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

Ø30-12
Ø5.58

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

94+00

95+00

96+00

97+00

98+00

99+00

Proposed Packing Plant Rd

STOP
RI-1
30" X 30"
71

STOP
RI-1
30" X 30"
72

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

99+66

6+81.24

15+00

2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING PACKING PLANT ROAD 2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023226_ps_PackingPlant2.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

2

START PROJECT 1174-10-72
STA 483+23.85

STA 484+19 45.1'RT LB54
III-250-15-6-

STA 485+67 51'RT
III-250-15-6-

480+00 481+00 PI 10+00.00 482+00 483+00 484+00 485+00 486+00

HIGHWAY 70 OLD 9+00

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023510_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

STA 488+43 51.5'LT LB59
III-250-12-6-

STA 490+23 51.5'LT LB61
III-250-12-6-

STA 485+67 51'RT LB56
III-250-15-6-

STA 487+53 56.0'RT LB58
III-250-15-6-

STA 489+33 58.3'RT LB60
III-250-15-6-

STA 491+13 58.3'RT LB62
III-250-15-6-

PROJECT NO: 1174-10-72 >>	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023511_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

2

STH 70

USH 51

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

STA 493+85 63.5'LT LB63
III-250-12-6-

STA 494+62 45.9'RT LB64
III-250-15-6-

STA 495+70 62.8'LT LB65
III-250-12-6-

STA 496+70 40.5'RT LB66
III-250-15-6-

STA 497+77 51.5'LT LB67
III-250-12-6-

492+00 493+00 494+00 495+00 496+00 497+00 498+00

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023512_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STA 499+91 51.5'LT LB69
III-250-12-6-

STA 502+25 51.5'LT LB71
III-250-12-6-

STA 504+09
III-250-12-6-

*STA 498+58 40.5'RT LB68
III-250-15-6-

STA 501+08 43.3'RT LB70
III-250-15-6-

STA 503+18 57.5'RT LB72
III-250-15-6-

498+00 499+00 500+00 501+00 502+00 503+00 504+00

USH 51

SIGN

INL

MH

SAN

RESTORE CF 35'

RESTORE CF 35'
BASE AGG

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023513_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

Townline Rd

STA 504+09 51.5'LT LB73
III-250-12-6-

STA 504+35 USH 51
STA 8+74.50 CTH J

STA 508+32 55.0'LT LB75
III-250-12-6-

STA 509+32.39

STA 509+39 37.5'RT LB76
III-250-12-6-

STA 507+25 37.5'RT LB74
III-250-12-6-

504+00
505+00
506+00
507+00
508+00
509+00
510+00
105+00

PI 505+61.07

CEMETERY

PLANT RD

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023514_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STA 510+46 51.5'LT LB77
III-250-12-6-

STA 512+60 51.5'LT LB79
III-250-12-6-

STA 514+74 51.5'LT LB81
III-250-12-6-

STA 511+53 37.5'RT LB78
III-250-12-6-

STA 513+63 37.5'RT LB80
III-250-12-6-

STA 515+81 37.5'RT LB82
III-250-12-6-

ASPHALTIC FLUME
FLOD

USH 51

510+00 511+00 512+00 513+00 514+00 515+00 516+00

CEMETERY

SIGN

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET	E

2

2

STA 516+88 51.5'LT LB83
III-250-12-6-

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

STA 517+95 37.5'RT LB84
III-250-12-6-

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

END CONSTRUCTION
STA 11+50 MARGARET ST

Margaret St

3rd Ave

USH 51

516+00 517+00 518+00 519+00 520+00 521+00 522+00

10+00 11+00 12+00

STA 1520+69.86

SIGN FILLER CAPS CANOPY INL MH SS W G T E

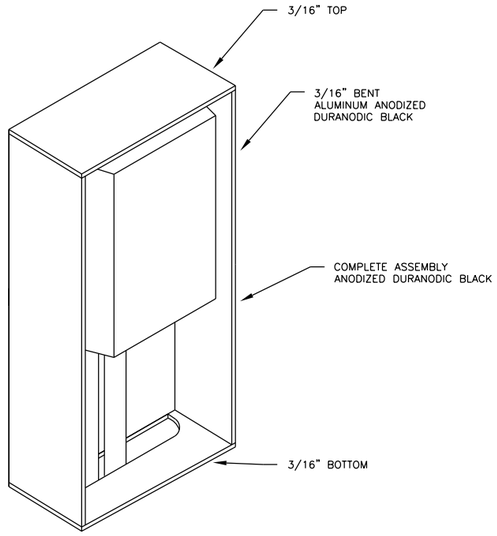
RESTORE PE 16' BASE AGG

ASPHALTIC FLUME

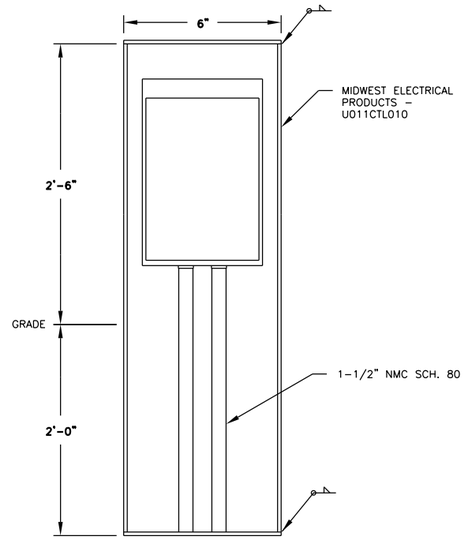
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION STAKING ELECTRICAL FOR WPS STREET LIGHTING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\023516_lp.dgn PLOT DATE : 13-DEC-2013 15:15 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



RECEPTACLE STANCHION TYPE SPECIAL 1 ISOMETRIC DETAIL
SCALE: NONE



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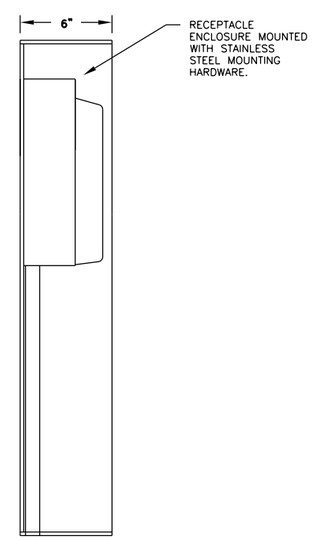
SCALE: NONE



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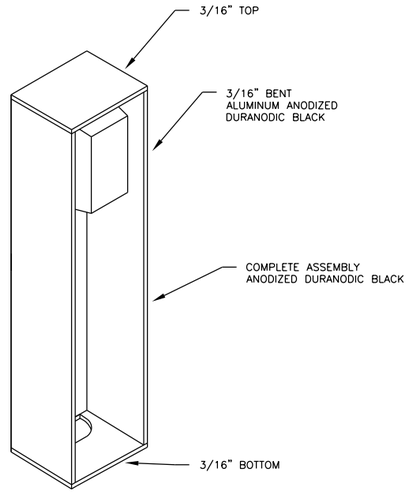
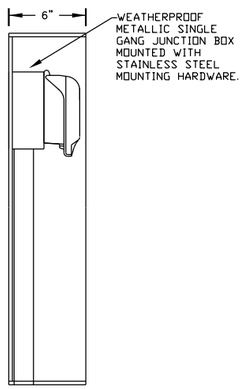
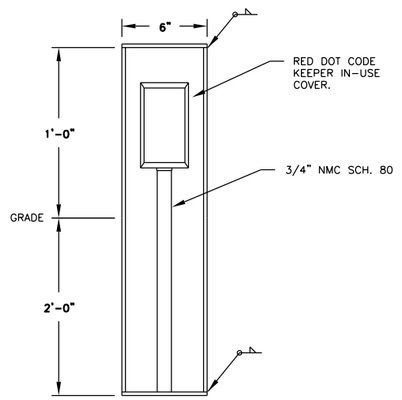


RECEPTACLE STANCHION TYPE SPECIAL 2 ISOMETRIC DETAIL
SCALE: NONE

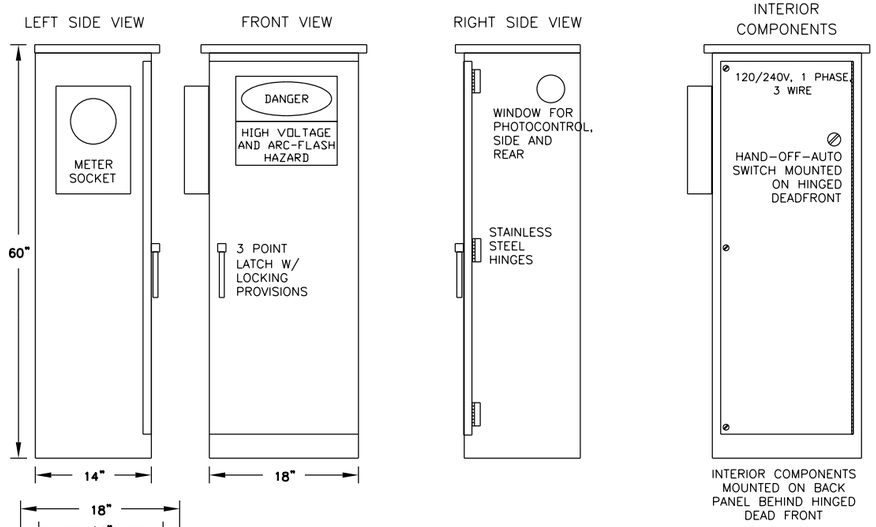


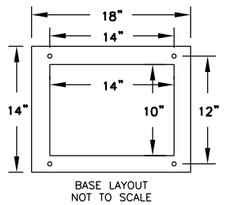
RECEPTACLE STANCHION TYPE SPECIAL 2 SIDE VIEW DETAIL
SCALE: NONE



RECEPTACLE STANCHION TYPE SPECIAL 2 FRONT VIEW DETAIL
SCALE: NONE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	DETAIL SHEET - ELETRICAL AT TOWN OF WOODRUFF	SHEET	E





BASE LAYOUT
NOT TO SCALE

CABINET CONSTRUCTION

-NEMA 3R
-INTERIOR COMPONENTS MOUNTED ON BACK PANEL BEHIND DEAD FRONT
-1/8" ANODIZED ALUMINUM (DURANODIC BLACK)
-NEOPRENE GASKETED DOORS
-STAINLESS STEEL HARDWARE
-ETL LISTED IN ACCORDANCE WITH UL508A
-REFER TO WISDOT QUALIFIED PRODUCTS LIST FOR CABINET MANUFACTURERS CAPABLE OF FABRICATING BLACK ANODIZED ALUMINUM ENCLOSURES

SERVICE CABINET NOTES:

A. PROVIDE METER SOCKET PER UTILITY COMPANY REQUIREMENTS.

B. CIRCUIT BREAKERS SHALL BE 120/240 VOLT AC, 60Hz AND SHALL BE CLEARLY MARKED WITH THE "ON" AND "OFF" POSITIONS AND IDENTIFIED WITH THE LOAD WHICH IT IS CARRYING.

C. SHORT CIRCUIT RATING – 22,000 AIC SYMMETRICAL.

D. 3-POSITION TYPE 800T-J2A NON-ILLUMINATED SELECTOR SWITCH WITH 1-N.O. AND 1-N.C. MAINTAINED CONTACTS. SHALL HAVE TYPE 4/13 OPERATORS.

E. CIRCUIT CONTACTORS SHALL HAVE A 240 VOLT RATING, WITH 120 VOLT COIL.

F. PROVIDE PANEL WITH DIMENSIONS AS REQUIRED TO FIT EQUIPMENT PROPOSED.

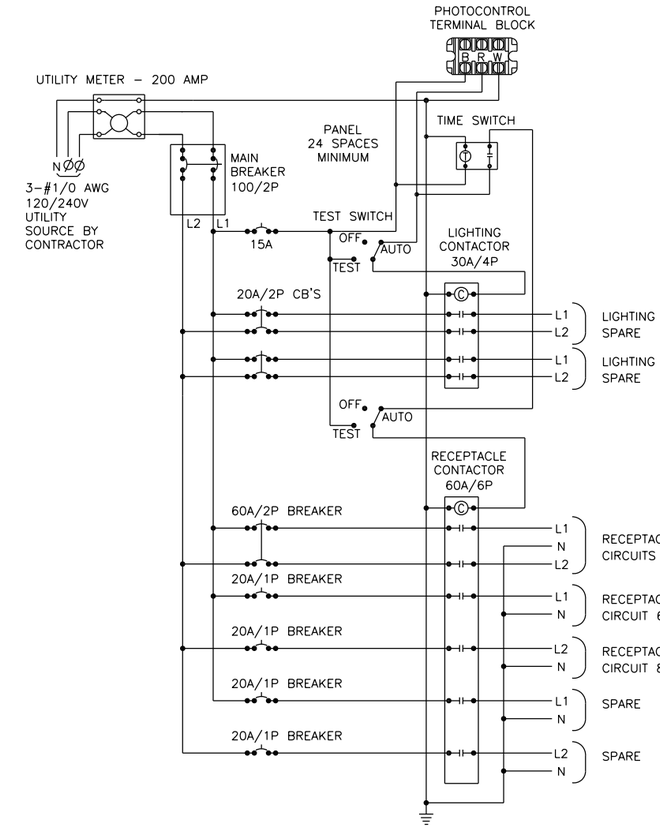
G. PROVIDE A 25-OHM GROUND AT CABINET AS PER NEC.

H. BOTH PHOTOCONTROL AND ITS SOCKET SHALL BE 3 TERMINAL, POLARIZED, TWIST-LOCK TYPE. IT SHALL BE EQUIPPED WITH A MOVRO TYPE LIGHTNING ARRESTER.

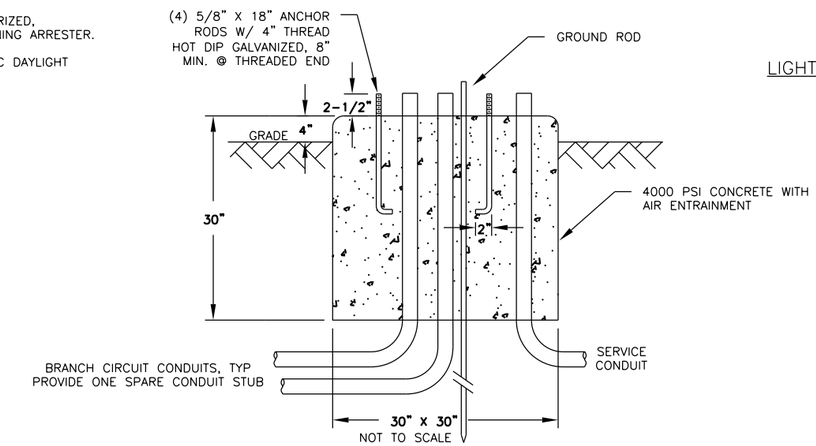
I. TIME SWITCH SHALL BE NEMA 3R WITH CAPACITOR BACKUP, AUTOMATIC DAYLIGHT SAVINGS TIME AND LEAP YEAR ADJUSTMENTS. TORK MODEL E101B.

J. COORDINATE SERVICE CONNECTION WITH ENERGY PROVIDER.

LIGHTING CONTROL CABINET TYPE SPECIAL DETAILS



LIGHTING CONTROL CABINET SCHEMATIC



CONCRETE CONTROL CABINET BASE DETAILS

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	DETAIL SHEET - ELECTRICAL AT TOWN OF WOODRUFF	SHEET	E

2

USH 51

508+00

509+00

STA 509+25 44'RT
R3 SPECIAL 2
(8)

STA 508+97 55'RT
R2 SPECIAL 2
(6)

STA 509+04 57'RT
LIGHTING CONTROL
CABINET TYPE SPECIAL

STA 509+25 47'RT
PBL2

STA 507+08 54'RT
R1 SPECIAL 1
(2,4)

STA 507+08 58'RT
PBL1

1-½"NMC PULL STRING

1-½"NMC (4)#6

2" NMC(4)#6

2" NMC PULLSTRING

¾" NMC (3)#12

2" NMC (3)#12

2" NMC PULLSTRING

10

CONSTRUCTION PERMIT

35

TO R2

¾" NMC STUB

¾" NMC (3)#12

2" NMC (3)#12

TO PBL2

2" NMC PULLSTRING

2" NMC (4)#6

TO PBL1

2" NMC PULLSTRING

2" NMC STUB

2" NMC STUB

CEMETERY

SIGN

CONSTRUCTION PERMIT

N

- CONDUIT RIGID NONMETALIC SCHEDULE 40 ¾-INCH
- CONDUIT RIGID NONMETALIC SCHEDULE 40 1½- INCH
- CONDUIT RIGID NONMETALIC SCHEDULE 40 2-INCH
- PULL BOX STEEL 18x36-INCH
- RECEPTACLE STANCHION TYPE
- LIGHTING CONTROL CABINET TYPE SPECIAL
- (2) CIRCUIT NUMBER
- CONDUIT STUB

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	DETAIL SHEET - ELECTRICAL AT TOWN OF WOODRUFF	SHEET	E

2

2

LEGEND

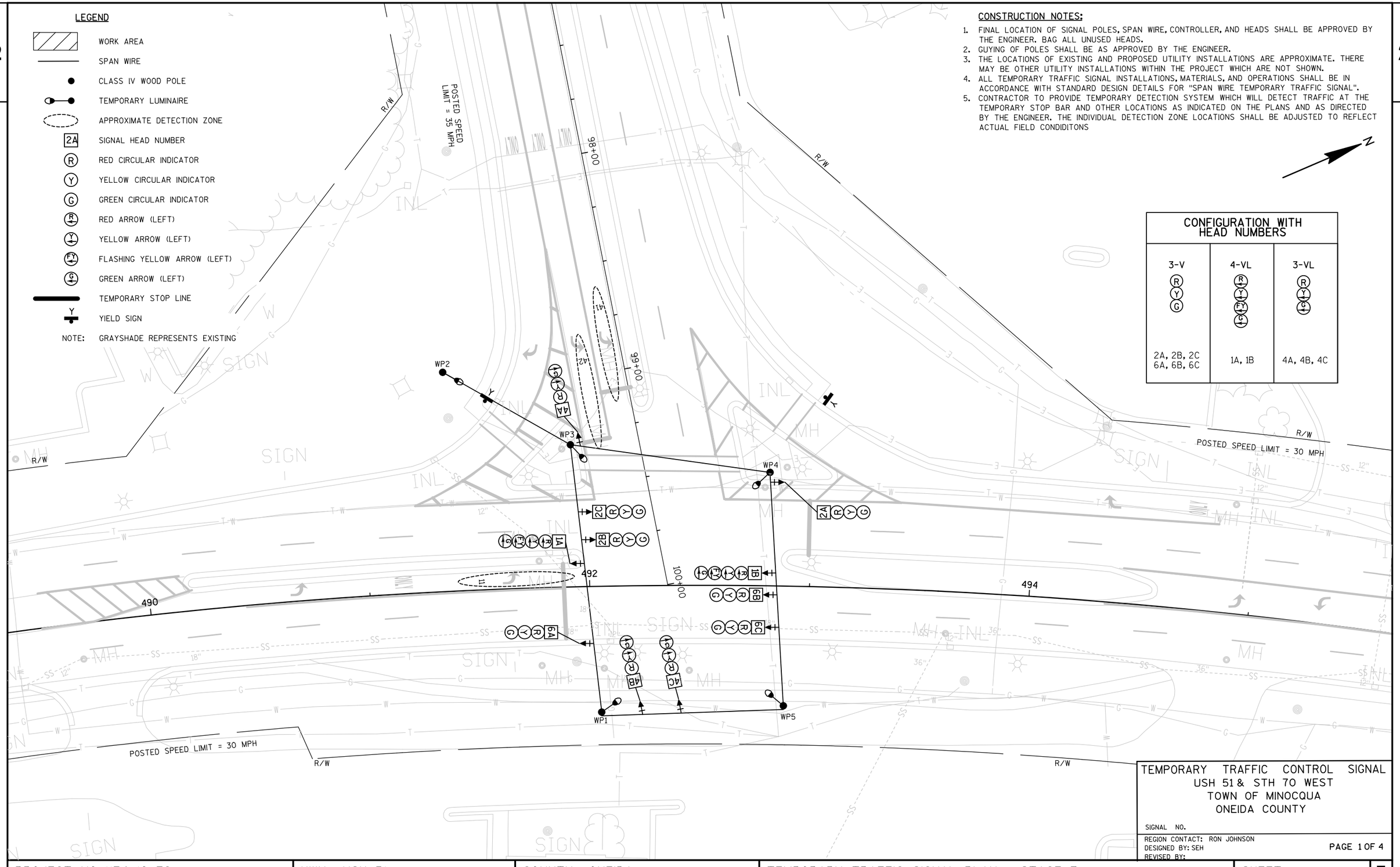
- WORK AREA
- SPAN WIRE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW (LEFT)
- Y — YELLOW ARROW (LEFT)
- FY — FLASHING YELLOW ARROW (LEFT)
- G — GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- Y — YIELD SIGN
- NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER. BAG ALL UNUSED HEADS.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP BAR AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDIDITONS

N

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	4-VL (R I I FY I G)	3-VL (R I I G)
2A, 2B, 2C 6A, 6B, 6C	1A, 1B	4A, 4B, 4C



TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 107	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\023913_Temp_SP.dgn PLOT TIME : 1:20:26 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

LEGEND

- WORK AREA
- SPAN WIRE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW (LEFT)
- Y — YELLOW ARROW (LEFT)
- FY — FLASHING YELLOW ARROW (LEFT)
- G — GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- Y — YIELD SIGN

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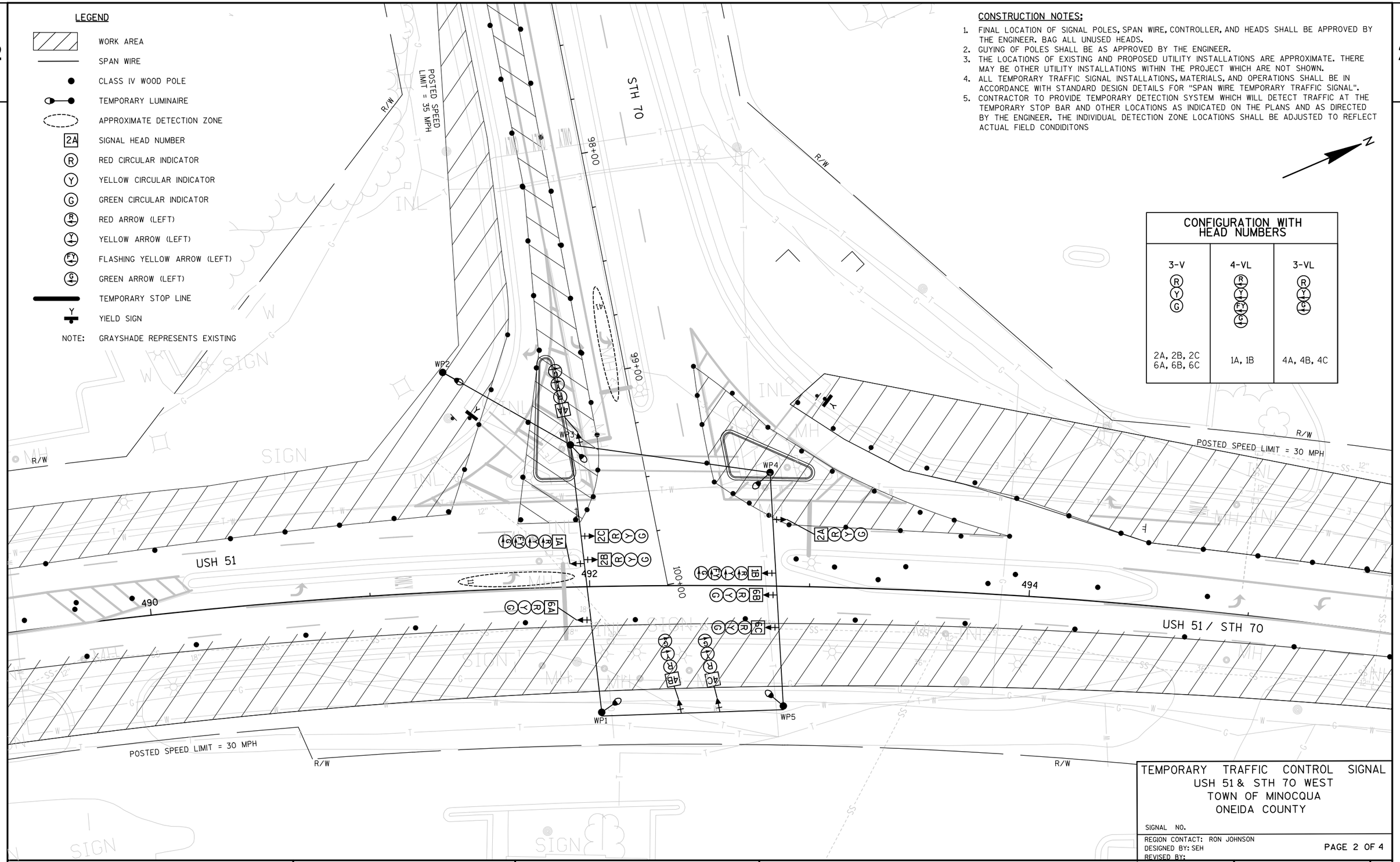
N

CONFIGURATION WITH HEAD NUMBERS		
3-V (R, Y, G)	4-VL (R, Y, FY, G)	3-VL (R, Y, G)
2A, 2B, 2C 6A, 6B, 6C	1A, 1B	4A, 4B, 4C



TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3.1	SHEET 108	E

2

LEGEND

- WORK AREA
- SPAN WIRE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A — SIGNAL HEAD NUMBER
- (R) — RED CIRCULAR INDICATOR
- (Y) — YELLOW CIRCULAR INDICATOR
- (G) — GREEN CIRCULAR INDICATOR
- (R) — RED ARROW (LEFT)
- (Y) — YELLOW ARROW (LEFT)
- (FY) — FLASHING YELLOW ARROW (LEFT)
- (G) — GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- Y — YIELD SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

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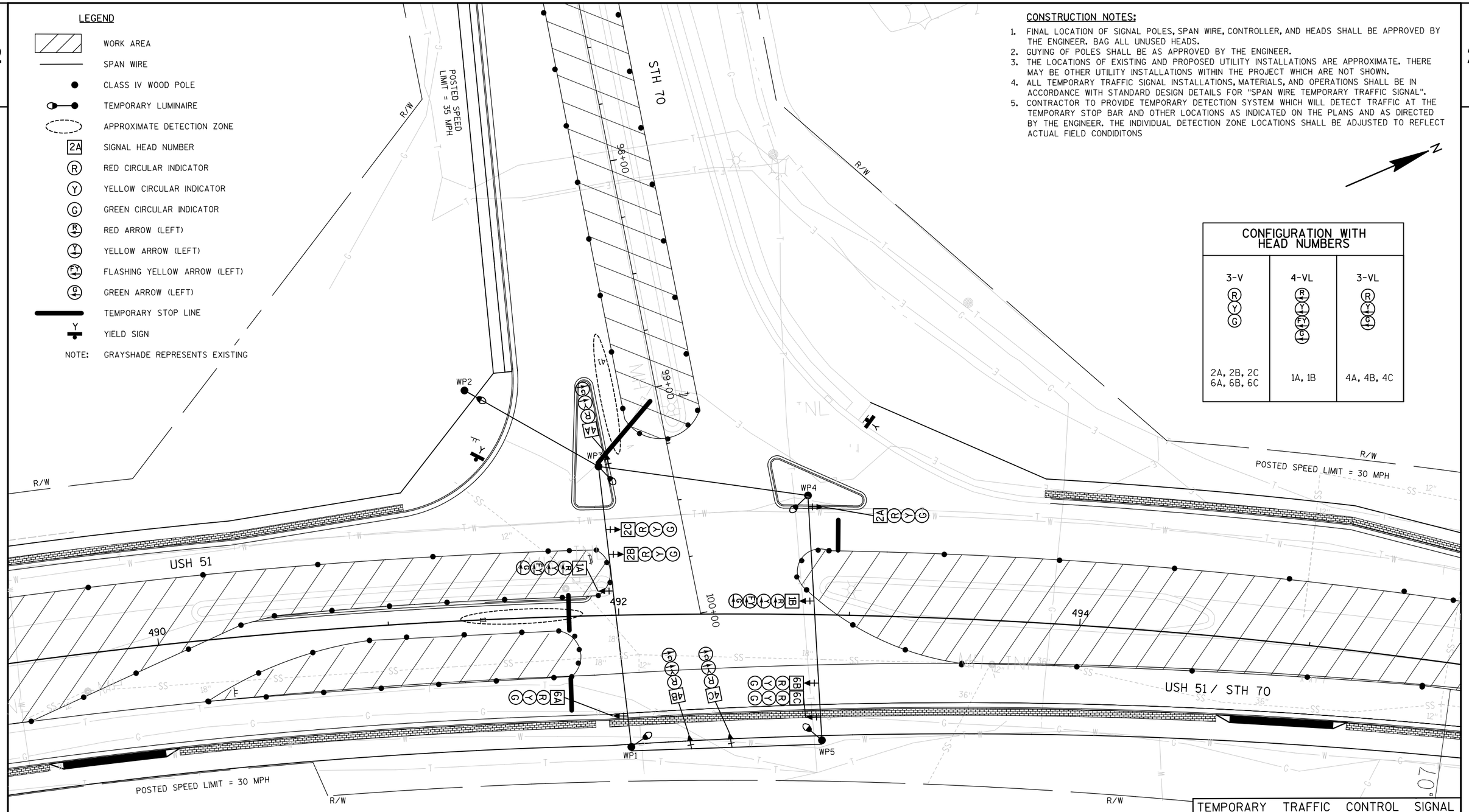
N

CONFIGURATION WITH HEAD NUMBERS		
3-V	4-VL	3-VL
(R) (Y) (G)	(R) (Y) (FY) (G)	(R) (Y) (G)
2A, 2B, 2C 6A, 6B, 6C	1A, 1B	4A, 4B, 4C



TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

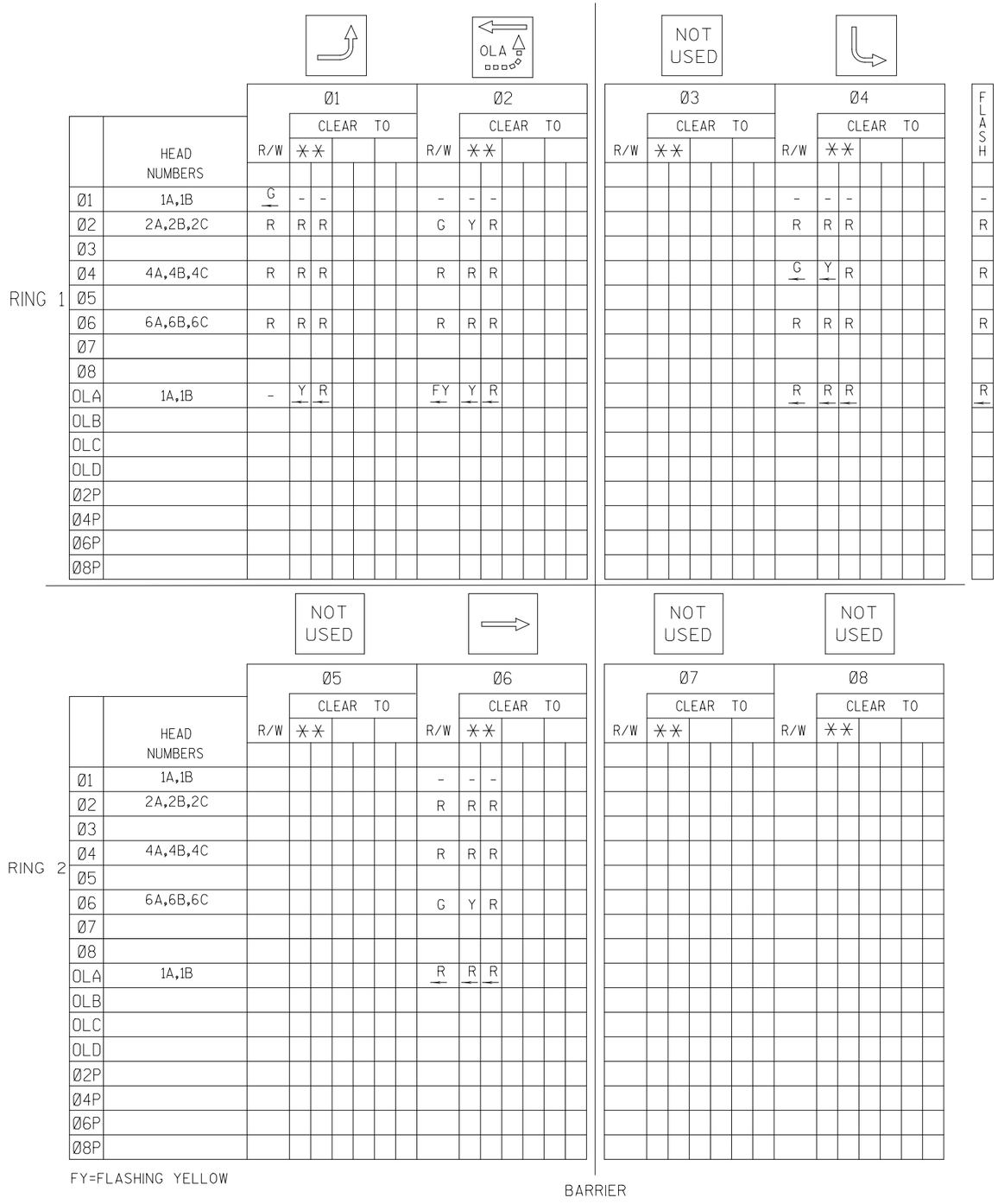
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3.2	SHEET 109	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\023913-2_Temp_SP.dgn PLOT TIME : 1:20:28 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

SEQUENCE OF OPERATION



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH
11		X			1	1			
41		X			4	4			
42		X			4	4			

CONTROLLER LOGIC

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OLA	1	2
OLB		
OLC		
OLD		

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
LOCATION OF MASTER CONTROLLER NO:	
SIGNAL SYSTEM #:	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
QUEUE DETECTOR	
LIFT BRIDGE	

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,4
2	6,OLA	1,4
3		
4	NONE	1,2,6,OLA
5		
6	1 OR 2,OLA	4
7		
8		

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

CONTROLLER TYPE: TEMP

DATE

PAGE NO. 4 OF 4

USH 51 & STH 70 West - Stage 3

	1	2	3	4	5	6	7	8
Min Green	7	10		10		10		
Extension	3.0	6.0		4.0		6.0		
Yellow	3.5	4.0		4.0		4.0		
Red	0.5	2.0		1.5		2.0		
Max	40	50		30		80		
TBR								
TTR								
Min Gap								
Coord Phase		X				X		

Dial 1	Cycle = 60 secs								Offset	Time of Day/Year
Split 1 Offset 1	0	34		26		34			33	Overnight all year
Dial 2	Cycle = 90 secs									
Split 1 Offset 1	24	42		24		66			75	Non-summer 0800-1800
Dial 3	Cycle = 90 secs									
Split 1 Offset 2	29	41		20		70			72	Summer M-F 1100-1600
Split 2 Offset 2	26	43		21		69			77	Summer M-F 0800-1100
Split 3 Offset 2	31	35		24		66			72	Summer M-Th 1600-1900
Split 4 Offset 2	23	49		18		72			80	Summer Sat-Sun 0800-1800
Dial 4	Cycle = 100 secs									
Split 3 Offset 2	36	40		24		76			78	Summer Fri 1600-1900

USH 51 & STH 70 West - Stages 3.1 & 3.2

	1	2	3	4	5	6	7	8
Min Green	7	10		10		10		
Extension	3.0	6.0		4.0		6.0		
Yellow	3.5	4.0		4.0		4.0		
Red	0.5	2.0		1.5		2.0		
Max	40	90		40		100		
TBR								
TTR								
Min Gap								
Coord Phase		X				X		

Dial 1	Cycle = 100 secs								Offset	Time of Day/Year
Split 1 Offset 1	19	51		30		70			90	Non-summer all times
Split 2 Offset 2	19	59		22		78			83	Summer M-F 0800-1100
Dial 2	Cycle = 130 secs									
Split 1 Offset 2	28	70		32		98			127	Summer M-Th 1100-1600
Split 3 Offset 2	30	59		41		89			118	Summer M-Th 1600-1900
Dial 3	Cycle = 140 secs									
Split 4 Offset 2	21	90		29		111			134	Summer Sat-Sun 0800-1800
Dial 4	Cycle = 150 secs									
Split 1 Offset 2	30	81		39		111			135	Summer Fri 1100-1600
Split 3 Offset 2	36	72		42		108			136	Summer Fri 1600-1900

Non-Summer		
Day of Week	Time of Day	Dial/Split/Offset
All Days	8:00-18:00	D2/S1/O1
All Days	18:00-8:00	D1/S1/O1

Summer		
Day of Week	Time of Day	Dial/Split/Offset
M-TH	8:00-11:00	D3/S2/O2
M-TH	11:00-16:00	D3/S1/O2
M-TH	16:00-19:00	D3/S3/O2
M-TH	19:00-8:00	D1/S1/O1
F	8:00-11:00	D3/S2/O2
F	11:00-16:00	D3/S1/O2
F	16:00-19:00	D4/S3/O2
F	19:00-8:00	D1/S1/O1
Sat-Sun	8:00-18:00	D3/S4/O2
Sat-Sun	18:00-8:00	D1/S1/O1

LEGEND

- WORK AREA
- SPAN WIRE
- TEMPORARY BASE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A — SIGNAL HEAD NUMBER
- (R) — RED CIRCULAR INDICATOR
- (Y) — YELLOW CIRCULAR INDICATOR
- (G) — GREEN CIRCULAR INDICATOR
- (R) — RED ARROW (LEFT)
- (Y) — YELLOW ARROW (LEFT)
- (FY) — FLASHING YELLOW ARROW (LEFT)
- (G) — GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER. BAG ALL UNUSED HEADS.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
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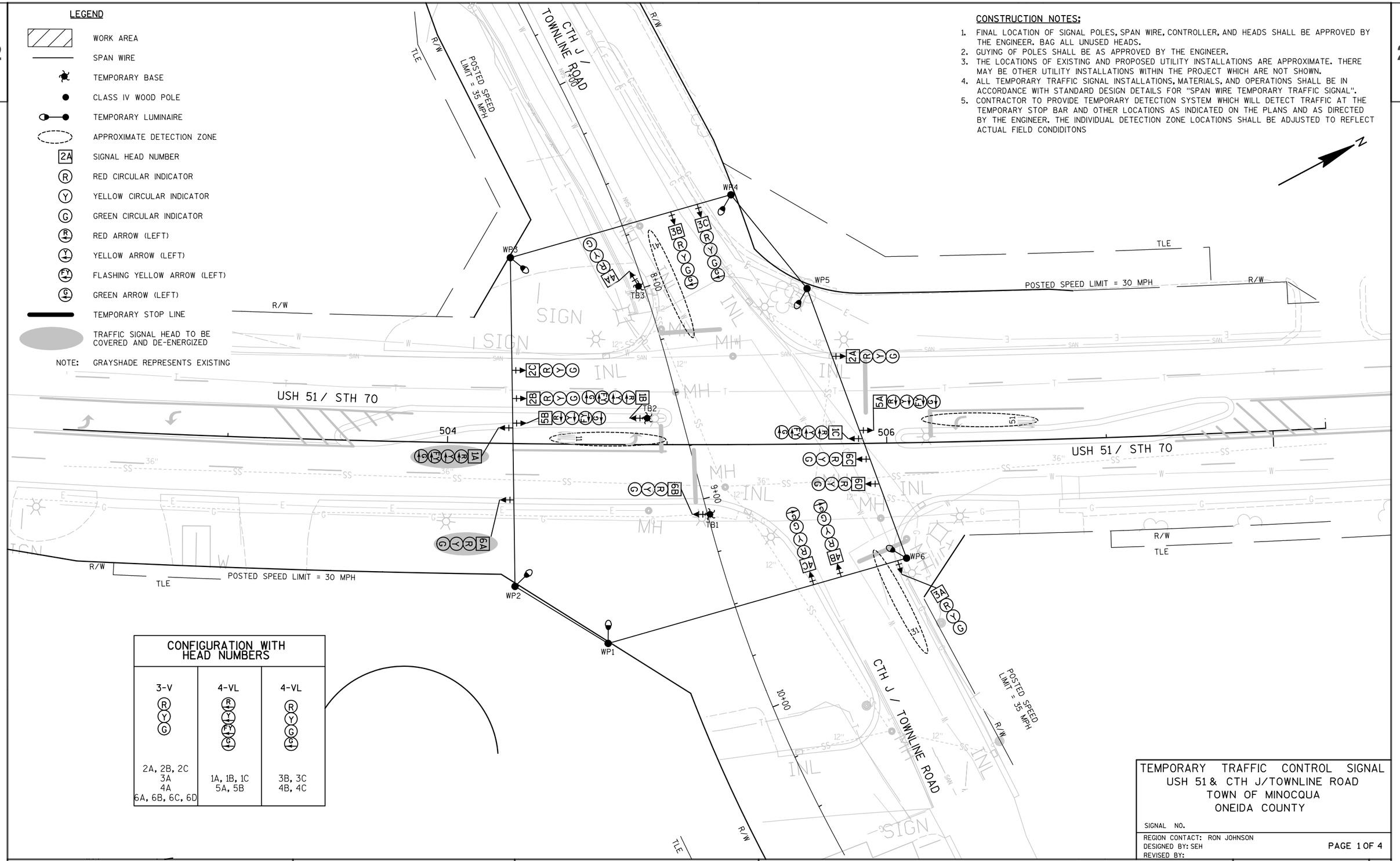


CONFIGURATION WITH HEAD NUMBERS		
3-V	4-VL	4-VL
(R) (Y) (G)	(R) (Y) (FY) (G)	(R) (Y) (G) (G)
2A, 2B, 2C 3A 4A 6A, 6B, 6C, 6D	1A, 1B, 1C 5A, 5B	3B, 3C 4B, 4C

TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 112	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\023921_Temp_SP.dgn PLOT TIME : 1:20:35 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

2

LEGEND

- WORK AREA
- SPAN WIRE
- TEMPORARY BASE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW (LEFT)
- Y — YELLOW ARROW (LEFT)
- FY — FLASHING YELLOW ARROW (LEFT)
- G — GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER. BAG ALL UNUSED HEADS.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP BAR AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDIDITONS

N

CTH J / TOWNLINE ROAD

POSTED SPEED LIMIT = 35 MPH

POSTED SPEED LIMIT = 30 MPH

USH 51 / STH 70

R/W

TLE

WP1 WP2 WP3 WP4 WP5 WP6

TB1 TB2 TB3

504 506

CONFIGURATION WITH HEAD NUMBERS

3-V	4-VL	4-VL
R Y G	R Y G G	R Y G G
2A, 2B, 2C 3A 4A 6A, 6B, 6C, 6D	1A, 1B, 1C 5A, 5B	3B, 3C 4B, 4C

TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3.1	SHEET 113	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\023923-1_Temp_SP.dgn PLOT TIME : 1:20:36 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

2

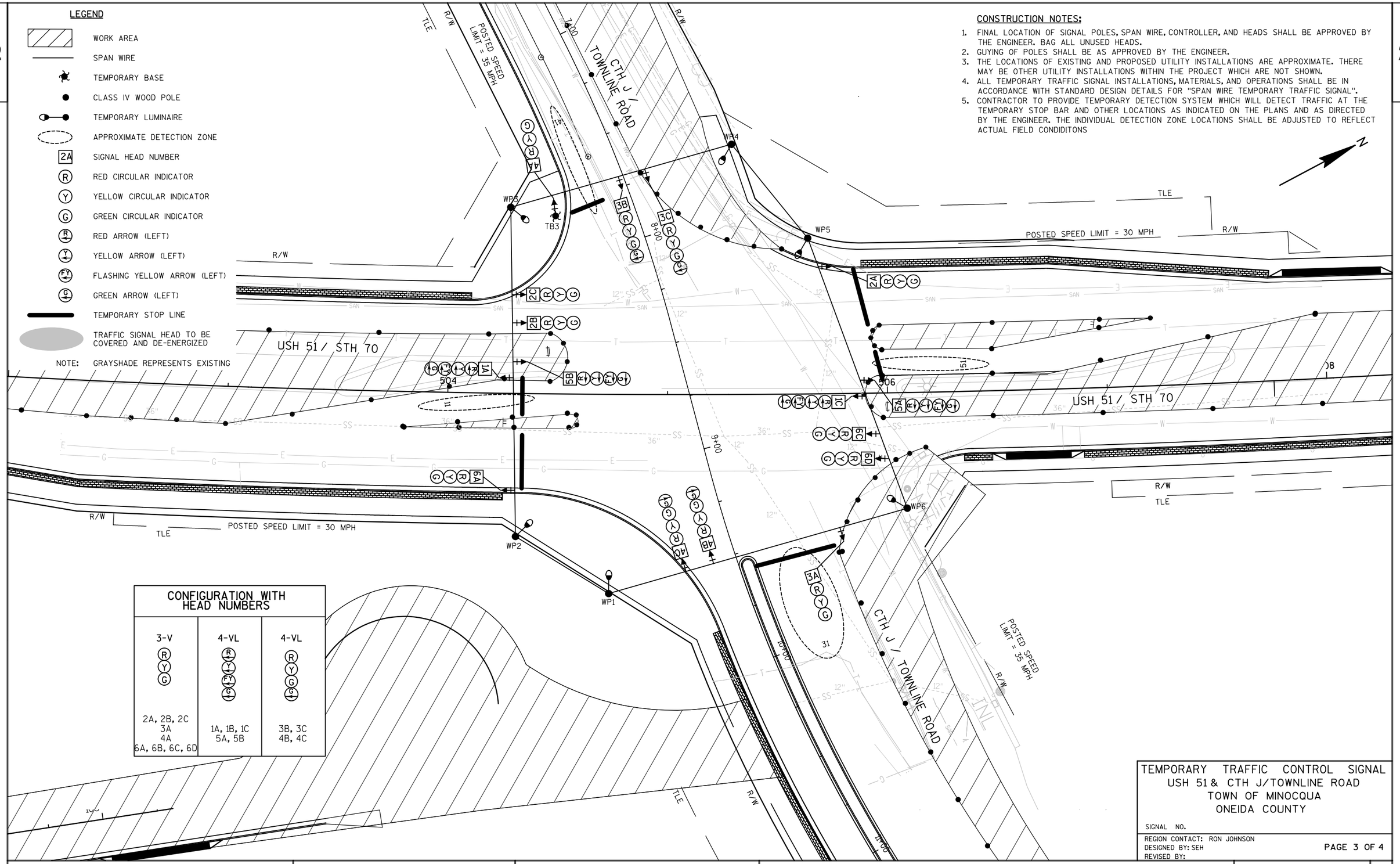
LEGEND

- WORK AREA
- SPAN WIRE
- TEMPORARY BASE
- CLASS IV WOOD POLE
- TEMPORARY LUMINAIRE
- APPROXIMATE DETECTION ZONE
- 2A SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW (LEFT)
- (Y) YELLOW ARROW (LEFT)
- (FY) FLASHING YELLOW ARROW (LEFT)
- (G) GREEN ARROW (LEFT)
- TEMPORARY STOP LINE
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER. BAG ALL UNUSED HEADS.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP BAR AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDIDITONS



CONFIGURATION WITH HEAD NUMBERS

3-V	4-VL	4-VL
(R) (Y) (G)	(R) (Y) (G) (G)	(R) (Y) (G) (G)
2A, 2B, 2C 3A 4A 6A, 6B, 6C, 6D	1A, 1B, 1C 5A, 5B	3B, 3C 4B, 4C

TEMPORARY TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3.2	SHEET 114	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\023923-2_Temp_SP.dgn PLOT TIME : 1:20:38 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
Ø1	1A,1B,1C	G ←	- -	-	- -	-	- -	-	- -	-
Ø2	2A,2B,2C	R	R R	G	Y R	R	R R	R	R R	R
Ø3	3A,3B,3C	R	R R	R	R R	G,G ←	Y R	R	R R	R
Ø4	4A,4B,4C	R	R R	R	R R	R	R R	G,G ←	Y R	R
Ø5	5A,5B	-	- -	-	- -	-	- -	-	- -	-
Ø6	6A,6B,6C,6D	R	R R	R	R R	R	R R	R	R R	R
Ø7										
Ø8										
OLA	1A,1B,1C	-	Y R ←	FY ←	Y R ←	R	R R ←	R	R R ←	R ←
OLB										
OLC	5A,5B	R ←	R R ←	R	R R ←	R	R R ←	R	R R ←	R ←
OLD										
Ø2P										
Ø4P										
Ø6P										
Ø8P										

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
Ø1	1A,1B,1C	-	- -	-	- -				
Ø2	2A,2B,2C	R	R R	R	R R				
Ø3	3A,3B,3C	R	R R	R	R R				
Ø4	4A,4B,4C	R	R R	R	R R				
Ø5	5A,5B	G ←	- -	-	- -				
Ø6	6A,6B,6C,6D	R	R R	G	Y R				
Ø7									
Ø8									
OLA	1A,1B,1C	R ←	R R ←	R	R R ←				
OLB									
OLC	5A,5B	-	Y R ←	FY ←	Y R ←				
OLD									
Ø2P									
Ø4P									
Ø6P									
Ø8P									

FY=FLASHING YELLOW

BARRIER

NOT USED

NOT USED

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH
11		X			1	1			
31		X			3	3			
41		X			4	4			
51		X			5	5			

CONTROLLER LOGIC

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OLA	1	2
OLB		
OLC	5	6
OLD		

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
LOCATION OF MASTER CONTROLLER NO:	
SIGNAL SYSTEM #:	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
QUEUE DETECTOR	
LIFT BRIDGE	

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6,OLC	2,3,4
2	5 OR 6,OLA,OLC	1,3,4
3	NONE	1,2,4,5,6,OLA,OLC
4	NONE	1,2,3,5,6,OLA,OLC
5	1 OR 2,OLA	3,4,6
6	1 OR 2,OLA,OLC	3,4,5
7		
8		

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

USH 51 & CTH J / TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO.

CONTROLLER TYPE: TEMP

DATE

FILE NAME : ...\CAD\023929_Temp_SP_PH.dgn PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

USH 51 & CTH J/Townline Rd - Stage 3

	1	2	3	4	5	6	7	8
Min Green	7	10	10	10	7	10		
Extension	3.0	6.0	4.0	4.0	3.0	6.0		
Yellow	3.5	4.0		4.0		4.0		
Red	0.5	2.0		2.0		2.0		
Max	15	40	30	20	15	40		
TBR								
TTR								
Min Gap								
Coord Phase		X				X		

Dial 1	Cycle = 60 secs								Offset	Time of Day/Year
Split 1 Offset 1	0	21	20	19	0	21			0	Overnight all year
Dial 2	Cycle = 90 secs									
Split 1 Offset 1	13	33	26	18	13	33			0	Non-summer 0800-1800
Dial 3	Cycle = 90 secs									
Split 1 Offset 2	13	36	23	18	13	36			0	Summer M-F 1100-1600
Split 2 Offset 2	13	31	28	18	13	31			0	Summer M-F 0800-1100
Split 3 Offset 2	13	35	24	18	13	35			0	Summer M-Th 1600-1900
Split 4 Offset 2	13	36	23	18	13	36			0	Summer Sat-Sun 0800-1800
Dial 4	Cycle = 100 secs									
Split 3 Offset 2	13	42	27	18	13	42			0	Summer Fri 1600-1900

USH 51 & CTH J/Townline Rd - Stages 3.1 & 3.2

	1	2	3	4	5	6	7	8
Min Green	7	10	10	10	7	10		
Extension	3.0	6.0	4.0	4.0	3.0	6.0		
Yellow	3.5	4.0		4.0		4.0		
Red	0.5	2.0		2.0		2.0		
Max	15	90	30	20	15	90		
TBR								
TTR								
Min Gap								
Coord Phase		X				X		

Dial 1	Cycle = 100 secs								Offset	Time of Day/Year
Split 1 Offset 1	13	48	21	18	13	48			0	Non-summer all times
Split 2 Offset 2	13	45	24	18	13	45			0	Summer M-F 0800-1100
Dial 2	Cycle = 130 secs									
Split 1 Offset 2	13	75	24	18	13	75			0	Summer M-Th 1100-1600
Split 3 Offset 2	13	74	25	18	13	74			0	Summer M-Th 1600-1900
Dial 3	Cycle = 140 secs									
Split 4 Offset 2	13	83	26	18	13	83			0	Summer Sat-Sun 0800-1800
Dial 4	Cycle = 150 secs									
Split 1 Offset 2	13	91	28	18	13	91			0	Summer Fri 1100-1600
Split 3 Offset 2	13	90	29	18	13	90			0	Summer Fri 1600-1900

Non-Summer		
Day of Week	Time of Day	Dial/Split/Offset
All Days	8:00-18:00	D2/S1/O1
All Days	18:00-8:00	D1/S1/O1

Summer		
Day of Week	Time of Day	Dial/Split/Offset
M-TH	8:00-11:00	D3/S2/O2
M-TH	11:00-16:00	D3/S1/O2
M-TH	16:00-19:00	D3/S3/O2
M-TH	19:00-8:00	D1/S1/O1
F	8:00-11:00	D3/S2/O2
F	11:00-16:00	D3/S1/O2
F	16:00-19:00	D4/S3/O2
F	19:00-8:00	D1/S1/O1
Sat-Sun	8:00-18:00	D3/S4/O2
Sat-Sun	18:00-8:00	D1/S1/O1

2

LEGEND

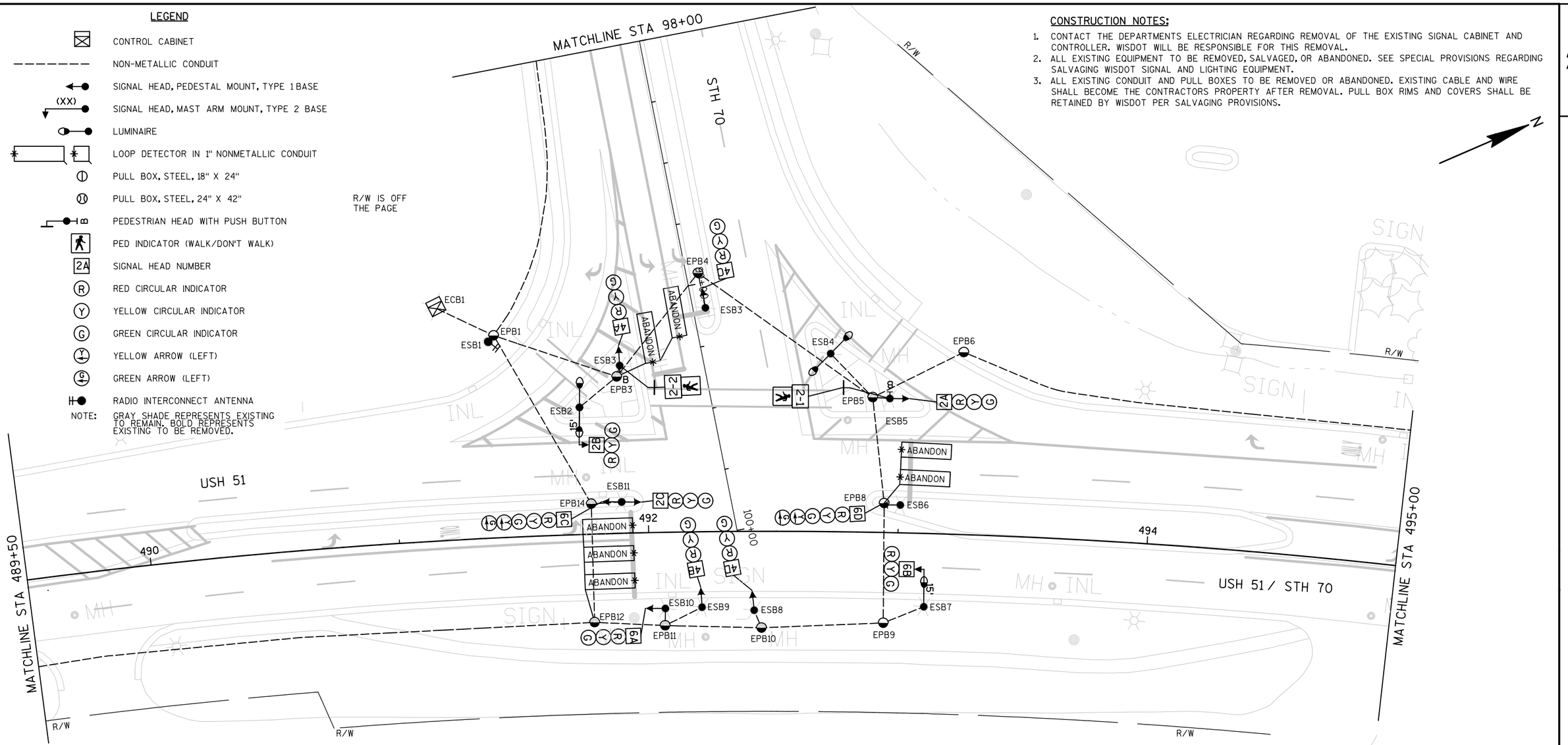
- CONTROL CABINET
- NON-METALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- (XX) SIGNAL HEAD, MAST ARM MOUNT, TYPE 2 BASE
- LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, STEEL, 18" X 24"
- PULL BOX, STEEL, 24" X 42"
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PED INDICATOR (WALK/DON'T WALK)
- 2A SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y LEFT YELLOW ARROW (LEFT)
- G LEFT GREEN ARROW (LEFT)
- RADIO INTERCONNECT ANTENNA

NOTE: GRAY SHADE REPRESENTS EXISTING TO REMAIN. BOLD REPRESENTS EXISTING TO BE REMOVED.

R/W IS OFF THE PAGE

CONSTRUCTION NOTES:

1. CONTACT THE DEPARTMENTS ELECTRICIAN REGARDING REMOVAL OF THE EXISTING SIGNAL CABINET AND CONTROLLER. WISDOT WILL BE RESPONSIBLE FOR THIS REMOVAL.
2. ALL EXISTING EQUIPMENT TO BE REMOVED, SALVAGED, OR ABANDONED. SEE SPECIAL PROVISIONS REGARDING SALVAGING WISDOT SIGNAL AND LIGHTING EQUIPMENT.
3. ALL EXISTING CONDUIT AND PULL BOXES TO BE REMOVED OR ABANDONED. EXISTING CABLE AND WIRE SHALL BECOME THE CONTRACTORS PROPERTY AFTER REMOVAL. PULL BOX RIMS AND COVERS SHALL BE RETAINED BY WISDOT PER SALVAGING PROVISIONS.



CONFIGURATION WITH HEAD NUMBERS

3-V	5-VL	3-H	PED
R Y G	R Y G Y G	R Y G	
2A, 2C 4A, 4B, 4C, 4D 6A	6C, 6D	2B 6B	6C, 6D

TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

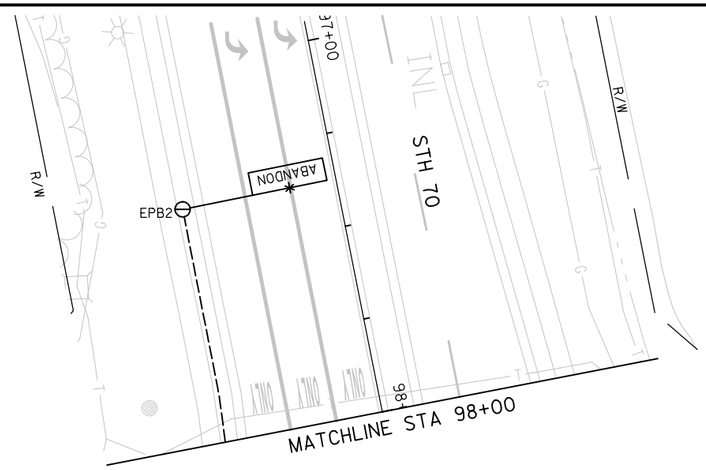
PAGE 1 OF 2

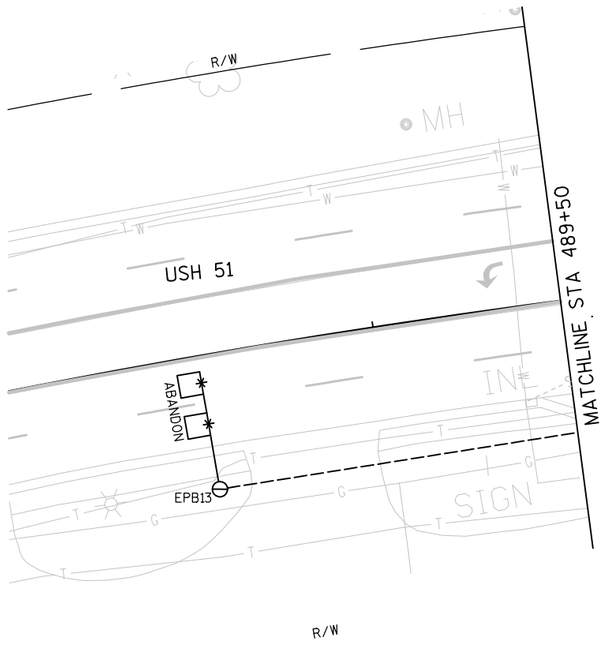
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 117	E

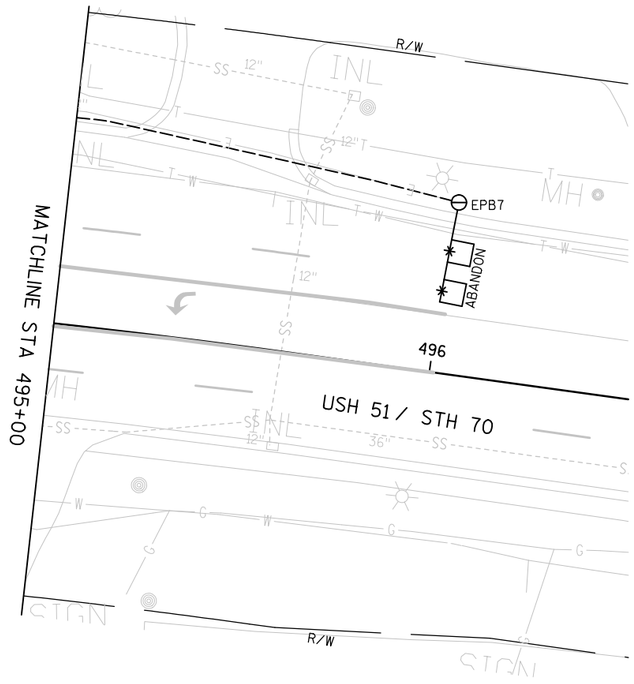
FILE NAME : P:\UZ\W\WITNC\115713\CAD\024011_SP.dgn PLOT TIME : 1:20:44 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2







TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 118	E

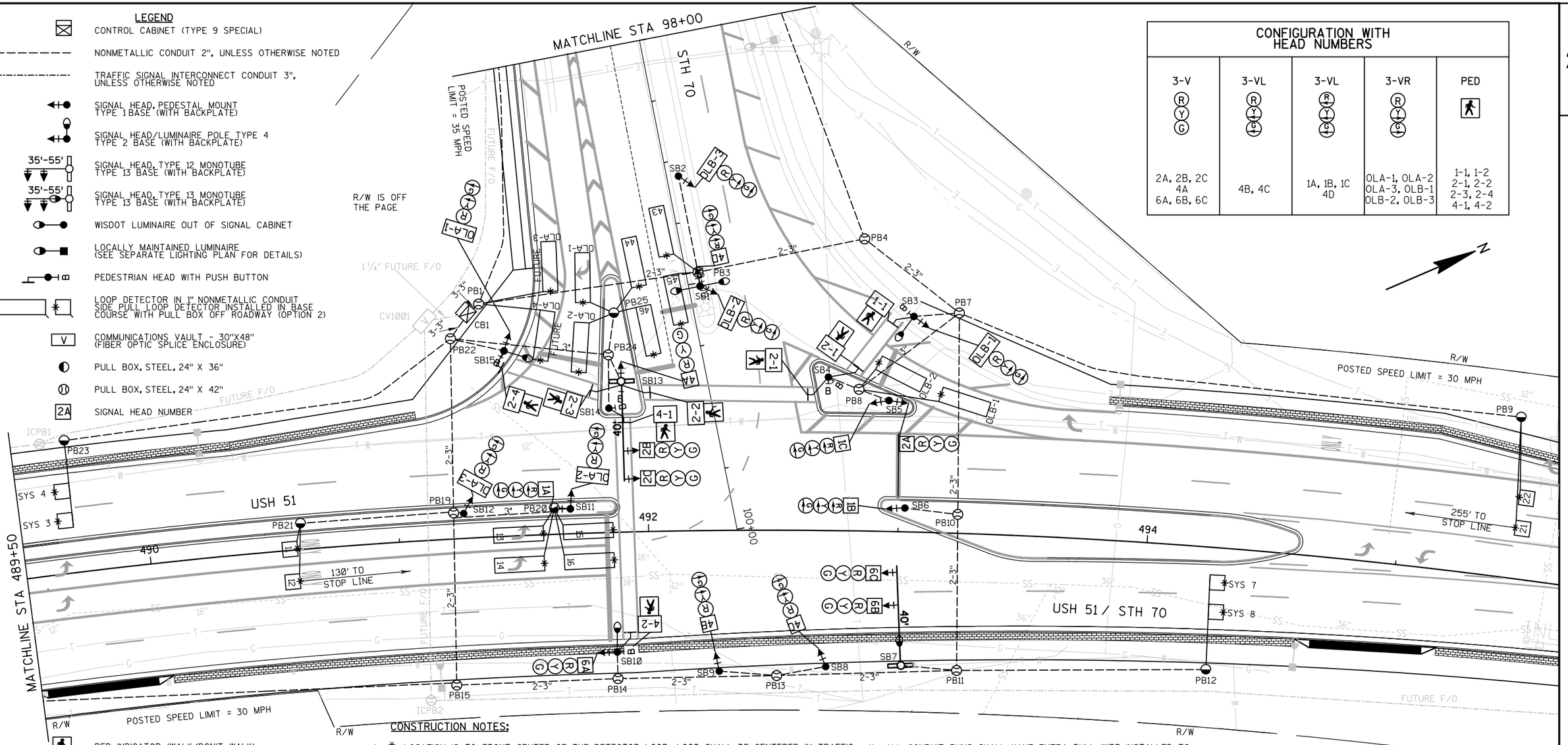
2

LEGEND

- CONTROL CABINET (TYPE 9 SPECIAL)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL INTERCONNECT CONDUIT 3", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL MOUNT TYPE 1 BASE (WITH BACKPLATE)
- SIGNAL HEAD/LUMINAIRE POLE TYPE 4 TYPE 2 BASE (WITH BACKPLATE)
- 35'-55' SIGNAL HEAD, TYPE 12 MONOTUBE TYPE 13 BASE (WITH BACKPLATE)
- 35'-55' SIGNAL HEAD, TYPE 13 MONOTUBE TYPE 13 BASE (WITH BACKPLATE)
- WISDOT LUMINAIRE OUT OF SIGNAL CABINET
- LOCALLY MAINTAINED LUMINAIRE (SEE SEPARATE LIGHTING PLAN FOR DETAILS)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- V COMMUNICATIONS VAULT - 30"X48" (FIBER OPTIC SPLICE ENCLOSURE)
- PULL BOX, STEEL, 24" X 36"
- PULL BOX, STEEL, 24" X 42"
- 2A SIGNAL HEAD NUMBER

R/W IS OFF THE PAGE

CONFIGURATION WITH HEAD NUMBERS				
3-V (R Y G)	3-VL (R Y G)	3-VL (R Y G)	3-VR (R Y G)	PED
2A, 2B, 2C 4A 6A, 6B, 6C	4B, 4C	1A, 1B, 1C 4D	OLA-1, OLA-2 OLA-3, OLB-1 OLB-2, OLB-3	1-1, 1-2 2-1, 2-2 2-3, 2-4 4-1, 4-2



PED INDICATOR (WALK/DON'T WALK)
R RED CIRCULAR INDICATOR
Y YELLOW CIRCULAR INDICATOR
G GREEN CIRCULAR INDICATOR
R YELLOW ARROW (LEFT)
Y YELLOW ARROW (LEFT)
G GREEN ARROW (LEFT)
Y YELLOW ARROW (RIGHT)
G GREEN ARROW (RIGHT)
LANE DESIGNATION (FOR REFERENCE ONLY)

NOTE: ALL LENSES ARE 12-INCH LED GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURE NUMBERS	
BASE #	STRUCTURE #
SB7	S-43-0031-01
SB13	S-43-0031-02

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF THE DETECTOR LOOP. LOOP SHALL BE CENTERED IN TRAFFIC LANE. INSTALL LOOPS IN THE AGGREGATE BASE COURSE. DISTANCE BETWEEN MULTIPLE STOP BAR LOOPS SHALL BE 8 FEET.
2. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED WITH A 2-FOOT MINIMUM, 3-FOOT DESIRABLE CLEARANCE TO THE FACE OF THE CURB UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.
4. ALL WISDOT LUMINAIRES SHOWN ARE 120 VOLT, CATEGORY C LED, MOUNTED ON A 30 FOOT POLE (LUMINAIRE ARM LENGTHS ARE LISTED IN QUANTITIES).
5. BOND ALL METAL PULL BOXES AND ASSOCIATED COVERS THAT CONTAIN CONDUCTORS CARRYING 50 VOLTS OR MORE.
6. TERMINATION OF BONDING JUMPERS IN PULL BOXES TO BE LUG AND BOLT CONNECTIONS AND CALKED (SILICONE) AFTER INSTALLATION.
7. EACH LOOP DETECTOR SHALL HAVE A SEPERATE LEAD-IN CABLE TO THE CONTROL CABINET.
8. FURNISH AND INSTALL FOLDING STOP SIGNS (36"X36") ON SIGNAL BASES SB1, SB3, SB5, SB6, SB10, SB11, SB13, AND SB15.
9. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
10. THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
11. ALL CONDUIT RUNS SHALL HAVE EXTRA PULL WIRE INSTALLED TO PULL FUTURE CABLE. COST SHALL BE INCIDENTAL TO TRAFFIC SIGNAL CABLE, NO. 14.
12. INSTALL 9-FT SIGNAL STANDARDS AT (SB4, SB14)
    INSTALL 13-FT SIGNAL STANDARDS AT (SB2, SB5, SB6, SB8, SB9, SB11, SB12)
    INSTALL TYPE 4 (30-FOOT) POLES AT (SB1, SB3, SB10, SB15)
    INSTALL TYPE 12 MONOTUBE, 40-FOOT ARM AT (SB13)
    INSTALL TYPE 13 MONOTUBE, 40-FOOT ARM AT (SB7)
13. INSTALL PUSH BUTTON SIGNS (SIGN CODE R10-3E, 6"X10") WITH ARROWS POINTING TO THE CROSSWALK ASSOCIATED WITH THE PUSH BUTTONS. SIGNS ARE INCIDENTAL TO THE PED PUSH BUTTONS.
14. LOOP DETECTORS OLA-3 AND OLA-4 ARE BEING INSTALLED FOR FUTURE USE. INSTALL LOOP DETECTOR CONDUIT, LEAD-IN CABLE, AND DETECTOR WIRE. THE LEAD-IN CABLE SHALL BE PROPERLY TERMINATED IN THE CABINET AND AVAILABLE FOR FUTURE CONNECTION.

2/8/08
ADDED COUNTING CAPABILITY TO VARIOUS DETECTORS

10/9/00
INITIAL INSTALLATION

TRAFFIC CONTROL SIGNAL

USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

CABINET TYPE: TS-2
SIGNAL NO. S0196
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 9/12/13 — RONALD L. JOHNSON, REGION TRAFFIC ENGINEER

APPROVED
Date 9/19/13 — JOANNA L. BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

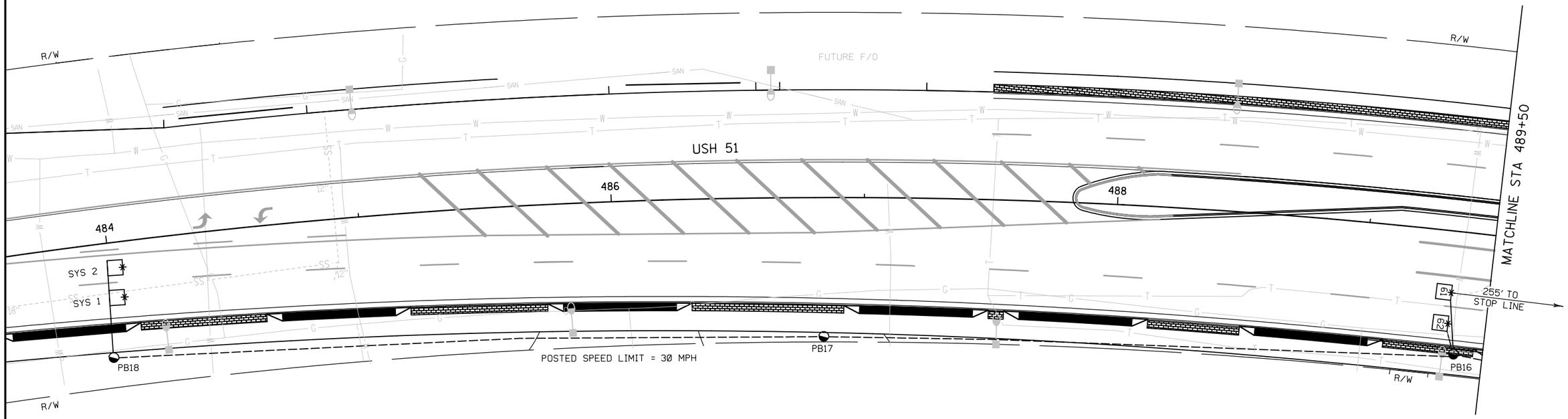
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 119	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\024015_SP.dgn PLOT TIME : 2:05:54 PM PLOT DATE : 9/23/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A
WISDOT/CADDS SHEET 42

2

N

SEE "LEGEND AND CONSTRUCTION NOTES"
ON MAIN PLAN SHEET



TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196 (REV 2)

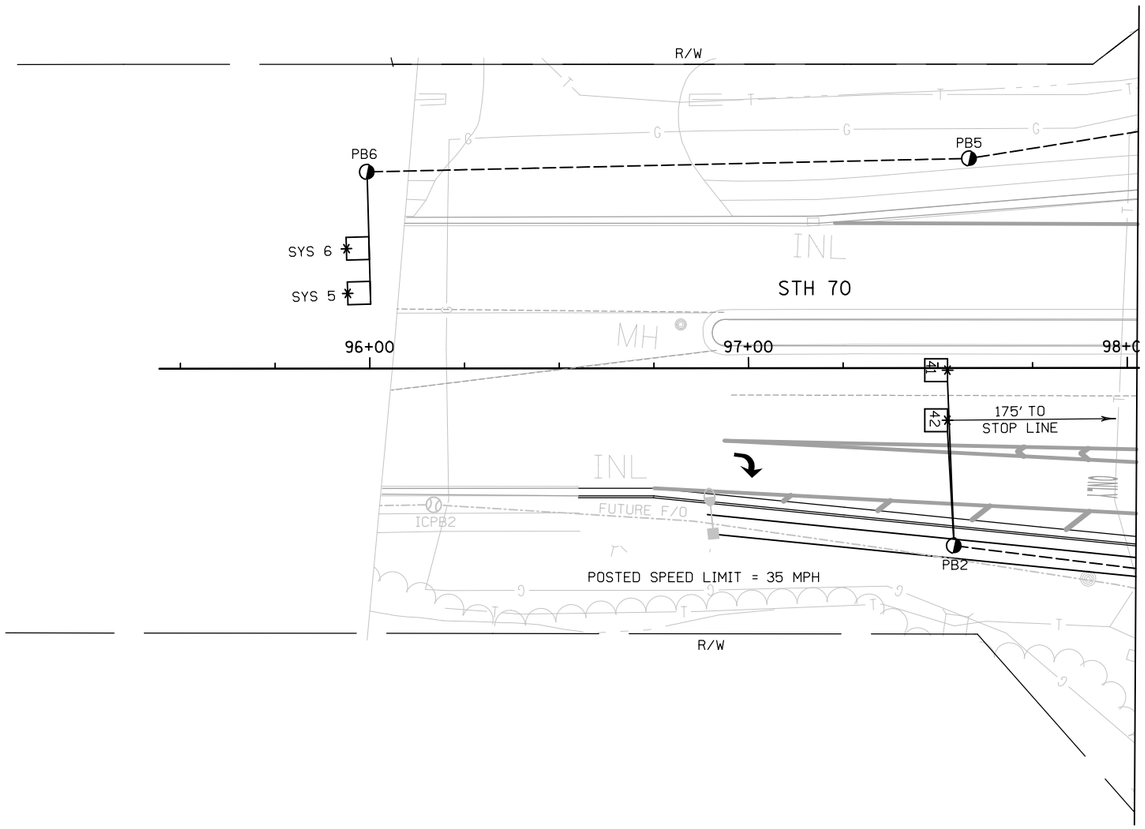
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 120	E

2

SEE "LEGEND AND CONSTRUCTION NOTES"
ON MAIN PLAN SHEET



TRAFFIC CONTROL SIGNAL
USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

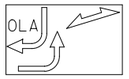
SIGNAL NO. S0196 (REV 2)

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 121	E

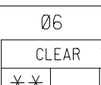
SEQUENCE OF OPERATION



NOT USED

RING 1	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO						Ø2 R/W	Ø2 CLEAR TO						Ø3 R/W	Ø3 CLEAR TO						Ø4 R/W	Ø4 CLEAR TO						FLASH
			**							**							**							**						
Ø1	1A,1B,1C	G	Y	R					R	R	R												R	R	R					R
Ø2	2A,2B,2C	R	R	R					G	Y	R												R	R	R					R
Ø3																														
Ø4	4A,4B,4C,4D	R	R	R					R	R	R												G	Y	R					R
Ø5																														
Ø6	6A,6B,6C	R	R	R					R	R	R												R	R	R					R
Ø7																														
Ø8																														
OLA	OLA-1,OLA-2,OLA-3	G	Y	R					R	R	R												G	Y	R					R
OLB	OLB-1,OLB-2,OLB-3	R	R	R					G	Y	R												G	Y	R					R
Ø1P	1-1,1-2	*	DW	DW					DW	DW	DW												DW	DW	DW					-
Ø2P	2-1,2-2,2-3,2-4	DW	DW	DW					*	DW	DW												DW	DW	DW					-
Ø4P	4-1,4-2	DW	DW	DW					DW	DW	DW												*	DW	DW					-

NOT USED



NOT USED

NOT USED

RING 2	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO						Ø6 R/W	Ø6 CLEAR TO						Ø7 R/W	Ø7 CLEAR TO						Ø8 R/W	Ø8 CLEAR TO					
			**							**							**							**					
Ø1	1A,1B,1C								R	R	R																		
Ø2	2A,2B,2C								R	R	R																		
Ø3																													
Ø4	4A,4B,4C,4D								R	R	R																		
Ø5																													
Ø6	6A,6B,6C								G	Y	R																		
Ø7																													
Ø8																													
OLA	OLA-1,OLA-2.OLA-3								R	R	R																		
OLB	OLB-1,OLB-2,OLB-3								R	R	R																		
Ø1P	1-1,1-2								DW	DW	DW																		
Ø2P	2-1,2-2,2-3,2-4								DW	DW	DW																		
Ø4P	4-1,4-2								DW	DW	DW																		

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	61	11	13	15	21	OLB-1	41	43
CALLS & EXTENDS	X		X	X	X	X		X
CALLS ONLY								
EXTENDS ONLY		X					X	
PHASE CALLED	6		1	1	2	2		4
PHASE EXTENDED	6	1	1	1	2	2	4	4
DISCONNECT PHASE								
CALLING DELAY						X		
EXTENSION STRETCH		X					X	
SIZE	6x6	6x6	6x20	6x20	6x6	6x20	6x6	6x20
NUMBER OF TURNS	4	4	3	3	4	3	4	3
DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	62	12	14	16	22	OLB-2	42	44
CALLS & EXTENDS	X		X	X	X	X		X
CALLS ONLY								
EXTENDS ONLY		X					X	
PHASE CALLED	6		1	1	2	2		4
PHASE EXTENDED	6	1	1	1	2	2	4	4
DISCONNECT PHASE								
CALLING DELAY						X		
EXTENSION STRETCH		X					X	
SIZE	6x6	6x6	6x20	6x20	6x6	6x20	6x6	6x20
NUMBER OF TURNS	4	4	3	3	4	3	4	3

* DETECTORS INSTALLED FOR FUTURE USE (OLA-3, OLA-4)

19	17	23	21	27	25	31	29
45	OLA-1	*OLA-3	S1	S3	S5	S7	
X	X	X					
4	4	4					
4	4	4					
	X	X					
6x20	6x20	6x20	6x6	6x6	6x6	6x6	
3	3	3	6	4	6	6	
20	**18**	**24**	**22**	**28**	**26**	**32**	**30**
46	OLA-2	*OLA-4	S2	S4	S6	S8	
X	X	X					
4	4	4					
4	4	4					
	X	X					
6x20	6x20	6x20	6x6	6x6	6x6	6x6	
3	3	3	6	4	6	6	

TYPE OF INTERCONNECT COMMUNICATION		
NONE		
TBC		
CLOSED LOOP TWISTED PAIR*		
CLOSED LOOP FIBER OPTIC*	X	FUTURE
RADIO		
*LOCATION OF MASTER CONTROLLER NO:	S-0243	
SIGNAL SYSTEM #:	SS-00-71	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

TYPE OF COORDINATION	
NONE	
TBC	
TRAFFIC RESPONSIVE	X
ADAPTIVE	

CONTROLLER LOGIC

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6,OLA	2,4,OLB
2	6,OLB	1,4,OLA
3		
4	OLA,OLB	1,2,6
5		
6	1 OR 2	4
7		
8		

OVERLAPS

O.L. "A" = 1,4
O.L. "B" = 2,4
O.L. "C" = NONE
O.L. "D" = NONE

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1.)

USH 51 & STH 70 WEST
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196 (REV 2)

CONTROLLER TYPE: ECONOLITE

DATE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	SEQUENCE OF OPERATIONS	SHEET 122	E

PROJECT ID:	1174-10-72
INTERSECTION:	S0196 USH 51 & STH 70 WEST

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

CB_ TO	JUMPER	AWG _14_ # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	LED RR BLANK
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLSHYEL>	<GREEN>	D/WALK	WALK		
SB1		12	4D	4				RED	ORG		GRN				
	OLB2 TO OLB3		OLB2	2 & 4	RED BLK				ORG BLK		GRN BLK				
	SB1 TO SB2	7	OLB3	2 & 4	RED				ORG		GRN				
SB3		12	OLB1	2 & 4	RED				ORG		GRN				
			1--1	1 PED								RED BLK	GRN BLK	BLU BLK	
SB4		12	1--2	1 PED								RED BLK	GRN BLK	BLU BLK	
			2--1	2 PED								RED	GRN	BLU	
SB5		12	2A	2	RED	ORG	GRN								
			1C	1				RED BLK	ORG BLK		GRN BLK				
SB6		7	1B	1				RED	ORG		GRN				
SB7		7	6B 6C	6	RED	ORG	GRN								
SB8		7	4C	4	RED				ORG		GRN				
SB9		7	4B	4	RED				ORG		GRN				
SB10		12	6A	6	RED BLK	ORG BLK	GRN BLK								
			4--2	4 PED								RED	GRN	BLU	
SB11		12	1A	1				RED BLK	ORG BLK		GRN BLK				
	OLA2 TO OLA3		OLA2	4 & 1	RED				ORG		GRN				
	SB11 TO SB12	7	OLA3	4 & 1	RED				ORG		GRN				
SB13		12	2B 2C	2	RED	ORG	GRN								
			4A	4	RED BLK	ORG BLK	GRN BLK								
			2--2 2--3	2 PED								BLK	BLU	WHT BLK	
SB14		7	4--1	4 PED								RED	GRN	BLU	
SB15		12	OLA1	4 &1	RED				ORG		GRN				

GROUNDING CONDUCTOR	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	CB1

EQUIPMENT GROUNDING	
FROM	TO
PB1	CB1
PB3	SB1
PB4	PB7
PB7	SB3
PB8	SB4
PB10	SB6
PB11	SB7
PB13	SB8
PB15	PB14
PB14	SB10
PB19	SB12
PB20	SB11
PB22	SB15
PB24	SB13

LIGHTING UF	
FROM	TO
CB1	SB1
SB1	SB3
SB3	SB7
CB1	SB15
SB15	SB10

*USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS

*ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS

*AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

"OTHER" COLUMN MAY INCLUDE SHADOW BOX SIGN

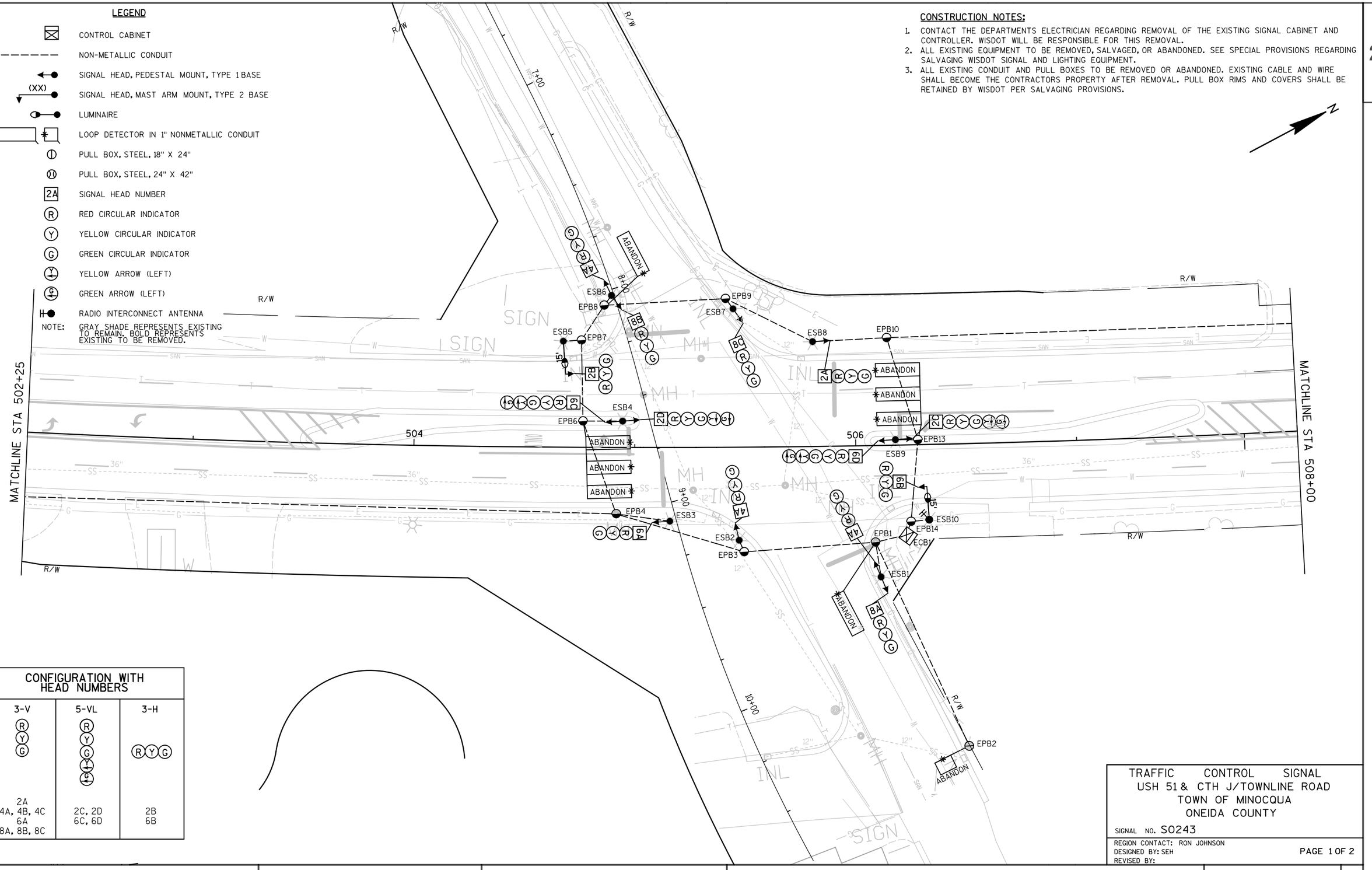
LEGEND

- CONTROL CABINET
- NON-METALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- (XX) SIGNAL HEAD, MAST ARM MOUNT, TYPE 2 BASE
- LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, STEEL, 18" X 24"
- PULL BOX, STEEL, 24" X 42"
- 2A SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- RADIO INTERCONNECT ANTENNA

NOTE: GRAY SHADE REPRESENTS EXISTING TO REMAIN. BOLD REPRESENTS EXISTING TO BE REMOVED.

CONSTRUCTION NOTES:

1. CONTACT THE DEPARTMENTS ELECTRICIAN REGARDING REMOVAL OF THE EXISTING SIGNAL CABINET AND CONTROLLER. WISDOT WILL BE RESPONSIBLE FOR THIS REMOVAL.
2. ALL EXISTING EQUIPMENT TO BE REMOVED, SALVAGED, OR ABANDONED. SEE SPECIAL PROVISIONS REGARDING SALVAGING WISDOT SIGNAL AND LIGHTING EQUIPMENT.
3. ALL EXISTING CONDUIT AND PULL BOXES TO BE REMOVED OR ABANDONED. EXISTING CABLE AND WIRE SHALL BECOME THE CONTRACTORS PROPERTY AFTER REMOVAL. PULL BOX RIMS AND COVERS SHALL BE RETAINED BY WISDOT PER SALVAGING PROVISIONS.



CONFIGURATION WITH HEAD NUMBERS		
3-V	5-VL	3-H
(R) (Y) (G)	(R) (Y) (G) (left arrow) (left arrow)	(R) (Y) (G)
2A 4A, 4B, 4C 6A 8A, 8B, 8C	2C, 2D 6C, 6D	2B 6B

TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

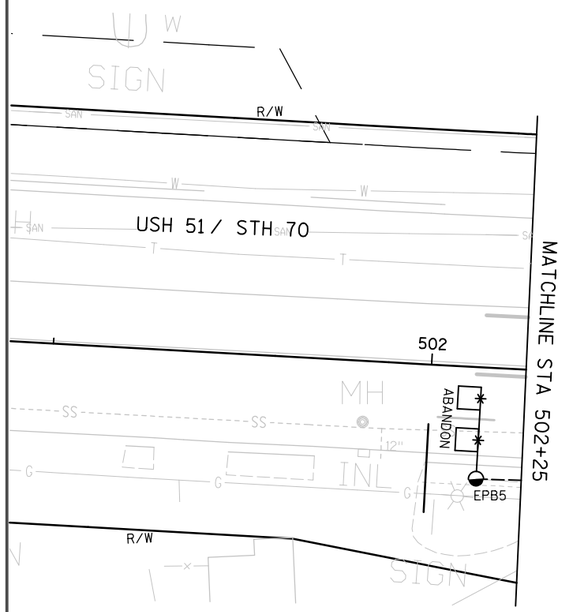
SIGNAL NO. S0243

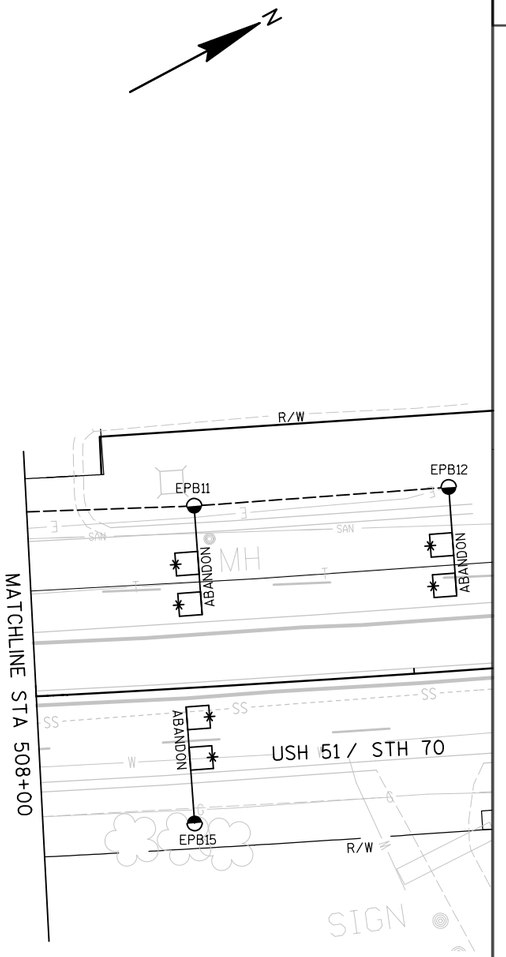
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 124	E

2





TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0243

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 125	E

LEGEND

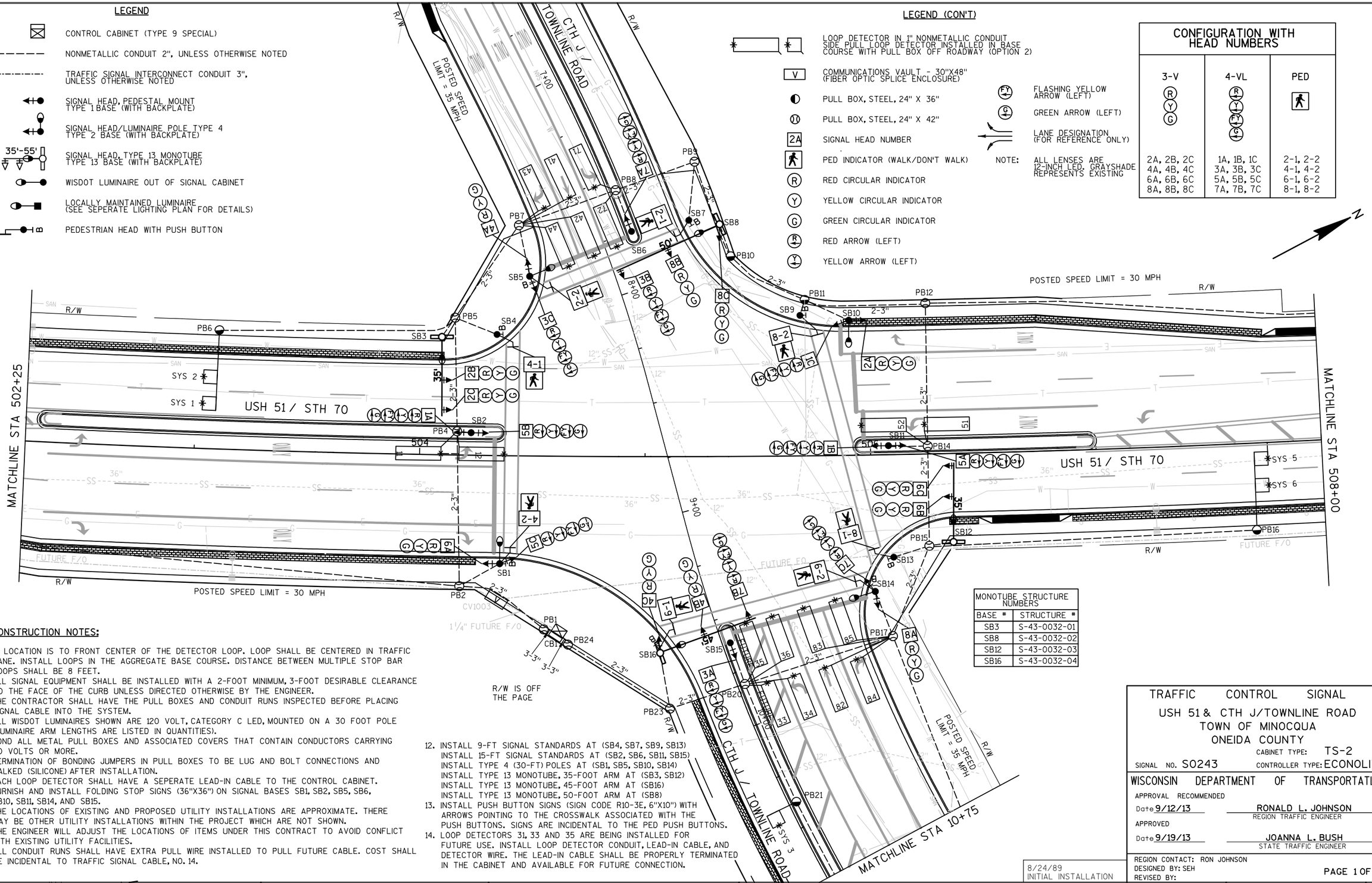
- CONTROL CABINET (TYPE 9 SPECIAL)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL INTERCONNECT CONDUIT 3", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL MOUNT TYPE 1 BASE (WITH BACKPLATE)
- SIGNAL HEAD/LUMINAIRE POLE TYPE 4 TYPE 2 BASE (WITH BACKPLATE)
- 35'-55' SIGNAL HEAD, TYPE 13 MONOTUBE TYPE 13 BASE (WITH BACKPLATE)
- WISDOT LUMINAIRE OUT OF SIGNAL CABINET
- LOCALLY MAINTAINED LUMINAIRE (SEE SEPERATE LIGHTING PLAN FOR DETAILS)
- PEDESTRIAN HEAD WITH PUSH BUTTON

LEGEND (CON'T)

- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- V COMMUNICATIONS VAULT - 30"X48" (FIBER OPTIC SPLICE ENCLOSURE)
- PULL BOX, STEEL, 24" X 36"
- PULL BOX, STEEL, 24" X 42"
- 2A SIGNAL HEAD NUMBER
- PED INDICATOR (WALK/DON'T WALK)
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- FY FLASHING YELLOW ARROW (LEFT)
- R RED ARROW (LEFT)
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- LANE DESIGNATION (FOR REFERENCE ONLY)

NOTE: ALL LENSES ARE 12-INCH LED, GRAYSHADE REPRESENTS EXISTING

CONFIGURATION WITH HEAD NUMBERS		
3-V (R, Y, G)	4-VL (R, Y, FY, G)	PED
2A, 2B, 2C	1A, 1B, 1C	2-1, 2-2
4A, 4B, 4C	3A, 3B, 3C	4-1, 4-2
6A, 6B, 6C	5A, 5B, 5C	6-1, 6-2
8A, 8B, 8C	7A, 7B, 7C	8-1, 8-2



MONOTUBE STRUCTURE NUMBERS	
BASE #	STRUCTURE #
SB3	S-43-0032-01
SB8	S-43-0032-02
SB12	S-43-0032-03
SB16	S-43-0032-04

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF THE DETECTOR LOOP. LOOP SHALL BE CENTERED IN TRAFFIC LANE. INSTALL LOOPS IN THE AGGREGATE BASE COURSE. DISTANCE BETWEEN MULTIPLE STOP BAR LOOPS SHALL BE 8 FEET.
2. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED WITH A 2-FOOT MINIMUM, 3-FOOT DESIRABLE CLEARANCE TO THE FACE OF THE CURB UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.
4. ALL WISDOT LUMINAIRES SHOWN ARE 120 VOLT, CATEGORY C LED, MOUNTED ON A 30 FOOT POLE (LUMINAIRE ARM LENGTHS ARE LISTED IN QUANTITIES).
5. BOND ALL METAL PULL BOXES AND ASSOCIATED COVERS THAT CONTAIN CONDUCTORS CARRYING 50 VOLTS OR MORE.
6. TERMINATION OF BONDING JUMPERS IN PULL BOXES TO BE LUG AND BOLT CONNECTIONS AND CALKED (SILICONE) AFTER INSTALLATION.
7. EACH LOOP DETECTOR SHALL HAVE A SEPERATE LEAD-IN CABLE TO THE CONTROL CABINET.
8. FURNISH AND INSTALL FOLDING STOP SIGNS (36"X36") ON SIGNAL BASES SB1, SB2, SB5, SB6, SB10, SB11, SB14, AND SB15.
9. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
10. THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
11. ALL CONDUIT RUNS SHALL HAVE EXTRA PULL WIRE INSTALLED TO PULL FUTURE CABLE. COST SHALL BE INCIDENTAL TO TRAFFIC SIGNAL CABLE, NO. 14.
12. INSTALL 9-FT SIGNAL STANDARDS AT (SB4, SB7, SB9, SB13)
    INSTALL 15-FT SIGNAL STANDARDS AT (SB2, SB6, SB11, SB15)
    INSTALL TYPE 4 (30-FT) POLES AT (SB1, SB5, SB10, SB14)
    INSTALL TYPE 13 MONOTUBE, 35-FOOT ARM AT (SB3, SB12)
    INSTALL TYPE 13 MONOTUBE, 45-FOOT ARM AT (SB16)
    INSTALL TYPE 13 MONOTUBE, 50-FOOT ARM AT (SB8)
13. INSTALL PUSH BUTTON SIGNS (SIGN CODE R10-3E, 6"X10") WITH ARROWS POINTING TO THE CROSSWALK ASSOCIATED WITH THE PUSH BUTTONS. SIGNS ARE INCIDENTAL TO THE PED PUSH BUTTONS.
14. LOOP DETECTORS 31, 33 AND 35 ARE BEING INSTALLED FOR FUTURE USE. INSTALL LOOP DETECTOR CONDUIT, LEAD-IN CABLE, AND DETECTOR WIRE. THE LEAD-IN CABLE SHALL BE PROPERLY TERMINATED IN THE CABINET AND AVAILABLE FOR FUTURE CONNECTION.

8/24/89
INITIAL INSTALLATION

TRAFFIC CONTROL SIGNAL

USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

CABINET TYPE: TS-2
SIGNAL NO. S0243
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 9/12/13 — RONALD L. JOHNSON, REGION TRAFFIC ENGINEER

APPROVED
Date 9/19/13 — JOANNA L. BUSH, STATE TRAFFIC ENGINEER

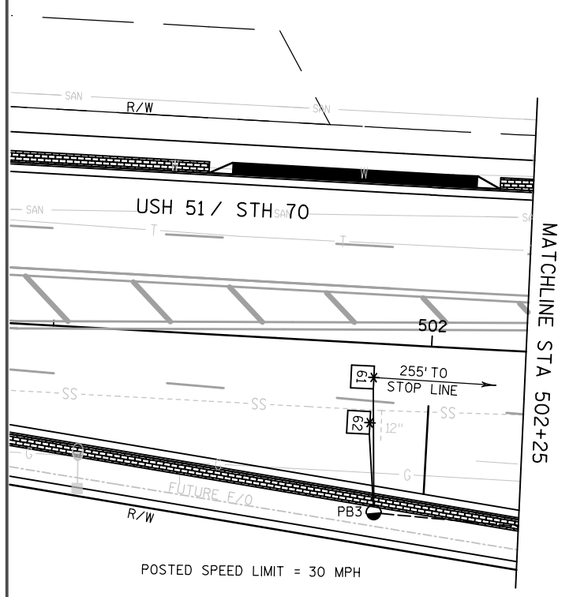
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 126	E

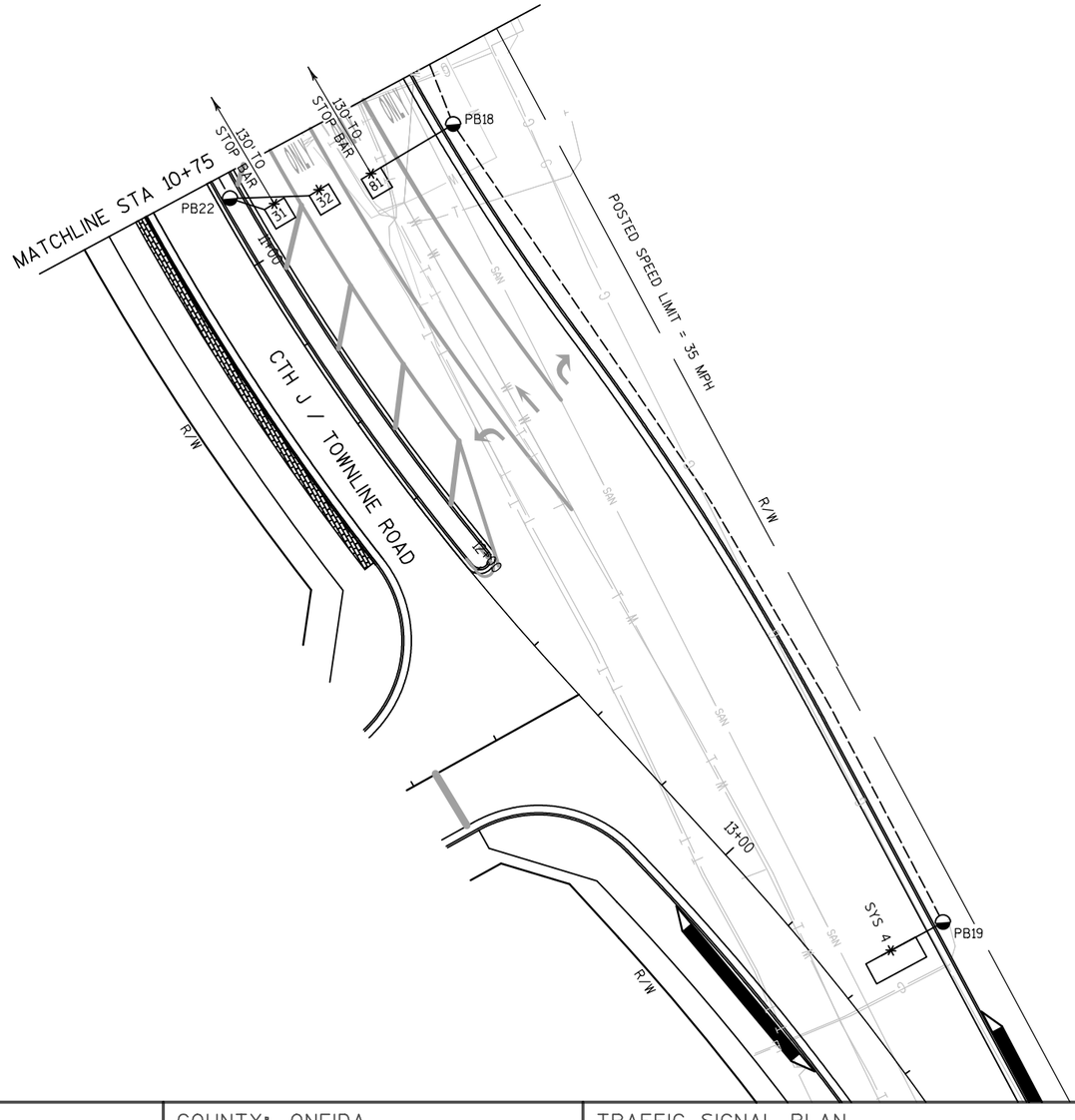
FILE NAME : P:\UZ\W\WITNC\115713\CAD\024025_SP.dgn PLOT TIME : 2:06:02 PM PLOT DATE : 9/23/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A
WISDOT/CADDS SHEET 42

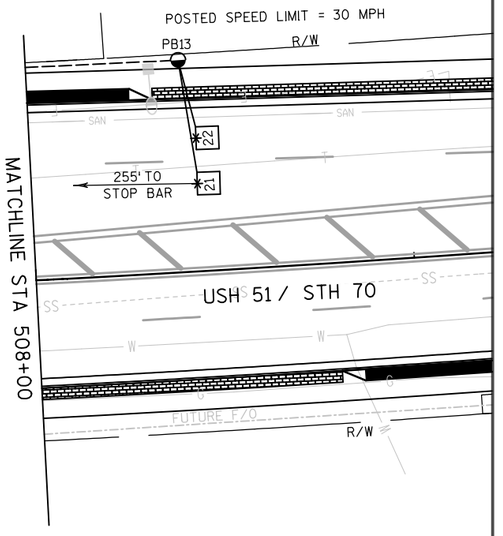
2

SEE "LEGEND AND CONSTRUCTION NOTES" ON MAIN PLAN SHEET



POSTED SPEED LIMIT = 30 MPH





TRAFFIC CONTROL SIGNAL
USH 51 & CTH J/TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0243 (REV 1)

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 3

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO ✳✳					Ø2 R/W	Ø2 CLEAR TO ✳✳					Ø3 R/W	Ø3 CLEAR TO ✳✳					Ø4 R/W	Ø4 CLEAR TO ✳✳					FLASH
Ø1	1A,1B,1C	G	-	-				-	-	-				-	-	-				-	-	-				-
Ø2	2A,2B,2C	R	R	R				G	Y	R				R	R	R				R	R	R				R
Ø3	3A,3B,3C	-	-	-				-	-	-				G	-	-				-	-	-				-
Ø4	4A,4B,4C	R	R	R				R	R	R				R	R	R				G	Y	R				R
Ø5	5A,5B,5C	-	-	-				-	-	-				-	-	-				-	-	-				-
Ø6	6A,6B,6C	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø7	7A,7B,7C	-	-	-				-	-	-				-	-	-				-	-	-				-
Ø8	8A,8B,8C	R	R	R				R	R	R				R	R	R				R	R	R				R
OLE	1A,1B,1C	-	Y	R				FY	Y	R				R	R	R				R	R	R				R
OLF	3A,3B,3C	R	R	R				R	R	R				-	Y	R				FY	Y	R				R
OLG	5A,5B,5C	R	R	R				R	R	R				R	R	R				R	R	R				R
OLH	7A,7B,7C	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø2P	2-1,2-2	DW	DW	DW				*	DW	DW				DW	DW	DW				DW	DW	DW				
Ø4P	4-1,4-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				*	DW	DW				
Ø6P	6-1,6-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW				
Ø8P	8-1,8-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW				

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO ✳✳					Ø6 R/W	Ø6 CLEAR TO ✳✳					Ø7 R/W	Ø7 CLEAR TO ✳✳					Ø8 R/W	Ø8 CLEAR TO ✳✳				
Ø1	1A,1B,1C	-	-	-				-	-	-				-	-	-				-	-	-			
Ø2	2A,2B,2C	R	R	R				R	R	R				R	R	R				R	R	R			
Ø3	3A,3B,3C	-	-	-				-	-	-				-	-	-				-	-	-			
Ø4	4A,4B,4C	R	R	R				R	R	R				R	R	R				R	R	R			
Ø5	5A,5B,5C	G	-	-				-	-	-				-	-	-				-	-	-			
Ø6	6A,6B,6C	R	R	R				G	Y	R				R	R	R				R	R	R			
Ø7	7A,7B,7C	-	-	-				-	-	-				G	-	-				-	-	-			
Ø8	8A,8B,8C	R	R	R				R	R	R				R	R	R				G	Y	R			
OLE	1A,1B,1C	R	R	R				R	R	R				R	R	R				R	R	R			
OLF	3A,3B,3C	R	R	R				R	R	R				R	R	R				R	R	R			
OLG	5A,5B,5C	-	Y	R				FY	Y	R				R	R	R				R	R	R			
OLH	7A,7B,7C	R	R	R				R	R	R				-	Y	R				FY	Y	R			
Ø2P	2-1,2-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW			
Ø4P	4-1,4-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW			
Ø6P	6-1,6-2	DW	DW	DW				*	DW	DW				DW	DW	DW				DW	DW	DW			
Ø8P	8-1,8-2	DW	DW	DW				DW	DW	DW				DW	DW	DW				*	DW	DW			

FY=FLASHING YELLOW

BARRIER

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	61	11	21	51	41	43	71	81
CALLS & EXTENDS	X	X	X	X	X	X	X	
CALLS ONLY								
EXTENDS ONLY								X
PHASE CALLED	6	1	2	5	4	4	7	
PHASE EXTENDED	6	1	2	5	4	4	7	8
DISCONNECT PHASE								
CALLING DELAY						X		
EXTENSION STRETCH								X
SIZE	6x6	6x20	6x6	6x20	6x20	6x20	6x20	6x6
NUMBER OF TURNS	4	3	4	3	3	3	3	4
DETECTOR INPUT	**4**	**2**	**8**	**6**	**12**	**10**	**16**	**14**
DETECTOR #(S)	62	12	22	52	42	44	72	
CALLS & EXTENDS	X	X	X	X	X	X	X	
CALLS ONLY								
EXTENDS ONLY								
PHASE CALLED	6	1	2	5	4	4	7	
PHASE EXTENDED	6	1	2	5	4	4	7	
DISCONNECT PHASE								
CALLING DELAY						X		
EXTENSION STRETCH								
SIZE	6x6	6x20	6x6	6x20	6x20	6x20	6x20	
NUMBER OF TURNS	4	3	4	3	3	3	3	

* DETECTORS INSTALLED FOR FUTURE USE (31, 33, 35)

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR #(S)	*31	82	84	*33	*35	SYS 1	SYS 3	SYS 5
CALLS & EXTENDS		X	X	X	X			
CALLS ONLY								
EXTENDS ONLY	X							
PHASE CALLED		8	8	3	3			
PHASE EXTENDED	3	8	8	3	3			
DISCONNECT PHASE								
CALLING DELAY			X					
EXTENSION STRETCH	X							
SIZE	6x6	6x20	6x20	6x20	6x20	6x6	6x6	6x6
NUMBER OF TURNS	4	3	3	3	3	4	4	5
DETECTOR INPUT	**20**	**18**	**24**	**22**	**28**	**26**	**32**	**30**
DETECTOR #(S)	32	83	85	34	36	SYS 2	SYS 4	SYS 6
CALLS & EXTENDS		X	X	X	X			
CALLS ONLY								
EXTENDS ONLY	X							
PHASE CALLED		8	8	3	3			
PHASE EXTENDED	3	8	8	3	3			
DISCONNECT PHASE								
CALLING DELAY			X					
EXTENSION STRETCH	X							
SIZE	6x6	6x20	6x20	6x20	6x20	6x6	6x15	6x6
NUMBER OF TURNS	4	3	3	3	3	4	6	5

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X FUTURE
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-0243
SIGNAL SYSTEM #:	SS-00-71

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OLE	1	2
OLF	3	4
OLG	5	6
OLH	7	8

TYPE OF COORDINATION	
NONE	
TBC	
TRAFFIC RESPONSIVE	X
ADAPTIVE	

CONTROLLER LOGIC

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6,OLG	2,3,4,7,8,OLF,OLH
2	5 OR 6,OLE,OLG	1,3,4,7,8,OLF,OLH
3	7 OR 8,OLH	1,2,4,5,6,OLE,OLG
4	7 OR 8,OLF,OLH	1,2,3,5,6,OLE,OLG
5	1 OR 2,OLE	3,4,6,7,8,OLF,OLH
6	1 OR 2,OLE,OLG	3,4,5,7,8,OLF,OLH
7	3 OR 4, OLF	1,2,5,6,8,OLE,OLG
8	3 OR 4,OLF,OLH	1,2,5,6,7,OLE,OLG

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

USH 51 & CTH J / TOWNLINE ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0243 (REV 1)

CONTROLLER TYPE: ECONOLITE

DATE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	SEQUENCE OF OPERATIONS	SHEET 128	E

FILE NAME : ...\115713\CAD\024029_SP_PH.dgn PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

PROJECT ID:	1174-10-72
INTERSECTION:	S0243 USH 51 & CTH J / TOWNLINE ROAD

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

CB_ TO	JUMPER	AWG _14_ # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	LED RR BLANK
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLSHYEL>	<GREEN>	D/WALK	WALK	
SB1		15	6A	6	RED BLK	ORG BLK	GRN BLK							
			5C	5				RED	ORG	BLU	GRN			
			4--2	4 PED								RED WHT	GRN WHT	WHT BLK	
SB2		15	1A	1				RED BLK	ORG BLK	BLU BLK	GRN BLK			
			5B	5				RED	ORG	BLU	GRN			
SB3	PED @ SB4	15	2B,2C	2	RED	ORG	GRN					RED WHT	GRN WHT	WHT BLK	
	SB3 TO SB4	7	4--1	4 PED								RED	GRN	WHT BLK	
SB5		15	4A	4	RED	ORG	GRN							
			3C	3				RED BLK	ORG BLK	BLU BLK	GRN BLK			
			2--2	2 PED								RED WHT	GRN WHT	WHT BLK	
SB6		7	7A	7				RED	ORG	BLU	GRN			
SB8	PED @ SB7	15	8C, 8B	8	RED BLK	ORG BLK	GRN BLK					RED WHT	GRN WHT	WHT BLK	
			3B	3				RED	ORG	BLU	GRN			
	SB8 TO SB7	7	2--1	2 PED								RED	GRN	WHT BLK	
SB10	PED @ SB9	15	2A	2	RED	ORG	GRN					RED WHT	GRN WHT	WHT BLK	
			1C	1				RED BLK	ORG BLK	BLU BLK	GRN BLK			
	SB10 TO SB9	7	8--2	8 PED								RED	GRN	WHT BLK	
SB11		15	1B	1				RED BLK	ORG BLK	BLU BLK	GRN BLK			
			5A	5				RED	ORG	BLU	GRN			
SB12	PED @ SB13	15	6B 6C	6	RED	ORG	GRN					RED WHT	GRN WHT	WHT BLK	
	SB12 TO SB13	7	8--1	8 PED								RED	GRN	WHT BLK	
SB14		15	8A	8	RED BLK	ORG BLK	GRN BLK							
			7C	7				RED	ORG	BLU	GRN			
			6--2	6 PED								RED WHT	GRN WHT	WHT BLK	
SB15		7	3A	3				RED	ORG	BLU	GRN			
SB 16		15	4B 4C	4	RED	ORG	GRN							
			7B	7				RED BLK	ORG BLK	BLU BLK	GRN BLK			
			6--1	6 PED								RED WHT	GRN WHT	WHT BLK	

EQUIPMENT GROUNDING	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	CB1

PULL BOX BONDING	
FROM	TO
PB1	CB1
PB2	SB1
PB4	SB2
PB5	SB3
PB7	SB5
PB8	SB6
PB9	SB7
PB10	SB8
PB11	SB9
PB12	SB10
PB14	SB11
PB15	SB12
PB17	SB14
PB20	SB15
PB23	SB16
PB24	CB1

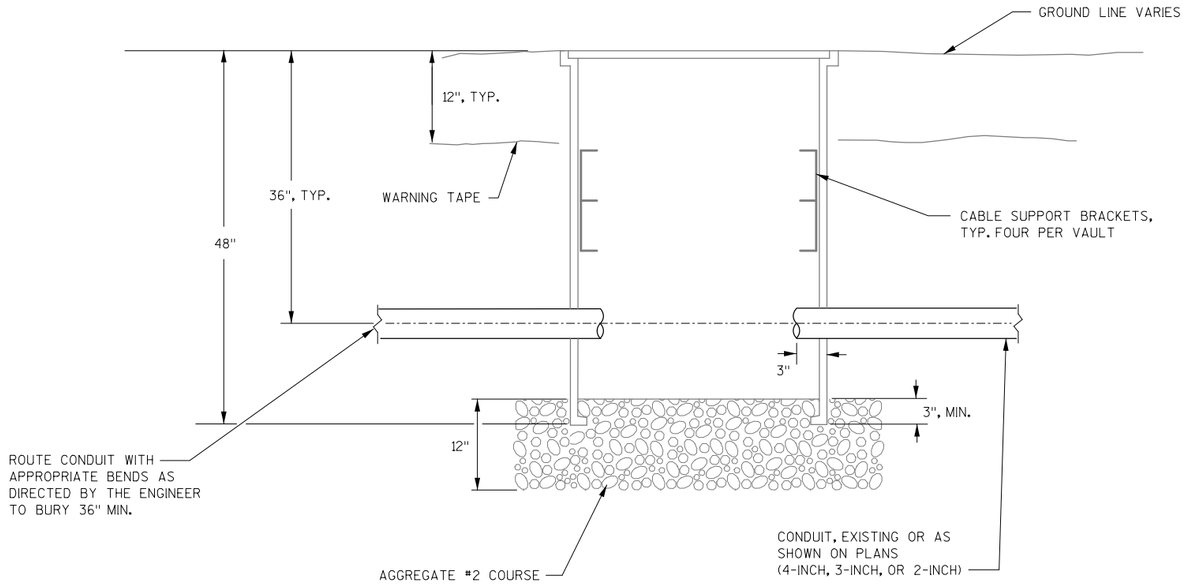
LIGHTING UF	
FROM	TO
CB1	SB1
SB1	SB3
SB3	SB5
SB5	SB8
CB1	SB16
SB16	SB14
SB14	SB12
SB12	SB10

*USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS

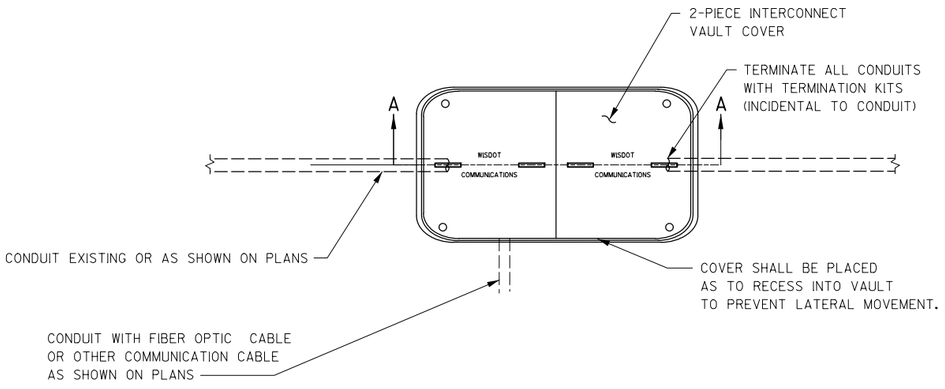
*ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS

*AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

"OTHER" COLUMN MAY INCLUDE SHADOW BOX SIGN

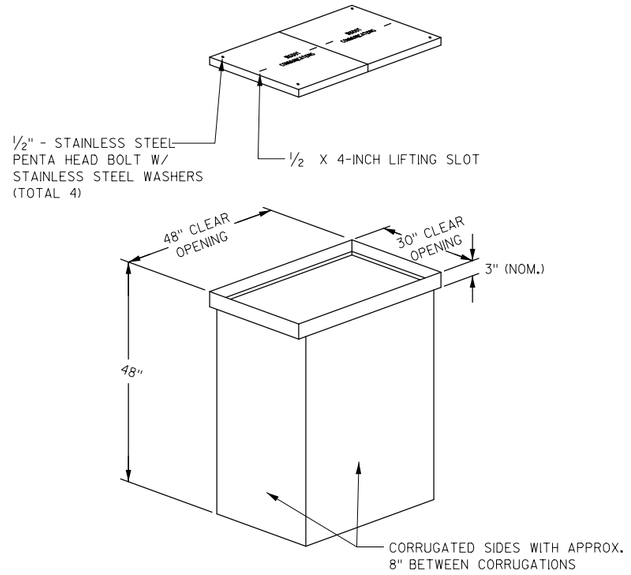


SECTION A-A



TRAFFIC SIGNAL INTERCONNECT VAULT

PLAN VIEW



ISOMETRIC

NOTES

1) BOX SHALL HAVE AN OPEN BASE.

2) COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

3) ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

4) VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

5) FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

2

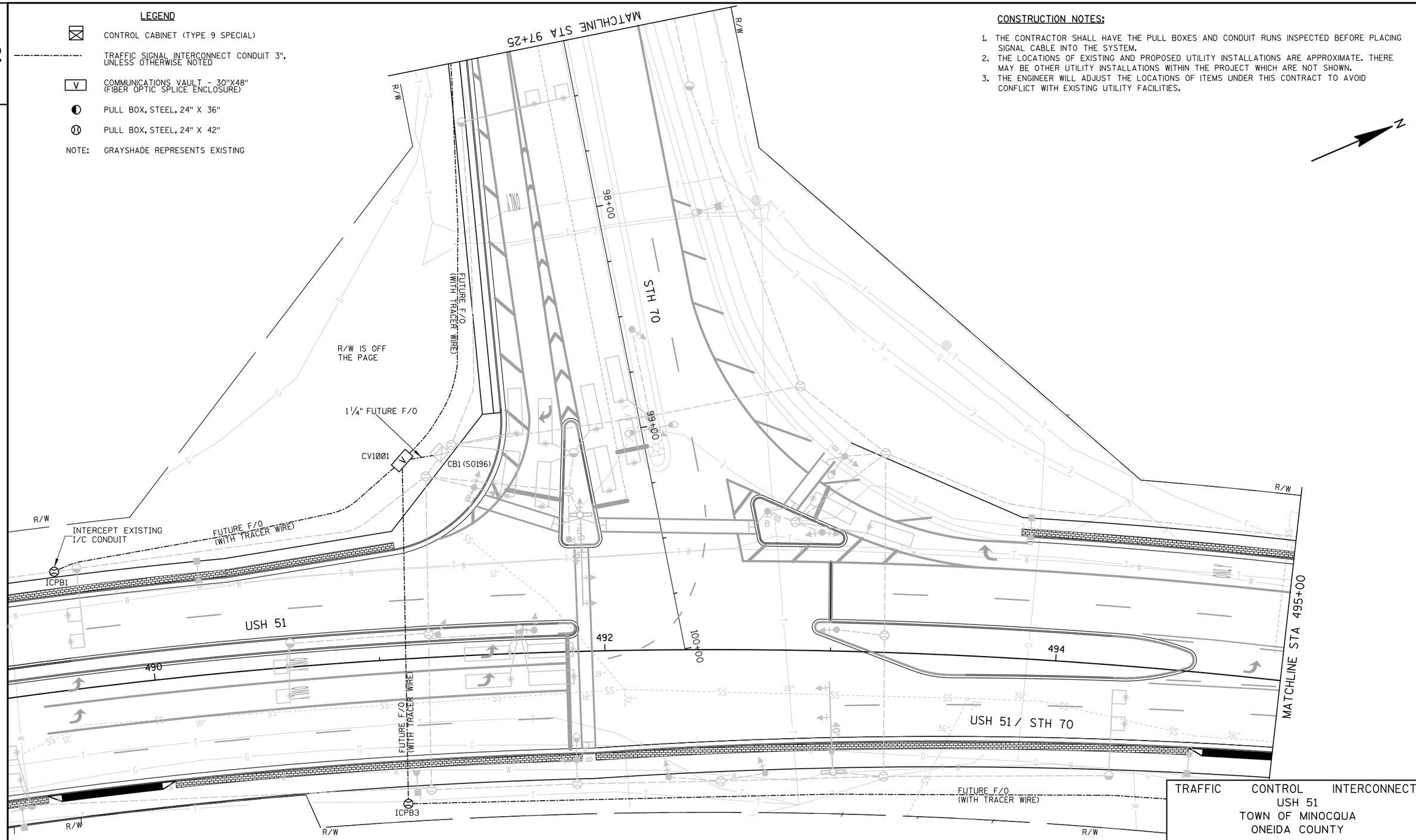
LEGEND

- CONTROL CABINET (TYPE 9 SPECIAL)
- TRAFFIC SIGNAL INTERCONNECT CONDUIT 3", UNLESS OTHERWISE NOTED
- V — COMMUNICATIONS VAULT - 30"X48" (FIBER OPTIC SPLICE ENCLOSURE)
- PULL BOX, STEEL, 24" X 36"
- PULL BOX, STEEL, 24" X 42"

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196, S0243

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

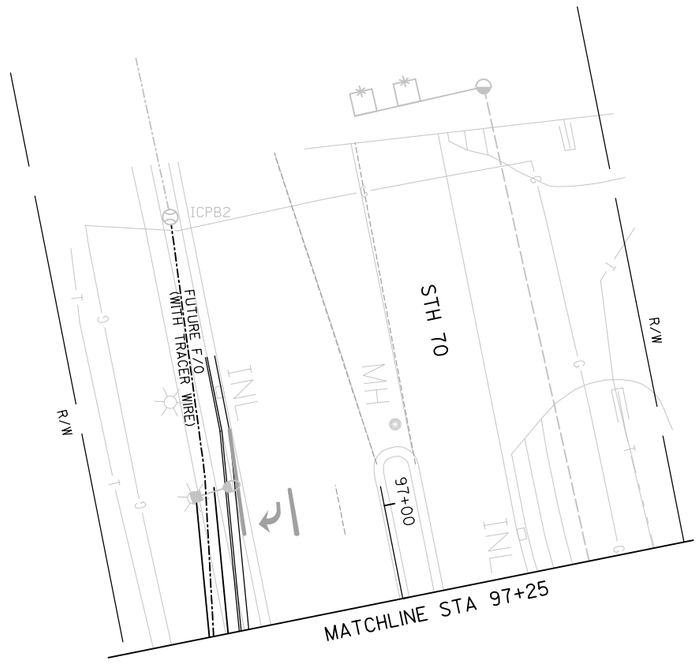
PAGE 1 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 131	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\024301_CO.dgn PLOT TIME : 1:21:16 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. SO196, SO243

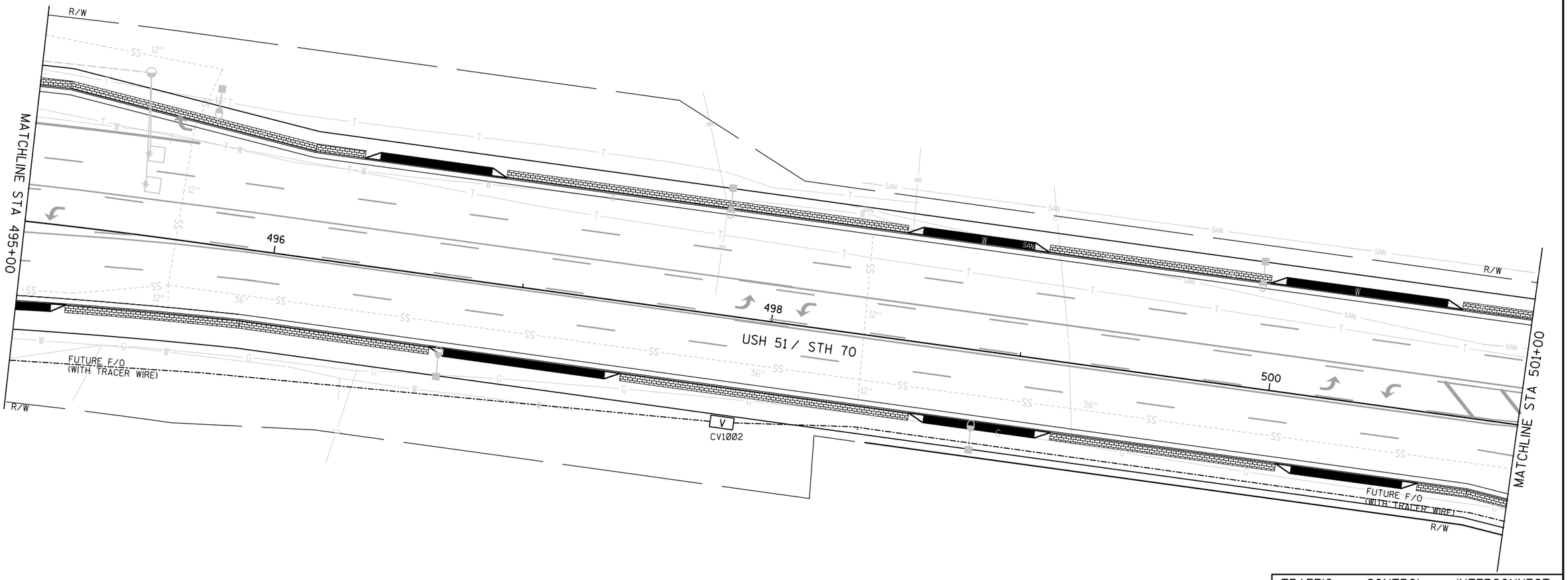
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 132	E

2

N



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196, S0243

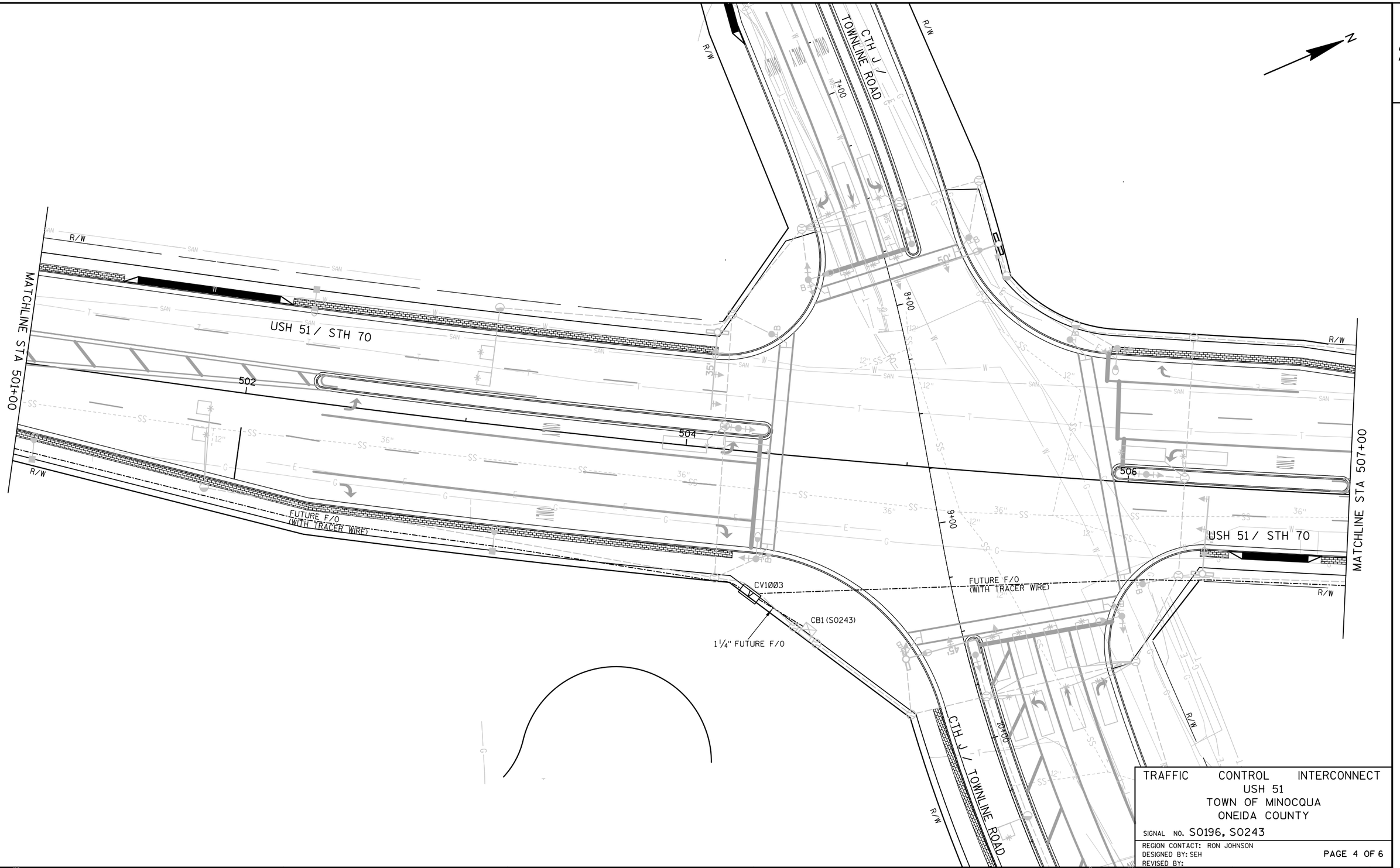
REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 133	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\024302_CO.dgn PLOT TIME : 1:21:17 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

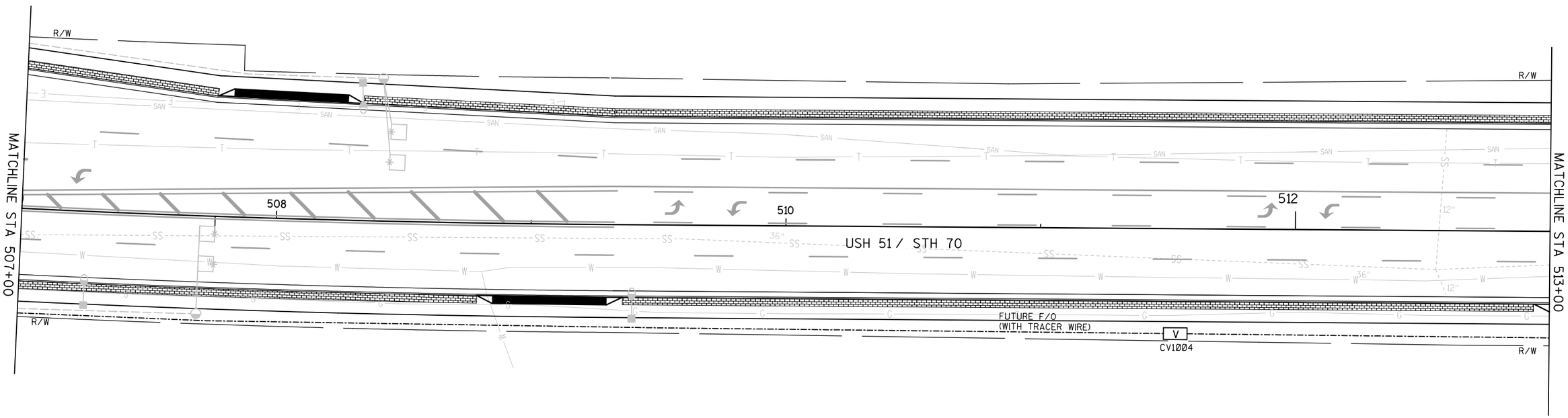
SIGNAL NO. S0196, S0243

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 134	E

2



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. SO196, SO243

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

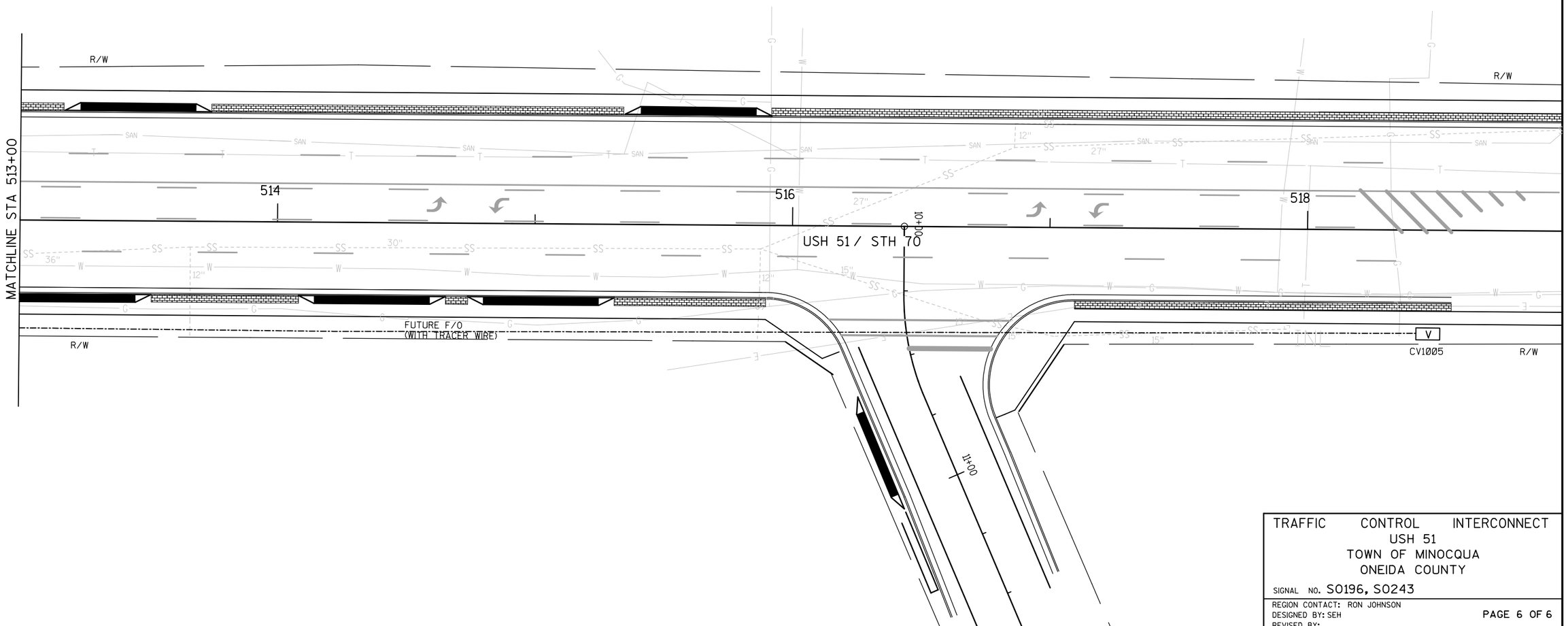
PAGE 5 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 135	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\024304_CO.dgn PLOT TIME : 1:21:19 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

2



TRAFFIC CONTROL INTERCONNECT
USH 51
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S0196, S0243

REGION CONTACT: RON JOHNSON
DESIGNED BY: SEH
REVISED BY:

PAGE 6 OF 6

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 136	E

FILE NAME : P:\UZ\W\WITNC\115713\CAD\024305_CO.dgn PLOT TIME : 1:21:19 PM PLOT DATE : 8/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

2

START PROJECT 1174-10-72
STA 483+23.85

9+00

480+00

481+00

482+00

483+00

484+00

485+00

486+00

14'
12'
14'
12'
14'

EPOXY 4-INCH
(YELLOW)

DIAGONAL EPOXY 12-INCH
(YELLOW)

N

PAVEMENT MARKING LEGEND

↑	ARROWS EPOXY TYPE 1 (WHITE)
↱ ↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024510_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

EPOXY 4-INCH
(WHITE)

EPOXY 4-INCH
(YELLOW)

EPOXY 8-INCH
(WHITE)

CROSSWALK EPOXY 6-INCH
(WHITE)

STOP LINE EPOXY 18-INCH
(WHITE)

ONLY

12'

R

486+00

487+00

488+00

489+00

490+00

491+00

492+00

11'

12'

DIAGONAL EPOXY 12-INCH
(YELLOW)

EPOXY 4-INCH
(YELLOW)

CURB EPOXY
(YELLOW)

CANOPY

G.P.

CURB EPOXY
(YELLOW)

STOP LINE EPOXY 18-INCH
(WHITE)

CROSSWALK EPOXY 6-INCH
(WHITE)

PAVEMENT MARKING LEGEND

↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024511_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND	
↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

STH 70

18-INCH

6-INCH

EPOXY 12-INCH

EPOXY (WHITE) 8-INCH

STOP LINE EPOXY 18-INCH (WHITE)

CROSS WALK EPOXY 6-INCH (WHITE)

EPOXY 8-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

ONLY

12'

14'

R 75

R 100

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

98+00

492+00

494+00

495+00

496+00

497+00

498+00

CURB EPOXY (YELLOW)

EPOXY 4-INCH (WHITE)

EPOXY 4-INCH (YELLOW)

STOP LINE EPOXY (WHITE) 18-INCH

CROSSWALK EPOXY (WHITE) 6-INCH

EPOXY (WHITE) 8-INCH

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024512_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

2

N

STOP LINE EPOXY 18-INCH
(WHITE)

EPOXY 4-INCH
(YELLOW)

CURB EPOXY
(YELLOW)

498+00

499+00

500+00

501+00

502+00

503+00

504+00

ONLY

11'

12'

14'

12'

ONLY

EPOXY 4-INCH
(WHITE)

EPOXY 4-INCH
(YELLOW)

DIAGONAL EPOXY 12-INCH
(YELLOW)

EPOXY 8-INCH
(WHITE)

104+00

PAVEMENT MARKING LEGEND

↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024513_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

STOP LINE EPOXY 18-INCH (WHITE)

EPOXY 8-INCH (WHITE)

EPOXY 4-INCH (WHITE)

CURB EPOXY (YELLOW)

CROSSWALK EPOXY 6-INCH (WHITE)

DIAGONAL EPOXY 12-INCH (YELLOW)

EPOXY 4-INCH (YELLOW)

CROSSWALK EPOXY 6-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

CEMETERY

PAVEMENT MARKING LEGEND	
↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024514_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

↑ ARROWS EPOXY TYPE 1 (WHITE)

↰ ARROWS EPOXY TYPE 2 (WHITE)

ONLY WORDS EPOXY (WHITE)

EPOXY 4-INCH (YELLOW)

EPOXY 4-INCH (WHITE)

510+00 511+00 512+00 513+00 514+00 515+00 516+00

SIGN

SIGN

SIGN

SIGN

CEMETERY

ASPHALTIC FLUME REQ'D

N

BASKETBALL COURT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024515_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND	
↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

EPOXY 4-INCH (WHITE)

DIAGONAL EPOXY 12-INCH (YELLOW)

SIGN

SIGN

SIGN

CANOPY

516+00

517+00

518+00

519+00

520+00

521+00

522+00

10+01

STA 516+44.75 USH 51
STA ~~10~~+00 MARGARET ST

CROSSWALK EPOXY 6-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

EPOXY 4-INCH (YELLOW)

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

SIGN

SIGN | SIGN

3rd St

SIGN

PHALTIC FLUME

Margaret St

11+00

RESTORE PE 16" BASE AGG

END CONSTRUCTION
STA 11+50 MARGARET

12+00

SIGN

N

2

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET E

2

2

CROSS WALK EPOXY 6-INCH (WHITE)

CURB EPOXY (YELLOW)

494+00

12'

14' 12'

493+00

EPOXY 8-INCH (WHITE)

DIAGONAL EPOXY 12-INCH (WHITE)

CROSSWALK EPOXY 6-INCH (WHITE)

R 100

12'

STOP LINE EPOXY 18-INCH (WHITE)

12' 12'

EPOXY 8-INCH (WHITE)

97+00

98+00

R 75

492+00

CROSSWALK EPOXY 6-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

12'

ONLY

EPOXY 8-INCH (WHITE)

DIAGONAL EPOXY 12-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

CROSSWALK EPOXY 6-INCH (WHITE)

11' 12'

491+00

ONLY ONLY

CURB EPOXY (YELLOW)

N

PAVEMENT MARKING LEGEND

↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

PAVEMENT MARKING LEGEND	
↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

N

EPOXY 8-INCH (WHITE)

DIAGONAL EPOXY 8-INCH (WHITE)

CURB EPOXY (YELLOW)

CROSSWALK EPOXY 6-INCH (WHITE)

CURB EPOXY (YELLOW)

STOP LINE EPOXY 18-INCH (WHITE)

CURB EPOXY (YELLOW)

CROSSWALK EPOXY 6-INCH (WHITE)

STOP LINE EPOXY 18-IN (WHITE)

EPOXY 8-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

CROSSWALK EPOXY 6-INCH (WHITE)

DIAGONAL (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

5+00 6+00 7+00 8+00 9+00 10+00

505+00 364+00 105+00

ONLY ONLY ONLY ONLY ONLY ONLY

10' 14' 12' 11' 12' 12' 12' 16' 12' 11' 12' 14' 12'

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024521_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND	
↑	ARROWS EPOXY TYPE 1 (WHITE)
↰	ARROWS EPOXY TYPE 2 (WHITE)
ONLY	WORDS EPOXY (WHITE)

N

CURB EPOXY (YELLOW)

CROSSWALK EPOXY 6-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

EPOXY 8-INCH (WHITE)

CROSSWALK EPOXY 6-INCH (WHITE)

CURB EPOXY (YELLOW)

DIAGONAL EPOXY 12-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

STOP LINE EPOXY 18-INCH (WHITE)

ONLY

ONLY

ONLY

16'

12'

11'

12'

11'

10+00

11+00

13+00

14+00

15+00

99+00

105+00

INL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024522_pm.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

STOP LINE EPOXY 18-INCH
(WHITE)

INL

SIGN

PACKING PLANT RD

305
605.10

1030-12
1605.58

SIGN

89+00

90+00

91+00

92+00

93+00

94+00

95+00

100+00

101+00

102+00

103+00

END PROJECT 1174-10-72
STA 89+50

RESTORE CE 35'
BASE AGG

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

RESTORE PE 24'
BASE AGG

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

HANDRICK DR

STOP LINE EPOXY 18-INCH
(WHITE)

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING - PACKING PLANT ROAD 1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024525_pm_PackingPlant1.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

2

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

EPOXY 18-INCH

N

030-12
05.58

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

94+00

95+00

96+00

97+00

98+00

99+00

Proposed Packing Plant Rd

HANDRICK DR

EPOXY 18-INCH

00+66

00+16

6+81.24

DIAGONAL EPOXY 12-INCH (WHITE)

CURB EPOXY YELLOW

STOP LINE EPOXY 18-INCH (WHITE)

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

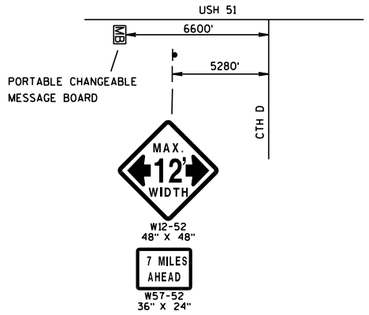
15+00

SIGN

2

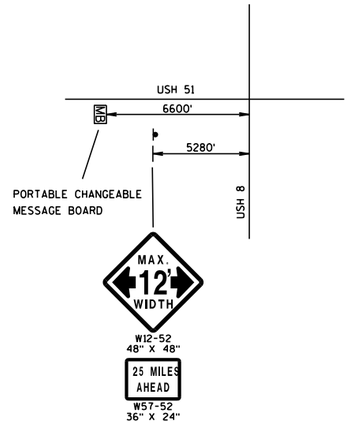
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PAVEMENT MARKING PACKING PLANT ROAD 2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\024526_pm_PackingPlant2.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42



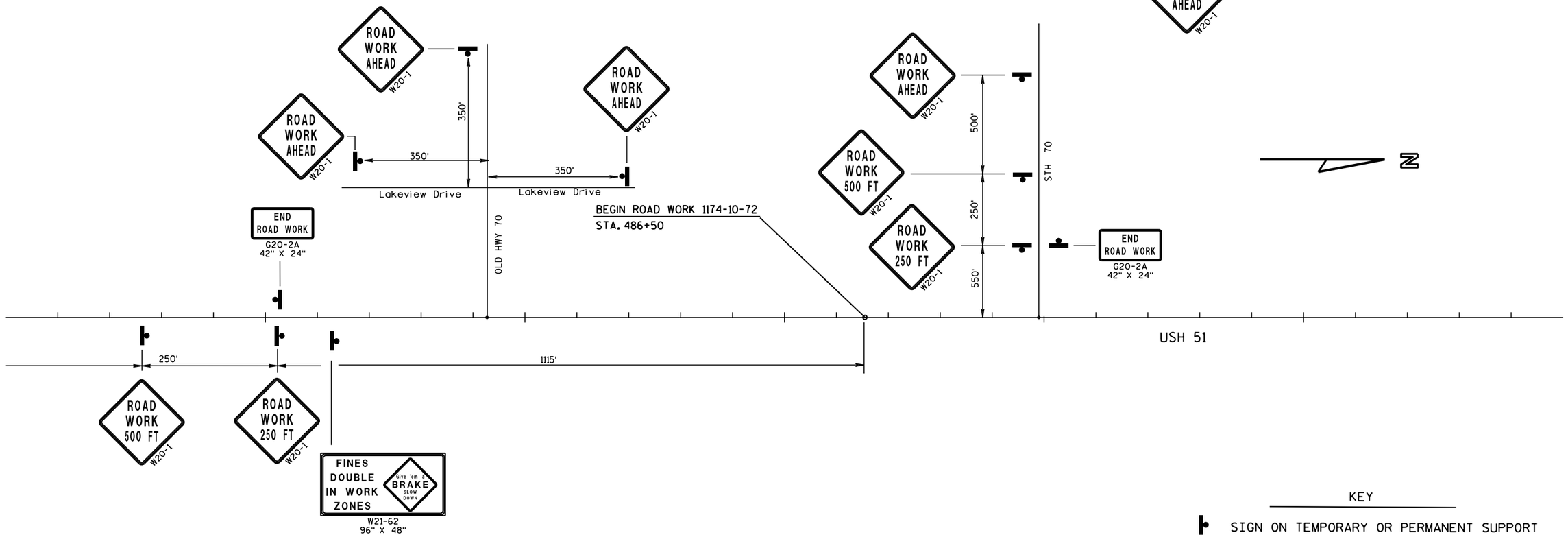
DETAIL PORTABLE CHANGEABLE MESSAGE BOARD

CTH D AND USH 51



DETAIL PORTABLE CHANGEABLE MESSAGE BOARD

USH 8 AND USH 51



KEY

SIGN ON TEMPORARY OR PERMANENT SUPPORT

MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL STAGE 3	SHEET 1 OF 2	E

2

N

END ROAD WORK
G20-2A
42" X 24"

ROAD WORK AHEAD
W20-1

250"

MAPLE STREET

TOWNLINE ROAD

END ROAD WORK 1174-10-72
STA. 518+56

550'

3RD AVENUE

2ND AVENUE

1115'

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96" X 48"

ROAD WORK 250 FT
W20-1

250'

ROAD WORK 500 FT
W20-1

500'

USH 51

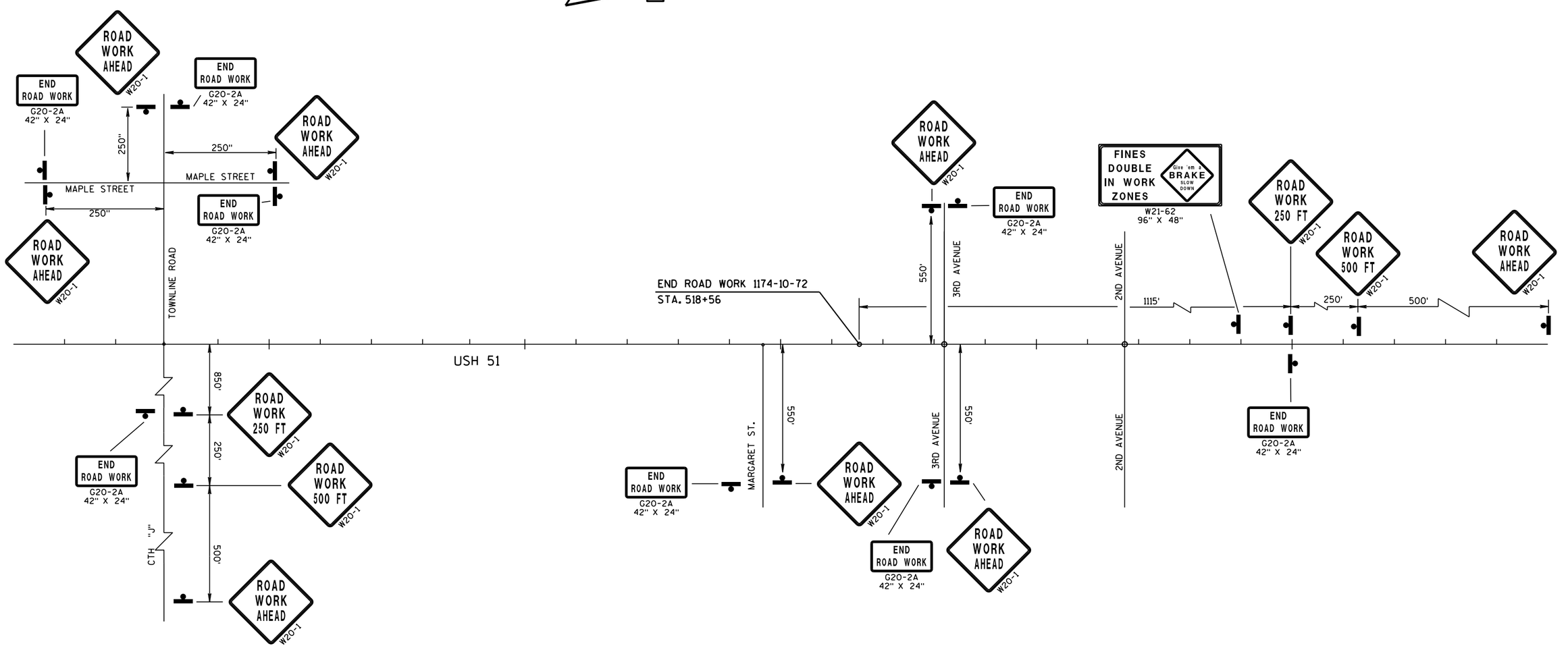
850'

250'

500'

CTH "J"

MARGARET ST.



KEY

SIGN ON TEMPORARY OR PERMANENT SUPPORT

MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL STAGE 3	SHEET 2 OF 2	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\BegEnd_Stage_3_TC_pt2.DGN PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

N

REMOVE CURB AND GUTTER ISLAND
CONSTRUCT ASPHALTIC SURFACE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

LANE CLOSED
R11-2(MOD)
48" X 30"

STH 70

T306
1602.660

1_029_4
1602.29

494+00
493+00
492+00
491+00

REMOVE CURB AND GUTTER ISLAND
CONSTRUCT ASPHALTIC SURFACE

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026509_s3_0.dgn PLOT DATE : 18-DEC-2013 08:43 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

HIGHWAY 70

480+00 481+00 482+00 483+00 484+00 485+00 486+00

LEFT LANE CLOSED AHEAD W20-5L

W04-2L

SEE "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

2

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

REMOVE CURB AND GUTTER ISLAND

CONSTRUCT ASPHALTIC SURFACE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE (BLACK)

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

BUFFER

486+00 487+00 488+00 489+00 490+00 491+00 492+00

USH 51

CANOPY

G.P. FILLER CAPS

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026511_s3_0.dgn PLOT DATE : 18-DEC-2013 08:43 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

2

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

REMOVE CURB AND GUTTER ISLAND

CONSTRUCT ASPHALTIC SURFACE

N

USH 51

492+00 493+00 494+00 495+00 496+00 497+00 498+00

PT 495+63.07

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026512_s3_0.dgn PLOT DATE : 18-DEC-2013 08:43 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026513_s3_0.dgn PLOT DATE : 18-DEC-2013 08:43 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

REMOVE CURB AND GUTTER ISLAND

CONSTRUCT ASPHALTIC SURFACE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE (BLACK)

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE (BLACK)

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

BUFFER

PI 505+61.07

PI 509+22.39

504+00 505+00 506+00 507+00 508+00 509+00 510+00

USH 51

PLANT RD

SEE "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

CEMETERY

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

2

2

SEE "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

W04-2L

N

USH 51

USH 51

510+00

511+00

512+00

513+00

514+00

515+00

516+00

SIGN

SIGN

SIGN

CEMETERY

BASKETBALL COURT

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

2

LEFT LANE CLOSED AHEAD
W20-5

SEE "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1	SHEET	E

2

2

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

STH 70

98+00

99+00

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

PI 100+00.00

490+00

491+00

492+00

493+00

494+00

495+00

P-1 P-2 P-3 P-4 P-5 P-6 P-7 P-8 P-10 P-11 P-12 P-13 P-14 P-15 P-45 P-46 P-47 P-48 P-64 P-65 P200

CB-1 CB-2 CB-3 CB-4 CB-5 CB-7 CB-8 CB-9 CB-10 CB-11 CB-12 CB-13 CB-17 CB-18 CB-19 CB-20 CB-21 CB-22

MH-1

SEE SDD'S TRAFFIC CONTROL SINGLE LANE CLOSURE AND TWO LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY FOR DETAILED SHIFTING AND MERGING STAGING

STAGE 2 PIPE LATERAL WORK

- WILL USE FLAGGER OPERATIONS AS DIRECTED BY PROJECT ENGINEER
- WILL ALTERNATE DRUM LOCATIONS FOR LANE CLOSURES AS DIRECTED BY PROJECT ENGINEER
- TEMPORARY SIGNALS MAY BE DE-ACTIVATED DURING FLAGGER OPERATIONS

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026520_s2_2_ones-sheet.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

New Huber

N

462+00 463+00 464+00 465+00 466+00 467+00 468+00

PC 464+82.46

PI 466+39.81

PT 467+92.68

Building Removed by Owner 2010

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

2

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

N

ANT.

FILLER CAPS

CANOPY

MH

SIGN

INL

SS

18"

12"

24"

468+00 469+00 470+00 471+00 472+00 473+00 474+00

RIGHT LANE CLOSED AHEAD
W20-5

W04-2R

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

N

474+00 475+00 476+00 477+00 478+00 479+00 480+00

USH 51

W04-2R

SEE SDD "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

SEE SDD "TR
NON-FREEWAY

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET E

2

2

N

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

START PROJECT 1174-10-72
STA 483+23.85

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE (YELLOW)

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE (BLACK)

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

480+00 481+00 482+00 483+00 484+00 485+00 486+00

PI 10+00.00

13'

HIGHWAY 70

SIDEWALK CLOSED
R9-9
24" X 12"

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE SDD "TRAFFIC CONTROL TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026610_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

SIDEWALK CLOSED
R9-9
24" X 12"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

LANE CLOSED
R11-2(MOD)
48" X 30"

YIELD
R1-2
36" X 31"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

100' MIN TAPER

200' LEFT TURN LANE

PI 100+00.00

486+00 487+00 488+00 489+00 490+00 491+00 492+00

13' 10' 16'

CANOPY

G.P. FILLER CAPS

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

2

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

STH 70

98+00

99+00

R1-2
36" X 31"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

RIGHT TURN LANE
R3-55R
24" X 30"

100' MIN. TAPER

STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

13'

10'

492+00

493+00

494+00

495+00

496+00

497+00

498+00

PI 100+00.00

PI 495+63.17

SIGN

INL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026612_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

2

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

498+00 499+00 500+00 501+00 502+00 503+00 504+00

75' MIN TAPER

13' 13' 13'

PC 501+98.71

SIGN SIGN SIGN SIGN

INL MH W SAN SS G E T C

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

RESTORE CE 35'

104+00

PARKING PL

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026613_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

RIGHT TURN LANE
R3-55R
24" X 30"

RIGHT TURN LANE
R3-55R
24" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

IOWA TITE RD

PC 7+01.22

PI 7+71.35

PT 8+40.97

STA 504+35 USH 51
STA 8+74.50 CTH J

PC 9+05.04

PI 505+61.07

504+00

100' LEFT TURN LANE

505+00

506+00

100' LEFT TURN LANE

507+00

75' MIN TAPER

508+00

509+00

509+42.39

510+00

105+00

PLANT RD

85.55

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

510+00 511+00 512+00 513+00 514+00 515+00 516+00 PI 10+0

13'

13'

50' MIN TAPER

PI 10+

RIGHT TURN LANE
R3-55R
24" X 30"

ASPHALTIC FLUME
RE'D

SIGN

CEMETERY

BASKETBALL COURT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026615_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

LANE CLOSED
R11-2(MOD)
48" X 30"

100' MIN TAPER

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT (YELLOW)

100' MIN TAPER

STA 516+44.75 USH 51
STA 10+00 MARGARET ST

LANE CLOSED
R11-2(MOD)
48" X 30"

STOP
R1-1
30" X 30"

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

Margaret St

3rd St

RESTORE PE 16" BASE AGG

END CONSTRUCTION
STA 11+50 MARGARET ST

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET E

2

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE SDD "TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

ADJUST DRUM SPACING TO ALLOW ACCESS

180' MIN TAPER

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

W04-2R

RIGHT LANE CLOSED AHEAD
W20-5

PC 526+83.27

522+00 523+00 524+00 525+00 526+00 527+00 528+00

FILLER CAPS
SIGN
G.P.
CANOPY
MH
INL
HW
ANT.
SIGN
USH 51

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026617_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

N

END PROJECT 1174-10-72
STA 95+75 STH 70 WEST

PLACE SIGN AT CROSSWALK
FOR HIGH SCHOOL

SIDEWALK CLOSED
R9-9
24" X 12"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

R1-2
36" X 31"

100' MIN. TAPER

STA 100+00.54 USH 51
STA 493+35.54 USH 51

STH 70

96+00 97+00 98+00 99+00

PI 95+44.43

PI 100+00.00

492+00 493+00 491+00

200' LEFT TURN LANE

SIDEWALK CLOSED
R9-9
24" X 12"

LANE CLOSED
RII-2(MOD)
48" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

R1-2
36" X 31"

LANE CLOSED
RII-2(MOD)
48" X 30"

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

END CONSTRUCTION
STA 5+00 Townline Rd

MAPLE ST

Townline Rd

CTH J

USH 51

N

75' MIN

100' LEFT TURN LANE

RIGHT TURN LANE
R3-55R
24" X 30"

PI 7+13.35

PC 7+01.22

PI 8+40.97

STA 504+32.32 USH 51
STA 8+74.50 CTH J

75' MIN TAPER

PI 505+61.07

PC 505+96.07

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026621_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

75'

13'

100' LEFT TURN LANE

5024+00

13'

10'

506+00

LANE CLOSED
R11-2(MOD)
48" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

CTH J

PC 504+61.07

PT 505+19.04

RESTORE CE 35'
BASE AGG

PT 13+86.59

END CONSTRUCTION
STA 15+40 CTH J

14+00

15+00

PT 12+33.32

15+00

PC 100+00.00

PC 13+01.42

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

PT 14+70.81

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

12+00

11+00

10+00

105+85.55

PC 105+44.31

105+00

R3-55R
24" X 30"

99+00

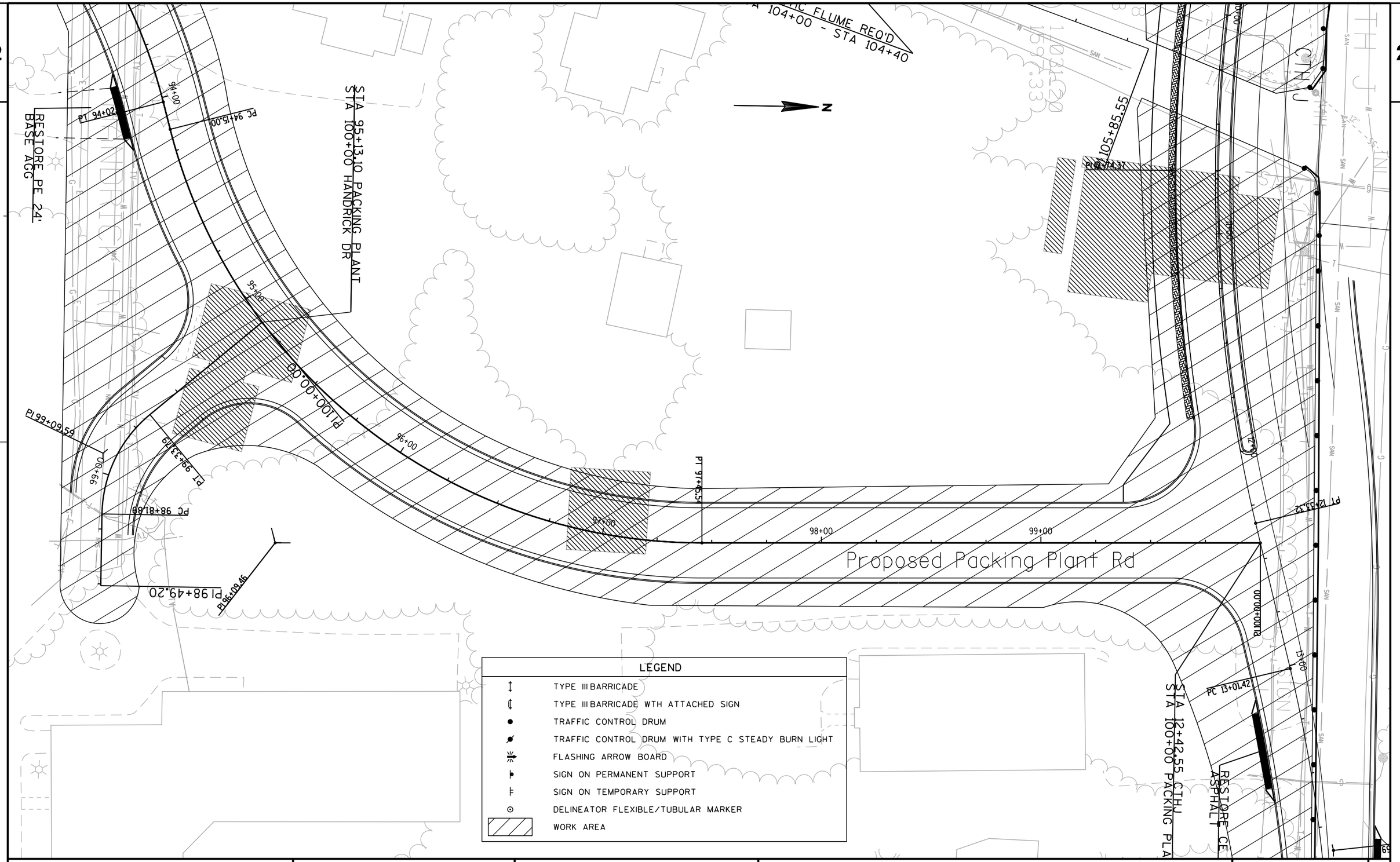
Proposed Packing Plant Rd

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026622_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026623_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STA 8+74.50 CH J

USH 51

RIGHT TURN LANE
R3-55R
24" X 30"

RESTORE CE 35'
ASPHALT

102+00

103+00

104+00

105+00

506+00

PT 101+20.87

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

PT 105+85.55

PACKING PLANT RD

PC 94+15.00

PT 94+02

RESTORE PE
BASE AGG

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

99+00

Packing Plant Rd

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
⇶	FLASHING ARROW BOARD
⊢	SIGN ON PERMANENT SUPPORT
⊢	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
▨	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026624_s3_1.dgn PLOT DATE : 18-DEC-2013 08:44 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

RESTORE ASPHALT

ROAD CLOSED TO THRU TRAFFIC

END 100+00.00

PC 94+15.00

95+00

96+09.46

PI 98+49.20

PT 99+33.19

PC 98+81.89

99+00

PI 99+09.59

94+00

PT 94+20.21

RESTORE PE 24'
BASE AGG

PT 101+20.84

PC 100+45.84

101+00

RESTORE CE 35'
ASPHALT

PI 92+65.30

89.01

100+00

92+00

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

90+16

RESTORE CE 35'
BASE AGG

PC 90+61.69

T 1174-10-72

N

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
✳	FLASHING ARROW BOARD
▶	SIGN ON PERMANENT SUPPORT
⊢	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
▨	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.1	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026625_s3_1.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

ANT.

PY

MH

IGN

MH

USH 51

INL

12"

474+00

475+00

476+00

477+00

478+00

479+00

480+00

USH 51

24" SS

INL MH

12"

PC 477+17.14

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

LEFT LANE CLOSED AHEAD W20-5

W04-2L

W

SAN

G

T

W

X

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026709_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

START PROJECT 1174-10-72
STA 483+23.85

HIGHWAY 70

480+00

180' MIN TAPER

481+00

P 10+00.00

482+00

483+00

484+00

485+00

486+00

12'

LANE CLOSED
R11-2(MOD)
48" X 30"

SEE "TRAFFIC CONTROL SINGLE LANE CLOSURE. NON-FREEWAY/EXPRESSWAY"

SIGN

INL

MH

SAN

W

SS

G

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026710_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

R1-2
36" X 31"

W01-6
48" X 24"

486+00
487+00
488+00
489+00
490+00
491+00
492+00

100' MIN TAPER

100' MIN LEFT TURN LANE

13'

13'

13'

40'

PI 00+00.00

LEFT TURN LANE
R3-55L(MOD)
24" X 30"

NOTE:
LOCATION OF TURN LANE WILL REQUIRE ADDITIONAL STAGING

LANE CLOSED
R11-2(MOD)
48" X 30"

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026711_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

STH 70

98+00

99+00

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

W01-6
48" X 24"

R1-2
36" X 31"

STA 492+35.94 USH 51
STA 100+00.00 STH 70 WEST

PI 100+00.00

TEMPORARY PAVEMENT MARKING STOP LINE
REMOVABLE TAPE 18 INCH

492+00

493+00

494+00

495+00

496+00

497+00

498+00

PI 495+63.10

USH 51

N

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026712_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

N

498+00 499+00 500+00 501+00 502+00 503+00 504+00

STA 501+88.71

75' MIN TAPER

100' MIN LEFT TURN LANE

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LEFT TURN LANE
R3-55L(MOD)
24" X 30"

RESTORE CE 35'
BASE AGG

104+00

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026713_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

Townline Rd

PC 7+01.22

PT 7+01.35

7+00

8+00

W01-6
48" X 24"

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LEFT TURN LANE

R3-55L(MOD)
24" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

TEMPORARY PAVEMENT MARKING STOP LINE
REMOVABLE TAPE 18 INCH

PT 8+40.97

13'

10'

100' MIN LEFT TURN LANE

75' MIN TAPER

504+00

505+00

506+00

507+00

508+00

509+00

510+00

PC 505+32.39

TURN LANE

STA 504+35 USH 51

STA 8+74.50 CTH J

9+00

PT 9+09.04

PC 505+61.07

CTH J

LEFT TURN LANE

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

-55L(MOD)
4" X 30"

105'-00

85.55

W01-6
48" X 24"

SIGN

CEMETERY

1-031-12
1607.14

1-031-12
1607.29

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026714_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

W01-6
48" X 24"

510+00 511+00 512+00 513+00 514+00 515+00 516+00 PI 10+

13'

ASPHALTIC FLUME
RE'D

CEMETERY

SIGN

SIGN

SIGN

BASKETBALL COURT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026715_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

LEFT TURN LANE
R3-55L
24" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

LANE CLOSED
R11-2(MOD)
48" X 30"

W01-6
48" X 24"

LEFT TURN LANE
R3-55L
24" X 30"

516+00
PI 10+00.00
517+00
518+00
519+00
520+00
521+00
522+00
STA 516+44.75 USH 51
STA 10+00 MARGARET ST
PC 10+26.50
PT 10+65.40
PI 10+46.20
13'
10'
10'
PI 520+69.86

END PROJECT 1174-10-72
END RECONSTRUCTION
STA 518+56

Margaret St
11+00
12+00
END CONSTRUCTION
STA 11+50 MARGARET ST
RESTORE PE 16'
BASE AGG
ASPHALTIC FLUME
MARGARET ST
USH 51
3rd AVE
FILLER CAPS
CANOPY
SIGN
INL
SS
W
G
E
SAN
MH

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026716_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

FILLER CAPS

SIGN

FILLER CAPS

W

1-Ø33-18
1607.81

G.P.

CANOPY

SEE SDD "TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

LEFT TURN LANE
R3-55L
24" X 30"

13'

MH

INL

SS

180' MIN TAPER

522+00

523+00

524+00

525+00

526+00

527+00

528+00

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE

HW

W04-2L

SIGN

ANT.

T

1-Ø33-12
1627

LEFT LANE CLOSED AHEAD
W20-5

PC 526+83.27

INL INL

MH

MH INL INL

MH MH

SIGN

W

INL

INL

INL

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026717_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

END PROJECT 1174-10-72
STA 95+75 STH 70 WEST

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

LANE CLOSED
R11-2(MOD)
48" X 30"

R1-2
36" X 31"

W01-6
48" X 24"

STH 70

96+00 97+00 98+00 99+00

P195+44.43

STA 492+35.44 USH 51
STA 100+03.50 STH 70 WEST

TEMPORARY PAVEMENT MARKING STOP LINE
REMOVABLE TAPE 18 INCH

P100+00.00

100' MIN LEFT TURN LANE

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LANE CLOSED
R11-2(MOD)
48" X 30"

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026720_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

N

MAPLE ST

END CONSTRUCTION
STA 5+00 Townline Rd

W6-3

DO NOT PASS
R4-1
36" X 48"

Townline Rd

P14+50.00

PC 7+01.22

PT 8+30.97

P1505+61.07

PC 9+09.32

5+00

6+00

7+00

8+00

9+00

505+00

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LEFT TURN LANE
R3-5SL(MOD)
24" X 30"

75' MIN TAPER

100' MIN LEFT TURN LANE

13'

10'

50' DECEL

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 18 INCH

STA 8+50
35 USH 51
50 CTH J

W01-6
48" X 24"

TEMPORARY PAVEMENT MARKING
4-INCH REFLECTIVE PAINT

100' MIN LEFT TURN LANE

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LEFT TURN LANE
R3-5SL(MOD)
24" X 30"

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

15' MIN. TAPER

LEFT TURN LANE

W01-6 48" X 24"

CTH J

PC 5+09.04

PI505+61.07

10+00

12+00

14+00

15+00

13+00

PI 12+35.32

PI100+00.00

PC 12+42.42

PI 14+70.81

RESTORE CE 35' BASE AGG

PI13+86.59

END CONSTRUCTION

STA 15+40 CTH J

RESTORE CE 35' ASPHALT

RESTORE PE 16' BASE AGG

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

LEFT TURN LANE WILL REQUIRE STAGING

PI105+85.55

105+00

99+00

Proposed Packing Plant Rd

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA

N

RESTORE PE 24' BASE AGG

PT 94+02

PC 94+15.00

94+00

STA 95+13.10 PACKING PLANT
STA 100+00 HANDRICK DR

95+06

PI 100+00.00

96+00

PI 99+09.59

00+66

PT 99+33.19

PC 98+81.88

PI 98+49.20

PC 96+09.46

97+00

PT 97+45.51

98+00

99+00

Proposed Packing Plant Rd

PI 105+85.55

PI 104+74.37

TEMPORARY FLUME REQ'D
STA 104+00 - STA 104+40

CTH J

PI 12+33.32

PI 100+00.00

13+00

PC 13+01.42

STA 12+42.55 CTH J
STA 100+00 PACKING PLA

RESTORE CE
ASPHALT

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026723_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

NOTE:
LOCATION OF TURN LANE WILL REQUIRE
ADDITIONAL STAGING

LEFT TURN LANE
R3-55L(MOD)
24" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
BASE AGG

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

RESTORE PE
BASE AGG

STA 95+13.10 PACKING PLANT
STA 100+00 HENDRICK DR

STA 8+74.50 USH 51

STA 105+85.55

PI 101+20.87

PC 94+15.00

PT 94+02

PI 105+61.07

PC 105+74.31

PT 105+85.55

CTH J

Packing Plant Rd

LEGEND	
↕	TYPE III BARRICADE
↕	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026724_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

RESTORE CE 35'
ASPHALT

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

PI 92+65.30
PI 89.01

PT 101+20.81

101+00

PC 100+45.41

100+00

RESTORE PE 24'
BASE AGG

PC 94+15.00

94+00

95+00

100+00.00

PI 96+09.46

PT 99+33.19

PC 98+81.89

PI 98+49.20

99+00

PI 99+09.59

STA 92+44.75 PACKING PLANT
STA 100+00 Old PACKING PLANT

RESTORE CE 35'
BASE AGG

PC 90+67.69

92+00

94+00

PACKING PLANT RD

1_030_12
1605.58

1_030_5
1605.00

1_030_2
1604.39

BRANDRICK RD

T 1174-10-72

LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA

N

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3.2	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\TRAFFIC CONTROL\026725_s3_2.dgn PLOT DATE : 18-DEC-2013 08:45 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 40:1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

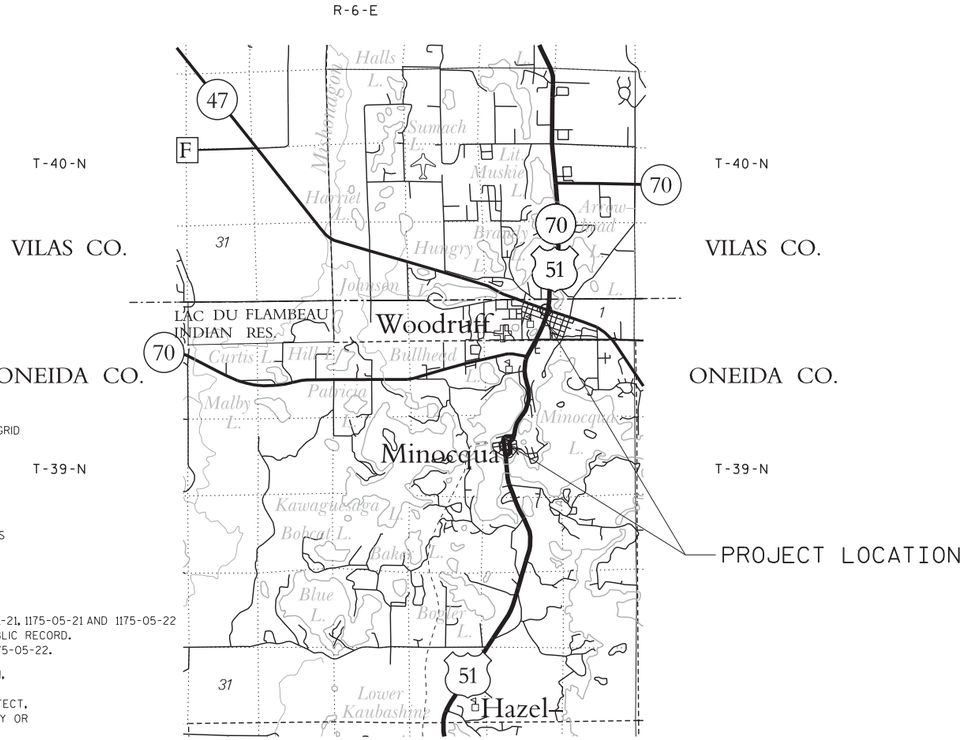
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1174-10-21

FRONT STREET - 3RD AVENUE

U.S.H. 51

ONEIDA COUNTY



R-6-E

N

LAYOUT
SCALE 0 1 MI.

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ONEIDA COUNTY ZONE, NAD83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT 105-4(1), 1142-01-21, 1175-05-21 AND 1175-05-22
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD.
EXISTING ACCESS CONTROL ALONG USH 51 ESTABLISHED FROM PREVIOUS PROJECTS 1175-05-21 AND 1175-05-22.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

R/W MONUMENT (SET) IS A 1" X 18" LONG IRON PIPE WITH A WDOT CAP, OR COUNTERSUNK A 3" STEEL SURVEY SPIKE WITH A 1" DIMPLED HEAD.

FOR ACCESS/DRIVEWAY INFORMATION CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN RHINELANDER.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RECORDED AS	(100')
ACCESS RIGHTS	A.R.	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
FOUND	FD		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	LD (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	•(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
TEMPORARY LIMITED EASEMENT		ACCESS RESTRICTED (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT	RWB20	SECTION LINE	
PARCEL NUMBER	102	QUARTER LINE	
UTILITY PARCEL NUMBER	32	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	21-1	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.05
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\Title Sheet.dgn
PLOT DATE : 5/23/2012
PLOT BY : Jeff Gilroy
PLOT SCALE : 100.0000 sf / in.
APPRAISAL PLAT DATE : 05/22/2012

TITLE SHEET

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.08 AMENDMENT NO: 1

REMOVES UTILITY PARCEL 460 AND ADDS UTILITY NUMBER 41 TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.08 RECORDED AS DOCUMENT NO: 716179 IN VOL. 1 PAGE 31.

THAT PART OF LOTS 1-3, C.S.M. 1442, LOTS 1-3, C.S.M. 481, CROSS TRAILS CONDOMINIUM AND THE GOV'T LOT 2 AND SW1/4- NE1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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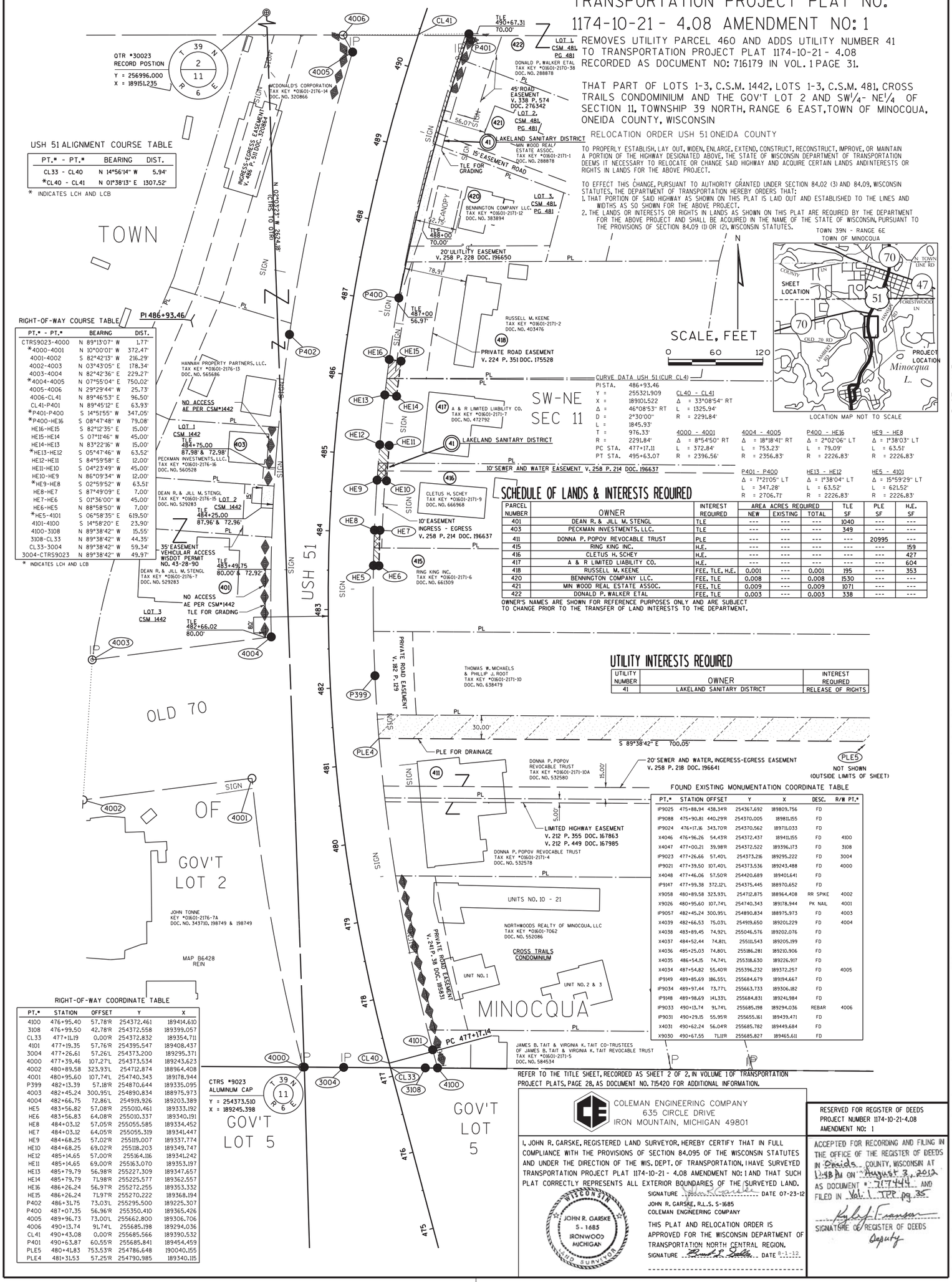

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF	PLE SF	H.E. SF
401	DEAN R. & JILL M. STENGL	TLE	---	---	---	1040	---	---
403	PECKMAN INVESTMENTS, LLC.	TLE	---	---	---	349	---	---
411	DONNA P. POPOV REVOCABLE TRUST	PLE	---	---	---	---	20995	---
415	RING KING INC.	H.E.	---	---	---	---	---	159
416	CLETUS H. SCHEY	H.E.	---	---	---	---	---	427
417	A & R LIMITED LIABILITY CO.	H.E.	---	---	---	---	---	604
418	RUSSELL M. KEENE	FEE, TLE, H.E.	0.001	---	0.001	195	---	353
420	BENNINGTON COMPANY LLC.	FEE, TLE	0.008	---	0.008	1530	---	---
421	MIN WOOD REAL ESTATE ASSOC.	FEE, TLE	0.009	---	0.009	1071	---	---
422	DONALD P. WALKER ETAL	FEE, TLE	0.003	---	0.003	338	---	---

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
41	LAKELAND SANITARY DISTRICT	RELEASE OF RIGHTS

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9025	475+88.94	438.34'R	254367.692	189809.756	FD	
IP9088	475+90.81	440.29'R	254370.005	189811.155	FD	
IP9024	476+17.16	343.70'R	254370.562	189711.033	FD	
X4046	476+96.26	54.43'R	254372.437	189411.155	FD	4100
X4047	477+00.21	39.98'R	254372.522	189396.173	FD	3108
IP9023	477+26.66	57.40'L	254373.216	189295.222	FD	3004
IP9021	477+39.50	107.40'L	254373.536	189243.488	FD	4000
X4048	477+46.06	57.50'R	254420.689	189401.641	FD	
IP9147	477+99.38	372.12'L	254375.445	188970.652	FD	
X9058	480+89.58	323.93'L	254712.875	188964.408	RR SPIKE	4002
X9026	480+95.60	107.74'L	254740.343	189178.944	PK NAIL	4001
IP9057	482+45.24	300.95'L	254890.834	188975.973	FD	4003
X4039	482+66.53	75.03'L	254919.650	189201.229	FD	4004
X4038	483+89.45	74.92'L	255046.576	189202.076	FD	
X4037	484+52.44	74.81'L	255111.543	189205.199	FD	
X4036	485+25.03	74.80'L	255186.281	189210.906	FD	
X4035	486+54.15	74.74'L	255318.630	189226.917	FD	
X4034	487+54.82	55.40'R	255396.232	189372.257	FD	4005
IP9149	489+85.69	186.55'L	255684.679	189194.667	FD	
IP9034	489+97.44	73.77'L	255663.733	189306.182	FD	
IP9148	489+98.69	141.33'L	255684.831	189241.984	FD	
IP9033	490+13.74	91.74'L	255685.198	189294.036	REBAR	4006
IP9031	490+29.15	55.95'R	255655.161	189439.471	FD	
X4031	490+62.24	56.04'R	255685.782	189449.684	FD	
X9030	490+67.55	71.11'R	255685.827	189465.611	FD	

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.08 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 07-23-12

JOHN R. GARSKE, R.L.S. S-1685
COLEMAN ENGINEERING COMPANY

WISCONSIN JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 8-1-12

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21-4.08
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:48 PM ON August 3, 2012 AS DOCUMENT # 717444 AND FILED IN Vol. 1 TPP pg 35

SIGNATURE OF REGISTER OF DEEDS
Deputy

FILE NAME : C:\Users\jlroy.COLEMANIM.000\Documents\Minocqua TPP\04108_rp.dgn
PLOT DATE : 8/1/2012
PLOT BY : Jeff Gilroy
PLOT NAME :
PLOT SCALE : 60.0000 sf / in.
4.08
APPRAISAL PLAT DATE : 05/22/2012

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.08

THAT PART OF LOTS 1-3, C.S.M. 1442, LOTS 1-3, C.S.M. 481, CROSS TRAILS CONDOMINIUM AND THE GOV'T LOT 2 AND SW¼ - NE¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND/INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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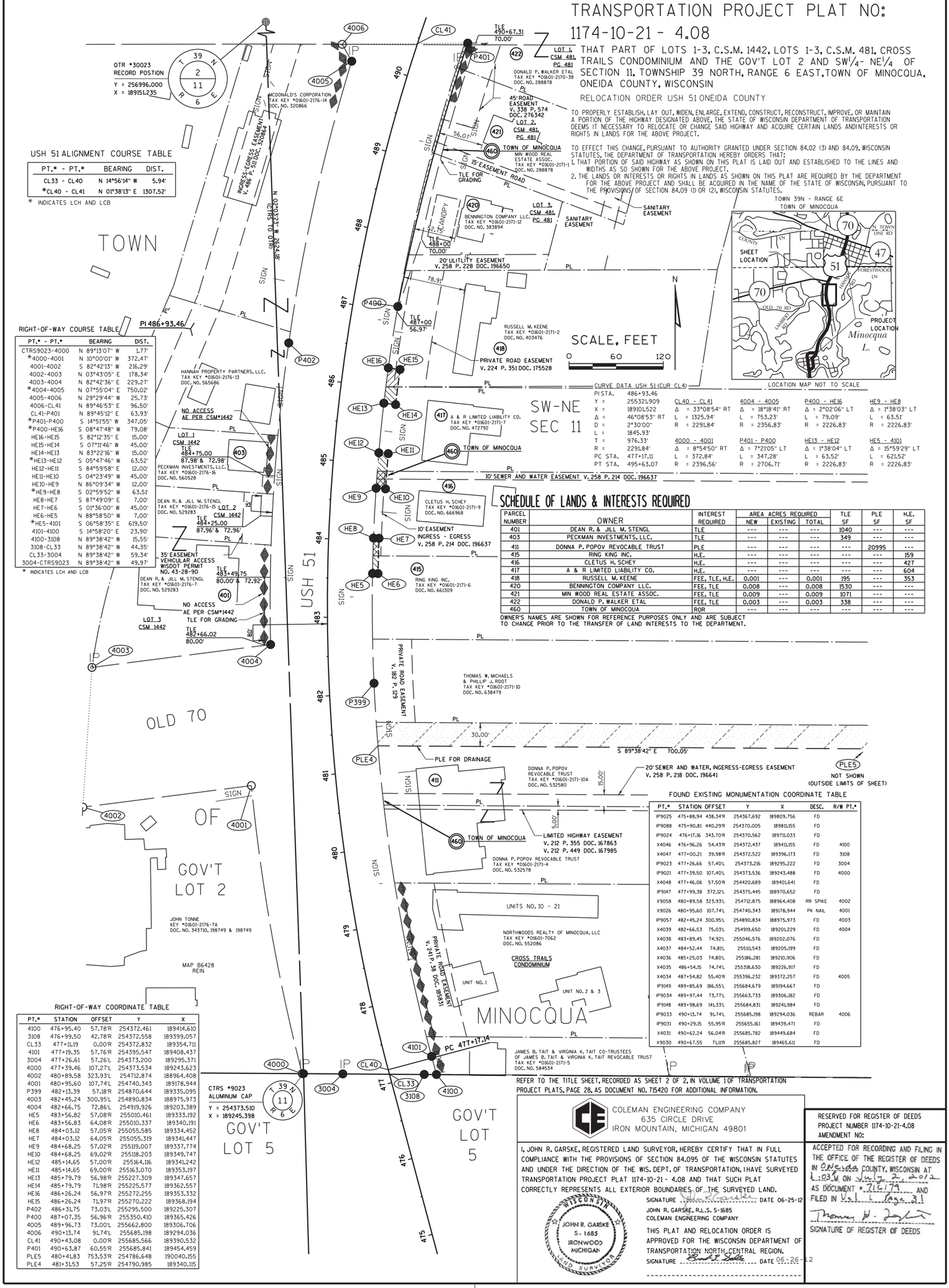

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF	PLE SF	H.E. SF
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403	PECKMAN INVESTMENTS, LLC.	TLE	---	---	---	349	---	---
411	DONNA P. POPOV REVOCABLE TRUST	PLE	---	---	---	---	20995	---
415	RING KING INC.	H.E.	---	---	---	---	---	159
416	CLETUS H. SCHEY	H.E.	---	---	---	---	---	427
417	A & R LIMITED LIABILITY CO.	H.E.	---	---	---	---	---	604
418	RUSSELL M. KEENE	FEE, TLE, H.E.	0.001	---	0.001	195	---	353
420	BENNINGTON COMPANY LLC.	FEE, TLE	0.008	---	0.008	1530	---	---
421	MIN WOOD REAL ESTATE ASSOC.	FEE, TLE	0.009	---	0.009	1071	---	---
422	DONALD P. WALKER ETAL	FEE, TLE	0.003	---	0.003	338	---	---
460	TOWN OF MINOCQUA	ROR	---	---	---	---	---	---

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FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
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REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 06-25-12

JOHN R. GARSKE, R.L.S. S-1685
COLEMAN ENGINEERING COMPANY

WISCONSIN JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 06-26-12

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21-4.08
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:03 M ON July 2, 2012 AS DOCUMENT # 716179 AND FILED IN Vol 1 Page 31

Thomas M. Taylor
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : F:\DotoVCAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040108-rp.dgn PLOT DATE : 6/26/2012
PLOT BY : Jeff Gilroy
PLOT NAME :
PLOT SCALE : 60.0000 sf / in.
4.08
APPRAISAL PLAT DATE : 05/22/2012

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.09 AMENDMENT NO: 1

UPDATES PARCEL 502 AND TLE AREA OF PARCEL 502
TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.09,
RECORDED AS DOCUMENT NO: 720252 IN VOL. 1, PAGE 36.

THAT PART OF LOT A C.S.M. 281, LOT 1 C.S.M. 3336 AND
THE NW1/4 - NE1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST,
TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

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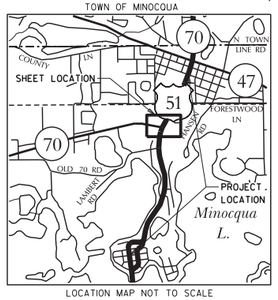
TOWN 39N - RANGE 6E
TOWN OF MINOCQUA



LOCATION MAP NOT TO SCALE

TOWN

OTR *30023
SURVEY SPIKE
Y = 256996.000
X = 189151.235

T 39 N
R 6 E
2
11

N

SCALE, FEET
0 60 120

N 22°03'23" W 2624.18' (CTRS TO OTR *30023)

20' ROAD EASEMENT V. 274 P. 180 DOC. 206313

TLE 495+00 57.21'

20' COMMUNICATIONS EASEMENT V. 371 P. 271 DOC. 219241

25' SANITARY EASEMENT V. 187 P. 887 DOC. 140104

BEST FRIENDS RESTAURANTS, LLC
TAX KEY *01601-2170-40
DOC. NO. 573807

5004

TLE FOR GRADING

5005

CL51

5106

TLE 498+47.47 50.00'

TLE FOR GRADING

TLE 498+23.43 50.00'

5107

5105

5104

TLE 498+05.61 63.85'

498

499

PL

HUMPHEY HOSPITALITY LIMITED PARTNERSHIP
TAX KEY *01601-2170-41
DOC. NO. 509812

CSM 281
LOT A

REAL ESTATE ENTERPRISES LLC.
TAX KEY *01601-2170-30
DOC. NO. 682535

REAL ESTATE ENTERPRISES LLC.
TAX KEY *01601-2170-34
DOC. NO. 682535

507

HUMPHEY HOSPITALITY LIMITED PARTNERSHIP
TAX KEY *01601-2170-41
DOC. NO. 509812
39.2% INTEREST

20' SANITARY EASEMENT V. 308 P. 298 DOC. 226228

30' ROAD EASEMENT V. 274 P. 180 DOC. 206313

5003

CSM 283

LOT 1

BEST FRIENDS RESTAURANTS, LLC
DOC. NO. 681207
20.8% INTEREST

TRYGVE A. & TULA T. SOLBERG
TAX KEY *01601-2170-2
DOC. NO. 364657

CSM 444

Z

PL

LIMITED H.E.

TRYGVE A. & TULA T. SOLBERG NO RECORD
TAX KEY *01601-2170-2
DOC. NO. 364657
40% INTEREST

5002

CL50

5103

5102

PERMISSION FOR SLOPES
V. 172 P. 471 DOC. 143216

CSM 3336

LOT 1

PT 495+63.07

REAL ESTATE ENTERPRISES LLC.
TAX KEY *01601-2170-35
DOC. NO. 682535

5101

15' UTILITY EASEMENT DOC. 626955 CHARTER

20' UTILITY EASEMENT
DOC. 624517
WISCONSIN PUBLIC SERVICE

20' L.H.E. PERM
V. 172 P. 471 DOC. 143216

30' INGRESS-EGRESS EASEMENT
V. 388 P. 287 DOC. 276157
V. 415 P. 273 DOC. 287778
V. 455 P. 200 DOC. 306160

THOMAS F. AND CAROL A. MURRAY
TAX KEY *01601-2170-39
DOC. NO. 660826

30' DRAINAGE EASEMENT V. 308 P. 298 DOC. 226222

30' DRAINAGE EASEMENT V. 308 P. 298 DOC. 226222

30' PERPETUAL ROAD EASEMENT V. 308 P. 274 DOC. 215142

CSM 560

LOT 1

CSM 560

LOT 2

DONALD P. WALKER
DOC. NO. 295094
JOAN Y. LONG
DOC. NO. 643425
TAX KEY *01601-2170-2A

USH 51

PACKING PLANT RD.

MINOCQUA

CUR CL4

5001

STH 70

IP

5000

NE-NW
SEC 11

NW-NE
SEC 11

SW-NE
SEC 11

TA SOLBERG CO. INC.
TAX KEY *01601-2170-2B
DOC. NO. 265733

GOV'T
LOT 2

4006

CL41

P401

5100

CSM 481
LOT 1, PG 481

DONALD P. WALKER ETAL
TAX KEY *01601-2170-38
DOC. NO. 288878

N 6°18'44" E (CTRS TO 6") 1320.06'

CTRS *9023
ALUMINUM CAP
Y = 254373.510
X = 189245.398

T 39 N
R 6 E
11

489
490
491
492
493
494
495
496
497

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
CTRS9023-CL41	N 06°18'44" E	1320.06'
CL41-4006	S 89°46'53" W	96.50'
4006-5000	N 29°17'14" W	181.25'
5000-5001	N 23°34'24" E	153.56'
5001-5002	N 64°25'21" E	224.56'
*5002-5003	N 29°36'51" E	135.68'
5003-5004	N 31°15'24" E	243.46'
5004-5005	S 58°44'36" E	25.00'
5005-CL51	S 78°35'21" E	60.95'
CL51-5107	S 78°35'21" E	40.05'
5107-5106	N 89°11'20" E	5.90'
5106-5105	S 31°15'24" W	19.99'
5105-5104	S 62°27'56" E	25.05'
5104-5103	S 31°15'24" W	199.12'
5103-5102	S 26°12'47" W	56.87'
5102-5101	S 31°15'24" W	6.75'
*5101-5100	S 25°03'38" W	477.46'
5100-P401	S 89°17'59" W	12.18'
P401-CL41	S 89°45'12" W	63.93'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X
4006	490+13.74	91.74'L	255685.198	189294.036
CL41	490+43.08	0.00'R	255685.566	189390.532
P401	490+63.87	60.55'R	255685.841	189454.459
5100	490+68.05	72.03'R	255685.990	189466.643
5000	491+26.76	226.86'L	255843.282	189205.369
5001	492+66.58	222.77'L	255984.026	189266.781
5002	494+31.23	82.69'L	256080.977	189469.337
5101	495+62.01	72.46'R	256118.504	189668.884
5003	495+62.20	82.54'L	256198.929	189536.382
5102	495+68.79	72.46'R	256124.271	189672.384
5103	496+25.45	67.51'R	256175.294	189697.505
5004	498+05.63	82.35'L	256407.051	189662.706
5005	498+05.61	57.35'L	256394.079	189684.078
5105	498+22.96	42.67'R	256357.092	189778.607
5104	498+24.56	67.67'R	256345.511	189800.822
CL51	498+26.25	0.00'R	256382.020	189743.824
5107	498+39.82	37.68'R	256374.097	189783.080
5106	498+42.95	42.68'R	256374.181	189788.979

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
*CL41 - CL50	N 24°42'40" E	518.88'
CL50 - CL51	N 31°12'39" E	263.19'

* INDICATES LCH AND LCB

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9149	489+85.69	186.55'L	255684.679	189194.667	FD	
IP9148	489+98.69	141.33'L	255684.831	189241.984	FD	
IP9033	490+13.74	91.74'L	255685.198	189294.036	FD	
X4031	490+62.24	56.04'R	255685.782	189449.684	FD	
X9030	490+67.55	71.11'R	255685.827	189465.611	FD	5100
IP9054	490+91.30	533.64'L	255908.611	188902.795	FD	
IP9055	491+03.28	423.13'L	255885.249	189011.774	FD	
IP9035	491+26.76	226.86'L	255843.282	189205.370	FD	5000
X9032	491+29.46	71.27'R	255742.287	189485.878	FD	
IP9053	492+11.02	556.86'L	256055.326	188934.005	FD	
IP9052	492+27.54	447.11'L	256031.708	189043.061	FD	
IP9051	492+34.23	403.86'L	256022.179	189085.981	FD	
X4033	492+66.58	222.77'L	255984.026	189266.781	FD	5001
X4030	492+87.53	71.41'R	255883.856	189544.226	FD	
X4032	494+29.28	84.18'L	256079.896	189467.078	FD	5002
X4029	495+24.72	72.39'R	256087.497	189650.383	FD	
X4028	495+61.78	72.44'R	256118.323	189668.758	FD	5101
X4027	495+68.83	72.46'R	256124.306	189672.402	FD	5102
X9037	496+15.75	191.08'L	256301.001	189471.322	FD	
X4026	496+25.46	67.51'R	256175.308	189697.512	FD	5103
X9038	496+83.62	83.52'L	256303.310	189598.481	FD	
X4022	498+05.61	57.72'L	256394.275	189683.755	FD	5005
X4024	498+22.96	42.66'R	256357.094	189778.604	FD	5105
X4025	498+24.57	67.69'R	256345.501	189800.841	FD	5104
X4023	498+42.93	42.66'R	256374.180	189788.956	FD	5106
IP9134	499+04.46	308.24'R	256289.182	190047.976	FD	

CURVE DATA USH 51 (CUR CL4)

PI STA.	486+93.46		
X =	255321.909	5002 - 5003	5101 - 5100
Y =	189101.522	Δ = 3°17'05" RT	Δ = 12°23'33" LT
Δ =	46°08'53" RT	L = 135.69'	L = 478.39'
D =	2°30'00"	R = 2366.83'	R = 2211.83'
L =	1845.93'	CL41 - CL50	
T =	976.33'	Δ = 12°59'59" RT	
R =	2291.84'	L = 519.99'	
PC STA.	477+17.11	R = 2291.84'	
PT STA.	495+63.07		

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF
502	BEST FRIENDS RESTAURANTS, LLC	TLE	---	---	---	307
507	REAL ESTATE ENTERPRISES LLC.	TLE	---	---	---	162

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.09 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 02-18-13

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

WISCONSIN
JOHN R GARSKE
S-1685
IRONWOOD
MICHIGAN
LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: _____ DATE 04-17-13

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21-4.09
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 3:07PM ON April 24, 2013 AS DOCUMENT # 727397 AND FILED IN Vol. 1 Trp. pg. 42.

Kathleen M. Meyer, Deputy
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040109_rp.dgn PLOT DATE : 2/18/2013 PLOT BY : Jeff Gilroy PLOT NAME : PLOT SCALE : 60.0000 sf / in.
APPRAISAL PLAT DATE : 08/07/2012

4.09

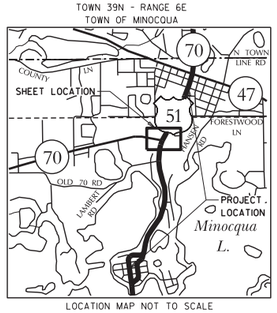
TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.09

THAT PART OF LOT A C.S.M. 281, LOT 1 C.S.M. 3336 AND
THE NW1/4 - NE1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST,
TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



LOCATION MAP NOT TO SCALE

TOWN

N

SCALE, FEET
0 60 120

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
*CL41 - CL50	N 24°42'40" E	518.88'
CL50 - CL51	N 31°12'39" E	263.19'

* INDICATES LCH AND LCB

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9149	489+85.69	186.55'L	255684.679	189194.667	FD	
IP9148	489+98.69	141.33'L	255684.831	189241.984	FD	
IP9033	490+13.74	91.74'L	255685.198	189294.036	FD	
X4031	490+62.24	56.04'R	255685.782	189449.684	FD	
X9030	490+67.55	71.11'R	255685.827	189465.611	FD	5100
IP9054	490+91.30	533.64'L	255908.611	188902.795	FD	
IP9055	491+03.28	423.13'L	255885.249	189011.774	FD	
IP9035	491+26.76	226.86'L	255843.282	189205.370	FD	5000
X9032	491+29.46	71.27'R	255742.287	189485.878	FD	
IP9053	492+11.02	556.86'L	256055.326	188934.005	FD	
IP9052	492+27.54	447.11'L	256031.708	189043.061	FD	
IP9051	492+34.23	403.86'L	256022.179	189085.981	FD	
X4033	492+66.58	222.77'L	255984.026	189266.781	FD	5001
X4030	492+87.53	71.41'R	255883.856	189544.226	FD	
X4032	494+29.28	84.18'L	256079.896	189467.078	FD	5002
X4029	495+24.72	72.39'R	256087.497	189650.383	FD	
X4028	495+61.78	72.44'R	256118.323	189668.758	FD	5101
X4027	495+68.83	72.46'R	256124.306	189672.402	FD	5102
X9037	496+15.75	191.08'L	256301.001	189471.322	FD	
X4026	496+25.46	67.51'R	256175.308	189697.512	FD	5103
X9038	496+83.62	83.52'L	256303.310	189598.481	FD	
X4022	498+05.61	57.72'L	256394.275	189683.755	FD	5005
X4024	498+22.96	42.66'R	256357.094	189778.604	FD	5105
X4025	498+24.57	67.69'R	256345.501	189800.841	FD	5104
X4023	498+42.93	42.66'R	256374.180	189788.956	FD	5106
IP9134	499+04.46	308.24'R	256289.182	190047.976	FD	

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
CTRS9023-CL41	N 06°18'44" E	1320.06'
CL41-4006	S 89°46'53" W	96.50'
4006-5000	N 29°17'14" W	181.25'
5000-5001	N 23°34'24" E	153.56'
5001-5002	N 64°25'21" E	224.56'
*5002-5003	N 29°36'51" E	135.68'
5003-5004	N 31°15'24" E	189.41'
5004-5005	N 56°04'49" E	59.55'
5005-CL51	S 78°35'21" E	60.95'
CL51-5107	S 78°35'21" E	40.05'
5107-5106	N 89°11'20" E	5.90'
5106-5105	S 31°15'24" W	19.99'
5105-5104	S 62°27'56" E	25.05'
5104-5103	S 31°15'24" W	199.12'
5103-5102	S 26°12'47" W	56.87'
5102-5101	S 31°15'24" W	6.75'
*5101-5100	S 25°03'38" W	477.46'
5100-P401	S 89°17'59" W	12.18'
P401-CL41	S 89°45'12" W	63.93'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X
4006	490+13.74	91.74'L	255685.198	189294.036
CL41	490+43.08	0.00'R	255685.566	189390.532
P401	490+63.87	60.55'R	255685.841	189454.459
5100	490+68.05	72.03'R	255685.990	189466.643
5000	491+26.76	226.86'L	255843.282	189205.369
5001	492+66.58	222.77'L	255984.026	189266.781
5002	494+31.23	82.69'L	256080.977	189469.337
5101	495+62.01	72.46'R	256118.504	189668.884
5003	495+62.20	82.54'L	256198.929	189536.382
5102	495+68.79	72.46'R	256124.271	189672.384
5103	496+25.45	67.51'R	256175.294	189697.505
5004	497+51.58	82.39'L	256360.849	189634.663
5005	498+05.61	57.35'L	256394.079	189684.078
5105	498+22.96	42.67'R	256357.092	189778.607
5104	498+24.56	67.67'R	256345.511	189800.822
CL51	498+26.25	0.00'R	256382.020	189743.824
5107	498+39.82	37.68'R	256374.097	189783.080
5106	498+42.95	42.68'R	256374.181	189788.979

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF
502	BEST FRIENDS RESTAURANTS, LLC	TLE	---	---	---	361
507	REAL ESTATE ENTERPRISES LLC.	TLE	---	---	---	162

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

CURVE DATA USH 51 (CUR CL4)

P.I. STA.	486+93.46		
Y =	255321.909	5002 - 5003	5101 - 5100
X =	189101.522	Δ = 3°17'05" RT	Δ = 12°23'33" LT
Δ =	46°08'53" RT	L = 135.69'	L = 478.39'
D =	2°30'00"	R = 2366.83'	R = 2211.83'
L =	1845.93'	CL41 - CL50	
T =	976.33'	Δ = 12°59'59" RT	
R =	2291.84'	L = 519.99'	
PC STA.	477+17.11	R = 2291.84'	
PT STA.	495+63.07		

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 10-04-12

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

WISCONSIN JOHN R GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 10-12-12

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21-4.09
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:14 PM ON October 16, 2012 AS DOCUMENT # 720252 AND FILED IN Vol. 1 TPP pg 36

Kyle J. Framson
SIGNATURE OF REGISTER OF DEEDS
Deputy

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040109_rp.dgn PLOT DATE : 10/9/2012 PLOT BY : Jeff Gilroy PLOT NAME : PLOT SCALE : 60.0000 sf / in.
APPRAISAL PLAT DATE : 08/07/2012

727298

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.10 AMENDMENT NO: 2

AMENDS PARCEL 633 REVISED FEE ACRES AND ADDED TLE SFT AREA, AMENDS SCHEDULE OF LANDS AND INTERESTS REQUIRED TABLE FOR TLE ARE OF PARCEL 605 TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.10 RECORDED AS DOCUMENT NO: 720253 VOL. 1 PAGE 37.

THAT PART OF LOTS 1& 2, C.S.M. 1397, LOTS 1& 2, C.S.M. 1701, LOTS 1, C.S.M. 1305, AND THE NW¼- NE¼ AND NE¼- NE¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
ENV6 - PRL1	N 31°12'39" E	373.16'
*PRL1 - ENV1	N 29°26'53" E	352.50'

* INDICATES LCH AND LCB

PACKING PLANT RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
POT1-PRL3	N 01°56'15" W	170.41'
*PRL3-PRL4	N 36°23'16" E	310.06'
PRL4-PRL5	N 74°42'47" E	12.86'
*PRL5-PRL6	N 36°50'13" E	306.98'
PRL6-POT2	N 01°02'21" W	254.46'

* INDICATES LCH AND LCB

STA. 22+42.55 TOWNLINE RD.= STA. 100+00.00 PACKING PLANT RD.

STA. 505+10.00 STH 51= STA. 18+74.50 TOWNLINE RD. / CTH J

CURVE DATA USH 51 (CUR CL8)

PI STA.	505+61.07
Y =	257010.485
X =	190124.599
Δ =	7°26'12" LT
D =	1°00'00"
L =	743.68'
T =	372.36'
R =	5729.60'
PC STA.	501+88.71
PT STA.	509+32.39

CURVE DATA TOWNLINE RD. (CUR PRL2)

PI STA.	20+74.37
Y =	256926.033
X =	190285.012
Δ =	27°31'34" LT
D =	8°29'18"
L =	324.28'
T =	165.33'
R =	675.00'
PC STA.	19+09.04
PT STA.	22+33.32

CURVE DATA TOWNLINE RD. (CUR PRL3)

PI STA.	23+86.59
Y =	257005.419
X =	190593.571
Δ =	14°23'01" RT
D =	8°29'18"
L =	169.45'
T =	85.17'
R =	675.00'
PC STA.	23+01.42
PT STA.	24+70.87

SCALE, FEET
0 60 120

TOWN 39N - RANGE 6E TOWN OF MINOCQUA

LOCATION MAP NOT TO SCALE

OTR *30023 SURVEY SPIKE
Y = 256996.000
X = 189151.235

TOWNLINE RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
PRL7-PRL9	S 88°45'50" E	251.22'
*PRL9-PRL10	S 82°49'59" E	139.50'
PRL10-PRL11	S 76°54'07" E	68.07'
*PRL11-PRL12	N 89°20'06" E	321.18'
PRL12-PRL13	N 75°34'19" E	68.10'
*PRL13-PRL14	N 82°45'49" E	169.01'
PRL14-PRL8	N 89°57'20" E	236.95'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COORDINATE TABLE (PACKING PLANT RD.)

PT.*	STATION	OFFSET	Y	X
P611	90+67.69	21.46'R	256217.144	190099.734
P631	91+21.87	21.46'R	256266.433	190103.415
P612	91+24.37	33.00'R	256266.468	190115.165
RWL9	92+48.34	50.94'L	256416.150	190095.811
RWL6	92+79.13	82.62'L	256466.226	190099.261
RWL12	93+04.79	8.47'R	256416.239	190180.774
P610	93+31.86	33.00'L	256466.442	190180.721
P613	93+46.22	33.00'R	256416.286	190225.920
P609	94+02.14	33.00'L	256497.858	190253.527
P608	94+15.01	33.00'L	256501.249	190265.937
P614	95+40.54	88.73'R	256467.141	190444.263
P615	95+43.60	33.00'R	256509.613	190407.985
P607	97+45.54	33.00'L	256714.507	190425.689
P616	97+45.54	33.00'R	256715.704	190491.678
P606	99+38.75	33.00'L	256907.688	190422.184
P605	99+55.22	54.62'L	256923.763	190400.270
P617	99+63.98	33.00'R	256934.111	190487.716
P618	99+77.17	46.60'R	256947.546	190501.073
P619	99+81.53	64.91'R	256952.237	190519.305
P620	99+95.44	146.20'R	256967.613	190600.330

RIGHT-OF-WAY COORDINATE TABLE (USH 51)

PT.*	STATION	OFFSET	Y	X
5005	498+05.61	57.35'L	256394.079	189684.078
CL51	498+26.25	0.00'R	256382.020	189743.824
5107	498+39.82	37.68'R	256374.097	189783.080
P600	498+42.83	42.50'R	256374.177	189788.764
HE18	499+75.31	72.00'L	256546.816	189759.486
HE17	499+84.79	57.20'L	256547.250	189777.049
HE19	500+53.68	72.00'L	256613.840	189800.094
HE20	500+63.19	57.14'L	256614.276	189817.732
P601	500+82.92	42.50'R	256579.562	189913.172
HE22	501+22.24	72.00'L	256672.476	189835.621
HE21	501+31.33	57.09'L	256672.528	189853.089
HE23	501+99.68	71.99'L	256738.595	189875.681
HE24	502+08.83	57.07'L	256738.647	189893.133
P602	502+33.36	59.50'R	256699.857	190005.759
P621	503+34.15	157.38'R	256739.240	190142.048
P622	503+41.00	139.80'R	256754.058	190130.263
RWL11	503+42.88	206.50'R	256722.718	190189.178
P627	503+48.35	290.32'L	256913.151	189760.059
ENV3	503+71.02	302.58'L	256997.900	189759.982
P626	503+90.99	185.62'L	256957.356	189871.333
P624	504+10.44	57.24'L	256911.578	189992.783
P623	504+24.38	141.07'R	256827.954	190173.148
P603	504+24.65	59.50'R	256857.560	190101.834
P625	504+36.02	102.09'L	256955.320	189965.679
P604	505+10.05	113.14'R	256918.266	190190.268
ENV1	505+41.27	0.00'R	256998.978	190104.948
ENV5	507+56.22	442.20'R	257000.524	190600.228

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF	H.E. SF
601	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE, A.R.	0.322	---	0.322	11878	---
602	RONALD A. & JUDITH I. DEBRUYNE	FEE, TLE, A.R.	0.040	---	0.040	266	---
603	RONALD A. & JUDITH I. DEBRUYNE	FEE, A.R.	0.028	---	0.028	---	---
604	TIMOTHY J. KROLCZYK	FEE, TLE, A.R.	0.393	---	0.393	6529	---
605	BERNIE WOOD ETAL	FEE, TLE	0.072	---	0.072	1077	---
606	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.165	---	0.165	873	---
607	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.190	---	0.190	109	---
608	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.289	---	0.289	528	---
609	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.115	---	0.115	869	---
610	BARRY A & MYRA L WEILER	FEE	0.191	---	0.191	---	---
611	JOHN F. ZWERS AND MARY K. STROSIN	FEE, TLE, A.R.	0.083	---	0.083	1707	---
621	VERIZON NORTH INC.	H.E.	---	---	---	---	580
622	GRANT M. & DORIS L. JOHNSON	H.E.	---	---	---	---	1159
624	O'REILLY AUTOMOTIVE STORES	FEE, TLE, H.E.	0.008	---	0.008	165	578
626	APPLE TREE PROPERTIES, LLC	FEE, TLE	0.012	---	0.012	20	---
628	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.019	---	0.019	1258	---
629	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.015	---	0.015	754	---
631	ABBLJ INVESTMENTS, LLC.	FEE, TLE	0.002	---	0.002	235	---
633	MARK S. STERN	FEE, TLE	0.002	---	0.002	569	---

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

SIGN NUMBER	SIGN OWNER
602-1	RONALD A. & JUDITH I. DEBRUYNE

CTRS *9023 ALUM CAP
Y = 254373.510
X = 189245.398

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9039	497+76.64	297.03L	256490.939	189468.350	FD	
X4022	498+05.61	57.72L	256394.275	189683.755	FD	
RW31007	498+06.34	56.35L	256394.185	189685.332	FD	5005
X4024	498+22.96	42.66R	256357.094	189778.604	FD	
X4023	498+42.93	42.66R	256374.180	189788.956	FD	
P9134	499+04.46	308.24R	256289.182	190047.976	FD	
X9040	499+45.05	180.43L	256577.115	189651.068	FD	
X4021	500+24.18	56.88L	256580.772	189797.738	FD	
P9135	500+38.21	282.81R	256436.750	190095.537	FD	
X4020	501+70.46	56.31L	256705.590	189874.026	FD	
P9136	501+81.86	520.09R	256436.655	190372.994	FD	
P9137	502+04.01	461.90R	256466.812	190335.244	FD	
P9041	502+11.21	38.66R	256691.374	189976.411	FD	
P9063	502+36.04	227.66R	256636.239	190151.619	FD	
P9062	502+42.82	176.07R	256648.613	190310.904	FD	
P9087	502+80.00	210.35L	256876.585	189796.707	FD	
P9104	502+87.37	388.62L	256972.462	189646.254	FD	
X4017	502+92.68	39.13R	256761.759	190018.545	FD	
P9060	503+07.20	225.89L	256907.022	189796.421	FD	
P9059	503+27.88	179.53L	256901.185	189846.554	FD	
X4018	503+81.83	55.58L	256886.021	189980.439	FD	
P9302	504+05.52	193.45L	256973.445	189871.335	FD	
X4019	504+83.25	55.24L	256973.896	190029.083	FD	
X4016	505+03.89	39.77R	256947.229	190122.567	FD	
P9362	505+64.27	79.17R	256982.621	190186.325	FD	
X9065	506+07.79	364.85R	256983.163	190282.377	FD	
P9131	506+79.33	349.09R	256967.298	190480.556	FD	
P9130	506+85.05	324.68R	256983.532	190461.350	FD	
P9066	506+93.06	341.50R	256983.713	190480.183	FD	
P9067	507+25.43	423.68R	256878.717	190559.182	FD	
P9068	507+51.32	507.09R	256967.738	190656.477	FD	
P9069	507+85.92	586.29R	256967.993	190744.285	FD	

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P621-P622	N 38°29'51" W	19.93'
*P622-P623	N 30°07'43" E	85.44'
P623-P621	S 19°19'08" W	94.01'
P621-RWL11	S 70°40'52" E	49.94'
RWL11-RWL6	S 19°19'08" W	271.80'
RWL6-P610	N 89°50'53" E	81.46'
P610-RWL12	S 00°03'36" E	50.20'
RWL12-RWL9	S 89°56'24" W	84.96'
RWL9-P611	S 01°07'45" E	199.04'
*P611- P631	N 04°16'14" E	49.43'
P631- P612	N 89°49'41" E	11.75'
*P612- P613	N 36°28'26" E	186.31'
P613-RWL12	S 89°56'24" W	45.15'
RWL12-P610	N 00°03'36" W	50.20'
P610-P614	N 89°50'53" E	263.54'
P614-P615	N 40°30'12" W	55.86'
*P615-P616	N 22°06'07" E	222.44'
P616-P617	N 01°02'21" W	218.44'
P617-P618	N 44°49'59" E	18.94'
P618-P619	N 75°34'16" E	18.83'
*P619-P620	N 79°15'16" E	82.47'
P620-ENV5	N 00°10'44" W	32.91'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P624-HE24	S 29°57'09" W	199.59'
HE24-HE23	S 89°49'45" W	17.45'
HE23-HE22	S 31°12'39" W	77.31'
HE22-HE21	N 89°49'45" E	17.47'
HE21-HE20	S 31°15'24" W	68.14'
HE20-HE19	S 88°35'04" W	17.64'
HE19-HE18	S 31°12'39" W	78.37'
HE18-HE17	N 88°35'04" E	17.57'
HE17-5005	S 31°15'24" W	179.18'
5005-CL51	S 78°35'21" E	60.95'
CL51-5107	S 78°35'21" E	40.05'
5107-P600	N 89°11'20" E	5.69'
P600-P601	N 31°12'39" E	240.08'
P601-P602	N 31°34'21" E	151.84'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV3	S 89°49'16" W	344.97'
ENV3-P627	S 00°10'44" E	24.75'
P627-P626	S 81°55'16" E	112.39'
P626-P625	S 88°45'49" E	94.37'
P625-P624	S 31°47'01" E	51.46'

* INDICATES LCH AND LCB

P615 - P616: Δ = 46°16'57" LT, L = 228.60', R = 283.00'
P621 - P622: Δ = 29°38'54" LT, L = 19.15', R = 37.00'
P622 - P623: Δ = 166°54'02" RT, L = 125.26', R = 43.00'

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

MINOCQUA

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.10 AMENDMENT NO:2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 04-24-13

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 4-24-13

WISCONSIN JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.10
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 3:02 PM ON April 26, 2013 AS DOCUMENT # 727298 AND FILED IN Vol. 1 TPP pg. 43

SIGNATURE OF REGISTER OF DEEDS

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040110_rp.dgn PLOT DATE : 4/24/2013 PLOT BY : Jeff Gilroy PLOT NAME : PLOT SCALE : 60.000043 sf / in.
APPRAISAL PLAT DATE: 08/07/2012

4.10

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.10 AMENDMENT NO: 1

REVISED SIGN NUMBER ON PARCEL 602 AND REMOVED SIGN NUMBER ON DETAIL AND SIGN OWNER TABLE FOR PARCEL 603. REVISED ACCESS RIGHTS AT PARCEL 611. REVISED OWNER NAME FOR PARCEL 631 IN THE SCHEDULE OF LANDS & INTERESTS TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.10 RECORDED AS DOCUMENT NO: 720253 VOL. 1 PAGE 37.

THAT PART OF LOTS 1 & 2, C.S.M. 1397, LOTS 1 & 2, C.S.M. 1701, LOTS 1, C.S.M. 1305, AND THE NW¼- NE¼ AND NE¼- NE¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCALE, FEET
0 60 120

N

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
ENV6 - PRL1	N 31°12'39" E	373.16'
*PRL1 - ENV1	N 29°26'53" E	352.50'

* INDICATES LCH AND LCB

STA. 22+42.55 TOWNLINE RD.=
STA. 100+00.00 PACKING PLANT RD.

CURVE DATA USH 51(CUR CL8)

PI STA.	505+61.07
Y =	257010.485
X =	190124.599
Δ =	7°26'12" LT
D =	1°00'00"
L =	743.68'
T =	372.36'
R =	5729.60'
PC STA.	501+88.71
PT STA.	509+32.39

CURVE DATA TOWNLINE RD. (CUR PRL2)

PI STA.	20+74.37
Y =	256926.033
X =	190285.012
Δ =	27°31'34" LT
D =	8°29'18"
L =	324.29
T =	165.33'
R =	675.00'
PC STA.	19+09.04
PT STA.	22+33.32

CURVE DATA TOWNLINE RD. (CUR PRL3)

PI STA.	23+86.59
Y =	257005.419
X =	190593.571
Δ =	14°23'01" RT
D =	8°29'18"
L =	169.45'
T =	85.17'
R =	675.00'
PC STA.	23+01.42
PT STA.	24+70.87

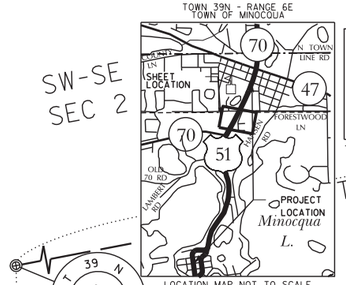
STA. 505+10.00 STH 51=
STA. 18+74.50 TOWNLINE RD. / CTH J

PACKING PLANT RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
POT1-PRL3	N 01°56'15" W	170.41'
*PRL3-PRL4	N 36°23'16" E	310.06'
PRL4-PRL5	N 74°42'47" E	12.86'
*PRL5-PRL6	N 36°50'13" E	306.98'
PRL6-POT2	N 01°02'21" W	254.46'

* INDICATES LCH AND LCB

TOWN 39N - RANGE 6E
TOWN OF MINOCQUA



LOCATION MAP NOT TO SCALE

OTR *30023
SURVEY SPIKE
Y = 256996.000
X = 189151.235

RIGHT-OF-WAY COORDINATE TABLE (PACKING PLANT RD.)

PT.*	STATION	OFFSET	Y	X
P611	90+67.69	21.46'R	256217.144	190099.734
P612	90+67.69	33.00'R	256217.534	190111.265
RWL9	92+48.34	50.94'L	256416.150	190095.811
RWL6	92+79.13	82.62'L	256466.226	190099.261
RWL12	93+04.79	8.47'R	256416.239	190180.774
P610	93+31.86	33.00'L	256466.442	190180.721
P613	93+46.22	33.00'R	256416.286	190225.920
P609	94+02.14	33.00'L	256497.858	190253.527
P608	94+15.01	33.00'L	256501.249	190265.937
P614	95+40.54	88.73'R	256467.141	190444.263
P615	95+43.60	33.00'R	256509.613	190407.985
P607	97+45.54	33.00'L	256714.507	190425.689
P616	97+45.54	33.00'R	256715.704	190491.678
P606	99+38.75	33.00'L	256907.688	190422.184
P605	99+55.22	54.62'L	256923.763	190400.270
P617	99+63.98	33.00'R	256934.111	190487.716
P618	99+77.17	46.60'R	256947.546	190501.073
P619	99+81.53	64.91'R	256952.237	190519.305
P620	99+95.44	146.20'R	256967.613	190600.330

TOWNLINE RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
PRL7-PRL9	S 88°45'50" E	251.22'
*PRL9-PRL10	S 82°49'59" E	139.50'
PRL10-PRL11	S 76°54'07" E	68.07'
*PRL11-PRL12	N 89°20'06" E	321.18'
PRL12-PRL13	N 75°34'19" E	68.10'
*PRL13-PRL14	N 82°45'49" E	169.01'
PRL14-PRL8	N 89°57'20" E	236.95'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COORDINATE TABLE (USH 51)

PT.*	STATION	OFFSET	Y	X
5005	498+05.61	57.35'L	256394.079	189684.078
CL51	498+26.25	0.00'R	256382.020	189743.824
5107	498+39.82	37.68'R	256374.097	189783.080
P600	498+42.83	42.50'R	256374.177	189788.764
HE18	499+75.31	72.00'L	256546.816	189759.486
HE17	499+84.79	57.20'L	256547.250	189777.049
HE19	500+53.68	72.00'L	256613.840	189800.094
HE20	500+63.19	57.14'L	256614.276	189817.732
P601	500+82.92	42.50'R	256579.512	189913.172
HE22	501+22.24	72.00'L	256672.476	189835.621
HE21	501+31.33	57.09'L	256672.528	189853.089
HE23	501+99.68	71.99'L	256738.595	189875.681
HE24	502+08.83	57.07'L	256738.647	189893.133
P602	502+33.36	59.50'R	256699.857	190005.759
P621	503+34.15	157.38'R	256739.240	190142.048
P622	503+41.00	139.80'R	256754.058	190130.263
RWL11	503+42.88	206.50'R	256722.718	190189.178
P627	503+48.35	290.32'L	256973.151	189760.059
ENV3	503+71.02	302.58'L	256997.900	189759.982
P626	503+90.99	185.62'L	256957.356	189871.333
P624	504+10.44	57.24'L	256911.578	189992.783
P623	504+24.38	141.07'R	256827.954	190173.148
P603	504+24.65	59.50'R	256867.560	190101.834
P625	504+36.02	102.09'L	256955.320	189965.679
P604	505+10.05	113.14'R	256918.266	190190.268
ENV1	505+41.27	0.00'R	256998.978	190104.948
ENV5	507+56.22	442.20'R	257000.524	190600.228

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF	H.E. SF
601	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE, A.R.	0.322	---	0.322	11878	---
602	RONALD A. & JUDITH I. DEBRUYNE	FEE, TLE, A.R.	0.040	---	0.040	266	---
603	RONALD A. & JUDITH I. DEBRUYNE	FEE, A.R.	0.028	---	0.028	---	---
604	TIMOTHY J. KROLCZYK	FEE, TLE, A.R.	0.393	---	0.393	6529	---
605	BERNIE WOOD ETAL	FEE, TLE	0.072	---	0.072	1247	---
606	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.165	---	0.165	873	---
607	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.190	---	0.190	109	---
608	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.289	---	0.289	528	---
609	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.115	---	0.115	869	---
610	BARRY A & MYRA L WEILER	FEE	0.191	---	0.191	---	---
611	JOHN F. ZWERS AND MARY K. STROSIN	FEE, TLE, A.R.	0.083	---	0.083	1707	---
621	VERIZON NORTH INC.	H.E.	---	---	---	---	580
622	GRANT M. & DORIS L. JOHNSON	H.E.	---	---	---	---	1159
624	O'REILLY AUTOMOTIVE STORES	FEE, TLE, H.E.	0.008	---	0.008	165	578
626	APPLE TREE PROPERTIES, LLC	FEE, TLE	0.012	---	0.012	20	---
628	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.019	---	0.019	1258	---
629	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.015	---	0.015	754	---
631	ABBLJ INVESTMENTS, LLC.	FEE, TLE	0.002	---	0.002	235	---
633	MARK S. STERN	FEE	0.015	---	0.015	---	---

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

CTRS *9023
ALUM CAP
Y = 254373.510
X = 189245.398

SIGN NUMBER	SIGN OWNER
602-1	RONALD A. & JUDITH I. DEBRUYNE

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION OFFSET	Y	X	DESC.	R/W PT.*
IP9039	497+76.64 292.03'L	256490.919	189468.350	FD	
X4022	498+05.61 57.72'L	256394.275	189683.755	FD	
RW31007	498+06.34 56.35'L	256394.185	189685.312	FD	5005
X4024	498+22.96 42.66'R	256357.094	189778.604	FD	
X4023	498+42.93 42.66'R	256374.180	189788.956	FD	
IP9134	499+04.46 308.24'R	256289.182	190047.976	FD	
X9040	499+45.05 180.43'L	256577.115	189651.068	FD	
X4021	500+24.18 56.88'L	256580.772	189797.738	FD	
IP9135	500+38.21 282.81'R	256416.750	190095.537	FD	
X4020	501+70.46 56.31'L	256705.590	189874.026	FD	
IP9136	501+81.86 520.09'R	256416.655	190372.914	FD	
IP9137	502+04.01 461.90'R	256466.812	190335.244	FD	
IP9041	502+11.21 38.66'R	256691.374	189976.411	FD	
IP9063	502+36.04 227.66'R	256616.239	190151.679	FD	
IP9062	502+42.82 176.07'R	256648.613	190110.904	FD	
IP9087	502+80.00 210.35'L	256876.585	189796.707	FD	
IP9104	502+87.37 388.62'L	256972.462	189646.254	FD	
X4017	502+92.68 39.13'R	256761.759	190018.545	FD	
IP9060	503+07.20 225.89'L	256907.022	189796.421	FD	
IP9059	503+27.88 179.53'L	256901.185	189846.554	FD	
X4018	503+81.83 55.58'L	256886.021	189980.439	FD	
IP9102	504+05.52 193.45'L	256973.445	189871.335	FD	
X4019	504+83.25 55.24'L	256973.896	190029.083	FD	
X4016	505+03.89 39.77'R	256947.229	190122.567	FD	
IP9162	505+64.27 79.71R	256982.621	190186.325	FD	
X9065	506+07.79 164.86'R	256983.163	190282.377	FD	
IP9131	506+79.33 349.09'R	256967.298	190480.556	FD	
IP9130	506+85.05 324.68'R	256983.532	190461.350	FD	
IP9066	506+93.06 341.50'R	256983.713	190480.183	FD	
IP9067	507+25.43 423.68'R	256978.717	190569.182	FD	
IP9068	507+51.32 507.09'R	256967.738	190656.477	FD	
IP9069	507+85.92 586.29'R	256967.993	190744.285	FD	

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P621-P622	N 38°29'51" W	18.93'
*P622-P623	N 30°07'43" E	85.44'
P623-P621	S 19°19'08" W	94.01'
P621-RWL11	S 70°40'52" E	49.94'
RWL11-RWL6	S 19°19'08" W	271.80'
RWL6-P610	N 89°50'53" E	81.46'
P610-RWL12	S 00°03'36" E	50.20'
RWL12-RWL9	S 89°56'24" W	84.96'
RWL9-P611	S 01°07'45" E	199.04'
P611-P612	N 88°03'38" E	11.54'
*P612-P613	N 29°58'46" E	229.45'
P613-RWL12	S 89°56'24" W	45.15'
RWL12-P610	N 00°03'36" W	50.20'
P610-P614	N 89°50'53" E	263.54'
P614-P615	N 40°30'12" W	55.86'
*P615-P616	N 22°06'07" E	222.44'
P616-P617	N 01°02'21" W	218.44'
P617-P618	N 44°49'59" E	18.94'
P618-P619	N 75°34'16" E	18.83'
*P619-P620	N 79°15'16" E	82.47'
P620-ENV5	N 00°10'44" W	32.91'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P602-P603	N 29°48'29" E	193.27'
P603-P604	N 60°10'16" E	101.94'
*P604-P605	N 88°30'02" E	210.07'
P605-P606	S 53°44'16" E	27.18'
P606-P607	S 01°02'22" E	193.21'
*P607-P608	S 36°50'13" W	266.46'
P608-P609	S 74°42'46" W	12.86'
*P609-P610	S 66°39'35" W	79.29'
P610-RWL6	S 89°50'53" W	81.46'
RWL6-RWL11	N 19°19'08" E	271.80'
RWL11-P621	N 70°40'52" W	49.94'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV3	S 89°49'16" W	344.97'
ENV3-P627	S 00°10'44" E	24.75'
P627-P626	S 81°55'16" E	112.39'
P626-P625	S 88°45'49" E	94.37'
P625-P624	S 31°47'01" E	51.46'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P624-HE24	S 29°57'09" W	199.59'
HE24-HE23	S 89°49'45" W	17.45'
HE23-HE22	S 31°12'39" W	77.31'
HE22-HE21	N 89°49'45" E	17.47'
HE21-HE20	S 31°15'24" W	68.14'
HE20-HE19	S 88°35'04" W	17.64'
HE19-HE18	S 31°12'39" W	78.37'
HE18-HE17	N 88°35'04" E	17.57'
HE17-5005	S 31°15'24" W	179.18'
5005-CL51	S 78°35'21" E	60.95'
CL51-5107	S 78°35'21" E	40.05'
5107-P600	N 89°11'20" E	5.69'
P600-P601	N 31°12'39" E	240.08'
P601-P602	N 37°34'21" E	151.84'

* INDICATES LCH AND LCB

P615 - P616
Δ = 46°16'57" LT
L = 228.60'
R = 283.00'

P621 - P622
Δ = 29°38'54" LT
L = 19.15'
R = 37.00'

P622 - P623
Δ = 166°54'02" RT
L = 125.26'
R = 43.00'

P619 - P620
Δ = 4°37'40" RT
L = 82.53'
R = 642.00'

P620 - ENV5
Δ = 7°21'55" RT
L = 82.53'
R = 642.00'

P602 - P603
Δ = 1°54'47" LT
L = 193.28'
R = 5789.04'

P603 - P604
Δ = 2°00'49" RT
L = 199.60'
R = 5679.61'

P604 - P605
Δ = 17°03'48" LT
L = 210.85'
R = 708.00'

P605 - P606
Δ = 53°44'16" RT
L = 27.18'
R = 29.00'

P606 - P607
Δ = 1°02'22" RT
L = 193.21'
R = 5929.00'

P607 - P608
Δ = 36°50'13" LT
L = 266.46'
R = 414.50'

P608 - P609
Δ = 74°42'46" RT
L = 12.86'
R = 9.86'

P609 - P610
Δ = 66°39'35" LT
L = 79.29'
R = 68.20'

P610 - RWL6
Δ = 89°50'53" RT
L = 81.46'
R = 52.00'

RWL6 - RWL11
Δ = 19°19'08" LT
L = 271.80'
R = 806.00'

RWL11 - P621
Δ = 70°40'52" RT
L = 49.94'
R = 40.50'

P621 - P622
Δ = 29°38'54" LT
L = 19.15'
R = 37.00'

P622 - P623
Δ = 166°54'02" RT
L = 125.26'
R = 43.00'

P623 - P621
Δ = 19°19'08" LT
L = 94.01'
R = 278.80'

P621 - RWL11
Δ = 70°40'52" RT
L = 49.94'
R = 40.50'

RWL11 - RWL6
Δ = 19°19'08" RT
L = 271.80'
R = 806.00'

RWL6 - P610
Δ = 89°50'53" LT
L = 81.46'
R = 52.00'

P610 - RWL12
Δ = 00°03'36" RT
L = 50.20'
R = 47.85'

RWL12 - RWL9
Δ = 89°56'24" LT
L = 84.96'
R = 54.15'

RWL9 - P611
Δ = 01°07'45" RT
L = 199.04'
R = 1009.50'

P611 - P612
Δ = 88°03'38" RT
L = 11.54'
R = 7.50'

P612 - P613
Δ = 63°50'02" RT
L = 241.76'
R = 217.00'

P613 - RWL12
Δ = 89°56'24" RT
L = 45.15'
R = 28.75'

P614 - P615
Δ = 40°30'12" W
L = 55.86'
R = 79.00'

P615 - P616
Δ = 22°06'07" E
L = 222.44'
R = 576.50'

P616 - P617
Δ = 01°02'21" W
L = 218.44'
R = 12033.00'

P617 - P618
Δ = 44°49'59" E
L = 18.94'
R = 24.20'

P618 - P619
Δ = 75°34'16" E
L = 18.83'
R = 14.30'

P619 - P620
Δ = 79°15'16" E
L = 82.47'
R = 59.65'

P620 - ENV5
Δ = 00°10'44" W
L = 32.91'
R = 10533.00'

SIGN NUMBER | SIGN OWNER
602-1 | RONALD A. & JUDITH I. DEBRUYNE

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

MINOCQUA

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 03-21-12

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTH CENTRAL REGION.

SIGNATURE _____ DATE 3-26-13

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.10
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 3:27 PM ON April 1, 2013 AS DOCUMENT # 726436 AND FILED IN Vol. 1 TPP pg 40

SIGNATURE OF REGISTER OF DEEDS

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040110_rp.dgn PLOT DATE : 3/21/2013 PLOT BY : Jeff Gilroy PLOT NAME : PLOT SCALE : 60.000000 sf / in.
APPRAISAL PLAT DATE : 08/07/2012

4.10

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.10

THAT PART OF LOTS 1 & 2, C.S.M. 1397, LOTS 1 & 2, C.S.M. 1701, LOTS 1, C.S.M. 1305, AND THE NW¼- NE¼ AND NE¼- NE¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

N

SCALE, FEET
0 60 120

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
ENV6 - PRL1	N 31°12'39" E	373.16'
*PRL1 - ENV1	N 29°26'53" E	352.50'

* INDICATES LCH AND LCB

CURVE DATA USH 51(CUR CL8)
PI STA. 505+61.07
Y = 257010.485
X = 190124.599
Δ = 7°26'12" LT
D = 1°00'00"
L = 743.68'
T = 372.36'
R = 5729.60'
PC STA. 501+88.71
PT STA. 509+32.39

CURVE DATA TOWNLINE RD. (CUR PRL2)
PI STA. 20+74.37
Y = 256926.033
X = 190285.012
Δ = 27°31'34" LT
D = 8°29'18"
L = 324.29
T = 165.33'
R = 675.00'
PC STA. 19+09.04
PT STA. 22+33.32

CURVE DATA TOWNLINE RD. (CUR PRL3)
PI STA. 23+86.59
Y = 257005.419
X = 190593.571
Δ = 14°23'01" RT
D = 8°29'18"
L = 169.45'
T = 85.17'
R = 675.00'
PC STA. 23+01.42
PT STA. 24+70.87

STA. 22+42.55 TOWNLINE RD.=
STA. 100+00.00 PACKING PLANT RD.

PACKING PLANT RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
POT1-PRL3	N 01°56'15" W	170.41'
*PRL3-PRL4	N 36°23'16" E	310.06'
PRL4-PRL5	N 74°42'47" E	12.86'
*PRL5-PRL6	N 36°50'13" E	306.98'
PRL6-POT2	N 01°02'21" W	254.46'

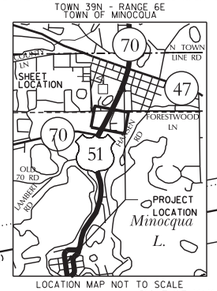
* INDICATES LCH AND LCB

CTH J/TOWNLINE RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
PRL7-PRL9	S 88°45'50" E	251.22'
*PRL9-PRL10	S 82°49'59" E	139.50'
PRL10-PRL11	S 76°54'07" E	68.07'
*PRL11-PRL12	N 89°20'06" E	321.18'
PRL12-PRL13	N 75°34'19" E	68.10'
*PRL13-PRL14	N 82°45'49" E	169.01'
PRL14-PRL8	N 89°57'20" E	236.95'

* INDICATES LCH AND LCB

TOWN 39N - RANGE 6E
TOWN OF MINOCQUA



LOCATION MAP NOT TO SCALE

T 39 N R 6 E SEC 2 — SW-SE SEC 2 TOWN

STA. 505+10.00 STH 51=
STA. 18+74.50 TOWNLINE RD. / CTH J

TLE IS TO FACE OF BUILDING (BUILDING SHALL NOT BE ADVERSELY AFFECTED)

SEWER AND WATER EASEMENT V.681 P. 685 DOC. 411703

N 89°49'16" E 2667.58' (MON TO MON)

TOWNLINE RD.

CTH J S 89°49'16" W 1703.87' (MON TO ℄)

N 89°49'16" E 953.12' (MON TO ℄)

OTR *30023 RECORD POSTION
Y = 256996.000
X = 189151.235

T 39 N R 6 E SEC 11

RIGHT-OF-WAY COORDINATE TABLE (PACKING PLANT RD.)

PT.*	STATION	OFFSET	Y	X
P611	90+67.69	21.46'R	256217.144	190099.734
P612	90+67.69	33.00'R	256217.534	190111.265
RWL9	92+48.34	50.94'L	256416.150	190095.811
RWL6	92+79.13	82.62'L	256466.226	190099.261
RWL12	93+04.79	8.47'R	256416.239	190180.774
P610	93+31.86	33.00'L	256466.442	190180.721
P613	93+46.22	33.00'R	256416.286	190225.920
P609	94+02.14	33.00'L	256497.858	190253.527
P608	94+15.01	33.00'L	256501.249	190265.937
P614	95+40.54	88.73'R	256467.141	190444.263
P615	95+43.60	33.00'R	256509.613	190407.985
P607	97+45.54	33.00'L	256714.507	190425.689
P616	97+45.54	33.00'R	256715.704	190491.678
P606	99+38.75	33.00'L	256907.688	190422.184
P605	99+55.22	54.62'L	256923.763	190400.270
P617	99+63.98	33.00'R	256934.111	190487.716
P618	99+77.17	46.60'R	256947.546	190501.073
P619	99+81.53	64.91'R	256952.237	190519.305
P620	99+95.44	146.20'R	256967.613	190600.330

2624.18' (MON. TO MON.)
S 02°03'23" E

RIGHT-OF-WAY COORDINATE TABLE (USH 51)

PT.*	STATION	OFFSET	Y	X
5005	498+05.61	57.35'L	256394.079	189684.078
CL51	498+26.25	0.00'R	256382.020	189743.824
5107	498+39.82	37.68'R	256374.097	189783.080
P600	498+42.83	42.50'R	256374.177	189788.764
HE18	499+75.31	72.00'L	256546.816	189759.486
HE17	499+84.79	57.20'L	256547.250	189777.049
HE19	500+53.68	72.00'L	256613.840	189800.094
HE20	500+63.19	57.14'L	256614.276	189817.732
P601	500+82.92	42.50'R	256579.512	189913.172
HE22	501+22.24	72.00'L	256672.476	189835.621
HE21	501+31.33	57.09'L	256672.528	189853.089
HE23	501+99.68	71.99'L	256738.595	189875.681
HE24	502+08.83	57.07'L	256738.647	189893.133
P602	502+33.36	59.50'R	256699.857	190005.759
P621	503+34.15	157.38'R	256739.240	190142.048
P622	503+41.00	139.80'R	256754.058	190130.263
RWL11	503+42.88	206.50'R	256722.718	190189.178
P627	503+48.35	290.32'L	256973.151	189760.059
ENV3	503+71.02	302.58'L	256997.900	189759.982
P626	503+90.99	185.62'L	256957.356	189871.333
P624	504+10.44	57.24'L	256911.578	189992.783
P623	504+24.38	141.07'R	256827.954	190173.148
P603	504+24.65	59.50'R	256867.560	190101.834
P625	504+36.02	102.09'L	256955.320	189965.679
P604	505+10.05	113.14'R	256918.266	190190.268
ENV1	505+41.27	0.00'R	256998.978	190104.948
ENV5	507+56.22	442.20'R	257000.524	190600.228

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF	H.E. SF
601	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE, A.R.	0.322	---	0.322	11878	---
602	RONALD A. & JUDITH I. DEBRUYNE	FEE, TLE, A.R.	0.040	---	0.040	266	---
603	RONALD A. & JUDITH I. DEBRUYNE	FEE, A.R.	0.028	---	0.028	---	---
604	TIMOTHY J. KROLCZYK	FEE, TLE, A.R.	0.393	---	0.393	6529	---
605	BERNIE WOOD ETAL	FEE, TLE	0.072	---	0.072	1247	---
606	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.165	---	0.165	873	---
607	TIMOTHY J. & COLLEEN KROLCZYK	FEE, TLE	0.190	---	0.190	109	---
608	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.289	---	0.289	528	---
609	JOSEPH A & CARLEEN A LEDANSKI	FEE, TLE	0.115	---	0.115	869	---
610	BARRY A & MYRA L WEILER	FEE	0.191	---	0.191	---	---
611	JOHN F. ZWERS AND MARY K. STROSIN	FEE, TLE, A.R.	0.083	---	0.083	1707	---
621	VERIZON NORTH INC.	H.E.	---	---	---	---	580
622	GRANT M. & DORIS L. JOHNSON	H.E.	---	---	---	---	1159
624	O'REILLY AUTOMOTIVE STORES	FEE, TLE, H.E.	0.008	---	0.008	165	578
626	APPLE TREE PROPERTIES, LLC	FEE, TLE	0.012	---	0.012	20	---
628	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.019	---	0.019	1258	---
629	JOSEPH A. & CARLEEN A. LEDANSKI	FEE, TLE	0.015	---	0.015	754	---
631	JOAN T SERAMUR	FEE, TLE	0.002	---	0.002	235	---
633	MARK S. STERN	FEE	0.015	---	0.015	---	---

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

CTRS *9023
ALUM CAP
Y = 254373.510
X = 189245.398

NW-NE SEC 11

SIGN NUMBER	SIGN OWNER
602-1	RONALD A. & JUDITH I. DEBRUYNE
603-1	RONALD A. & JUDITH I. DEBRUYNE

P615 - P616
Δ = 46°16'57" LT
L = 228.60'
R = 283.00'

P621 - P622
Δ = 29°38'54" LT
L = 19.15'
R = 37.00'

P622 - P623
Δ = 166°54'02" RT
L = 125.26'
R = 43.00'

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV3	S 89°49'16" W	344.97'
ENV3-P627	S 00°10'44" E	24.75'
P627-P626	S 81°55'16" E	112.39'
P626-P625	S 88°45'49" E	94.37'
P625-P624	S 31°47'01" E	51.46'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P624-HE24	S 29°57'09" W	199.59'
HE24-HE23	S 89°49'45" W	17.45'
HE23-HE22	S 31°12'39" W	77.31'
HE22-HE21	N 89°49'45" E	17.47'
HE21-HE20	S 31°15'24" W	68.14'
HE20-HE19	S 88°35'04" W	17.64'
HE19-HE18	S 31°12'39" W	78.37'
HE18-HE17	N 88°35'04" E	17.57'
HE17-5005	S 31°15'24" W	179.18'
5005-CL51	S 78°35'21" E	60.95'
CL51-5107	S 78°35'21" E	40.05'
5107-P600	N 89°11'20" E	5.69'
P600-P601	N 31°12'39" E	240.08'
P601-P602	N 37°34'21" E	151.84'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P602-P603	N 29°48'29" E	193.27'
P603-P604	N 60°10'16" E	101.94'
*P604-P605	N 88°30'02" E	210.07'
P605-P606	S 53°44'16" E	27.18'
P606-P607	S 01°02'22" E	193.21'
*P607-P608	S 36°50'13" W	266.46'
P608-P609	S 74°42'46" W	12.86'
*P609-P610	S 66°39'35" W	79.29'
P610-RWL6	S 89°50'53" W	81.46'
RWL6-RWL11	N 19°19'08" E	271.80'
RWL11-P621	N 70°40'52" W	49.94'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE (CON'T)

PT.* - PT.*	BEARING	DIST.
*P621-P622	N 38°29'51" W	18.93'
*P622-P623	N 30°07'43" E	85.44'
P623-P621	S 19°19'08" W	94.01'
P621-RWL11	S 70°40'52" E	49.94'
RWL11-RWL6	S 19°19'08" W	271.80'
RWL6-P610	N 89°50'53" E	81.46'
P610-RWL12	S 00°03'36" E	50.20'
RWL12-RWL9	S 89°56'24" W	84.96'
RWL9-P611	S 01°07'45" E	199.04'
P611-P612	N 88°03'38" E	11.54'
*P612-P613	N 29°58'46" E	229.45'
P613-RWL12	S 89°56'24" W	45.15'
RWL12-P610	N 00°03'36" W	50.20'
P610-P614	N 89°50'53" E	263.54'
P614-P615	N 40°30'12" W	55.86'
*P615-P616	N 22°06'07" E	222.44'
P616-P617	N 01°02'21" W	218.44'
P617-P618	N 44°49'59" E	18.94'
P618-P619	N 75°34'16" E	18.83'
*P619-P620	N 79°15'16" E	82.47'
P620-ENV5	N 00°10'44" W	32.91'

* INDICATES LCH AND LCB

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9039	497+76.64	292.03'L	256490.919	189468.350	FD	
X4022	498+05.61	57.72'L	256394.275	189683.755	FD	
RW31007	498+06.34	56.35'L	256394.185	189685.312	FD	5005
X4024	498+22.96	42.66'R	256357.094	189778.604	FD	
X4023	498+42.93	42.66'R	256374.180	189788.956	FD	
IP9134	499+04.46	308.24'R	256289.182	190047.976	FD	
X9040	499+45.05	180.43'L	256577.115	189651.068	FD	
X4021	500+24.18	56.88'L	256580.772	189797.738	FD	
IP9135	500+38.21	282.81'R	256416.750	190095.537	FD	
X4020	501+70.46	56.31'L	256705.590	189874.026	FD	
IP9136	501+81.86	520.09'R	256416.655	190372.914	FD	
IP9137	502+04.01	461.90'R	256466.812	190335.244	FD	
IP9041	502+11.21	38.66'R	256691.374	189976.411	FD	
IP9063	502+36.04	227.66'R	256616.239	190151.679	FD	
IP9062	502+42.82	176.07'R	256648.613	190110.904	FD	
IP9087	502+80.00	210.35'L	256876.585	189796.707	FD	
IP9104	502+87.37	388.62'L	256972.462	189646.254	FD	
X4017	502+92.68	39.13'R	256761.759	190018.545	FD	
IP9060	503+07.20	225.89'L	256907.022	189796.421	FD	
IP9059	503+27.88	179.53'L	256901.185	189846.554	FD	
X4018	503+81.83	55.58'L	256886.021	189980.439	FD	
IP9102	504+05.52	193.45'L	256973.445	189871.335	FD	
X4019	504+83.25	55.24'L	256973.896	190029.083	FD	
X4016	505+03.89	39.77'R	256947.229	190122.567	FD	
IP9162	505+64.27	79.71R	256982.621	190186.325	FD	
X9065	506+07.79	164.86'R	256983.163	190282.377	FD	
IP9131	506+79.33	349.09'R	256967.298	190480.556	FD	
IP9130	506+85.05	324.68'R	256983.532	190461.350	FD	
IP9066	506+93.06	341.50'R	256983.713	190480.183	FD	
IP9067	507+25.43	423.68'R	256978.717	190569.182	FD	
IP9068	507+51.32	507.09'R	256967.738	190656.477	FD	
IP9069	507+85.92	586.29'R	256967.993	190744.285	FD	

SEC *30032 RECORD POSTION
Y = 257004.298
X = 191808.806

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

MINOCQUA

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 10-04-12

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 10-12-12

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.10
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:17 PM ON October 16, 2012 AS DOCUMENT # 720253 AND FILED IN Vol. 1 TPP pg 37

SIGNATURE OF REGISTER OF DEEDS
Deputy

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.11 AMENDMENT NO:2

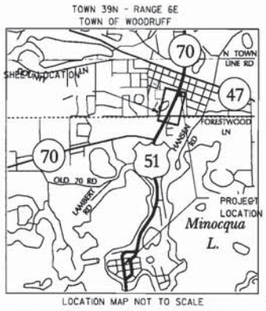
REVISE RIGHT-OF-WAY OF USH 51 FROM STA. 509+32.39 TO STA. 519+91.48. REVISE RIGHT-OF-WAY OF SWANSON AVE., REVISE RIGHT-OF-WAY OF MARGARET ST., REVISE COORDINATE POINT TABLES TO REFLECT CHANGES IN RIGHT-OF-WAY, REVISE STATION AND OFFSETS FOR TLE PARCELS 710, 711, AND 712 TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.11, RECORDED AS DOCUMENT NO. 720254 IN VOL. 1, PG 38.

THAT PART OF LOT 1, C.S.M. 3587, LOT 7, BLOCK 1 AND LOTS 9, 11, 12 & 13, BLOCK 2 OF JOHN A. BELLER SR. ADDITION 1952 AND THE SW¼- SE¼ AND SE¼- SE¼ OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF WOODRUFF, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



LOCATION MAP NOT TO SCALE

RIGHT-OF-WAY COORDINATE TABLE (TOWNLINE RD.)

PT.*	STATION	OFFSET	Y	X
PT01	15+01.32	29.65'L	257030.286	189720.053
PT00	15+01.55	21.89'L	257022.526	189720.125
ENV7	15+02.32	2.85'R	256997.777	189720.355
PT02	16+45.92	47.97'L	257045.479	189865.017
PT03	17+49.73	52.50'L	257045.815	189972.589
PT04	17+98.85	52.50'L	257038.945	190025.174
7101	22+83.11	55.26'L	257033.148	190479.584
7102	22+83.23	55.74'L	257033.648	190479.580
ENV5	23+92.14	0.31'R	257000.524	190600.228
7100	23+95.73	32.48'L	257033.524	190600.125

RIGHT-OF-WAY COORDINATE TABLE (USH 51)

PT.*	STATION	OFFSET	Y	X
ENV1	505+41.27	0.00'R	256998.978	190104.948
PT05	505+88.76	68.50'L	257072.442	190065.918
PT08	506+15.10	70.17'R	257032.779	190201.383
PT09	506+33.85	42.58'R	257062.131	190185.322
PT06	506+75.15	68.50'L	257148.648	190104.376
PT07	506+86.31	67.46'L	257158.076	190110.198
7004	507+85.52	67.53'L	257245.418	190152.705
7005	507+85.53	57.53'L	257242.161	190161.753
7006	509+30.22	57.64'L	257372.523	190221.101
7104	509+30.29	42.36'R	257332.241	190312.629
7007	511+66.39	56.98'L	257588.365	190316.901
7008	514+16.40	62.28'L	257819.292	190412.834
PT10	515+95.78	44.22'R	257940.521	190582.613
PT11	516+16.87	58.54'R	257954.140	190604.265
7107	516+33.01	95.17'R	257954.051	190644.248
PT12	516+87.97	71.10'R	258014.051	190644.381
PT13	517+05.58	44.53'R	258040.879	190627.156
7009	518+18.43	50.16'L	258182.327	190586.004
7200	518+18.46	44.84'R	258144.050	190672.951
7110	519+42.72	43.48'R	258258.318	190721.787
7010	519+56.02	51.85'L	258308.923	190639.917
ENV8	519+78.41	0.00'R	258308.507	190696.395
8100	519+91.60	30.55'R	258308.261	190729.669

TOWNLINE RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
PRL7-PRL9	S 88°45'50" E	251.22'
*PRL9-PRL10	S 82°49'59" E	139.50'
PRL10-PRL11	S 76°54'07" E	68.07'
*PRL11-PRL12	N 89°20'06" E	321.18'
PRL12-PRL13	N 75°34'19" E	68.10'
*PRL13-PRL14	N 82°45'49" E	169.01'
PRL14-PRL8	N 89°57'20" E	236.95'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV7	S 89°49'16" W	384.60'
ENV7-PT00	N 00°13'54" W	24.75'
PT00-PT01	N 00°13'54" W	7.76'
PT01-PT02	N 84°01'01" E	145.76'
PT02-PT03	N 89°49'17" E	107.57'
*PT03-PT04	S 82°33'28" E	53.03'
*PT04-PT05	N 50°34'31" E	52.75'
*PT05-PT06	N 26°46'43" E	85.36'
PT06-PT07	N 31°41'40" E	11.08'
*PT07-7004	N 25°41'43" E	98.04'
7004-7005	S 64°48'01" E	10.00'
*7005-7006	N 24°28'38" E	143.24'
7006-7007	N 23°56'01" E	236.15'
7007-7008	N 22°33'33" E	250.06'
7008-7009	N 25°30'05" E	402.22'
*7009-7010	N 23°04'03" E	137.60'
7010-ENV8	S 89°34'38" E	56.48'
ENV8-8100	S 89°34'38" E	33.27'
8100-7110	S 8°57'27" W	50.56'
*7110-7200	S 23°08'42" W	124.27'
7200-PT13	S 23°56'06" W	112.88'
PT13-PT12	S 32°42'10" E	31.88'
PT12-7107	S 0°07'39" W	60.00'
7107-PT11	N 89°52'20" W	39.98'
PT11-PT10	S 57°49'47" W	25.58'
PT10-7104	S 23°56'02" W	665.50'
*7104-PT09	S 25°14'07" W	298.61'
PT09-PT08	S 28°47'13" E	33.46'
PT08-7102	N 89°49'16" E	278.20'
7102-7101	S 00°21'38" E	0.50'
7101-7100	N 89°49'16" E	120.54'
7100-ENV5	S 00°10'44" E	33.00'

* INDICATES LCH AND LCB

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF
700	F & M BANK	FEE, TLE, A.R.	0.166	---	0.166	4519
710	WOODRUFF SUPER 3, LLC.	FEE, TLE	0.009	---	0.009	902
711	WOODRUFF SUPER 3, LLC.	FEE, TLE	0.002	---	0.002	358
712	KENNETH L. & NANCY R. BREEZER	TLE	---	---	---	752
713	TOWN OF WOODRUFF	FEE, TLE	0.010	---	0.010	1138

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
40	WISCONSIN PUBLIC SERVICE	RELEASE OF RIGHTS

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION OFFSET	Y	X	DESC.	R/W PT.*
IP9061	503+73.34 349.57L	257022.855	189720.098	FN	
IP9103	504+49.62 502.98L	257158.949	189620.121	FN	
IP9133	506+08.70 42.35R	257039.634	190113.658	FN	
IP9101	506+33.74 55.96L	257106.399	190097.286	FN	
X4014	506+97.35 72.85R	257106.084	190240.981	FN	
X4015	506+97.75 42.34R	257119.881	190213.765	FN	
X9150	507+06.86 333.98R	257000.141	190479.858	FN	
IP9132	507+08.00 245.17R	257040.381	190400.573	FN	
IP9070	508+29.91 533.89R	257033.935	190717.219	FN	
X4013	508+84.67 42.41R	257250.245	190293.958	FN	
IP9085	512+60.19 152.38L	257712.665	190267.412	FN	
X4004	512+61.76 44.97R	257634.546	190448.647	FN	
X4005	512+63.47 58.53L	257677.826	190354.638	FN	
IP9084	513+09.75 174.19L	257766.813	190267.426	FN	
X4006	513+13.45 59.28L	257723.877	190374.080	FN	
IP9161	513+28.73 187.06R	257638.550	190605.680	FN	
IP9083	513+79.91 175.05L	257831.367	190294.931	FN	
X4010	513+83.50 60.38L	257788.426	190401.309	FN	
X4007	513+83.78 51.29L	257785.036	190409.747	FN	
IP9081	514+39.79 175.97L	257886.527	190318.226	FN	
X4009	514+43.70 60.82L	257843.692	190425.175	FN	
X4008	514+43.91 53.48L	257840.923	190431.581	FN	
X4003	514+68.02 45.12R	257824.360	190532.326	FN	
X401	515+44.07 58.45L	257934.593	190467.808	FN	
X4012	515+44.45 65.08L	257937.589	190461.886	FN	
IP9082	515+46.45 177.36L	257894.703	190359.951	FN	
IP9160	515+56.38 669.42R	257652.423	191138.875	FN	
IP9071	516+05.98 45.02R	257953.189	190589.070	FN	
X8072	516+43.22 120.88R	257953.034	190671.896	FN	
X4002	516+76.46 45.49R	258013.838	190616.303	FN	
IP9129	517+51.56 225.73R	258009.906	191081.520	FN	
IP9075	519+43.30 43.47R	258258.854	190722.027	FN	730
X4001	519+78.89 124.41R	258258.798	190810.442	FN	

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
*ENV1 - PRL2	N 25°43'41" E	391.04'
PRL2 - ENV8	N 23°46'27" E	1043.46'

* INDICATES LCH AND LCB

CURVE DATA USH 51 (CUR CL8)
PI STA. 505+61.07
Y = 257010.485
X = 190124.599
Δ = 7°26'12" LT
D = 1°00'00"
L = 743.67'
T = 372.36'
R = 5729.60'
PC STA. 501+88.71
PT STA. 509+32.39

PT03 - PT04: Δ = 4°10'39" RT, L = 53.04', R = 727.50'
PT04 - PT05: Δ = 46°43'46" LT, L = 54.24', R = 66.50'
PT05 - PT06: Δ = 0°51'50" LT, L = 85.36', R = 5661.04'
PT07 - 7004: Δ = 0°59'27" LT, L = 98.04', R = 5669.61'
7104 - PT09: Δ = 2°57'38" RT, L = 298.64, R = 5779.61'
7008 - 7010: Δ = 1°00'29" LT, L = 137.60', R = 5684.18'
7110 - 7200: Δ = 1°13'55" RT, L = 124.27', R = 5779.18'

ENV1 - PRL2: Δ = 3°54'40" LT, L = 391.12', R = 5729.60'

CURVE DATA TOWNLINE RD. (CUR PRL1)
PI STA. 17+71.35
Y = 256994.818
X = 189989.382
Δ = 11°51'43" RT
D = 8°29'18"
L = 139.75'
T = 70.12'
R = 675.00'
PC STA. 17+01.22
PT STA. 18+40.97

CURVE DATA TOWNLINE RD. (CUR PRL2)
PI STA. 20+74.37
Y = 256926.033
X = 190285.012
Δ = 27°31'34" LT
D = 8°29'18"
L = 324.29
T = 165.33'
R = 675.00'
PC STA. 19+09.04
PT STA. 22+33.32

CURVE DATA TOWNLINE RD. (CUR PRL3)
PI STA. 23+86.59
Y = 257005.419
X = 190593.571
Δ = 14°23'01" RT
D = 8°29'18"
L = 169.45'
T = 85.17'
R = 675.00'
PC STA. 23+01.42
PT STA. 24+70.87

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.11 AMENDMENT NO.2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE John R. Garske DATE 09-30-13
JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

WISCONSIN JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.
SIGNATURE Brent L Stella DATE 10-7-13
Brent L Stella

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.11
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:21 PM ON October 9, 2013 AS DOCUMENT # 733001 AND FILED IN Vol. 1 Tpp page 41a.
Laurie Draper, Deputy
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : F:\Data\CAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040111_rp.dgn
PLOT DATE : 9/30/2013
PLOT BY : Jeff Gilroy
PLOT NAME :
PLOT SCALE : 60.0000 sf / in.
APPRAISAL PLAT DATE : 08/07/2012

TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.11 AMENDMENT NO:1

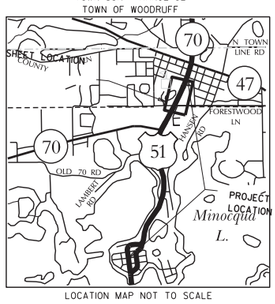
REVISE ACCESS RIGHTS TO PARCEL 700, CHANGES FEE AND TLE AREAS FOR PARCEL 710, ADDED FEE TO THE INTEREST REQUIRED IN THE SCHEDULE OF LANDS & INTEREST TABLE FOR PARCEL 711 TO TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.11, RECORDED AS DOCUMENT NO: 720254 IN VOL. 1, PAGE 38.

THAT PART OF LOT 1, C.S.M. 3587, LOT 7, BLOCK 1 AND LOTS 9, 11, 12 & 13, BLOCK 2 OF JOHN A. BELLER SR. ADDITION 1952 AND THE SW¼- SE¼ AND SE¼- SE¼ OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF WOODRUFF, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



LOCATION MAP NOT TO SCALE

RIGHT-OF-WAY COORDINATE TABLE (TOWNLINE RD.)

PT.*	STATION	OFFSET	Y	X
PT01	15+01.32	29.65'L	257030.286	189720.053
PT00	15+01.55	21.89'L	257022.526	189720.125
ENV7	15+02.32	2.85'R	256997.777	189720.355
PT02	16+45.92	47.97'L	257045.479	189865.017
PT03	17+49.73	52.50'L	257045.815	189972.589
PT04	17+98.95	52.50'L	257038.945	190025.174
T101	22+83.11	55.26'L	257033.148	190479.584
T102	22+83.23	55.74'L	257033.648	190479.580
ENV5	23+92.14	0.31'R	257000.524	190600.228
T100	23+95.73	32.48'L	257033.524	190600.125

RIGHT-OF-WAY COORDINATE TABLE (USH 51)

PT.*	STATION	OFFSET	Y	X
ENV1	505+41.27	0.00'R	256998.978	190104.948
P705	505+88.76	68.50'L	257072.442	190065.918
P708	506+15.10	70.17'R	257032.779	190201.383
P709	506+33.85	42.58'R	257062.131	190185.322
P706	506+75.15	68.50'L	257148.648	190104.376
P707	506+86.31	67.46'L	257158.076	190110.198
7004	507+85.52	67.53'L	257246.418	190152.705
7005	507+85.53	57.53'L	257242.161	190161.753
7006	509+30.22	57.64'L	257372.523	190221.101
7104	509+30.29	42.36'R	257332.241	190312.629
7007	511+66.40	57.72'L	257588.667	190316.228
7105	512+61.76	44.97'R	257634.546	190448.647
7008	514+16.39	60.90'L	257818.735	190414.099
P710	515+96.96	45.02'R	257941.282	190583.823
P711	516+15.45	57.52'R	257953.164	190602.713
7107	516+33.14	97.88'R	257953.081	190646.784
P712	516+87.82	71.33'R	258013.827	190644.525
P713	517+05.08	45.28'R	258040.120	190627.644
7110	519+43.30	43.47'R	258258.854	190722.027
7009	519+53.46	56.23'L	258308.340	190634.879
ENV8	519+78.12	0.00'R	258308.239	190696.277
ENV9	519+91.48	30.47'R	258308.184	190729.547

TOWNLINE RD. ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
PRL7-PRL9	S 88°45'50" E	251.22'
*PRL9-PRL10	S 82°49'59" E	139.50'
PRL10-PRL11	S 76°54'07" E	68.07'
*PRL11-PRL12	N 89°20'06" E	321.18'
PRL12-PRL13	N 75°34'19" E	68.10'
*PRL13-PRL14	N 82°45'49" E	169.01'
PRL14-PRL8	N 89°57'20" E	236.95'

* INDICATES LCH AND LCB

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV7	S 89°49'16" W	384.60'
ENV7-P700	N 00°31'54" W	24.75'
P700-P701	N 00°31'54" W	7.76'
P701-P702	N 84°01'01" E	145.76'
P702-P703	N 89°49'17" E	107.57'
*P703-P704	S 82°33'28" E	53.03'
*P704-P705	N 50°34'31" E	52.75'
*P705-P706	N 26°46'43" E	85.36'
P706-P707	N 31°41'40" E	11.08'
*P707-7004	N 25°41'43" E	98.04'
7004-7005	S 64°48'01" E	10.00'
*7005-7006	N 24°28'38" E	143.24'
7006-7007	N 23°45'17" E	236.15'
7007-7008	N 23°02'41" E	250.02'
7008-7009	N 24°16'20" E	537.08'
7009-ENV8	S 89°54'20" E	61.40'
ENV8-ENV9	S 89°54'20" E	33.27'
ENV9-7110	S 08°40'02" W	49.90'
7110-P713	S 23°20'25" W	238.23'
P713-P712	S 32°42'10" E	31.25'
P712-7107	S 02°07'46" E	60.79'
7107-P711	N 89°53'32" W	44.07'
P711-P710	S 57°49'47" W	22.32'
P710-7105	S 23°46'58" W	335.20'
7105-7104	S 24°13'29" W	331.50'
*7104-P709	S 25°14'07" W	298.61'
P709-P708	S 28°41'13" E	33.46'
P708-T102	N 89°49'16" E	278.20'
T102-T101	S 00°21'38" E	0.50'
T101-T100	N 89°49'16" E	120.54'
T100-ENV5	S 00°10'44" E	33.00'

* INDICATES LCH AND LCB

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF
700	F & M BANK	FEE, TLE, A.R.	0.166	---	0.166	4519
710	WOODRUFF SUPER 3, LLC.	FEE, TLE	0.009	---	0.009	902
711	WOODRUFF SUPER 3, LLC.	FEE, TLE	0.002	---	0.002	358
712	KENNETH L. & NANCY R. BREEZER	TLE	---	---	---	752
713	TOWN OF WOODRUFF	FEE, TLE	0.010	---	0.010	1138

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
40	WISCONSIN PUBLIC SERVICE	RELEASE OF RIGHTS

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION OFFSET	Y	X	DESC.	R/W PT.*
IP9061	503+73.34 349.57'L	257022.855	189720.098	FN	
IP9103	504+49.62 502.98'L	257158.949	189620.121	FN	
IP9133	506+08.70 42.35'R	257039.634	190173.658	FN	
IP9101	506+33.74 55.96'L	257106.399	190097.286	FN	
X4014	506+97.35 72.85'R	257106.084	190240.981	FN	
X4015	506+97.75 42.34'R	257119.881	190213.765	FN	
X9150	507+06.86 333.98'R	257000.141	190479.858	FN	
IP9132	507+08.00 245.17'R	257040.181	190400.573	FN	
IP9070	508+29.91 533.89'R	257033.915	190717.219	FN	
X4013	508+84.67 42.41'R	257290.245	190293.958	FN	
IP9085	512+60.19 152.38'L	257712.665	190267.412	FN	
X4004	512+61.76 44.97'R	257634.546	190448.647	FN	7105
X4005	512+63.47 58.51'L	257677.826	190354.638	FN	
IP9084	513+09.75 174.19'L	257766.813	190267.426	FN	
X4006	513+13.45 59.28'L	257723.877	190374.080	FN	
IP9161	513+28.73 187.06'R	257638.550	190605.680	FN	
IP9083	513+79.91 175.05'L	257831.367	190294.931	FN	
X4010	513+83.50 60.38'L	257788.426	190401.309	FN	
X4007	513+83.78 51.29'L	257785.016	190409.747	FN	
IP9081	514+39.79 175.97'L	257886.527	190318.226	FN	
X4009	514+43.70 60.82'L	257843.692	190425.175	FN	
X4008	514+43.91 53.48'L	257840.923	190431.981	FN	
X4003	514+69.02 45.11'R	257824.360	190532.326	FN	
X4011	515+44.07 58.45'L	257934.593	190467.808	FN	
X4012	515+44.43 65.08'L	257937.589	190461.886	FN	
IP9082	515+46.45 177.36'L	257984.703	190359.951	FN	
IP9160	515+56.38 669.42'R	257652.423	191138.875	FN	
IP9071	516+09.98 45.02'R	257953.189	190589.070	FN	
X9072	516+43.22 120.88'R	257953.034	190671.896	FN	
X4002	516+76.46 45.49'R	258013.838	190616.303	FN	
IP9119	517+51.56 225.73'R	258009.906	190811.520	FN	
IP9075	519+43.30 43.47'R	258258.854	190722.027	FN	7110
X4001	519+78.89 124.41'R	258258.798	190810.442	FN	

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
*ENV1 - PRL2	N 25°43'47" E	391.04'
PRL2 - ENV8	N 23°46'27" E	1043.46'

* INDICATES LCH AND LCB

CURVE DATA USH 51(CUR CL8)
PI STA. 505+61.07
Y = 257010.485
X = 190124.599
Δ = 7°26'12" LT
D = 1°00'00"
L = 743.67'
T = 372.36'
R = 5729.60'
PC STA. 501+88.71
PT STA. 509+32.39

ENV1 - PRL2
Δ = 3°54'40" LT
L = 391.12'
R = 5729.60'

P703 - P704
Δ = 4°10'39" RT
L = 53.04'
R = 727.50'

P704- P705
Δ = 46°43'46" LT
L = 54.24'
R = 66.50'

7005 - 7006
Δ = 1°26'42" LT
L = 143.24'
R = 5679.61'

P705 - P706
Δ = 0°51'50" LT
L = 85.36'
R = 5661.04'

P707 - 7004
Δ = 0°59'27" LT
L = 98.04'
R = 5669.61'

7104 - P709
Δ = 2°57'38" RT
L = 298.64
R = 5779.61'

CURVE DATA TOWNLINE RD, (CUR PRL1)
PI STA. 17+71.35
Y = 256994.818
X = 189989.382
Δ = 11°51'43" RT
D = 8°29'18"
L = 139.75'
T = 70.12'
R = 675.00'
PC STA. 17+01.22
PT STA. 18+40.97

CURVE DATA TOWNLINE RD, (CUR PRL2)
PI STA. 20+74.37
Y = 256926.033
X = 190285.012
Δ = 27°31'34" LT
D = 8°29'18"
L = 324.29
T = 165.33'
R = 675.00'
PC STA. 19+09.04
PT STA. 22+33.32

CURVE DATA TOWNLINE RD, (CUR PRL3)
PI STA. 23+86.59
Y = 257005.419
X = 190593.571
Δ = 14°23'01" RT
D = 8°29'18"
L = 169.45'
T = 85.17'
R = 675.00'
PC STA. 23+01.42
PT STA. 24+70.87

SEC #30032 SURVEY SPIKE
Y = 257004.298
X = 191808.806

QTR #30023 SURVEY SPIKE
Y = 256996.000
X = 189151.235

TLE 505+25.07 128.52'
TLE 506+00 85.00'
TLE 507+85.52 67.53'
TLE 507+50 85.00' & 67.50'
TLE 508+00 57.54'
TLE 508+50 42.42' & 50.00'
TLE 507+00 42.53' & 50.00'
TLE 517+50 44.94'
TLE 516+91.64 80.00'
TLE 516+19.21 66.09'
TLE 515+95.40 50.00'
TLE 515+50 45.01' & 50.00'
TLE 514+50 45.00' & 50.00'
TLE 513+00 44.98' & 50.00'

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.11 AMENDMENT NO.1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 04-02-13

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

WISCONSIN JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 4-3-13

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.11
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 3:00PM ON April 8, 2013 AS DOCUMENT # 726657 AND FILED IN Vol. 1 TPP pg 41

Laurie Strauss, Deputy
SIGNATURE OF REGISTER OF DEEDS

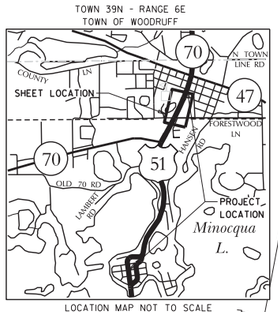
TRANSPORTATION PROJECT PLAT NO: 1174-10-21 - 4.11

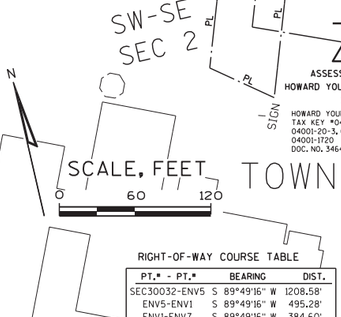
THAT PART OF LOT 1, C.S.M. 3587, LOT 7, BLOCK 1 AND LOTS 9, 11, 12 & 13, BLOCK 2 OF JOHN A. BELLER SR. ADDITION 1952 AND THE SW1/4- SE1/4 AND SE1/4- SE1/4 OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF WOODRUFF, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 51 ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.





RIGHT-OF-WAY COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X
ENV7	503+50.25	337.01L	256997.777	189720.355
P700	503+73.05	349.39L	257022.526	189720.125
P701	503+80.22	353.25L	257030.286	189720.053
P702	504+67.98	233.62L	257045.479	189865.017
P703	505+20.75	138.93L	257045.815	189972.589
P704	505+39.57	89.21L	257038.945	190025.174
ENV1	505+41.27	0.00R	256998.978	190104.948
P705	505+88.76	68.50L	257072.442	190065.918
P708	506+15.10	70.17R	257032.779	190201.383
P709	506+33.85	42.58R	257062.131	190185.322
P706	506+75.15	68.50L	257148.648	190104.376
P707	506+86.31	67.46L	257158.076	190110.198
7101	507+34.84	319.32R	257033.148	190479.584
7102	507+35.26	319.10R	257033.648	190479.580
ENV5	507+56.22	442.20R	257000.524	190600.228
7100	507+83.88	427.95R	257033.524	190600.125
7004	507+85.52	67.53L	257246.418	190152.705
7005	507+85.53	57.53L	257242.161	190161.753
7006	509+30.22	57.64L	257372.523	190221.101
7104	509+30.29	42.36R	257332.241	190312.629
7007	511+66.40	57.72L	257588.667	190316.228
7105	512+61.76	44.97R	257634.546	190448.647
7008	514+16.39	60.90L	257818.735	190414.099
P710	515+96.96	45.02R	257941.282	190583.823
P711	516+15.45	57.52R	257953.164	190602.713
7107	516+33.14	97.88R	257953.081	190646.784
P712	516+88.78	73.50R	258013.827	190646.902
P713	517+07.49	45.26R	258042.334	190628.599
7110	519+43.30	43.47R	258258.854	190722.027
7009	519+53.46	56.23L	258308.340	190634.879
ENV8	519+78.12	0.00R	258308.239	190696.277
ENV9	519+91.48	30.47R	258308.184	190729.547

RIGHT-OF-WAY COURSE TABLE

PT.* - PT.*	BEARING	DIST.
SEC30032-ENV5	S 89°49'16" W	1208.58'
ENV5-ENV1	S 89°49'16" W	495.28'
ENV1-ENV7	S 89°49'16" W	384.60'
ENV7-P700	N 00°31'54" W	24.75'
P700-P701	N 00°31'54" W	7.76'
P701-P702	N 84°01'01" E	145.76'
P702-P703	N 89°49'17" E	107.57'
*P703-P704	S 82°33'28" E	53.03'
*P704-P705	N 50°34'31" E	52.75'
*P705-P706	N 26°46'43" E	85.36'
P706-P707	N 31°41'40" E	11.08'
*P707-7004	N 25°41'43" E	98.04'
7004-7005	S 64°48'01" E	10.00'
*7005-7006	N 24°28'38" E	143.24'
7006-7007	N 23°45'17" E	236.15'
7007-7008	N 23°02'41" E	250.02'
7008-7009	N 24°16'20" E	537.08'
7009-ENV8	S 89°54'20" E	61.40'
ENV8-ENV9	S 89°54'20" E	33.27'
ENV9-7110	S 08°40'02" W	49.90'
7110-P713	S 23°20'25" W	235.82'
P713-P712	S 32°42'09" E	33.88'
P712-7107	S 00°06'41" W	60.75'
7107-P711	N 89°53'32" W	44.07'
P711-P710	S 57°49'47" W	22.32'
P710-7105	S 23°46'58" W	335.20'
7105-7104	S 24°13'29" W	331.50'
*7104-P709	S 25°14'07" W	298.61'
P709-P708	S 28°41'13" E	33.46'
P708-7102	N 89°49'16" E	278.20'
7102-7101	S 00°21'38" E	0.50'
7101-7100	N 89°49'16" E	120.54'
7100-ENV5	S 00°10'44" E	33.00'

* INDICATES LCH AND LCB

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TLE SF
700	F & M BANK	FEE, TLE, A.R.	0.166	---	0.166	4519
710	WOODRUFF SUPER 3, LLC.	FEE, TLE	0.010	---	0.010	837
711	WOODRUFF SUPER 3, LLC.	TLE	0.002	---	0.002	358
712	KENNETH L. & NANCY R. BREEZER	TLE	---	---	---	752
713	TOWN OF WOODRUFF	FEE, TLE	0.010	---	0.010	1138

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
40	WISCONSIN PUBLIC SERVICE	RELEASE OF RIGHTS

CURVE DATA USH 51(CUR CL8)		P703 - P704		7005 - 7006		P707 - 7004	
PI STA.	505+61.07	Δ = 4°10'39" RT		Δ = 1°26'42" LT		Δ = 0°59'27" LT	
Y =	257010.485	L = 53.04'		L = 143.24'		L = 98.04'	
X =	190124.599	R = 727.50'		R = 5679.61'		R = 5669.61'	
Δ =	7°26'12" LT						
D =	1°00'00"	P704- P705		P705 - P706		7104 - P709	
L =	743.67'	Δ = 46°43'46" LT		Δ = 0°51'50" LT		Δ = 2°57'38" RT	
T =	372.36'	L = 54.24'		L = 85.36'		L = 298.64	
R =	5729.60'	R = 66.50'		R = 5661.04'		R = 5779.61'	
PC STA.	501+88.71						
PT STA.	509+32.39						

ENV1 - PRL2
Δ = 3°54'40" LT
L = 391.12'
R = 5729.60'

USH 51 ALIGNMENT COURSE TABLE

PT.* - PT.*	BEARING	DIST.
*ENV1 - PRL2	N 25°43'47" E	391.04'
PRL2 - ENV8	N 23°46'27" E	1043.46'

* INDICATES LCH AND LCB

FOUND EXISTING MONUMENTATION COORDINATE TABLE

PT.*	STATION	OFFSET	Y	X	DESC.	R/W PT.*
IP9061	503+73.34	349.57L	257022.855	189720.098	FN	
IP9103	504+49.62	502.98L	257158.949	189620.121	FN	
IP9133	506+08.70	42.35R	257039.634	190173.658	FN	
IP9101	506+33.74	55.96L	257106.399	190097.286	FN	
X4014	506+97.35	72.85R	257106.084	190240.981	FN	
X4015	506+97.75	42.34R	257119.881	190213.765	FN	
X9150	507+06.86	333.98R	257000.141	190479.858	FN	
IP9132	507+08.00	245.17R	257040.181	190400.573	FN	
IP9070	508+29.91	533.89R	257033.915	190717.219	FN	
X4013	508+84.67	42.41R	257290.245	190293.958	FN	
IP9085	512+60.19	152.38L	257112.665	190267.412	FN	
X4004	512+61.76	44.97R	257634.546	190448.647	FN	7105
X4005	512+63.47	58.51L	257677.826	190354.638	FN	
IP9084	513+09.75	174.19L	257766.813	190267.426	FN	
X4006	513+13.45	59.28L	257723.877	190374.080	FN	
IP9161	513+28.73	187.06R	257638.550	190605.680	FN	
IP9083	513+79.91	175.05L	257831.367	190294.931	FN	
X4010	513+83.50	60.38L	257788.426	190401.309	FN	
X4007	513+83.78	51.29L	257785.016	190409.747	FN	
IP9081	514+39.79	175.97L	257886.527	190318.226	FN	
X4009	514+43.70	60.82L	257843.692	190425.175	FN	
X4008	514+43.91	53.48L	257840.923	190431.981	FN	
X4003	514+69.02	45.11R	257824.360	190532.326	FN	
X4011	515+44.07	58.45L	257934.593	190467.808	FN	
X4012	515+44.43	65.08L	257937.589	190461.886	FN	
IP9082	515+46.45	177.36L	257984.703	190359.951	FN	
IP9160	515+56.38	669.42R	257652.423	191138.875	FN	
IP9071	516+09.98	45.02R	257953.189	190589.070	FN	
X9072	516+43.22	120.88R	257953.034	190671.896	FN	
X4002	516+76.46	45.49R	258013.838	190616.303	FN	
IP9119	517+51.56	225.73R	258009.906	190811.520	FN	
IP9075	519+43.30	43.47R	258258.854	190722.027	FN	7110
X4001	519+78.89	124.41R	258258.798	190810.442	FN	

SEC #30032 RECORD POSTION
Y = 257004.298
X = 191808.806

QTR #30023 RECORD POSTION
Y = 256996.000
X = 189151.235

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME 1 OF TRANSPORTATION PROJECT PLATS, PAGE 28, AS DOCUMENT NO. 715420 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JOHN R. GARSKE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1174-10-21 - 4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 10-04-12

JOHN R. GARSKE, R.L.S. 1685
COLEMAN ENGINEERING COMPANY

JOHN R. GARSKE S-1685 IRONWOOD MICHIGAN

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE _____ DATE 10-12-12

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1174-10-21 - 4.11
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Oneida COUNTY, WISCONSIN AT 1:18pm ON October 16, 2012 AS DOCUMENT # 730254 AND FILED IN Vol. 1 TPP pg 38

SIGNATURE OF REGISTER OF DEEDS Deputy

TOWN OF MINOCQUA

STA. 505+10.00 STH 51=
STA. 18+74.50 TOWNLINE RD. / CTH J

TOWNLINE RD.

CTH J

WOODRUFF

SWANSON AVE.

MARGARET ST.

BROWN ST. (VACATED)

JOHN A. BELLER SR. ADDITION 1952

BLOCK 1

BLOCK 2

USH 51

CEMETERY

LOT 1

LOT 2

LOT 3

REVOCABLE OCCUPANCY PERMIT DOC. 579517

SELECT & BETTER PROPERTIES, LLC TAX KEY *04001-18-25 DOC. NO. 667694

F & M BANK TAX KEY *04001-18 DOC. NO. 355858

WOODRUFF SUPER 3, LLC. TAX KEY *04001-1069 DOC. NO. 500812

WOODRUFF SUPER 3, LLC. TAX KEY *04001-1070 DOC. NO. 500812

WOODRUFF SUPER 3, LLC. TAX KEY *04001-1086, 04001-1087 DOC. NO. 500812

KENNETH L. & NANCY R. BREEZER, TAX KEY *04001-1088 DOC. NO. 484799

TOWN OF WOODRUFF TAX KEY *04001-19-2, 04001-19-13 DOC. NO. 186033

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-637,04001-20-1, 04001-20-3, 04001-20, 04001-20-2, 04001-1720 DOC. NO. 346421

ASSESSOR'S PLAT HOWARD YOUNG MED. CENTER 1975

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-IR 1720 DOC. NO. 211984

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-18-4 DOC. NO. 378697

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-18-6 DOC. NO. 584171

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-18-5 DOC. NO. 319943

HOWARD YOUNG MED. CTR., INC. TAX KEY *04001-18-7 DOC. NO. 320515

MAP C1939 INMAN

MAP B4229 INMAN

MAP B250 REN

MAP A299 MARQUARDT

SANITARY AND WATER EASEMENT V. 262 P. 604 DOC. 199464 V. 262 P. 605 DOC. 199465

UTILITY EASEMENT V. 262 P. 604 DOC. 199464

INGRESS-EGRESS EASEMENTS IN DEED

CSM 3587

DOC. 342250

DOC. 382199

DOC. 368171

DOC. 346421.5

WISCONSIN PUBLIC SERVICE

TLE FOR GRADING

TLE 505+25.07 128.52'

TLE 506+00 85.00'

TLE 507+00 42.53' & 50.00'

TLE 507+50 85.00' & 67.50'

TLE 507+85.52 67.53'

TLE 508+00 57.54'

TLE 508+50 42.42' & 50.00'

TLE 513+00 44.98' & 50.00'

TLE 514+50 45.00' & 50.00'

TLE 515+50 45.01' & 50.00'

TLE 516+19.21 66.09'

TLE 515+95.40 50.00'

TLE 516+91.64 80.00'

TLE 517+50 44.94'

N 89°49'16" E 2651.58' (MON TO MON)

N 89°49'16" E 953.77' (MON TO ℄)

S 89°49'16" W 1705.81' (MON TO ℄)

PC 17+01.22

PI 18+40.97

PT 509+32.39

PC 19+09.04

PI 505+61.07

NE-SE SEC 2

SW-SE SEC 2

NE-NE SEC 11

NW-NE SEC 11

SE-SE SEC 2

FILE NAME : F:\DotGvCAD PROJECTS\CAD07452 WDOT MINOCQUA ROW PLAT\dwg\Monumentation_Plat\040111-rp.dgn PLOT DATE : 10/9/2012
APPRAISAL PLAT DATE : 08/07/2012
PLOT BY : Jeff Gilroy PLOT NAME : PLOT SCALE : 60.0000 sf / in.
4.11

DATE 18DEC13 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	1174-10-72 QUANTITY	1174-10-73 QUANTITY
0010	201.0105	CLEARING	STA	16.000	16.000	
0020	201.0110	CLEARING	SY	475.000	475.000	
0030	201.0205	GRUBBING	STA	16.000	16.000	
0040	201.0210	GRUBBING	SY	475.000	475.000	
0050	203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL (STRUCTURE) 01. SANITARY SEWER AND FORCEMAIN PIPE	LS	1.000		1.000
0060	204.0110	REMOVING ASPHALTIC SURFACE	SY	5,665.000	5,665.000	
0070	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	6,442.000	6,442.000	
0080	204.0150	REMOVING CURB & GUTTER	LF	8,155.000	8,155.000	
0090	204.0155	REMOVING CONCRETE SIDEWALK	SY	131.000	131.000	
0100	204.0195	REMOVING CONCRETE BASES	EACH	21.000	21.000	
0110	204.0210	REMOVING MANHOLES	EACH	20.000	20.000	
0120	204.0220	REMOVING INLETS	EACH	30.000	30.000	
0130	204.0235	REMOVING BUILDINGS (PARCEL) 01. PARCEL 602	LS	1.000	1.000	
0140	204.0235	REMOVING BUILDINGS (PARCEL) 02. PARCEL 603	LS	1.000	1.000	
0150	204.0235	REMOVING BUILDINGS (PARCEL) 03. PARCEL 604	LS	1.000	1.000	
0160	204.0235	REMOVING BUILDINGS (PARCEL) 04. PARCEL 606	LS	1.000	1.000	
0170	204.0235	REMOVING BUILDINGS (PARCEL) 05. PARCEL 608	LS	1.000	1.000	
0180	204.0235	REMOVING BUILDINGS (PARCEL) 06. PARCEL 713	LS	1.000	1.000	
0190	204.0245	REMOVING STORM SEWER (SIZE) 01. 12 - INCH	LF	1,064.000	1,064.000	
0200	204.0245	REMOVING STORM SEWER (SIZE) 02. 15 - INCH	LF	205.000	205.000	
0210	204.0245	REMOVING STORM SEWER (SIZE) 03. 18 - INCH	LF	435.000	435.000	
0220	204.0245	REMOVING STORM SEWER (SIZE) 04. 27 - INCH	LF	276.000	276.000	
0230	204.0245	REMOVING STORM SEWER (SIZE) 05. 30 - INCH	LF	221.000	221.000	
0240	204.0245	REMOVING STORM SEWER (SIZE) 06. 36 - INCH	LF	2,301.000	2,301.000	
0250	205.0100	EXCAVATION COMMON	CY	28,558.000	28,558.000	
0260	208.0100	BORROW	CY	4,324.000	4,324.000	
0270	209.0100	BACKFILL GRANULAR	CY	100.000		100.000
0280	213.0100	FINISHING ROADWAY (PROJECT) 01. 1174-10-72	EACH	1.000	1.000	
0290	214.0100	OBLITERATING OLD ROAD	STA	3.000	3.000	
0300	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	504.000	504.000	
0310	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	43,334.000	43,334.000	
0320	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	1,421.000	1,421.000	
0330	440.4410.S	INCENTIVE IRI RIDE	DOL	5,340.000	5,340.000	
0340	455.0115	ASPHALTIC MATERIAL PG64-22	TON	241.000	241.000	
0350	455.0122	ASPHALTIC MATERIAL PG64-34	TON	258.000	258.000	
0360	455.0605	TACK COAT	GAL	2,117.000	2,117.000	
0370	460.1110	HMA PAVEMENT TYPE E-10	TON	9,085.000	9,085.000	
0380	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	5,820.000	5,820.000	
0390	465.0105	ASPHALTIC SURFACE	TON	530.000	530.000	
0400	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	630.000	630.000	

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DATE 18DEC13 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	1174-10-72 QUANTITY	1174-10-73 QUANTITY
0410	465.0315	ASPHALTIC FLUMES	SY	35.000	35.000	
0420	522.1072	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 72-INCH	EACH	1.000	1.000	
0430	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	2,881.000	2,881.000	
0440	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	11,494.000	11,494.000	
0450	602.0405	CONCRETE SIDEWALK 4-INCH	SF	13,315.000	13,315.000	
0460	602.0415	CONCRETE SIDEWALK 6-INCH	SF	37,053.000	37,053.000	
0470	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	144.000	144.000	
0480	606.0200	RIPRAP MEDIUM	CY	147.000	147.000	
0490	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	1,177.000	1,177.000	
0500	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	157.000	157.000	
0510	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	45.000	45.000	
0520	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	1,933.000	1,933.000	
0530	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	69.000	69.000	
0540	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	962.000	962.000	
0550	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	2,267.000	2,267.000	
0560	608.0354	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 54-INCH	LF	1,079.000	1,079.000	
0570	608.0372	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 72-INCH	LF	249.000	249.000	
0580	610.0129	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	450.000	450.000	
0590	610.0138	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH	LF	416.000	416.000	
0600	611.0540	MANHOLE COVERS TYPE K	EACH	3.000	3.000	
0610	611.0612	INLET COVERS TYPE C	EACH	3.000	3.000	
0620	611.0624	INLET COVERS TYPE H	EACH	55.000	55.000	
0630	611.0639	INLET COVERS TYPE H-S	EACH	23.000	23.000	
0640	611.0645	INLET COVERS TYPE MS-A	EACH	10.000	10.000	
0650	611.1004	CATCH BASINS 4-FT DIAMETER	EACH	22.000	22.000	
0660	611.1006	CATCH BASINS 6-FT DIAMETER	EACH	7.000	7.000	
0670	611.1230	CATCH BASINS 2X3-FT	EACH	18.000	18.000	
0680	611.2004	MANHOLES 4-FT DIAMETER	EACH	2.000	2.000	
0690	611.3901	INLETS MEDIAN 1 GRATE	EACH	10.000	10.000	
0700	611.9800.S	PIPE GRATES	EACH	1.000	1.000	
0710	612.0208	PIPE UNDERDRAIN UNPERFORATED 8-INCH	LF	60.000	60.000	
0720	619.1000	MOBILIZATION	EACH	1.000	0.950	0.050
0730	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	440.000	440.000	
0740	624.0100	WATER	MGAL	100.000	100.000	
0750	625.0100	TOPSOIL	SY	12,645.000	12,645.000	
0760	628.1504	SILT FENCE	LF	144.000	144.000	
0770	628.1520	SILT FENCE MAINTENANCE	LF	100.000	100.000	
0780	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	13.000	13.000	
0790	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	13.000	13.000	
0800	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	12,645.000	12,645.000	
0810	628.7005	INLET PROTECTION TYPE A	EACH	94.000	94.000	

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DATE 18DEC13 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	1174-10-72 QUANTITY	1174-10-73 QUANTITY
0820	628.7010	INLET PROTECTION TYPE B	EACH	14.000	14.000	
0830	628.7015	INLET PROTECTION TYPE C	EACH	80.000	80.000	
0840	628.7504	TEMPORARY DITCH CHECKS	LF	40.000	40.000	
0850	629.0210	FERTILIZER TYPE B	CWT	8.000	8.000	
0860	630.0140	SEEDING MIXTURE NO. 40	LB	227.000	227.000	
0870	630.0200	SEEDING TEMPORARY	LB	340.000	340.000	
0880	634.0808	POSTS TUBULAR STEEL 2X2-INCH X 8-FT	EACH	2.000	2.000	
0890	634.0814	POSTS TUBULAR STEEL 2X2-INCH X 14-FT	EACH	42.000	42.000	
0900	634.0816	POSTS TUBULAR STEEL 2X2-INCH X 16-FT	EACH	21.000	21.000	
0910	637.2210	SIGNS TYPE II REFLECTIVE H	SF	439.000	439.000	
0920	637.2215	SIGNS TYPE II REFLECTIVE H FOLDING	SF	75.000	75.000	
0930	637.2230	SIGNS TYPE II REFLECTIVE F	SF	17.000	17.000	
0940	638.2602	REMOVING SIGNS TYPE II	EACH	67.000	67.000	
0950	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	43.000	43.000	
0960	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	2.000	2.000	
0970	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000	
0980	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1174-10-72	DAY	120.000	120.000	
0990	643.0300	TRAFFIC CONTROL DRUMS	DAY	31,985.000	31,985.000	
1000	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	840.000	840.000	
1010	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	70.000	70.000	
1020	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	70.000	70.000	
1030	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	840.000	840.000	
1040	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	170.000	170.000	
1050	643.0900	TRAFFIC CONTROL SIGNS	DAY	5,630.000	5,630.000	
1060	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	360.000	360.000	
1070	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	293.000	293.000	
1080	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	9,393.000	9,393.000	
1090	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	3,706.000	3,706.000	
1100	646.0600	REMOVING PAVEMENT MARKINGS	LF	8,656.000	8,656.000	
1110	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1	EACH	4.000	4.000	
1120	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	38.000	38.000	
1130	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	16.000	16.000	
1140	647.0456	PAVEMENT MARKING CURB EPOXY	LF	434.000	434.000	
1150	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	428.000	428.000	
1160	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	14.000	14.000	
1170	647.0716	PAVEMENT MARKING DIAGONAL EPOXY 8-INCH	LF	30.000	30.000	
1180	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	1,190.000	1,190.000	
1190	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	1,295.000	1,295.000	
1200	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	26,140.000	26,140.000	
1210	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	2,990.000	2,990.000	
1220	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	LF	180.000	180.000	
1230	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	94.000	94.000	
1240	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	6,450.000	6,450.000	
1250	650.5000	CONSTRUCTION STAKING BASE	LF	6,450.000	6,450.000	
1260	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	14,982.000	14,982.000	
1270	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 1174-10-72	LS	1.000	1.000	

DATE 18DEC13 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	1174-10-72 QUANTITY	1174-10-73 QUANTITY
1280	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1174-10-72	LS	1.000	1.000	
1290	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	6,590.000	6,590.000	
1300	652.0205	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3/4-INCH	LF	15.000	15.000	
1310	652.0215	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH	LF	49.000	49.000	
1320	652.0220	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH	LF	10.000	10.000	
1330	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	3,863.000	3,863.000	
1340	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	5,719.000	5,719.000	
1350	652.0615	CONDUIT SPECIAL 3-INCH	LF	314.000	314.000	
1360	652.0700.S	INSTALL CONDUIT INTO EXISTING ITEM	EACH	1.000	1.000	
1370	652.0800	CONDUIT LOOP DETECTOR	LF	4,662.000	4,662.000	
1380	653.0130	PULL BOXES STEEL 18X36-INCH	EACH	2.000	2.000	
1390	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	21.000	21.000	
1400	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	30.000	30.000	
1410	653.0905	REMOVING PULL BOXES	EACH	29.000	29.000	
1420	654.0101	CONCRETE BASES TYPE 1	EACH	17.000	17.000	
1430	654.0102	CONCRETE BASES TYPE 2	EACH	8.000	8.000	
1440	654.0113	CONCRETE BASES TYPE 13	EACH	6.000	6.000	
1450	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	2.000	2.000	
1460	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	1,569.000	1,569.000	
1470	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	2,416.000	2,416.000	
1480	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	1,604.000	1,604.000	
1490	655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	LF	2,518.000	2,518.000	
1500	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	1,771.000	1,771.000	
1510	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	4,158.000	4,158.000	
1520	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	1,707.000	1,707.000	
1530	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	900.000	900.000	
1540	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	16,015.000	16,015.000	
1550	655.0800	LOOP DETECTOR WIRE	LF	17,202.000	17,202.000	
1560	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. USH 51 & STH 70	LS	1.000	1.000	
1570	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 02. USH 51 & CTH J/TOWNLINE	LS	1.000	1.000	
1580	657.0100	PEDESTAL BASES	EACH	17.000	17.000	
1590	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	8.000	8.000	
1600	657.0315	POLES TYPE 4	EACH	8.000	8.000	
1610	657.0410	TRAFFIC SIGNAL STANDARDS ALUMINUM 9-FT	EACH	6.000	6.000	
1620	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	7.000	7.000	
1630	657.0425	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	EACH	4.000	4.000	
1640	657.0609	LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT	EACH	9.000	9.000	
1650	657.1355	INSTALL POLES TYPE 12	EACH	1.000	1.000	
1660	657.1360	INSTALL POLES TYPE 13	EACH	5.000	5.000	
1670	657.1535	INSTALL MONOTUBE ARMS 35-FT	EACH	2.000	2.000	
1680	657.1540	INSTALL MONOTUBE ARMS 40-FT	EACH	2.000	2.000	
1690	657.1545	INSTALL MONOTUBE ARMS 45-FT	EACH	1.000	1.000	
1700	657.1550	INSTALL MONOTUBE ARMS 50-FT	EACH	1.000	1.000	

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DATE 18DEC13 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	1174-10-72 QUANTITY	1174-10-73 QUANTITY
1710	657.1808	INSTALL LUMINAIRE ARMS STEEL 8-FT	EACH	5.000	5.000	
1720	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	EACH	31.000	31.000	
1730	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL	EACH	12.000	12.000	
1740	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	EACH	31.000	31.000	
1750	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH	EACH	12.000	12.000	
1760	658.0416	PEDESTRIAN SIGNAL FACE 16-INCH	EACH	16.000	16.000	
1770	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	15.000	15.000	
1780	658.0600	LED MODULES 12-INCH RED BALL	EACH	27.000	27.000	
1790	658.0605	LED MODULES 12-INCH YELLOW BALL	EACH	19.000	19.000	
1800	658.0610	LED MODULES 12-INCH GREEN BALL	EACH	19.000	19.000	
1810	658.0615	LED MODULES 12-INCH RED ARROW	EACH	16.000	16.000	
1820	658.0620	LED MODULES 12-INCH YELLOW ARROW	EACH	36.000	36.000	
1830	658.0625	LED MODULES 12-INCH GREEN ARROW	EACH	24.000	24.000	
1840	658.0635	LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH	EACH	16.000	16.000	
1850	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 01. USH 51 & STH 70	LS	1.000	1.000	
1860	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 02. USH 51 & CTH J/TOWNLINE	LS	1.000	1.000	
1870	659.1125	LUMINAIRES UTILITY LED C	EACH	14.000	14.000	
1880	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 01. USH 51 & STH 70	LS	1.000	1.000	
1890	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 02. USH 51 & CTH J/TOWNLINE	LS	1.000	1.000	
1900	661.0300	GENERATORS	DAY	4.000	4.000	
1910	673.0105	COMMUNICATION VAULT TYPE 1	EACH	5.000	5.000	
1920	690.0150	SAWING ASPHALT	LF	2,113.000	2,113.000	
1930	690.0250	SAWING CONCRETE	LF	55.000	55.000	
1940	SPV.0045	SPECIAL 01. PCMS CELLULAR COMMUNICATION	DAY	360.000	360.000	
1950	SPV.0060	SPECIAL 01. SALVAGE HYDRANT	EACH	3.000		3.000
1960	SPV.0060	SPECIAL 02. REMOVE WATERMAIN VALVE BOX	EACH	31.000		31.000
1970	SPV.0060	SPECIAL 03. PLUG WATERMAIN ABANDONED IN PLACE	EACH	8.000		8.000
1980	SPV.0060	SPECIAL 04. PLUG SANITARY SEWER ABANDONED IN PLACE	EACH	10.000		10.000
1990	SPV.0060	SPECIAL 05. CAP WATERMAIN TO REMAIN IN SERVICE	EACH	2.000		2.000
2000	SPV.0060	SPECIAL 06. REMOVE SANITARY MANHOLE	EACH	3.000		3.000
2010	SPV.0060	SPECIAL 07. ADJUST WATERMAIN VALVE BOX	EACH	1.000		1.000
2020	SPV.0060	SPECIAL 08. ADJUST SANITARY MANHOLE CASTING	EACH	18.000		18.000
2030	SPV.0060	SPECIAL 09. RECONSTRUCT SANITARY MANHOLE	EACH	2.000		2.000
2040	SPV.0060	SPECIAL 10. SANITARY MANHOLE CASTING	EACH	4.000		4.000
2050	SPV.0060	SPECIAL 11. SANITARY MANHOLE	EACH	4.000		4.000
2060	SPV.0060	SPECIAL 12. HYDRANT	EACH	8.000		8.000
2070	SPV.0060	SPECIAL 13. WATERMAIN GATE VALVE AND BOX 6-INCH	EACH	15.000		15.000
2080	SPV.0060	SPECIAL 14. WATERMAIN GATE VALVE AND BOX 8-INCH	EACH	7.000		7.000
2090	SPV.0060	SPECIAL 15. WATERMAIN CORPORATION STOP 1-INCH	EACH	12.000		12.000
2100	SPV.0060	SPECIAL 16. WATERMAIN CURB STOP AND BOX 1-INCH	EACH	11.000		11.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1174-10-72 QUANTITY	1174-10-73 QUANTITY
2110	SPV.0060	SPECIAL 17. WATERMAIN CORPORATION STOP 2-INCH	EACH	4.000		4.000
2120	SPV.0060	SPECIAL 18. WATERMAIN CURB STOP AND BOX 2-INCH	EACH	4.000		4.000
2130	SPV.0060	SPECIAL 19. WATERMAIN COUPLING 6-INCH	EACH	4.000		4.000
2140	SPV.0060	SPECIAL 20. WATERMAIN COUPLING 8-INCH	EACH	5.000		5.000
2150	SPV.0060	SPECIAL 21. WATERMAIN BEND 11-1/4 DEGREE 8-INCH	EACH	1.000		1.000
2160	SPV.0060	SPECIAL 22. WATERMAIN BEND 22-1/2 DEGREE 6-INCH	EACH	1.000		1.000
2170	SPV.0060	SPECIAL 23. WATERMAIN BEND 22-1/2 DEGREE 8-INCH	EACH	2.000		2.000
2180	SPV.0060	SPECIAL 24. WATERMAIN BEND 45 DEGREE 6-INCH	EACH	8.000		8.000
2190	SPV.0060	SPECIAL 25. WATERMAIN BEND 45 DEGREE 8-INCH	EACH	11.000		11.000
2200	SPV.0060	SPECIAL 26. WATERMAIN BEND 90 DEGREE 8-INCH	EACH	1.000		1.000
2210	SPV.0060	SPECIAL 27. WATERMAIN REDUCER 8 X 6-INCH	EACH	4.000		4.000
2220	SPV.0060	SPECIAL 28. WATERMAIN REDUCER 6 X 4-INCH	EACH	1.000		1.000
2230	SPV.0060	SPECIAL 29. WATERMAIN TEE 6 X 6-INCH	EACH	2.000		2.000
2240	SPV.0060	SPECIAL 30. WATERMAIN TEE 8 X 8-INCH	EACH	6.000		6.000
2250	SPV.0060	SPECIAL 31. WATERMAIN TEE 8 X 6-INCH	EACH	8.000		8.000
2260	SPV.0060	SPECIAL 40. CATCH BASIN 8 FOOT DIAMETER	EACH	32.000	32.000	
2270	SPV.0060	SPECIAL 41. CATCH BASIN 10 FOOT DIAMETER	EACH	3.000	3.000	
2280	SPV.0060	SPECIAL 42. TEMPORARY WATER PASSAGE	EACH	94.000	94.000	
2290	SPV.0060	SPECIAL 50. CONTRACTOR PROVIDED HIGH-STRENGTH BOLT ASSY'S FOR MONOTUBE ARMS 35FT-55FT	EACH	6.000	6.000	
2300	SPV.0060	SPECIAL 60. LIGHTING CONTROL CABINET TYPE SPECIAL	EACH	1.000	1.000	
2310	SPV.0060	SPECIAL 61. LIGHTING CONTROL CABINET BASE TYPE SPECIAL	EACH	1.000	1.000	
2320	SPV.0060	SPECIAL 62. RECEPTACLE STANCHION TYPE SPECIAL 1	EACH	1.000	1.000	
2330	SPV.0060	SPECIAL 63. RECEPTACLE STANCHION TYPE SPECIAL 2	EACH	2.000	2.000	
2340	SPV.0090	SPECIAL 01. REMOVE ASBESTOS CEMENT SANITARY SEWER	LF	16.000		16.000
2350	SPV.0090	SPECIAL 02. SANITARY SEWER SERVICE 4-INCH	LF	25.000		25.000
2360	SPV.0090	SPECIAL 03. SANITARY SEWER 8-INCH	LF	74.000		74.000
2370	SPV.0090	SPECIAL 04. SANITARY SEWER 10-INCH	LF	112.000		112.000
2380	SPV.0090	SPECIAL 05. WATER SERVICE 1-INCH	LF	359.000		359.000
2390	SPV.0090	SPECIAL 06. WATER SERVICE 2-INCH SEWER	LF	92.000		92.000
2400	SPV.0090	SPECIAL 07. WATERMAIN 6-INCH	LF	723.000		723.000
2410	SPV.0090	SPECIAL 08. WATERMAIN 8-INCH	LF	3,017.000		3,017.000
2420	SPV.0090	SPECIAL 09. PIPELINE SHEET INSULATION	LF	104.000		104.000
2430	SPV.0090	SPECIAL 10. REMOVE WATERMAIN	LF	830.000		830.000
2440	SPV.0105	SPECIAL 01. REMOVE/SALVAGE TRAFFIC SIGNALS USH 5 1 AND STH 70 WEST	LS	1.000	1.000	
2450	SPV.0105	SPECIAL 02. REMOVE/SALVAGE TRAFFIC SIGNALS USH 51 AND CTH J/TOWNLINE	LS	1.000	1.000	
2460	SPV.0105	SPECIAL 03. TRANSPORT TRAFFIC SIGNAL MONOTUBE MATERIALS USH 51 & STH 70 WEST	LS	1.000	1.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1174-10-72 QUANTITY	1174-10-73 QUANTITY
2470	SPV.0105	SPECIAL 04. TRANSPORT TRAFFIC SIGNAL MONOTUBE MATERIALS USH51 & CTH J/TOWNLINE	LS	1.000	1.000	
2480	SPV.0105	SPECIAL 05. TEMPORARY VEHICLE DETECTION USH 51 AND STH 70 W	LS	1.000	1.000	
2490	SPV.0105	SPECIAL 06. TEMPORARY VEHICLE DETECTION USH 51 AND CTH J/TOWNLINE	LS	1.000	1.000	
2500	SPV.0120	SPECIAL 01. WATER FOR SEEDED AREAS	MGAL	37.000	37.000	
2510	SPV.0165	SPECIAL 01. COLORED TEXTURED CONCRETE TERRACE 6 INCH	SF	8,315.000	8,315.000	
2520	SPV.0165	SPECIAL 02. COLORED CONCRETE TERRACE 6 INCH	SF	5,909.000	5,909.000	
2530	SPV.0165	SPECIAL 03. PLAYGROUND SURFACING POURED-IN-PLACE	SF	4,700.000	4,700.000	
2540	SPV.0180	SPECIAL 01. PREPARING TOPSOIL FOR LAWN TYPE TURF	SY	12,385.000	12,385.000	
2550	SPV.0195	SPECIAL 01. QMP BASE AGGREGATE DENSE 1 1/4" COMPACTION	TON	43,334.000	43,334.000	

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CLEARING AND GRUBBING

Category 0010

STATION	TO	STATION	LOCATION	OFFSET	201.0110 CLEARING SY	201.0210 GRUBBING SY	201.0105 CLEARING STATION	201.0205 GRUBBING STATION
			OUTFALL 1, STA 492+15	292	475	475	–	–
507+00		511+00	USH 51 RT	–	–	–	4	4
91+00	–	99+50	PROPOSED PACKING PLANT ROAD	–	–	–	9	9
10+50	–	12+00	CTH J	–	–	–	2	2
6+00	–	7+00	TOWNLINE	–	–	–	1	1
				TOTAL	475	475	16	16

REMOVING ASPHALTIC SURFACE

Category 0010

STATION	LOCATION	204.0110 S.Y.	REMARKS
95+85-96+00	STH 70 LT	40	LOOPS
97+40-97+50	STH 70 RT	40	LOOPS
98+65-99+53	STH 70 RT	352	LOOPS
483+24-518+56	USH 51	4,280	DRIVEWAYS
	TOWNLINE	93	DRIVEWAYS
	CTH J	500	DRIVEWAYS
	PACKING PLANT	310	DRIVEWAYS
	MARGARET	50	DRIVEWAYS
	TOTAL	5,665	

REMOVING STRUCTURAL STEEL SIGN SUPPORTS

Category 0010

STA	LOCATION	638.3100 SIGN SUPPORTS EACH	REMARKS
502+80	RT	2	BILLBOARD
	Total	2	

REMOVING CURB AND GUTTER

Category 0010

STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB AND GUTTER L.F.	REMARKS
STA 96+75		STA 99+00	STH 70	225	RIGHT
STA 483+24		STA 505+50	USH 51	1,603	RIGHT
STA 487+50		STA 491+73	USH 51	428	LEFT
STA 490+16		STA 491+95	USH 51	377	ISLAND
STA 492+70		STA 505+50	USH 51	1,278	LEFT
STA 492+88		STA 494+57	USH 51	356	ISLAND
STA 503+48		STA 505+00	USH 51	319	ISLAND
STA 505+30		STA 518+50	USH 51	1,355	LEFT
STA 506+00		STA 516+20	USH 51	1,244	RIGHT
STA 516+75		STA 518+50	USH 51	190	RIGHT
STA 506+05		STA 507+59	USH 51	322	ISLAND
STA 99+25		Southernmost	STH 70	114	ISLAND
STA 99+25		Northernmost	STH 70	144	ISLAND
STA 9+00		STA 15+10	CTH J	200	RIGHT
			TOTAL	8,155	

REMOVING INLETS
REMOVING MANHOLES

Category 0010

STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.0210 REMOVING MANHOLES EACH
484+90	25 RIGHT	–	1
484+90	30 RIGHT	1	–
487+18	30 RIGHT	–	1
489+37	26 RIGHT	1	–
489+66	17 RIGHT	–	1
491+32	60 LEFT	1	–
491+75	24 LEFT	–	1
491+76	35 RIGHT	–	1
491+82	16 LEFT	1	–
492+08	20 RIGHT	–	1
492+08	25 RIGHT	1	–
493+60	25 RIGHT	1	–
493+60	20 RIGHT	–	1
494+96	73 LEFT	1	–
494+96	50 LEFT	1	–
495+59	15 RIGHT	–	1
495+59	25 RIGHT	1	–
495+63	45 LEFT	1	–
498+37	40 LEFT	1	–
498+37	18 RIGHT	–	1
498+37	25 RIGHT	1	–
501+88	24 RIGHT	1	–
501+88	17 RIGHT	–	1
504+70	41 LEFT	1	–
504+95	55 LEFT	–	1
504+95	70 LEFT	1	–
505+26	19 RIGHT	–	1
505+36	140 RIGHT	1	–
505+36	31 RIGHT	1	–
505+36	66 LEFT	1	–
505+66	18 RIGHT	–	1
505+75	40 LEFT	1	–
506+00	140 RIGHT	–	1
506+15	30 RIGHT	1	–
506+46	158 RIGHT	1	–
509+59	06 RIGHT	–	1
512+55	10 RIGHT	–	1
512+59	41 LEFT	1	–
512+59	25 RIGHT	1	–
513+66	10 RIGHT	–	1
513+66	45 RIGHT	1	–
515+87	44 RIGHT	1	–
515+87	31 RIGHT	1	–
515+87	09 RIGHT	–	1
516+76	36 RIGHT	1	–
516+87	40 RIGHT	1	–
516+87	30 LEFT	–	1
517+10	40 LEFT	1	–
517+63	45 RIGHT	1	–
	TOTAL	30	20

REMOVING ASPHALTIC SURFACE MILLING

Category 0010

STATION	LOCATION	204.0120 S.Y.	REMARKS
95+75-99+53	STH 70	3360	MAINLINE
483+24-487+50	USH 51	3,082	MAINLINE
	TOTAL	6,442	

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REMOVING CONCRETE SIDEWALK

Category 0010

STATION	LOCATION	204.0155 S.Y.
91+00-96+95	STH 70 LT	131
	TOTAL	131

OBLITERATING OLD ROAD

Category 0010

LOCATION	214.0100 STA
PACKING PLANT RD	2
HANDRICK DR	1
TOTAL	3

REMOVING BUILDINGS

Category 0010

PARCEL NUMBER	LOCATION	204.0235 REMOVING BUILDING (LS)
602	USH 51	1
603	USH 51	1
604	CTH J	1
606	Proposed Packing Plant	1
608	Proposed Packing Plant	1
713	USH 51 RT	1
	Total	5

REMOVING STORM SEWER

Category 0010

STATION	LOCATION	204.0245.01 12-INCH L.F.	204.0245.02 15-INCH L.F.	204.0245.03 18-INCH L.F.	204.0245.04 27-INCH L.F.	204.0245.05 30-INCH L.F.	204.0245.06 36-INCH L.F.
489+37 - 489+66	RIGHT	30	-	-	-	-	-
489+66 - 493+60	LEFT/RIGHT	-	-	435	-	-	-
491+32 - 491+75	LEFT	65	-	-	-	-	-
492+07	RIGHT	12	-	-	-	-	-
492+27 - 513+66	RIGHT	-	-	-	-	-	2,301
494+50 - 496+00	LEFT/RIGHT	197	-	-	-	-	-
498+00 - 499+00	LEFT/RIGHT	63	-	-	-	-	-
501+75 - 502+00	RIGHT	10	-	-	-	-	-
504+00 - 507+00	LEFT/RIGHT	512	-	-	-	-	-
512+00 - 513+00	LEFT/RIGHT	78	-	-	-	-	-
513+66 - 515+87	RIGHT	-	-	-	-	221	-
513+67	RIGHT	28	-	-	-	-	-
515+88	RIGHT	35	-	-	-	-	-
515+83-518+56	LEFT/RIGHT	-	-	-	276	-	-
515+87-517+00	RIGHT	-	205	-	-	-	-
516+50 - 517+50	LEFT	34	-	-	-	-	-
TOTAL		1,064	205	435	276	221	2,301

CONCRETE DRIVEWAY

Category 0010

STATION	#	COMMENTS	LOCATION	416.0160 DRIVEWAY 6-INCH S.Y.
STA 497+05	1	65 FT DRIVEWAY	USH 51 RIGHT	94
STA 500+33	1	65 FT DRIVEWAY	USH 51 LEFT	68
STA 501+77	1	65 FT DRIVEWAY	USH 51 LEFT	68
STA 506+68	1	30 FT DRIVEWAY	USH 51 RIGHT	37
STA 483+00 - STA 505+50	10	45 FT DRIVEWAY	USH 51 RIGHT	697
STA 487+50 - STA 505+50	2	45 FT DRIVEWAY	USH 51 LEFT	101
STA 505+50 - STA 515+50	4	45 FT DRIVEWAY	USH 51 RIGHT	203
STA 505+50 - STA 516+00	3	45 FT DRIVEWAY	USH 51 LEFT	152
STA 5+45-STA 5+60	2	45 FT DRIVEWAY	TOWNLINE	44
STA 6+45	1	35 FT DRIVEWAY	TOWNLINE LT	18
STA 6+45		PARKING LOT AREA	TOWNLINE LT	56
STA 13+35 - STA 14+25	2	45 FT DRIVEWAY	CTH J RT	127
STA 14+25		PARKING LOT AREA	CTH J RT	61
STA 14+00	1	45 FT DRIVEWAY	CTH J LT	22
STA 91+85 - STA 94+00	2	25 FT DRIVEWAY	PACKING PLANT RD LT	29
STA 101+00-104+00	4	45 FT DRIVEWAY	PACKING PLANT RD CUL DE SAC	89
STA 10+75	1	35 FT DRIVEWAY	MARGARET STREET	18
TOTAL	36			1,421

BASE AGGREGATE DENSE

Category 0010

STATION	TO	STATION	LOCATION	305.0120 1 1/4 INCH TONS	305.0110 3/4 INCH TONS
483+24	-	487+50	USH 51 RT WIDENING	598	-
487+50	-	518+56	USH 51	26,691	-
483+24	-	518+56	USH 51 DRIVEWAYS	624	-
483+50	-	515+25	PARKING LOT AREAS	572	-
4+60	-	8+25	TOWNLINE	1,420	30
4+60	-	8+25	TOWNLINE RD DRIVEWAYS	52	-
4+60	-	8+25	TOWNLINE PARKING LOT AREAS	40	-
9+25	-	15+40	CTH J	2,820	30
13+35	-	14+25	CTH J PARKING LOT AREAS	26	-
13+35	-	15+40	CTH J DRIVEWAYS	93	20
10+26	-	11+50	MARGARET ST	302	-
10+26	-	11+50	MARGARET ST DRIVEWAYS	8	10
89+50	-	99+75	PPP RD PARKING LOT AREAS	-	104
89+50	-	99+75	PROPOSED PACKING PLANT RD	2,782	40
89+50	-	99+75	PPP RD DRIVEWAYS	52	-
96+80	-	99+00	STH 70 RT WIDENING	224	-
98+50	-	99+84	HANDRICK DR	250	20
100+16	-	104+75	OLD PACKING PLANT RD	1,350	50
			SIDEWALK/TERRACE	2,300	-
			MEDIAN ISLAND STAGE 1	800	-
			ISLANDS	830	-
			PIPE TRENCHES-TEMPORARY	1,000	
			UNDISTRIBUTED	-	200
			TEMPORARY ROADS	500	-
			TOTAL	43,334	504

HMA PAVEMENT

Category 0010

STATION	TO	STATION	LOCATION	460.1110 HMA TYPE E-10 TON	455.0122 ASPHALTIC MATERIAL PG 64-34 TON	455.0115 ASPHALTIC MATERIAL PG 64-22 TON	455.0605 TACK COAT GAL	REMARKS
STA 483+24	-	STA 487+50	USH 51	348	19	0	156	UPPER LAYER
STA 483+24	-	STA 487+50	USH 51	201	3	8	30	LOWER LAYER
STA 487+50	-	STA 492+92	USH 51	1,548	25	60	230	
STA 492+92	-	STA 502+33	USH 51	2,377	38	93	354	
STA 502+33	-	STA 505+93	USH 51	1,075	17	42	160	
STA 505+93	-	STA 518+50	USH 51	1,148	51	12	473	
STA 4+60	-	STA 8+25	TOWNLINE	233	10	2	96	
STA 9+25	-	STA 15+40	CTH J	458	20	5	189	
STA 10+25	-	STA 11+50	MARGARET ST	71	4	0.4	16	
STA 95+75	-	STA 99+53	STH 70	340	19	0	173	UPPER LAYER
STA 96+80		STA 99+00	STH 70	86	4	1	35	LOWER LAYER/PATCHING
STA 100+16		STA 104+75	OLD PACKING PLANT RD	450	13	12	48	
STA 98+50		STA 99+84	HANDRICK DR	102	3	2	11	
STA 89+50	-	STA 99+75	PROPOSED PACKING PLANT RD	648	32	4	147	
			TOTAL	9,085	258	241	2,117	

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ASPHALTIC SURFACE
Category 0010

STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON
STA 490+15	-	STA 491+88	MEDIAN PATCH	60
STA 492+92	-	STA 494+62	MEDIAN PATCH	85
STA 503+48	-	STA 505+02	MEDIAN PATCH	50
STA 506+03	-	STA 507+60	MEDIAN PATCH	50
STA 518+00		STA 520+20	LT/SIDEWALK	20
STA 518+00		STA 518+56	RT/SIDEWALK	5
STA 483+24		STA 518+56	PIPE TRENCHES-TEMPORARY	260
			TOTAL	530

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
Category 0010

STATION	LOCATION	465.0120 TONS
483+24-492+00	USH 51	150
492+00-503+75	USH 51	180
503+75-515+90	USH 51	100
	OUTFALL 1 PIPE	112
13+00-13+50	CTH J	16
90+75-94+25	PROPOSED PACKING PLANT RD	52
5+25-5+85	TOWNLINE	20
	TOTAL	630

CONCRETE SIDEWALK

STATION	TO	STATION	LOCATION	**Category 0010** 602.0415 CONCRETE SIDEWALK 6-INCH S.F.	**Category 0020** SPV.0165.01 COLORED TEXTURED CONCRETE TERRACE 6-INCH S.F.	**Category 0030** SPV.0165.02 COLORED CONCRETE TERRACE 6-INCH S.F.
STA 483+24	-	STA 504+21	RT	11,480	4,305	-
STA 487+50	-	504+08	LT	7,405	3,388	-
STA 505+84	-	STA 518+00	LT	5,769	-	3,411
STA 506+00	-	STA 518+00	RT	4,804	-	2,498
STA 96+75	-	STA 98+85	RT	1,680	-	-
STA 5+00	-	STA 8+00	TOWNLINE RD	900	-	-
STA 9+25	-	STA 15+10	CTH J	4,600	622	-
STA 10+25	-	STA 11+50	MARGARET ST	415	-	-
			TOTAL	37,053	8,315	5,909

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CONCRETE CURB AND GUTTER
Category 0010

STATION	TO	STATION	LOCATION		601.0411 30 - INCH TYPE D LF	601.0407 18 - INCH TYPE D LF
STA 483+24	-	STA 505+50	USH 51	RIGHT	2,213	-
STA 506+00	-	STA 516+20	USH 51	RIGHT	1,179	-
STA 516+68	-	STA 518+50	USH 51	RIGHT	214	-
STA 487+50	-	STA 491+73	USH 51	LEFT	456	-
STA 492+70	-	STA 505+50	USH 51	LEFT	1,118	-
STA 505+30	-	STA 518+50	USH 51	LEFT	1,363	-
STA 487+82		STA 491+90	USH 51	ISLAND	-	835
STA 492+92	-	STA 494+63	USH 51	ISLAND	-	364
STA 502+32	-	STA 504+38	USH 51	ISLAND	-	419
STA 505+93	-	STA 507+01	USH 51	ISLAND	-	224
STA 96+75	-	STA 99+00	STH 70	LEFT	230	-
STA 5+00	-	STA 8+00	TOWNLINE	ISLAND	-	285
STA 5+00	-	STA 7+75	TOWNLINE	LEFT/RIGHT	524	-
STA 9+00	-	STA 15+10	CTH J	ISLAND	-	508
STA 9+50	-	STA 14+75	CTH J	RIGHT/LEFT	972	-
STA 91+00	-	STA 99+50	PROPOSED PACKING PLANT RD	RIGHT	2,480	-
STA 100+16	-	STA 104+00	OLD PACKING PLANT RD	RIGHT/LEFT	745	-
	-	Southernmost	STH 70	ISLAND	-	136
	-	Northernmost	STH 70	ISLAND	-	110
			TOTAL		11,494	2,881

CURB RAMP DETECTABLE WARNING FIELD
Category 0010

STATION	LOCATION	602.0505 WARNING FIELD YELLOW S.F.
STA 491+45	70' LT	8
STA 491+84	55' LT	8
STA 491+91	49' LT	8
STA 491+92	47' RT	8
STA 491+96	56' LT	8
STA 492+61	54' LT	8
STA 492+79	61' LT	8
STA 492+99	87' LT	8
STA 504+41	58' LT	8
STA 504+41	47' RT	8
STA 504+49	71' LT	8
STA 505+05	79' RT	8
STA 505+19	100' LT	8
STA 505+76	60' LT	8
STA 506+01	54' RT	8
STA 506+03	51' RT	8
STA 516+12	40' RT	8
STA 516+87	40' RT	8
	TOTALS	144

ASPHALTIC FLUMES
Category 0010

STATION	LOCATION	SIDE OF ROADWAY	465.0315 ASPHALTIC FLUMES SY
104+00 - 104+40	OLD PACKING PLANT RD	RT	35
TOTAL			35

PLAYGROUND SURFACING
CATEGAORY 0020 SPV.0165.03 POURED-IN

LOCATION	PLACE SF	DEPTH INCHES
Torpy Park Playground	1280	3 1/2"
Torpy Park Playground	1740	2 1/2"
Torpy Park Playground	1680	2"
TOTAL	4,700	

RIPRAP, GEOTEXTILE FABRIC, AND GEOGRID REINFORCEMENT

Category 0010

STATION	OFFSET	LOCATION	606.0200 RIPRAP MEDIUM C.Y.	645.0120 GEOTEXTILE FABRIC TYPE HR S.Y.
STA 492+15	292 RT	OUTFALL 1	133	265
STA 104+40	23 RT	CUL-DE-SAC PACKING PLANT	14	28
		TOTAL	147	293

PIPE GRATES

Category 0010

STATION	OFFSET	LOCATION	PIPE SIZE (INCH)	611.9800.S PIPE GRATES EACH
STA 492+15	292	OUTFALL 1	72	1
TOTAL				1

WATER

Category 0010

LOCATION	624.0100 MGAL
PROJECT	100
TOTALS	100

PIPE UNDERDRAIN UNDERPERFORATED

Category 0010

STA	LOCATION	612.0208 PIPE UNDERDRAIN UNDERPERFORATED 8-INCH L.F.
511+95 - 512+55	LT	60
TOTAL		60

CONCRETE MEDIAN

Category 0010

STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH S.F.	620.0300 CONCRETE MEDIAN SLOPE NOSE S.F.
STA 487+82	-	STA 491+88	MEDIAN	3,833	68
STA 491+81	-	STA 492+02	LT/STH 70	768	33
STA 492+73	-	STA 493+08	LT/STH 70	630	32
STA 492+92	-	STA 494+62	MEDIAN	3,241	72
STA 502+32	-	STA 504+38	MEDIAN	1,620	62
STA 505+93	-	STA 507+00	MEDIAN	732	60
STA 6+22	-	STA 7+61	TOWNLINE MEDIAN	929	55
STA 9+53	-	STA 12+04	CTH J MEDIAN	1,562	58
			TOTAL	13,315	440

LANDSCAPING

Category 0010

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL S.Y.	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING NO. 40 LB.	630.0200 SEEDING TEMPORARY LB.	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF S.Y.	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
STA 487+50	-	STA 518+56	RT	4,161	2.62	75	112	4,161	10
STA 487+50	-	STA 518+56	LT	2,212	1.39	40	60	2,212	7
STA 5+00	-	STA 15+10	CTH J/TOWNLINE	1,073	0.08	2	3	1,073	5
STA 96+75	-	STA 99+00	STH 70	123	0.68	19	29	123	1
STA 10+26	-	STA 11+50	MARGARET ST	222	0.14	4	6	222	1
STA 89+50	-	STA 99+75	PROPOSED PACKING PLANT RD	4,594	2.89	83	124	4,594	13
		STA 492+15	OUTFALL 1, OFFSET 292' RT	260	0.20	4	6	-	-
			TOTALS	12,645	8.0	227	340	12,385	37

EROSION CONTROL

Category 0010

STATION	TO	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS L.F.	628.1504 SILT FENCE L.F.	628.1520 SILT FENCE MAINTENANCE L.F.	628.2008 EROSION MAT URBAN CLASS I TYPE B S.Y.	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
STA 483+24	-	STA 518+56	RT	-	-	-	4,161	28	2	26
STA 483+24	-	STA 518+56	LT	-	-	-	2,212	28	5	23
STA 5+00	-	STA 15+10	CTH J/TOWNLINE	20	-	-	1,073	17	2	15
STA 96+95	-	STA 99+25	STH 70	-	-	-	123	1	-	1
STA 9+54	-	STA 11+50	MARGARET	-	-	-	222	2	-	2
STA 90+68	-	STA 93+00	PROPOSED PACKING PLANT RD	-	-	-	4,594	18	5	13
-		STA 492+15	OUTFALL 1, OFFSET 292' RT	-	144	-	260	-	-	-
-	-	-	UNDISTRIBUTED	20	-	100	-	-	-	-
			TOTALS	40	144	100	12,645	94	14	80

MOBILIZATIONS, EROSION CONTROL
MOBILIZATIONS, EMERGENCY EROSION CONTROL

Category 0010

LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
PROJECT	13	13
TOTALS	13	13

TRAFFIC CONTROL SUMMARY

Category 0010

STAGE	STATION	TO	STATION	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0715 WARNING LIGHTS TYPE C DAYS	643.0900 SIGNS DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY
STAGE 1	STA 483+24	–	STA 518+56	835	–	80	30	–	–	10
STAGE 2	STA 489+00	–	STA 497+00	150	–	–	–	–	–	–
STAGE 3	STA 483+24	–	STA 518+56	–	–	–	4,560	–	–	120
STAGE 3.1	STA 483+24	–	STA 518+56	14,640	320	320	640	60	60	40
STAGE 3.2	STA 483+24	–	STA 518+56	16,360	520	440	400	10	10	–
			TOTALS	31,985	840	840	5,630	70	70	170

TRAFFIC CONTROL SIGNS PCMS

Category 0010

LOCATION	643.1050 PCMS SIGNS DAYS	SPV.0045.01 PCMS CELLULAR COMMUNICATION DAYS	REMARKS
USH 51 NB	120	120	6600' SOUTH OF USH 8 INTERCHANGE
USH 51 NB	120	120	6600' SOUTH OF CTH D INTERSECTION
USH 51 SB	120	120	1 MILE IN ADVANCE OF NORTH PROJECT LIMIT
TOTAL	360	360	

TEMPORARY PAVEMENT MARKING

Category 0010

STAGE	STATION	TO	STATION	649.0200 REFL. PAINT 4-INCH L.F.	649.0400 REMOV. TAPE 4-INCH L.F.	649.1200 STOP LINE REMOV. TAPE 18-INCH L.F.
STAGE 1	STA 483+24	–	STA 518+56	–	1,140	–
STAGE 3.1	STA 483+24	–	STA 518+56	15,400	850	60
STAGE 3.2	STA 483+24	–	STA 518+56	10,740	1,000	120
			TOTAL	26,140	2,990	180

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE

Category 0010

STATION	TO	STATION	643.0200 DAYS
STA 483+24	–	STA 518+56	120
		TOTAL	120

REMOVING PAVEMENT MARKINGS

Category 0010

STAGE	STATION	TO	STATION	646.0600 REMOVING L.F.
STAGE 3.1	STA 483+24	–	STA 518+56	8,496
STAGE 3.2	STA 483+24	–	STA 518+56	160
			TOTAL	8,656

PAVEMENT MARKING
MAINLINE

Category 0010

STATION	LOCATION	646.0106 4-INCH EPOXY YELLOW L.F	646.0126 8-INCH CHANNELIZING EPOXY WHITE L.F.
USH 51			
STA 483+24 - 518+56	LT & RT	-	1,533
STA 483+24 - 518+56	CL SKIPS	3,315	-
STA 483+24 - 518+56	CL	5,880	-
STA 483+24 - 518+56	PUPPY TRAILS	78	-
TOWNLINE ROAD			
STA 5+00 - 6+56	CL	-	242
STA 6+56 - 7+56	TURN LANES	-	245
CTH "J"			
STA 9+50 - 12+00	TURN LANES	-	674
STH 70			
STA 96+75 - 99+50	CL	120	406
STA 96+75 - 99+50	TURN LANES	-	606
	TOTALS	9,393	3,706

PAVEMENT MARKING
STOP LINE

Category 0010

STATION	LOCATION	647.0566 18 INCH STOP LINE EPOXY L.F.
USH 51		
STA 491+84	RT	50
STA 493+00	LT	25
STA 504+33	RT	50
STA 505+94	LT	52
STH 70		
STA 99+08	RT	35
STA 99+25	LT	15
STA 99+29	RT	24
TOWNLINE RD		
STA 7+77	RT	38
CTH "J"		
STA 9+57	LT	60
MARGARET STREET		
STA 10+49	LT	32
NEW PACKING PLANT		
STA 99+57	RT	16
STA 99+97	RT	15
STA 100+40	LT	16
	TOTALS	428

PAVEMENT MARKING
CROSSWALK

Category 0010

STATION	LOCATION	647.0766 6-INCH CROSS WALK EPOXY WHITE L.F.
USH 51		
STA 491+80		177
STA 504+40		191
STA 505+80		208
STH 70		
STA 99+20		71
STA 99+30		57
STA 99+50		141
TOWNLINE RD.		
STA 7+85		134
CTH "J"		
STA 9+50		185
MARGARET SREET		
STA 10+40		131
	TOTALS	1295

PAVEMENT MARKING
WORDS AND ARROWS

Category 0010

STATION	LOCATION	647.0156 ARROWS TYPE 1 EPOXY EACH	647.0166 ARROWS TYPE 2 EPOXY EACH	647.0356 WORDS EPOXY EACH
USH 51				
STA 483+24 - 518+56	TURN LANE	-	13	7
STA 483+24 - 518+56	CENTER LANE	-	16	-
TOWNLINE ROAD				
STA 6+56 - 7+56	TURN LANE	1	3	3
CTH "J"				
STA 9+50 - 12+00	TURN LANE	-	4	2
STA 9+50 - 12+00	CENTER LANE	2	-	1
STH 70				
STA 96+75 - 99+50	TURN LANE	-	2	2
STA 96+75 - 99+50	CENTER LANE	1	-	1
	TOTALS	4	38	16

PAVEMENT MARKING
ISLAND AND CURB

Category 0010

STATION	LOCATION	647.0456 CURB EPOXY YELLOW L.F.	647.0606 ISLAND NOSE EPOXY YELLOW EACH
USH 51			
STA 483+24 - 518+56	LT & RT	324	8
STH 70			
STA 99+00 - 99+50	LT & RT	35	2
TOWNLINE ROAD			
STA 99+00 - 99+50	LT & RT	36	2
CTH "J"			
STA 99+00 - 99+50	LT & RT	39	2
	TOTALS	434	14

PAVEMENT MARKING
DIAGONAL

Category 0010

STATION	LOCATION	647.0716 DIAGONAL 8-INCH WHITE L.F.	647.0726 DIAGONAL 12-INCH EPOXY L.F.
USH 51			
STA 483+24 - 518+56	LT & RT	-	710
TOWNLINE ROAD			
STA 5+25 - 6+50	CL	30	-
CTH "J"			
STA 9+50 - 12+00	CL	-	160
STH 70			
STA 97+00 - 99+50	LT & RT	-	320
	TOTALS	30	1190

CONSTRUCTION STAKING

Category 0010

STATION	TO	STATION	LOCATION	650.4500 SUBGRADE L.F.	650.5000 BASE L.F.	650.5500 CURB AND GUTTER L.F.	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF	650.8500 ELECTRICAL INSTALLATIONS LS
STA 483+24	–	STA 518+56	USH 51	3,532	3,532	–	–	3,532	–
STA 483+24	–	STA 505+50	USH 51 RIGHT	–	–	2,213	–	–	–
STA 506+00	–	STA 518+50	USH 51 RIGHT	–	–	1,393	–	–	–
STA 487+50	–	STA 491+88	USH 51 LEFT	–	–	1,764	–	–	–
STA 492+70	–	STA 505+50	USH 51 LEFT	–	–	1,901	–	–	–
STA 505+30	–	STA 518+50	USH 51 LEFT	–	–	1,587	–	–	–
STA 4+60	–	STA 8+25	TOWNLINE	365	365	809	–	365	–
STA 9+50	–	STA 15+40	CTH J	590	590	1,480	–	590	–
STA 89+50	–	STA 99+75	PROPOSED PACKING PLANT RD	1,025	1,025	2,480	–	1,025	–
STA 96+95	–	STA 99+50	STH 70	255	255	230	–	255	–
STA 100+00	–	STA 105+65	OLD PACKING PLANT RD	425	425	690	–	565	–
STA 98+50	–	STA 99+84	HANDRICK DR	134	134	185	–	134	–
STA 10+26		STA 11+50	MARGARET	124	124	250	–	124	–
			PROJECT	–	–	–	1	–	1
			TOTAL	6,450	6,450	14,982	1	6,590	1

SAWING CONCRETE

Category 0010

STATION	LOCATION	690.0250 SAWING CONCRETE L.F.
6+45	TOWNLINE RT	24
502+00	USH 51 LT	31
TOTAL		55

TEMPORARY WATER PASSAGE

Category 0010

STATION	LOCATION	SPV.0060.42 EACH
483+84-518+56	USH 51	94
TOTAL		94

SAWING ASPHALT

Category 0010

STATION	LOCATION	690.0150 L.F.
5+38	TOWNLINE RT	23
5+64	TOWNLINE LT	39
13+42	CTH J RT	32
483+60	USH 51 RT	36
484+43	USH 51 RT	111
485+12	USH 51 RT	24
485+75	USH 51 RT	22
486+18	USH 51 RT	24
487+25	USH 51 RT	36
487+77	USH 51 RT	34
488+75	USH 51 RT	43
489+75	USH 51 RT	62
494+85	USH 51 RT	41
495+33	USH 51 LT	32
497+00	USH 51 RT	41
498+50	USH 51 LT	111
500+05	USH 51 RT	279
500+50	USH 51 LT	108
502+00	USH 51 LT	288
506+60	USH 51 RT	27
508+07	USH 51 LT	27
509+11	USH 51 RT	19
509+75	USH 51 LT	38
513+20	USH 51 RT	25
514+37	USH 51 RT	29
514+64	USH 51 RT	23
515+62	USH 51 LT	27
487+50	USH 51	64
518+50	USH 51	64
15+40	CTHJ	30
4+60	TOWNLINE	30
11+50	MARGRET	40
98+50	HANDRICK DR	24
89+50	PACKING PLANT	30
	"OLD" PACKING PLANT	230
TOTAL		2,113

3

FILE NAME :N:\pds\project_id\d7_11741000_USH51_Front-Third\design\quantities/11741072_PS PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

PULLBOXES
TOWN OF WOODRUFF
CATEGORY 0030

STATION	LOCATION		653.0130 PULL BOXES STEEL 18x36 INCH EACH	REMARKS
507+08	58' RT	USH 51	1	PBL1
509+25	47' RT	USH 51	1	PBL2
TOTALS			2	

LIGHTING CABINET
TOWN OF WOODRUFF
CATEGORY 0030

STATION	LOCATION	SPV.0060.61 LIGHTING CONTROL CABINET BASE TYPE SPECIAL EACH	SPV.0060.60 LIGHTING CONTROL CABINET TYPE SPECIAL EACH
509+04	57' RT	1	1
TOTALS		1	1

RECEPTACLE STANCHION
TOWN OF WOODRUFF
CATEGORY 0030

STATION	LOCATION		SPV.0060.62 RECEPTACLE STANCHION TYPE SPECIAL 1 EACH	SPV.0060.63 RECEPTACLE STANCHION TYPE SPECIAL 2 EACH	REMARKS
507+08	58' RT	USH 51	1		R1
508+97	55' RT	USH 51		1	R2
509+25	47' RT	USH 51		1	R3
TOTALS			1	2	

3

CONDUIT AND WIRE
TOWN OF WOODRUFF
CATEGORY 0030

STATION	to	STATION	LOCATION	652.0205 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3/4-INCH LF	652.0220 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH LF	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	NUMBER WIRES	CIRCUIT NUMBER	Remarks
507+08	-	507+08	RT		5			60	4	(2,4)	R1 - PBL1
507+08	-	507+08	RT		5					(FUTURE)	R1 - PBL2 W/PULL-STRING
507+08	-	509+04	RT			200		840	4	(1,3)	PBL1 -CAB
507+08	-	509+04	RT			200				(FUTURE)	PBL1 -CAB W/PULL-STRING
508+97	-	509+04	RT	10			60		3	(6)	R2 - CAB
509+04	-	509+25	RT			30	120		3	(8)	CAB - PBL2
509+04	-	509+25	RT			30				(FUTURE)	CAB - PBL2 W/PULL-STRING
509+25	-	509+25	RT	5			45		3	(8)	PBL2 - R3
		TOTALS		15	10	460	225	900			

* ITEM SHOWN ELSEWHERE

PERMANENT SIGNING

REMOVING SIGNS AND SUPPORTS

Category 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE (INxIN)	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II S.F.	637.2230 SIGNS REFLECTIVE F TYPE II S.F.	637.2215 FOLDING SIGNS REFLECTIVE H TYPE II S.F.	634.0808 POSTS TUBULAR STEEL 2X2 INCH X 8 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2 INCH X 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2 INCH X 16 FT EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS	MOUNTED ON A SIGNAL POST
485+50	RT	1	W3-3	36X36	1	1	–	9.00	–	–	1	–	–	WARNING SIGN	TRAFFIC SIGNAL AHEAD-REMOVE	–
486+89	RT	2	D1-2	78X36	1	2	19.50	–	–	–	3	–	–	TWO DESTINATIONS	UA HURLEY, EAGLE RIVER/FIFIELD LA	–
487+75	LT	3	R3-9B	24X36	1	1	6.00	–	–	–	1	–	–	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	–
489+33	RT	4	D1-1	108X36	1	2	27.00	–	–	–	3	–	–	ONE DESTINATION (ARROW)	LA NICOLET AREA TECH COLLEGE LAKELAND CAMPUS	–
489+75	LT	5	R2-1	24X30	1	1	5.00	–	–	–	1	–	–	REGULATORY SIGN	SPEED LIMIT 30	–
490+66	LT	6	D2-2	72x24	1	2	12.00	–	–	–	2	–	–	DESTINATION/DISTANCE	MERRILL 55/WAUSAU 70	–
490+66	LT	7	J4-1	24X36	1	–	–	–	–	–	–	–	–	REASSURANCE ASSEMBLY	–	–
			M3-3	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	SOUTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
490+90	LT	8	J4-1	24X36	–	–	6.00	–	–	–	1	–	–	REASSURANCE ASSEMBLY	–	–
			M3-3	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	SOUTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
491+45	LT	9	R1-2	36x31	1	1	–	–	–	–	–	–	–	REGULATORY SIGN	YIELD SIGN	–
491+45	LT	10	R1-1	30X30	–	–	5.18	–	–	–	1	–	–	REGULATORY SIGN	STOP SIGN	–
491+55	RT	11	J3-3	72X57	1	2	28.50	–	–	–	–	3	–	DIRECTIONAL ASSEMBLY	–	–
			M3-4	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	WEST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	LEFT	–
			M3-1	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	NORTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	UA	–
			M3-2	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	EAST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	UA	–
491+80	MEDIAN	12	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP SIGN	X
491+85	LT	13	W12-1D	24x24	1	1	–	4.00	–	1	–	–	–	WARNING SIGN	DOUBLE DIAGONAL ARROW	–
491+85	LT	14	R6-3A	30X24	1	–	5.00	–	–	–	–	–	15	REGULATORY SIGN	DIVIDED HIGHWAY CROSSING	X
491+85	LT	15	R1-1F	36X36	1	–	–	–	7.46	–	–	–	14	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
491+85	RT	16	D9-2	24X24	1	–	4.00	–	–	–	1	–	17	DESTINATION	HOSPITAL	–
491+85	RT	17	MB6-1	21X21	1	–	3.06	–	–	–	–	–	16	DIRECTIONAL ARROWS	BLUE BACKGROUND UA	–
491+95	RT	18	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
492+24	LT	19	R4-7	24X30	1	–	5.00	–	–	–	–	–	20, 21	REGULATORY SIGN	KEEP RIGHT	X
492+24	LT	20	R1-1F	36X36	1	–	–	–	7.46	–	–	–	19, 21	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
492+24	LT	21	R6-3	30X24	1	–	5.00	–	–	–	–	–	19, 20	REGULATORY SIGN	DIVIDED HIGHWAY CROSSING	X
492+25	RT	22	D9-2	24X24	1	–	4.00	–	–	–	–	1	23	DESTINATION	HOSPITAL	–
492+25	RT	23	MB6-1	21X21	1	–	3.06	–	–	–	–	–	22	DIRECTIONAL ARROW	BLUE BACKGROUND LA	–
492+33	RT	24	J3-3	72X57	1	2	28.50	–	–	–	–	3	–	DIRECTIONAL ASSEMBLY	–	–
			M3-1	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	NORTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	LA	–
			M3-2	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	EAST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	LA	–
			M3-3	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	SOUTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROW	RA	–
493+00	MEDIAN	25	R1-1F	36X36	1	–	–	–	7.46	–	–	–	25	REGULATORY SIGN	STOP (FOLDING SIGN)	X
493+00	MEDIAN	26	R4-7	24X30	1	–	5.00	–	–	–	–	–	24	REGULATORY SIGN	KEEP RIGHT	X
493+00	LT	27	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP (FOLDING SIGN)	X
493+00	LT	28	W12-1D	24X24	1	1	–	4.00	–	1	–	–	–	WARNING SIGN	DOUBLE DIAGONAL ARROW	–
493+21	RT	29	J4-2	24X72	1	1	12.00	–	–	–	–	2	–	REASSURANCE ASSEMBLY	–	–
			M3-1	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	NORTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M3-2	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	EAST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
493+25	LT	30	R1-2	36x31	1	1	3.88	–	–	–	1	–	–	REGULATORY SIGN	YIELD	–
			SUBTOTAL		28	18	188	17	45	2	15	9				

PERMANENT SIGNING

REMOVING SIGNS AND SUPPORTS

Category 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE (INxIN)	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II S.F.	637.2230 SIGNS REFLECTIVE F TYPE II S.F.	637.2215 FOLDING SIGNS REFLECTIVE H TYPE II S.F.	634.0808 POSTS TUBULAR STEEL 2X2 INCH X 8 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2 INCH X 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2 INCH X 16 FT EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS	MOUNTED ON A SIGNAL POST
493+45	LT	31	J3-2	48X57	1	1	19.00	–	–	–	–	3	–	DIRECTIONAL ASSEMBLY	–	–
			M3-3	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	SOUTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROWS	UA	–
			M3-4	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	WEST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
			M6-1	21X21	–	–	–	–	–	–	–	–	–	DIRECTIONAL ARROWS	RA	–
493+75	RT	32	D2-2	72X24	–	–	12.00	–	–	–	2	–	–	DESTINATION/DISTANCE	WOODRUFF 1/HURLEY 55	–
494+68	LT	33	D1-1	108X36	1	2	27.00	–	–	–	3	–	–	ONE DESTINATION	NICOLET AREA TECH COLLEGE LAKELAND CAMPUS RA	–
495+64	RT	34	R2-1	24X30	1	1	5.00	–	–	–	1	–	–	SPEED LIMIT	30	–
496+88	LT	35	D1-2	60X36	1	2	15.00	–	–	–	3	–	–	TWO DESTINATIONS (ARROWS)	TL MERRILL,WAUSAU/FIFIELD RA	–
497+75	RT	36	J1-1	24X39	1	1	6.50	–	–	–	–	1	–	JUNCTION ASSEMBLY	–	–
			M2-1	21X15	–	–	–	–	–	–	–	–	–	MARKER SIGN	JCT	–
			M1-5A	24X24	–	–	–	–	–	–	–	–	–	CTH ROUTE MARKER	J	–
498+11	LT	37	W3-3	36X36	1	1	–	–	–	–	–	–	–	WARNING SIGN	TRAFFIC SIGNAL AHEAD-REMOVE	–
498+34	RT	38	R3-9B	24X36	1	1	6.00	–	–	–	1	–	–	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	–
499+50	LT	39	J2-2	48X57	1	1	19.00	–	–	–	–	3	–	DIRECTIONAL ASSEMBLY	–	–
			M3-3	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	SOUTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M5-2L	21X21	–	–	–	–	–	–	–	–	–	MARKER SIGN	LB	–
			M3-4	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	WEST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
			M5-1R	21X21	–	–	–	–	–	–	–	–	–	MARKER SIGN	RT	–
500+82	RT	40	W3-3	36X36	1	1	–	–	–	–	–	–	–	WARNING SIGN	TRAFFIC SIGNAL AHEAD-REMOVE	–
502+86	LT	41	R3-9B	24X36	1	1	6.00	–	–	–	1	–	–	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	–
503+75	LT	42	I2-3	66X24	1	1	11.00	–	–	–	2	–	–	MUNICIPALITY POPULATION	MINOCQUA UNINCORPORATED	–
504+32	MEDIAN	43	R4-7	24X30	1	–	5.00	–	–	–	–	–	44	REGULATORY SIGN	KEEP RIGHT	X
504+32	MEDIAN	44	R1-1F	36X36	1	–	–	–	7.46	–	–	–	43	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
504+25	RT	45	J13-1	24X45	–	–	7.50	–	–	–	–	1	–	DIRECTIONAL ASSEMBLY	–	–
			M1-5A	24X24	1	–	–	–	–	–	–	–	–	CTH ROUTE MARKER	J	–
			M6-1	21X21	1	–	–	–	–	–	–	–	–	DIRECTIONAL ARROWS	RA	–
504+51	RT	46	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
504+59	LT	47	D9-2	24X24	1	–	4.00	–	–	–	–	1	48	DESTINATION SIGN	HOSPITAL	–
504+59	LT	48	M6-1	21X21	1	–	3.06	–	–	–	–	–	47	DIRECTIONAL ARROWS	BLUE BACKGROUND RA	–
505+84	LT	49	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
505+97	LT	50	J13-1	24X45	–	–	7.50	–	–	–	–	1	–	DIRECTIONAL ASSEMBLY	–	–
			M1-5A	24X24	1	–	–	–	–	–	–	–	–	CTH ROUTE MARKER	J	–
			M6-1	21X21	1	–	–	–	–	–	–	–	–	DIRECTIONAL ARROWS	LA	–
505+98	MEDIAN	51	R4-7	24X30	1	–	5.00	–	–	–	–	–	–	REGULATORY SIGN	KEEP RIGHT	X
505+98	MEDIAN	52	R1-1F	36X36	1	–	–	–	7.46	–	–	–	–	REGULATORY SIGN	STOP SIGN (FOLDING SIGN)	X
506+33	RT	53	D9-2	24X24	1	–	4.00	–	–	–	–	1	54	DESTINATION SIGN	HOSPITAL	–
506+33	RT	54	MB6-1	21X21	1	–	3.06	–	–	–	–	–	53	DIRECTIONAL ARROWS	BLUE BACKGROUND UA	–
507+12	RT	55	I2-3	66X24	–	–	11.00	–	–	–	2	–	–	MUNICIPALITY POPULATION	WOODRUFF UNINCORPORATED	–
507+12	RT	56	I2-3	66X24	1	1	–	–	–	–	–	–	–	MUNICIPALITY POPULATION	WOODRUFF UNINCORPORATED	–
507+12	RT	57	J4-2	48X36	1	–	–	–	–	–	–	–	–	REASSURANCE ASSEMBLY	–	–
			M3-1	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	NORTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M3-2	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	EAST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
507+75	RT	58	J4-2	48X36	–	–	12.00	–	–	–	2	–	–	REASSURANCE ASSEMBLY	–	–
			M3-1	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	NORTH	–
			M1-4	24X24	–	–	–	–	–	–	–	–	–	USH ROUTE MARKER	51	–
			M3-2	24X12	–	–	–	–	–	–	–	–	–	CARDINAL DIRECTION MARKER	EAST	–
			M1-6	24X24	–	–	–	–	–	–	–	–	–	STH ROUTE MARKER	70	–
508+27	RT	59	R2-1	24X30	1	1	5.00	–	–	–	1	–	–	REGULATORY SIGN	SPEED LIMIT 30	–
509+75	RT	60	R3-9B	24X36	1	1	6.00	–	–	–	1	–	–	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	–
510+06	LT	61	J1-1	24X39	1	1	6.50	–	–	–	–	1	–	JUNCTION ASSEMBLY	–	–
			M2-1	21X15	–	–	–	–	–	–	–	–	–	MARKER SIGN	JCT	–
			M1-5A	24X24	–	–	–	–	–	–	–	–	–	CTH ROUTE MARKER	J	–
			SUBTOTAL		29	16	200	0	30	0	19	11				

PERMANENT SIGNING

REMOVING SIGNS AND SUPPORTS

Category 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE (INxIN)	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II S.F.	637.2230 SIGNS REFLECTIVE F TYPE II S.F.	637.2215 FOLDING SIGNS REFLECTIVE H TYPE II S.F.	634.0808 POSTS TUBULAR STEEL 2X2 INCH X 8 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2 INCH X 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2 INCH X 16 FT EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS	MOUNTED ON A SIGNAL POST
510+52	LT	62	R3-9B	24X36	1	1	6.00	-	-	-	1	-	-	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	-
511+96	LT	63	W3-3	36X36	1	1	-	-	-	-	-	-	-	WARNING SIGN	TRAFFIC SIGNAL AHEAD-REMOVE	-
514+62	RT	64	R2-1	24X30	1	1	5.00	-	-	-	1	-	-	REGULATORY SIGN	SPEED LIMIT 30	-
515+80	RT	65	W3-3	36X36	1	1	-	-	-	-	-	-	-	WARNING SIGN	TRAFFIC SIGNAL AHEAD-REMOVE	-
516+81	RT	66	R1-1	30X30	1	1	5.18	-	-	-	1	-	-	REGULATORY SIGN	STOP SIGN	-
517+30	LT	67	R2-1	24X30	1	1	5.00	-	-	-	1	-	-	REGULATORY SIGN	SPEED LIMIT 30	-
517+83	RT	68	M4-6	24X12	1	1	2.00	-	-	-	-	-	69	MARKER SIGN	END	-
517+83	RT	69	R3-9B	24X36	1	-	6.00	-	-	-	1	-	68	REGULATORY SIGN	CENTER LANE LEFT TURN ONLY	-
92+25	LT	70	R1-1	30X30	-	-	5.18	-	-	-	1	-	-	REGULATORY SIGN	STOP SIGN	-
95+33	RT	71	R1-1	30X30	-	-	5.18	-	-	-	1	-	-	REGULATORY SIGN	STOP SIGN	-
99+55	RT	72	R1-1	30X30	-	-	5.18	-	-	-	1	-	-	REGULATORY SIGN	STOP SIGN	-
10+75	RT	73	R1-1	30X30	1	1	-	-	-	-	-	-	-	REGULATORY SIGN	STOP SIGN	
				SUBTOTAL	9	8	51	0	0	0	8	1				
				TOTALS	**67**	**43**	**439**	**17**	**75**	**2**	**42**	**21**				

STRUCTURE	STATION	OFFSET	LOCATION	SIDE OF ROADWAY	ELEVATION RIM (FT)	ELEVATION INVERT (FT)	REMARKS	SPV.0060.41 CATCH BASIN 10-FT DIAMETER EACH	SPV.0060.40 CATCH BASIN 8-FT DIAMETER EACH	611.1006 CATCH BASIN 6-FT DIAMETER EACH	611.1004 CATCH BASIN 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.1230 CATCH BASINS 2x3-FT EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0612 INLET COVERS TYPE C EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.2004 MANHOLE 4-FT DIAMETER EACH	611.0540 MANHOLE COVER TYPE K EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
CB-6	STA 488+96	41.5	USH 51	L	1,605.69	1,597.73		-	-	-	-	-	1	1		-	-	-	-	1
CB-7	STA 489+99	41.5	USH 51	L	1,604.86	1,597.21		-	-	-	-	-	1	1		-	-	-	-	1
CB-8	STA 491+10	47.9	USH 51	L	1,603.88	1,595.64		-	-	-	1	-	-	1		-	-	-	-	1
CB-9	STA 491+51	73.7	USH 51	L	1,602.86	1,596.93		-	-	-	-	-	1	1		-	-	-	-	1
CB-17	STA 494+02	53.6	USH 51	L	1,602.19	1,589.55		-	1	-	-	-	-	1		-	-	-	-	1
CB-18	STA 494+97	53.5	USH 51	L	1,601.27	1,589.74		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-19	STA 494+97	73	USH 51	L	1,599.50	1,591.80	No Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-20	STA 495+11	53.5	USH 51	L	1,601.20	1,589.77		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-22	STA 495+66	46.6	USH 51	L	1,601.16	1,589.88		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-21	STA 495+70	68.5	USH 51	L	1,599.50	1,592.96	No Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-23	STA 496+13	41.5	USH 51	L	1,601.60	1,589.97		-	1	-	-	-	-	1		-	-	-	-	1
CB-24	STA 498+35	41.5	USH 51	L	1,604.08	1,590.42		-	1	-	-	-	-	1		-	-	-	-	1
CB-39	STA 503+00	41.5	USH 51	L	1,604.54	1,591.35		-	1	-	-	-	-	1		-	-	-	-	1
CB-40	STA 504+08	41.5	USH 51	L	1,603.44	1,591.57		-	1	-	-	-	-	1		-	-	-	-	1
CB-41	STA 504+47	63	USH 51	L	1,601.80	1,594.33		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-45	STA 505+50	66.6	USH 51	L	1,602.20	1,591.88		1	-	-	-	-	-	-	1	-	-	-	-	1
CB-46	STA 506+21	56.5	USH 51	L	1,602.67	1,592.00		-	-	1	-	-	-	1		-	-	-	-	1
CB-47	STA 506+34	56.8	USH 51	L	1,602.83	1,592.03		-	-	1	-	-	-	1		-	-	-	-	1
CB-61	STA 511+94	41.5	USH 51	L	1,603.77	1,593.14		-	-	1	-	-	-	1		-	-	-	-	1
CB-61A	STA 511+94	55	USH 51	L	1,604.00	1,595.17	CONNECT 8" UNPERF. PIPE		-	-	-	1	-	-		-	1	-	-	1
CB-62	STA 513+97	41.5	USH 51	L	1,601.71	1,593.55		-	1	-	-	-	-	1		-	-	-	-	1
CB-63	STA 515+93	41.5	USH 51	L	1,599.77	1,593.94		-	1	-	-	-	-	1		-	-	-	-	1
CB-64	STA 516+06	41.5	USH 51	L	1,599.69	1,593.97		-	1	-	-	-	-	1		-	-	-	-	1
CB-65	STA 516+56	41.5	USH 51	L	1,599.53	1,594.07		-	1	-	-	-	-	1		-	-	-	-	1
CB-67	STA 516+76	41.5	USH 51	L	1,599.53	1,594.11		-	1	-	-	-	-	1		-	-	-	-	1
CB-66	STA 516+76	52.5	USH 51	L	1,600.00	1,594.57	Single Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-68	STA 516+93	41.5	USH 51	L	1,599.53	1,594.15		-	1	-	-	-	-	1		-	-	-	-	1
CB-69	STA 518+20	41.5	USH 51	L	1,600.31	1,594.47		-	1	-	-	-	-	1		-	-	-	-	1
MH-4	STA 518+46	37.6	USH 51	L	1,600.54	1,594.49	TIE INTO EXIST SS 27"	-	-	-	-	-	-	-		-	-	1	1	1
CB-1	STA 489+12	44.6	USH 51	R	1,605.22	1,597.16		-	-	-	-	-	1	1		-	-	-	-	1
CB-2	STA 490+07	44.5	USH 51	R	1,604.44	1,596.69		-	-	-	-	-	1	1		-	-	-	-	1
CB-3	STA 490+20	44.6	USH 51	R	1,604.34	1,596.37		-	-	-	1	-	-	1		-	-	-	-	1
CB-4	STA 491+11	44.6	USH 51	R	1,603.70	1,595.18		-	-	1	-	-	-	1		-	-	-	-	1
CB-5	STA 493+22	39	USH 51	R	1,601.68	1,594.14		-	-	-	1	-	-	1		-	-	-	-	1
MH-1	STA 493+49	57.2	USH 51	R	1,601.71	1,589.30		1	-	-	-	-	-	-		-	-	-	1	1
CB-10	STA 494+56	33.2	USH 51	R	1,601.95	1,589.52		-	1	-	-	-	-	1		-	-	-	-	1
CB-11	STA 495+22	30.3	USH 51	R	1,601.62	1,589.65		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-12	STA 495+38	29.7	USH 51	R	1,601.61	1,589.68		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-13	STA 495+52	29.1	USH 51	R	1,601.62	1,589.71		-	1	-	-	-	-	-	1	-	-	-	-	1
CB-14	STA 496+11	27.5	USH 51	R	1,601.88	1,589.83		-	1	-	-	-	-	1		-	-	-	-	1
CB-15	STA 497+46	27.5	USH 51	R	1,603.18	1,590.10		-	1	-	-	-	-	1		-	-	-	-	1
CB-16	STA 498+35	27.5	USH 51	R	1,604.08	1,590.28		-	1	-	-	-	-	1		-	-	-	-	1
CB-25	STA 503+02	44.6	USH 51	R	1,604.06	1,591.22		-	1	-	-	-	-	1		-	-	-	-	1
CB-26	STA 504+08	44.5	USH 51	R	1,603.06	1,591.43		-	1	-	-	-	-	1		-	-	-	-	1
CB-27	STA 504+24	44.5	USH 51	R	1,602.92	1,591.46		1	-	-	-	-	-	1		-	-	-	-	1
CB-33	STA 506+39	27.5	USH 51	R	1,603.27	1,591.89		-	1	-	-	-	-	1		-	-	-	-	1
CB-48	STA 512+02	27.5	USH 51	R	1,603.77	1,593.03		-	1	-	-	-	-	1		-	-	-	-	1
CB-49	STA 513+66	27.5	USH 51	R	1,601.99	1,593.36		-	1	-	-	-	-	1		-	-	-	-	1
CB-50	STA 513+66	43	USH 51	R	1,599.50	1,596.42	Single Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-51	STA 514+02	27.5	USH 51	R	1,601.71	1,593.43		-	1	-	-	-	-	1		-	-	-	-	1
CB-52	STA 515+88	27.5	USH 51	R	1,599.81	1,593.80		-	1	-	-	-	-	1		-	-	-	-	1
CB-53	STA 515+87	43.5	USH 51	R	1,599.00	1,595.01	Single Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-54	STA 516+09	34.4	USH 51	R	1,599.00	1,596.11		-	-	-	-	-	1	-	1	-	-	-	-	1
CB-56	STA 516+83	40.8	USH 51	R	1,599.00	1,595.30		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-57	STA 517+13	41.7	USH 51	R	1,599.46	1,596.37	No Slope Grate	-	-	-	-	1	-	-		-	1	-	-	1
CB-58	STA 517+11	27.5	USH 51	R	1,599.60	1,594.05		-	1	-	-	-	-	1		-	-	-	-	1
CB-59	STA 518+05	27.5	USH 51	R	1,600.21	1,594.32		-	1	-	-	-	-	1		-	-	-	-	1
CB-60	STA 518+20	27.5	USH 51	R	1,600.31	1,594.34		-	1	-	-	-	-	1		-	-	-	-	1
						SUBTOTAL		3	32	4	5	7	6	39	10	0	7	1	2	58

STRUCTURE	STATION	OFFSET	LOCATION	SIDE OF ROADWAY	ELEVATION RIM (FT)	ELEVATION INVERT (FT)	REMARKS	SPV.0060.41 CATCH BASIN 10-FT DIAMETER EACH	SPV.0060.40 CATCH BASIN 8-FT DIAMETER EACH	611.1006 CATCH BASIN 6-FT DIAMETER EACH	611.1004 CATCH BASIN 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.1230 CATCH BASINS 2x3-FT EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0612 INLET COVERS TYPE C EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.2004 MANHOLE 4-FT DIAMETER EACH	611.0540 MANHOLE COVER TYPE K EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
CB-43	STA 6+32	31.5	Townline Rd	L	1,605.13	1,595.75		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-44	STA 7+94	37.5	Townline Rd	L	1,602.40	1,594.82		-	-	-	1	-	-	1	-	-	-	-	-	1
CB-42	STA 7+56	25.5	Townline Rd	R	1,602.50	1,594.78		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-34	STA 9+92	60.5	CTH J	L	1,600.99	1,594.15		-	-	1	-	-	-	1	-	-	-	-	-	1
CB-35	STA 10+02	60.5	CTH J	L	1,600.98	1,594.19		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-36	STA 10+22	60.5	CTH J	L	1,601.03	1,594.23		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-37	STA 10+60	60.5	CTH J	L	1,601.35	1,594.32		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-314	STA 10+60	80.5	CTH J	L	1,599.00	1,594.50	No Slope Grate	-	-	-	-	1	-	-	-	-	1	-	-	1
CB-38	STA 13+10	37.8	CTH J	L	1,607.49	1,594.91		-	-	-	1	-	-	1	-	-	-	-	-	1
MH-2	STA 15+21	6	CTH J	L	1,608.72	1,603.44		-	-	-	-	-	-	-	-	-	-	1	1	1
CB-28	STA 9+92	17.5	CTH J	R	1,601.69	1,593.47		-	-	1	-	-	-	-	1	-	-	-	-	1
CB-313	STA 10+10	52.0	CTH J	R	1,598.50	1,593.95		-	-	-	1	-	-	-	-	1	-	-	-	1
CB-29	STA 10+02	17.5	CTH J	R	1,601.68	1,594.00		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-30	STA 10+21	17.5	CTH J	R	1,601.72	1,594.04		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-31	STA 10+58	17.5	CTH J	R	1,602.07	1,594.14		-	-	-	1	-	-	1	-	-	-	-	-	1
CB-176	STA 12+60	26.3	CTH J	R	1,606.85	1,601.70		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-175	STA 13+03	17.5	CTH J	R	1,607.73	1,602.50		-	-	-	-	-	1	1	-	-	-	-	-	1
MH-309	STA 91+68	17.5	Packing Plant Road	L	1,602.90	1,599.53		-	-	-	1	-	-	-	1	-	-	-	-	1
MH-310	STA 91+77	17.5	Packing Plant Road	L	1,602.90	1,598.90		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-311	STA 92+26	31.2	Packing Plant Road	L	1,603.03	1,600.50		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-312	STA 92+60	34.8	Packing Plant Road	L	1,603.03	1,600.20		-	-	-	-	-	1	1	-	-	-	-	-	1
MH-306B	STA 92+69	22.8	Packing Plant Road	L	1,603.65	1,598.60		-	-	-	1	-	-	-	1	-	-	-	-	1
MH-306A	STA 93+61	21.6	Packing Plant Road	L	1,607.00	1,598.30		-	-	-	1	-	-	-	-	1	-	-	-	1
MH-303	STA 94+73	17.5	Packing Plant Road	L	1,607.78	1,597.96		-	-	-	1	-	-	1	-	-	-	-	-	1
MH-302	STA 95+57	17.5	Packing Plant Road	L	1,608.73	1,597.72		-	-	-	1	-	-	1	-	-	-	-	-	1
MH-301	STA 96+84	21.5	Packing Plant Road	L	1,610.40	1,597.37		-	-	-	1	-	-	-	-	1	-	-	-	1
MH-300	STA 99+63	29.1	Packing Plant Road	L	1,606.00	1,596.55		-	-	1	-	-	-	1	-	-	-	-	-	1
CB-308	STA 91+28	27.3	Packing Plant Road	R	1,603.00	1,600.29	No Slope Grate	-	-	-	-	1	-	-	-	-	1	-	-	1
CB-307C	STA 91+68	25.8	Packing Plant Road	R	1,603.00	1,600.00	No Slope Grate	-	-	-	-	1	-	-	-	-	1	-	-	1
MH-307	STA 91+68	17.5	Packing Plant Road	R	1,602.90	1,599.68		-	-	-	1	-	-	-	1	-	-	-	-	1
CB-307B	STA 91+77	17.5	Packing Plant Road	R	1,602.90	1,600.00		-	-	-	-	-	1	-	1	-	-	-	-	1
CB-307A	STA 92+69	17.5	Packing Plant Road	R	1,603.95	1,601.00		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-305	STA 94+73	17.5	Packing Plant Road	R	1,607.78	1,604.00		-	-	-	-	-	1	1	-	-	-	-	-	1
CB-304	STA 95+38	25.0	Packing Plant Road	R	1,607.97	1,604.40		-	-	-	-	-	1	-	1	-	-	-	-	1
CB-301	STA 95+49	22.4	Packing Plant Road	R	1,608.50	1,604.60		-	-	-	-	-	1	-	1	-	-	-	-	1
CB-55	STA 10+87	21.5	Margaret St	L	1,599.83	1,596.39		-	-	-	-	-	1	1	-	-	-	-	-	1
						SUBTOTAL		0	0	3	17	3	12	16	13	3	3	1	1	36
						TOTAL		3	32	7	22	10	18	55	23	3	10	2	3	94

PIPE LABEL	START NODE	INVERT (FT)	STOP NODE	INVERT (FT)	SLOPE (FT/FT)	TYPE	REMARKS	608.0372 SSPRC CLASS III 72-INCH LF	608.0354 SSPRC CLASS III 54-INCH LF	608.0348 SSPRC CLASS III 48-INCH LF	608.0336 SSPRC CLASS III 36-INCH LF	608.0330 SSPRC CLASS III 30-INCH LF	608.0324 SSPRC CLASS III 24-INCH LF	608.0318 SSPRC CLASS III 18-INCH LF	608.0315 SSPRC CLASS III 15-INCH LF	608.0312 SSPRC CLASS III 12-INCH LF	610.0138 SSPRCHE CLASS III 38x60 INCH LF	610.0129 SSPRCHE CLASS III 29x45 INCH LF	522.1072 AEWSSPRC 72-INCH EACH
P-1	OF-1	1,589.00	MH-1	1,589.30	-0.001	SSPRC	OF-1, STA 492+15, 292' RT	249	-	-	-	-	-	-	-	-	-	-	1
P-2	MH-1	1,594.00	CB-5	1,594.14	-0.005	SSPRC		-	-	-	-	-	28	-	-	-	-	-	-
P-3	CB-5	1,594.14	CB-4	1,595.18	-0.005	SSPRC		-	-	-	-	-	207	-	-	-	-	-	-
P-4	CB-4	1,595.93	CB-3	1,596.37	-0.005	SSPRC		-	-	-	-	-	-	-	88	-	-	-	-
P-5	CB-3	1,596.62	CB-2	1,596.69	-0.005	SSPRC		-	-	-	-	-	-	-	-	15	-	-	-
P-6	CB-2	1,596.69	CB-1	1,597.16	-0.005	SSPRC		-	-	-	-	-	-	-	-	93	-	-	-
P-7	CB-4	1,595.18	CB-8	1,595.64	-0.005	SSPRC		-	-	-	-	-	91	-	-	-	-	-	-
P-8	CB-8	1,596.64	CB-7	1,597.21	-0.005	SSPRC		-	-	-	-	-	-	-	-	113	-	-	-
P-9	CB-7	1,597.21	CB-6	1,597.73	-0.005	SSPRC		-	-	-	-	-	-	-	-	105	-	-	-
P-10	CB-8	1,596.64	CB-9	1,596.93	-0.005	SSPRC		-	-	-	-	-	-	-	-	58	-	-	-
P-11	MH-1	1,589.30	CB-10	1,589.52	-0.002	SSPRC		-	111	-	-	-	-	-	-	-	-	-	-
P-12	CB-10	1,589.52	CB-11	1,589.65	-0.002	SSPRC		-	65	-	-	-	-	-	-	-	-	-	-
P-13	CB-11	1,589.65	CB-12	1,589.68	-0.002	SSPRC		-	16	-	-	-	-	-	-	-	-	-	-
P-14	CB-12	1,589.68	CB-13	1,589.71	-0.002	SSPRC		-	14	-	-	-	-	-	-	-	-	-	-
P-15	CB-13	1,589.71	CB-14	1,589.83	-0.002	SSPRC		-	59	-	-	-	-	-	-	-	-	-	-
P-16	CB-14	1,589.83	CB-15	1,590.10	-0.002	SSPRC		-	135	-	-	-	-	-	-	-	-	-	-
P-17	CB-15	1,590.10	CB-16	1,590.28	-0.002	SSPRC		-	90	-	-	-	-	-	-	-	-	-	-
P-18	CB-16	1,590.28	CB-25	1,591.22	-0.002	SSPRC		-	468	-	-	-	-	-	-	-	-	-	-
P-19	CB-25	1,591.22	CB-26	1,591.43	-0.002	SSPRC		-	106	-	-	-	-	-	-	-	-	-	-
P-20	CB-26	1,591.43	CB-27	1,591.46	-0.002	SSPRC		-	15	-	-	-	-	-	-	-	-	-	-
P-21	CB-27	1,591.46	CB-33	1,591.89	-0.002	SSPRC		-	-	214	-	-	-	-	-	-	-	-	-
P-22	CB-33	1,591.89	CB-48	1,593.03	-0.002	SSPRC		-	-	568	-	-	-	-	-	-	-	-	-
P-23	CB-49	1,593.36	CB-48	1,593.03	0.002	SSPRC		-	-	164	-	-	-	-	-	-	-	-	-
P-24	CB-49	1,593.36	CB-51	1,593.43	-0.002	SSPRC		-	-	36	-	-	-	-	-	-	-	-	-
P-25	CB-51	1,593.43	CB-52	1,593.80	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	186	-	-
P-26	CB-52	1,593.80	CB-58	1,594.05	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	121	-	-
P-27	CB-58	1,594.05	CB-59	1,594.32	0.003	SSPRCHE		-	-	-	-	-	-	-	-	-	94	-	-
P-28	CB-60	1,594.34	CB-59	1,594.32	0.001	SSPRCHE		-	-	-	-	-	-	-	-	-	15	-	-
P-29	CB-27	1,593.39	CB-28	1,593.72	-0.003	SSPRC		-	-	-	130	-	-	-	-	-	-	-	-
P-30	CB-28	1,593.97	CB-29	1,594.00	-0.002	SSPRC		-	-	-	-	15	-	-	-	-	-	-	-
P-128	CB-28	1,593.47	CB-313	1,593.95	0.012	SSPRC		-	-	-	-	-	-	-	-	40	-	-	-
P-31	CB-29	1,594.00	CB-30	1,594.04	-0.003	SSPRC		-	-	-	-	15	-	-	-	-	-	-	-
P-32	CB-30	1,594.04	CB-31	1,596.14	-0.003	SSPRC		-	-	-	-	39	-	-	-	-	-	-	-
P-33	CB-31	1,594.14	MH-300	1,596.57	-0.003	SSPRC		-	-	-	-	-	153	-	-	-	-	-	-
P-102	MH-300	1,601.40	CB-176	1,601.70	0.006	SSPRC		-	-	-	-	-	-	-	-	54	-	-	-
P-103	CB-176	1,601.70	CB-175	1,604.00	0.019	SSPRC		-	-	-	-	-	-	-	-	43	-	-	-
P-300	MH-301	1,597.37	MH-300	1,596.55	-0.003	SSPRC		-	-	-	-	-	273	-	-	-	-	-	-
P-301	MH-302	1,597.72	MH-301	1,597.37	-0.003	SSPRC		-	-	-	-	-	116	-	-	-	-	-	-
P-302	CB-304	1,604.40	MH-302	1,604.00	-0.009	SSPRC		-	-	-	-	-	-	-	-	47	-	-	-
P-303	CB-301	1,604.60	CB-304	1,604.40	-0.017	SSPRC		-	-	-	-	-	-	-	-	12	-	-	-
P-304	MH-303	1,597.96	MH-302	1,597.72	-0.003	SSPRC		-	-	-	-	-	78	-	-	-	-	-	-
P-305	CB-305	1,604.00	MH-303	1,603.50	-0.015	SSPRC		-	-	-	-	-	-	-	-	34	-	-	-
P-306	MH-306A	1,598.30	MH-303	1,597.96	-0.003	SSPRC		-	-	-	-	-	111	-	-	-	-	-	-
P-307	MH-306B	1,598.60	MH-306A	1,598.30	-0.003	SSPRC		-	-	-	-	-	99	-	-	-	-	-	-
P-308	CB-307A	1,601.00	MH-306B	1,600.50	-0.013	SSPRC		-	-	-	-	-	-	-	-	40	-	-	-
P-309	CB-312	1,600.20	MH-306B	1,600.00	-0.013	SSPRC		-	-	-	-	-	-	-	-	16	-	-	-
P-310	CB-311	1,600.50	CB-312	1,600.20	-0.008	SSPRC		-	-	-	-	-	-	-	-	39	-	-	-
						SUBTOTAL		249	1079	982	130	69	1156	0	88	709	416	0	1

PIPE LABEL	START NODE	INVERT (FT)	STOP NODE	INVERT (FT)	SLOPE (FT/FT)	TYPE	REMARKS	608.0372 SSPRC CLASS III 72-INCH LF	608.0354 SSPRC CLASS III 54-INCH LF	608.0348 SSPRC CLASS III 48-INCH LF	608.0336 SSPRC CLASS III 36-INCH LF	608.0330 SSPRC CLASS III 30-INCH LF	608.0324 SSPRC CLASS III 24-INCH LF	608.0318 SSPRC CLASS III 18-INCH LF	608.0315 SSPRC CLASS III 15-INCH LF	608.0312 SSPRC CLASS III 12-INCH LF	610.0138 SSPRCHE CLASS III 38x60 INCH LF	610.0129 SSPRCHE CLASS III 29x45 INCH LF	522.1072 AEWSSPRC 72-INCH EACH
P-311	MH-310	1,598.90	MH-306B	1,598.60	-0.003	SSPRC		-	-	-	-	-	99	-	-	-	-	-	-
P-312	MH-309	1,599.53	MH-310	1,599.40	-0.013	SSPRC		-	-	-	-	-	-	10	-	-	-	-	-
P-313	MH-307	1,599.68	MH-309	1,599.53	-0.004	SSPRC		-	-	-	-	-	-	35	-	-	-	-	-
P-314	CB-307B	1,600.00	MH-307	1,599.68	-0.032	SSPRC		-	-	-	-	-	-	-	-	10	-	-	-
P-315	CB-307C	1,600.00	MH-307	1,599.68	-0.04	SSPRC		-	-	-	-	-	-	-	-	8	-	-	-
P-316	CB-308	1,600.45	MH-307	1,600.18	-0.003	SSPRC		-	-	-	-	-	-	-	-	85	-	-	-
P-34	CB-28	1,593.72	CB-34	1,594.15	-0.002	SSPRC		-	-	-	-	-	73	-	-	-	-	-	-
P-35	CB-34	1,594.15	CB-35	1,594.19	-0.003	SSPRC		-	-	-	-	-	15	-	-	-	-	-	-
P-36	CB-35	1,594.19	CB-36	1,594.23	-0.003	SSPRC		-	-	-	-	-	15	-	-	-	-	-	-
P-37	CB-36	1,594.23	CB-37	1,594.32	-0.002	SSPRC		-	-	-	-	-	38	-	-	-	-	-	-
P-127	CB-37	1,594.32	CB-314	1,594.50	0.008	SSPRC		-	-	-	-	-	-	-	-	24	-	-	-
P-38	CB-37	1,594.32	CB-38	1,594.91	-0.003	SSPRC		-	-	-	-	-	233	-	-	-	-	-	-
P-39	CB-49	1,596.36	CB-50	1,596.42	-0.003	SSPRC		-	-	-	-	-	-	-	-	18	-	-	-
P-40	CB-52	1,593.80	CB-53	1,595.01	-0.002	SSPRC		-	-	-	-	-	17	-	-	-	-	-	-
P-41	CB-53	1,595.01	CB-54	1,596.11	-0.004	SSPRC		-	-	-	-	-	-	-	-	24	-	-	-
P-42	CB-56	1,595.30	CB-58	1,594.05	-0.003	SSPRC		-	-	-	-	-	29	-	-	-	-	-	-
P-43	CB-56	1,595.30	CB-55	1,596.39	-0.003	SSPRC		-	-	-	-	-	-	-	-	36	-	-	-
P-44	CB-56	1,595.30	CB-57	1,596.37	-0.003	SSPRC		-	-	-	-	-	-	-	-	26	-	-	-
P-45	MH-1	1,589.30	CB-17	1,589.55	-0.002	SSPRC		-	-	123	-	-	-	-	-	-	-	-	-
P-46	CB-17	1,589.55	CB-18	1,589.74	-0.002	SSPRC		-	-	97	-	-	-	-	-	-	-	-	-
P-47	CB-18	1,589.74	CB-20	1,589.77	-0.002	SSPRC		-	-	14	-	-	-	-	-	-	-	-	-
P-48	CB-20	1,589.77	CB-22	1,589.88	-0.002	SSPRC		-	-	56	-	-	-	-	-	-	-	-	-
P-49	CB-22	1,589.88	CB-23	1,589.97	-0.002	SSPRC		-	-	45	-	-	-	-	-	-	-	-	-
P-50	CB-23	1,589.97	CB-24	1,590.42	-0.002	SSPRC		-	-	226	-	-	-	-	-	-	-	-	-
P-51	CB-24	1,590.42	CB-39	1,591.35	-0.002	SSPRC		-	-	463	-	-	-	-	-	-	-	-	-
P-52	CB-39	1,591.35	CB-40	1,591.57	-0.002	SSPRC		-	-	108	-	-	-	-	-	-	-	-	-
P-53	CB-40	1,591.57	CB-45	1,591.88	-0.002	SSPRC		-	-	153	-	-	-	-	-	-	-	-	-
P-54	CB-45	1,591.88	CB-46	1,592.00	-0.002	SSPRC		-	-	-	59	-	-	-	-	-	-	-	-
P-55	CB-46	1,592.00	CB-47	1,592.03	-0.002	SSPRC		-	-	-	13	-	-	-	-	-	-	-	-
P-56	CB-47	1,592.03	CB-61	1,593.14	-0.002	SSPRC		-	-	-	557	-	-	-	-	-	-	-	-
P-57	CB-61	1,593.14	CB-62	1,593.55	-0.002	SSPRC		-	-	-	203	-	-	-	-	-	-	-	-
P-58	CB-62	1,593.55	CB-63	1,593.94	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	196	-
P-59	CB-63	1,593.94	CB-64	1,593.97	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	13	-
P-60	CB-64	1,593.97	CB-65	1,594.07	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	50	-
P-61	CB-65	1,594.07	CB-67	1,594.11	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	20	-
P-62	CB-67	1,594.11	CB-68	1,594.15	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	18	-
P-63	CB-68	1,594.15	CB-69	1,594.47	-0.002	SSPRCHE		-	-	-	-	-	-	-	-	-	-	127	-
P-64	CB-18	1,589.74	CB-19	1,591.80	0.003	SSPRC		-	-	-	-	-	22	-	-	-	-	-	-
P-65	CB-22	1,589.88	CB-21	1,592.96	0.004	SSPRC		-	-	-	-	-	-	-	-	18	-	-	-
P-66	CB-40	1,591.57	CB-41	1,594.33	-0.003	SSPRC		-	-	-	-	-	-	-	39	-	-	-	-
P-67	CB-41	1,594.33	CB-42	1,594.78	-0.004	SSPRC		-	-	-	-	-	-	-	-	46	-	-	-
P-68	CB-45	1,594.63	CB-44	1,594.82	-0.006	SSPRC		-	-	-	-	-	-	-	30	-	-	-	-
P-69	CB-44	1,595.07	CB-43	1,595.75	-0.004	SSPRC		-	-	-	-	-	-	-	-	162	-	-	-
P-70	CB-61	1,593.14	MH-3	1,595.17	-0.003	SSPRC		-	-	-	-	-	-	-	-	11	-	-	-
P-71	CB-67	1,594.11	CB-66	1,594.57	0.003	SSPRC		-	-	-	-	-	17	-	-	-	-	-	-
P-72	CB-69	1,594.47	MH-4	1,594.49	-0.008	SSPRCHE		-	-	-	-	-	-	-	-	-	-	26	-
P-200	CB-38	1,602.78	MH-2	1,603.44	-0.003	SSPRC		-	-	-	-	-	219	-	-	-	-	-	-
						SUBTOTAL		0	0	1285	832	0	777	45	69	468	0	450	0
						TOTAL		249	1079	2267	962	69	1933	45	157	1177	416	450	1

WATERMAIN COUPLINGS & BENDS

STA	OFFSET	SPV.0060.19 WATERMAIN COUPLING 6-INCH EACH	SPV.0060.20 WATERMAIN COUPLING 8-INCH EACH	SPV.0060.21 WATERMAIN BEND 11-1/4 DEGREE 8-INCH EACH	SPV.0060.22 WATERMAIN BEND 22 1/2 DEGREE 6-INCH EACH	SPV.0060.23 WATERMAIN BEND 22 1/2 DEGREE 8-INCH EACH	SPV.0060.24 WATERMAIN BEND 45 DEGREE 6-INCH EACH	SPV.0060.25 WATERMAIN BEND 45 DEGREE 8-INCH EACH	SPV.0060.26 WATERMAIN BEND 90 DEGREE 8-INCH EACH
488+79	27 LT	-	1	-	-	-	-	-	-
488+75	50 RT	-	-	-	-	-	-	-	1
494+15	60RT	-	-	-	-	-	-	1	-
494+30	53RT	-	-	-	-	-	-	1	-
494+42	46RT	-	1	-	-	-	-	-	-
497+50	45RT	-	1	-	-	-	-	-	-
497+60	45RT	-	-	-	-	-	-	1	-
497+70	53RT	-	-	-	-	-	-	1	-
498+05	65 LT	-	-	-	-	-	1	-	-
498+00	68 LT	1	-	-	-	-	-	-	-
504+55	8 LT	-	-	-	-	1	-	-	-
504+55	10 LT	-	-	-	-	-	-	1	-
504+70	22 RT	-	-	-	-	-	-	1	-
504+80	67 LT	-	-	-	-	-	-	1	-
504+85	28 RT	-	-	-	1	-	-	-	-
504+85	20 RT	-	-	-	-	1	-	-	-
504+88	20 RT	-	-	1	-	-	-	-	-
504+90	36 RT	-	-	-	-	-	1	-	-
504+93	39 RT	-	-	-	-	-	1	-	-
504+96	82 LT	-	1	-	-	-	-	-	-
516+03	56 LT	-	-	-	-	-	1	-	-
516+03	60 LT	1	-	-	-	-	-	-	-
516+15	50 LT	-	-	-	-	-	1	-	-
516+25	22 RT	-	-	-	-	-	-	1	-
516+29	18 RT	-	-	-	-	-	-	1	-
518+60	18 RT	-	-	-	-	-	-	1	-
518+67	24 RT	-	-	-	-	-	-	1	-
518+69	24 RT	-	1	-	-	-	-	-	-
10+30	67 RT	1	-	-	-	-	-	-	-
10+40	8 LT	-	-	-	-	-	1	-	-
10+44	20 RT	-	-	-	-	-	1	-	-
10+50	22 RT	-	-	-	-	-	1	-	-
12+90	10 LT	1	-	-	-	-	-	-	-
	TOTAL	4	5	1	1	2	8	11	1

WATERMAIN

STA	OFFSET	TO	STA	OFFSET	SPV .0090.07 WATERMAIN 6-INCH LF	SPV .0090.08 WATERMAIN 8-INCH LF
488+75	35 LT	-	488+75	50 RT	-	85
488+75	50 RT	-	494+42	46 RT	-	567
489+15	50 RT	-	489+15	56 RT	6	-
492+45	62 RT	-	492+45	70 RT	8	-
494+45	45 RT	-	494+45	72 RT	27	-
497+52	45 RT	-	504+75	15 RT	-	723
498+05	55 LT	-	498+00	68 LT	15	-
498+05	53 RT	-	498+05	55 LT	-	108
504+30	70 LT	-	504+55	70 LT	25	-
504+57	67 LT	-	504+80	23 RT	-	89
504+57	67 LT	-	504+98	77 LT	-	45
504+55	67 LT	-	518+70	20 RT	-	1400
509+50	35 RT	-	509+50	42 RT	7	-
516+03	60 LT	-	516+15	20 RT	80	-
516+97	18 RT	-	516+97	44 RT	26	-
8+90	35 RT	-	12+90	10 LT	400	-
10+15	3 LT	-	10+30	67 RT	65	-
12+65	14 LT	-	12+55	50 RT	64	
				TOTAL	723	3017

WATER SERVICE

STA	OFFSET	TO	STA	OFFSET	SPV .0090.05 WATER SERVICE 1-INCH LF	SPV .0090.06 WATER SERVICE 2-INCH LF
488+96	50 RT	-	488+96	60 RT	10	-
489+32	60 LT	-	489+32	67 LT	-	7
489+30	52 RT	-	489+30	59 RT	-	7
498+05	52 LT	-	497+85	83 LT	25	
498+05	50 LT	-	498+20	65 LT	15	
500+65	55 LT	-	500+65	20 RT	75	-
502+15	55 LT	-	502+15	20 RT	75	-
504+35	75 LT	-	504+37	70 LT	15	
506+90	20 RT	-	506+90	43 RT	23	
508+62	20 RT	-	508+62	18 RT	2	-
508+90	20 RT	-	508+90	42 RT	22	-
512+92	20 RT	-	512+92	18 RT	2	-
513+80	20 RT	-	513+80	18 RT	2	-
513+96	20 RT	-	513+93	46 RT	26	-
515+30	22 RT	-	515+30	20 RT	2	-
517+90	20 RT	-	517+90	58 LT	-	78
12+95	50 RT	-	13+65	15RT	40	-
91+42	10 RT	-	91+52	35 RT	25	-
				TOTAL	359	92

WATERMAIN VALVES & HYDRANTS

STA	OFFSET	SPV.0060.12 HYDRANT EACH	SPV.0060.13 WATERMAIN GATE VALVE AND BOX 6-INCH EACH	SPV.0060.14 WATERMAIN GATE VALVE AND BOX 8-INCH EACH	SPV.0060.15 WATERMAIN CORPORATION STOP 1-INCH EACH	SPV.0060.16 WATERMAIN CURB STOP AND BOX 1-INCH EACH	SPV.0060.17 WATERMAIN CORPORATION STOP 2-INCH EACH	SPV.0060.18 WATERMAIN CURB STOP AND BOX 2-INCH EACH
488+96	50 RT	-	-	-	-	-	1	-
488+96	60 RT	-	-	-	-	-	-	1
489+15	55 RT	-	1	-	-	-	-	-
489+15	58 RT	1	-	-	-	-	-	-
489+30	52 RT	-	-	-	-	-	1	-
489+30	61 RT	-	-	-	-	-	-	1
489+32	65 LT	-	-	-	-	-	-	1
489+32	60 LT	-	-	-	-	-	1	-
494+40	46 RT	-	-	1	-	-	-	-
492+45	70 RT	-	1	-	-	-	-	-
494+04	43 RT	1	-	-	-	-	-	-
494+04	48 RT	-	1	-	-	-	-	-
494+38	48 RT	-	1	-	-	-	-	-
497+85	83 LT	-	-	-	1	-	-	-
497+95	55 LT	1	-	-	-	-	-	-
498+00	55 LT	-	1	-	-	-	-	-
498+00	53 RT	-	-	1	-	-	-	-
498+05	52 LT	-	-	-	1	-	-	-
498+05	50 LT	-	-	-	1	-	-	-
498+05	62 LT	-	1	-	-	-	-	-
498+10	20 RT	-	-	1	-	-	-	-
498+10	53 RT	-	1	-	-	-	-	-
498+13	53 RT	1	-	-	-	-	-	-
498+20	65 LT	-	-	-	-	1	-	-
500+65	20 LT	-	-	-	1	-	-	-
500+65	55 LT	-	-	-	-	1	-	-
502+15	20 LT	-	-	-	1	-	-	-
502+15	55 LT	-	-	-	-	1	-	-
504+35	75 LT	-	-	-	-	1	-	-
504+37	70 LT	-	-	-	1	-	-	-
504+22	70 LT	-	1	-	-	-	-	-
504+18	70 LT	1	-	-	-	-	-	-
504+65	20 RT	-	-	1	-	-	-	-
504+95	77 LT	-	-	1	-	-	-	-
504+92	22 RT	-	-	1	-	-	-	-
504+81	27 RT	-	1	-	-	-	-	-
506+70	20 RT	-	-	-	1	-	-	-
506+70	43 RT	-	-	-	-	1	-	-
508+62	20 RT	-	-	-	1	-	-	-
508+90	20 RT	-	-	-	1	-	-	-

CONTINUED...

WATERMAIN VALVES & HYDRANTS

STA	OFFSET	SPV.0060.12 HYDRANT EACH	SPV.0060.13 WATERMAIN GATE VALVE AND BOX 6-INCH EACH	SPV.0060.14 WATERMAIN GATE VALVE AND BOX 8-INCH EACH	SPV.0060.15 WATERMAIN CORPORATION STOP 1-INCH EACH	SPV.0060.16 WATERMAIN CURB STOP AND BOX 1-INCH EACH	SPV.0060.17 WATERMAIN CORPORATION STOP 2-INCH EACH	SPV.0060.18 WATERMAIN CURB STOP AND BOX 2-INCH EACH
508+90	40 RT	-	-	-	-	1	-	-
509+50	23 RT	-	1	-	-	-	-	-
509+50	42 RT	1	-	-	-	-	-	-
512+92	20 RT	-	-	-	1	-	-	-
513+80	20 RT	-	-	-	1	-	-	-
513+90	46 RT	-	-	-	-	1	-	-
513+96	20 RT	-	-	-	1	-	-	-
515+30	22 RT	-	-	-	-	1	-	-
516+15	18 RT	-	1	-	-	-	-	-
516+97	38 RT	-	1	-	-	-	-	-
516+97	44 RT	1	-	-	-	-	-	-
517+90	20 RT	-	-	-	-	-	1	-
517+90	58 LT	-	-	-	-	-	-	1
518+57	18 RT	-	-	1	-	-	-	-
10+42	4 LT	-	1	-	-	-	-	-
12+67	10 LT	-	1	-	-	-	-	-
12+55	50 RT	1	-	-	-	-	-	-
12+80	14 LT	-	1	-	-	-	-	-
12+95	33 RT	-	-	-	-	1	-	-
13+80	30 RT	-	-	-	-	1	-	-
91+50	35 RT	-	-	-	-	1	-	-
	TOTAL	8	15	7	12	11	4	4

BACKFILL GRANULAR

ITEM	OFFSET	TO	STA	OFFSET	209.0100 BACKFILL GRANULAR CY
UNDISTRIBUTED					100

MOBILIZATION

	619.1000 MOBILIZATION EACH
	1
TOTAL	1

3

WATERMAIN REMOVALS AND SALVAGE

STA	OFFSET	TO	STA	OFFSET	SPV.0060.01 SALVAGE HYDRANT EACH	SPV.0060.02 REMOVE WATERMAIN VALVE BOX EACH	SPV.0060.03 PLUG WATERMAIN ABANDONED IN PLACE EACH	SPV.0060.05 CAP WATERMAIN TO REMAIN IN SERVICE EACH	SPV.0060.07 ADJUST WATERMAIN VALVE BOX EACH	SPV.0090.10 REMOVE WATERMAIN LF
489+05	50 RT	-	-	-	-	1	-	-	-	-
489+32	54 LT	-	-	-	-	-	1	-	-	-
489+08	50 RT	-	-	-	1	-	-	-	-	-
489+30	60 LT	-	-	-	-	1	-	-	-	-
489+30	53 RT	-	-	-	-	1	-	-	-	-
489+32	57 LT	-	-	-	-	-	-	1	-	-
489+39	55 LT	-	-	-	-	-	1	-	-	-
492+45	55 RT	-	-	-	-	1	-	-	-	-
492+80	53 RT	-	-	-	-	1	-	-	-	-
493+00	60 RT	-	-	-	-	1	-	-	-	-
493+00	65 RT	-	-	-	1	-	-	-	-	-
494+20	47 RT	-	-	-	-	-	1	-	-	-
496+00	37 LT	-	504+30	42 LT	-	-	-	-	-	830
497+70	43 RT	-	-	-	-	-	1	-	-	-
497+72	43 RT	-	-	-	-	1	-	-	-	-
497+85	100 LT	-	-	-	-	1	-	-	-	-
498+07	63 LT	-	-	-	-	-	1	-	-	-
498+30	52 LT	-	-	-	-	1	-	-	-	-
500+65	55 LT	-	-	-	-	1	-	-	-	-
502+14	55 LT	-	-	-	-	1	-	-	-	-
504+45	53 LT	-	-	-	-	1	-	-	-	-
504+90	50 LT	-	-	-	-	1	-	-	-	-
504+90	52 LT	-	-	-	1	-	-	-	-	-
505+01	68 LT	-	-	-	-	-	-	1	-	-
505+02	70 LT	-	-	-	-	-	1	-	-	-
505+12	45 LT	-	-	-	-	1	-	-	-	-
505+15	48 LT	-	-	-	-	1	-	-	-	-
506+70	15 RT	-	-	-	-	1	-	-	-	-
506+87	20 RT	-	-	-	-	1	-	-	-	-
516+03	40 LT	-	-	-	-	-	1	-	-	-
516+03	17 RT	-	-	-	-	1	-	-	-	-
517+90	53 LT	-	-	-	-	1	-	-	-	-
518+07	49 LT	-	-	-	-	1	-	-	-	-
518+13	49 LT	-	-	-	-	1	-	-	-	-
518+20	49 LT	-	-	-	-	1	-	-	-	-
518+64	25 RT	-	-	-	-	-	1	-	-	-
10+92	30 LT	-	-	-	-	1	-	-	-	-
12+00	15 LT	-	-	-	-	1	-	-	-	-
13+05	10 RT	-	-	-	-	1	-	-	-	-
93+13	8 LT	-	-	-	-	1	-	-	-	-
94+90	60 RT	-	-	-	-	1	-	-	-	-
103+90	25 RT	-	-	-	-	-	-	-	1	-
104+30	25 LT	-	-	-	-	1	-	-	-	-
104+35	25 RT	-	-	-	-	1	-	-	-	-
105+25	25 RT	-	-	-	-	1	-	-	-	-
106+20	25 RT	-	-	-	-	1	-	-	-	-
				TOTALS	3	31	8	2	1	830

WATERMAIN TEES & REDUCERS

STA	OFFSET	SPV.0060.27 WATERMAIN REDUCER 8 x 6-INCH EACH	SPV.0060.28 WATERMAIN REDUCER 6 X 4-INCH EACH	SPV.0060.29 WATERMAIN TEE 6 x 6-INCH EACH	SPV.0060.30 WATERMAIN TEE 8 x 8-INCH EACH	SPV.0060.31 WATERMAIN TEE 8 x 6-INCH EACH
489+15	50RT	-	-	-	-	1
492+45	62RT	-	-	-	-	1
494+04	53 RT	-	-	-	-	1
494+45	45RT	-	-	-	-	1
494+45	72RT	-	1	-	-	-
498+05	55LT	-	-	-	-	1
498+05	53RT	-	-	-	1	-
498+05	58LT	1	-	-	-	-
498+05	20RT	-	-	-	1	-
498+08	53RT	1	-	-	-	-
504+52	70LT	1	-	-	-	-
504+55	70LT	-	-	-	1	-
504+75	15RT	-	-	-	1	-
504+80	23RT	-	-	-	1	-
504+98	80LT	-	-	-	1	-
504+82	25RT	1	-	-	-	-
509+50	20RT	-	-	-	-	1
516+15	22RT	-	-	-	-	1
516+97	18RT	-	-	-	-	1
10+38	10LT	-	-	1	-	-
12+65	14LT	-	-	1	-	-
	TOTAL	4	1	2	6	8

PIPELINE SHEET INSULATION

STA	OFFSET	TO	STA	OFFSET	SPV.0090.09 PIPELINE SHEET INSULATION LF
504+56	43 LT	-	504+56	51 LT	8
512+93	38 LT	-	512+93	46 LT	8
513+82	38 LT	-	513+82	46 LT	8
515+28	38 LT	-	515+28	46 LT	8
517+90	38 LT	-	517+90	46 LT	8
493+30	64 RT	-	493+38	64 RT	8
506+90	24 RT	-	506+90	32 RT	8
509+50	24 RT	-	509+50	32 RT	8
513+96	24 RT	-	513+96	32 RT	8
515+28	38 LT	-	515+28	46 LT	8
516+92	24 RT	-	516+12	32 RT	8
517+90	24 RT	-	512+90	32 RT	8
515+95	38 RT	-	517+95	46 LT	8
				TOTAL	104

SANITARY MANHOLE

STA	OFFSET	SPV.0060.08 ADJUST SANITARY MANHOLE CASTING EACH	SPV.0060.09 RECONSTRUCT SANITARY MANHOLE EACH	SPV.0060.10 SANITARY MANHOLE CASTING EACH	SPV.0060.11 SANITARY MANHOLE EACH
10+45	60 LT	-	1	-	-
14+10	8 RT	1	-	-	-
100+85	5 LT	1	-	-	-
103+95	5 RT	-	1	-	-
489+78	50 LT	1	-	-	-
491+60	20 RT	1	-	-	-
492+00	50 LT	1	-	-	-
494+90	50 LT	1	-	-	-
494+70	48 LT	-	-	1	1
494+90	20 RT	-	-	1	1
497+40	50 LT	1	-	-	-
497+23	20 RT	1	-	-	-
498+20	50 LT	1	-	-	-
500+21	68 LT	-	-	1	1
500+37	33 LT	-	-	1	1
500+80	30 LT	1	-	-	-
504+88	100 LT	1	-	-	-
505+30	40 LT	1	-	-	-
509+30	39 LT	1	-	-	-
513+37	34 LT	1	-	-	-
515+35	27 LT	1	-	-	-
517+33	35 LT	1	-	-	-
518+92	35 LT	1	-	-	-
519+10	48 LT	1	-	-	-
	TOTAL	18	2	4	4

SANITARY REMOVALS

STA	OFFSET	TO	STA	OFFSET	SPV.0060.04 PLUG SANITARY SEWER ABANDONED IN PLACE EACH	SPV.0060.06 REMOVE SANITARY MANHOLE EACH	SPV.0090.01 REMOVE ASBESTOS CEMENT SANITARY SEWER LF
494+66	50 LT	-	494+74	50 LT	-	-	8
494+90	20 RT	-	-	-	-	1	-
494+90	18 RT	-	-	-	1	-	-
494+90	48 LT	-	-	-	1	-	-
497+63	45 LT	-	-	-	-	1	-
497+44	48 LT	-	-	-	1	-	-
497+59	46 LT	-	-	-	1	-	-
497+65	46 LT	-	-	-	1	-	-
498+05	48 LT	-	-	-	1	-	-
498+20	48 LT	-	-	-	1	-	-
499+32	40 LT	-	-	-	1	-	-
499+38	40 LT	-	-	-	1	-	-
499+40	40 LT	-	-	-	-	1	-
500+33	33 LT	-	500+41	33 LT	-	-	8
500+34	33LT	-	-	-	1	-	-
				TOTAL	10	3	16

SANITARY SEWER

STA	OFFSET	TO	STA	OFFSET	SPV.0090.02 SANITARY SEWER SERVICE 4-INCH LF	SPV.0090.03 SANITARY SEWER 8-INCH LF	SPV.0090.04 SANITARY SEWER 10-INCH LF
91+40	10RT	-	91+50	35 RT	25	-	-
494+70	48LT	-	494+90	20RT	-	74	-
497+40	50LT	-	498+20	51LT	-	-	80
500+21	68LT	-	506+37	33LT	-	-	32
				TOTAL	25	74	112

203.0210.S ABATEMENT OF ASBESTOS CONTAINING MATERIAL (STRUCTURE) SANITARY SEWER AND FORCEMAIN PIPE

ITEM	STA	OFFSET	TO	STA	OFFSET	LS	NOTES
SANITARY SEWER	494+66	50 LT	-	494+74	50 LT		*8 LF
SANITARY SEWER	500+33	33 LT	-	500+41	33LT		*8 LF
					TOTAL	1	

NOTES: = *QUANTITIES LISTED FOR BID INFORMATION ONLY

SUMMARY OF STATE FURNISHED MATERIALS – FOR INFORMATION ONLY
USH 51 & STH 70 WEST

QUANTITY	UNIT	DESCRIPTION
*1	EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET
1	EACH	POLES, TYPE 12
1	EACH	POLES, TYPE 13
2	EACH	MONOTUBE ARMS, 40-FOOT

SUMMARY OF STATE FURNISHED MATERIALS – FOR INFORMATION ONLY
USH 51 & CTH J / TOWNLINE ROAD

QUANTITY	UNIT	DESCRIPTION
*1	EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET
4	EACH	POLES, TYPE 13
2	EACH	MONOTUBE ARMS, 35-FOOT
1	EACH	MONOTUBE ARMS, 45-FOOT
1	EACH	MONOTUBE ARMS, 50-FOOT
4	EACH	LUMINAIRE ARMS STEEL 8-FOOT

*INSTALLED BY WISDOT ELECTRICIANS

CONCRETE BASE REMOVALS

EXISTING BASE NUMBER	204.0195 REMOVING CONCRETE BASES EACH
USH 51 & STH 70 WEST	
ESB1	1
ESB2	1
ESB3	1
ESB4	1
ESB5	1
ESB6	1
ESB7	1
ESB8	1
ESB9	1
ESB10	1
ESB11	1
INTERSECTION TOTAL	11
USH 51 & CTH J / TOWNLINE ROAD	
ESB1	1
ESB2	1
ESB3	1
ESB4	1
ESB5	1
ESB6	1
ESB7	1
ESB8	1
ESB9	1
ESB10	1
INTERSECTION TOTAL	10
***ITEM TOTALS	21

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT

FROM	TO	652.0215 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
USH 51 & STH 70 WEST					
CB1	PB1	---	---	18	---
PB1	PB2	---	145	---	---
PB1	PB3	---	---	---	178
PB3	PB4	---	---	---	136
PB4	PB5	---	142	---	---
PB4	PB7	---	---	96	---
PB5	PB6	---	159	---	---
PB7	PB8	---	---	51	---
PB7	PB9	---	230	---	---
PB7	PB10	---	---	162	---
PB10	PB11	---	---	126	---
PB11	PB12	---	100	---	---
PB11	PB13	---	---	144	---
PB13	PB14	---	---	128	---
PB14	PB15	---	---	130	---
PB15	PB16	---	177	---	---
PB15	PB19	---	---	138	---
PB16	PB17	---	249	---	---
PB17	PB18	---	281	---	---
PB19	PB20	---	---	40	---
PB19	PB21	---	62	---	---
PB19	PB22	---	---	140	---
PB22	PB23	---	164	---	---
PB22	PB24	---	---	64	---
PB22	CB1	---	---	36	---
PB24	PB25	---	17	---	---
PB3	SB1	---	6	---	---
PB3	SB2	---	39	---	---
PB7	SB3	---	18	---	---
PB8	SB4	---	13	---	---
PB8	SB5	---	13	---	---
PB10	SB6	---	23	---	---
PB11	SB7	---	22	---	---
PB13	SB8	---	20	---	---
PB13	SB9	---	23	---	---
PB14	SB10	---	11	---	---
PB20	SB11	---	6	---	---
PB19	SB12	---	4	---	---
PB24	SB13	---	21	---	---
PB24	SB14	---	12	---	---
PB22	SB15	---	22	---	---
INTERSECTION TOTAL		0	1979	855	314
USH 51 & CTH J / TOWNLINE ROAD					
CB1	PB1	---	---	21	---
PB1	PB2	---	---	88	---
PB2	PB3	---	234	---	---
PB2	PB4	---	---	138	---
PB4	PB5	---	---	100	---
PB5	PB6	---	106	---	---
PB5	PB7	---	---	100	---
PB7	PB8	---	---	92	---
PB8	PB9	---	---	74	---
PB9	PB10	---	---	90	---
PB10	PB11	---	---	76	---
PB11	PB12	---	---	100	---
PB12	PB13	---	213	---	---
PB12	PB14	---	---	126	---
PB14	PB15	---	---	88	---
PB15	PB16	---	145	---	---
PB15	PB17	---	---	86	---
PB17	PB18	---	98	---	---
PB17	PB20	---	---	138	---
PB18	PB19	---	248	---	---
PB20	PB21	---	57	---	---
PB20	PB23	---	---	70	---
PB21	PB22	---	43	---	---
PB23	PB24	---	---	106	---
PB24	CB1	---	---	21	---
PB2	SB1	---	21	---	---
PB4	SB2	---	6	---	---
PB5	SB3	---	10	---	---
PB5	SB4	---	20	---	---

CONDUIT (CON'T)

FROM	TO	652.0215 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
PB7	SB5	---	23	---	---
PB8	SB6	---	20	---	---
PB9	SB7	---	26	---	---
PB10	SB8	---	15	---	---
PB11	SB9	---	7	---	---
PB11	SB10	---	22	---	---
PB14	SB11	---	17	---	---
PB15	SB12	---	11	---	---
PB15	SB13	---	17	---	---
PB17	SB14	---	21	---	---
PB20	SB15	---	19	---	---
PB23	SB16	---	25	---	---
INTERSECTION TOTAL		0	1424	1514	0
INTERCONNECT					
ICPB1	CV1001	---	---	164	---
CV1001	ICPB2	---	---	295	---
CV1001	ICPB3	---	---	153	---
CV1001	CB1 (S0196)	18	---	---	---
ICPB3	CV1002	---	---	664	---
CV1002	CV1003	---	---	654	---
CV1003	CV1004	---	---	725	---
CV1003	CB1 (S0243)	31	---	---	---
CV1004	CV1005	---	---	695	---
INTERCONNECT TOTAL		49	0	3350	0
***ITEM TOTALS		49	3403	5719	314

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOME RUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
USH 51 & STH 70 WEST										
11	PB21	490+59.0	0.5' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	38	161	152
12	PB21	490+59.1	12.6' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	161	256
13	PB20	491+57.8	0.5' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	139	204
14	PB20	491+57.8	11.5' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	139	276
15	PB20	491+85.8	1.0' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	139	204
16	PB20	491+85.9	11.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	139	270
21	PB9	495+45.7	20.4' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	458	424
22	PB9	495+45.7	32.7' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	458	328
41	PB2	98+49.9	5.1' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	168	440
42	PB2	98+49.9	18.3' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	168	336
43	PB3	98+86.8	6.3' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	112	228
44	PB25	98+96.7	19.5' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	110	228
45	PB3	99+14.8	5.9' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	112	204
46	PB25	99+24.8	19.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	110	210
61	PB16	489+34.9	24.3' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	335	264
62	PB16	489+34.9	36.6' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	42	335	168
OLA-1	PB25	98+98.7	44.8' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	110	216
OLA-2	PB25	99+25.8	49.9' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	110	222
OLA-3	PB1	98+91.7	54.7' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	104	23	312
OLA-4	PB1	99+18.1	64.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	23	306
OLB-1	PB8	493+15.6	24.3' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	116	279	348
OLB-2	PB8	492+91.1	67.6' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	279	216
SYS 1	PB18	484+04.4	21.9' RT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	875	396
SYS 2	PB18	484+05.0	10.2' RT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	875	528
SYS 3	PB23	489+64.9	21.3' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	193	328
SYS 4	PB23	489+34.8	33.7' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	58	193	232
SYS 5	PB6	94+95.2	19.8' LT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	481	492
SYS 6	PB6	95+93.8	31.6' LT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	58	481	348
SYS 7	PB12	494+32.3	13.9' RT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	469	528
SYS 8	PB12	494+32.7	25.7' RT	6X6	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	469	384
							INTERSECTION TOTAL	2326	8104	9048
USH 51 & CTH J / TOWNLINE ROAD										
11	PB4	504+09.4	0.5' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	137	216
12	PB4	504+37.4	0.6' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	137	198
21	PB13	508+43.9	23.2' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	544	336
22	PB13	508+44.3	35.2' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	60	544	240
31	PB22	10+88.5	12.9' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	44	212	176
32	PB22	10+91.3	25.0' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	212	264
33	PB20	505+53.4	100.5' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	112	198
34	PB20	505+64.9	97.5' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	112	270
35	PB20	505+44.2	74.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	112	204
36	PB20	505+55.8	71.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	112	270
41	PB7	7+51.2	6.5' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	237	294
42	PB7	7+79.5	5.7' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	237	294
43	PB7	7+51.2	18.7' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	237	222
44	PB7	7+80.0	17.9' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	237	228
51	PB14	506+24.1	13.2' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	268	198
52	PB14	505+96.0	13.2' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	268	228
61	PB3	501+85.2	8.9' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	302	360
62	PB3	501+84.8	20.9' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	302	264
71	PB8	7+51.2	5.4' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	283	198
72	PB8	7+79.1	15.1' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	283	198
81	PB18	10+94.8	39.1' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	279	272
82	PB17	505+78.6	94.0' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	181	336
83	PB17	505+69.5	67.6' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	114	181	342
84	PB17	505+92.5	90.6' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	181	252
85	PB17	505+83.4	64.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	181	252
SYS 1	PB6	503+02.9	20.1' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	293	336
SYS 2	PB6	503+02.9	31.9' LT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	60	293	240
SYS 3	PB21	10+38.6	8.1' RT	6X6	4	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	40	169	160
SYS 4	PB19	13+47.1	16.8' LT	6X15	6	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	527	408
SYS 5	PB16	507+75.9	7.1' RT	6X6	5	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	369	410
SYS 6	PB16	507+75.8	18.1' RT	6X6	5	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	58	369	290
							INTERSECTION TOTAL	2336	7911	8154
							ITEM TOTALS	4662	16015	17202

3

PULL BOXES STEEL

PULL BOX NUMBER	STATION	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	653.0135 PULL BOXES STEEL 24 X 36 – INCH EACH	653.0140 PULL BOXES STEEL 24 X 42 – INCH EACH	673.0105 COMMUNICATIONS VAULT TYPE I EACH
USH 51 & STH 70 WEST						
PB1	491+36.9	39.6' LT	---	---	1	---
PB2	97+51.7	51.4' RT	---	1	---	---
PB3	98+95.7	4.8' LT	---	---	1	---
PB4	98+95.7	73.4' LT	---	---	1	---
PB5	97+55.7	50.8' LT	---	1	---	---
PB6	95+99.3	51.9' LT	---	1	---	---
PB7	493+21.8	88.4' LT	---	---	1	---
PB8	492+83.5	56.8' LT	---	---	1	---
PB9	495+42.4	66.7' LT	---	1	---	---
PB10	493+23.7	7.6' LT	---	---	1	---
PB11	493+25.3	54.4' RT	---	---	1	---
PB12	494+27.5	55.0' RT	---	1	---	---
PB13	492+51.4	58.3' RT	---	---	1	---
PB14	491+86.1	54.5' RT	---	---	1	---
PB15	491+19.7	55.0' RT	---	---	1	---
PB16	489+38.4	46.5' RT	---	1	---	---
PB17	486+83.9	54.9' RT	---	1	---	---
PB18	483+97.1	45.2' RT	---	1	---	---
PB19	491+22.3	10.5' LT	---	---	1	---
PB20	491+62.5	10.5' LT	---	1	---	---
PB21	490+61.1	10.5' LT	---	1	---	---
PB22	491+24.8	80.4' LT	---	---	1	---
PB23	489+71.4	53.2' LT	---	1	---	---
PB24	491+85.8	70.7' LT	---	---	1	---
PB25	491+88.4	88.0' LT	---	---	1	---
INTERSECTION TOTAL			0	11	14	0
USH 51 & CTH J / TOWNLINE ROAD						
PB1	504+55.7	76.8' RT	---	---	1	---
PB2	504+18.5	58.1' RT	---	---	1	---
PB3	501+87.2	44.6' RT	---	1	---	---
PB4	504+16.5	10.5' LT	---	---	1	---
PB5	504+14.8	60.9' LT	---	---	1	---
PB6	503+09.4	52.6' LT	---	1	---	---
PB7	7+54.0	31.9' RT	---	---	1	---
PB8	7+55.9	13.6' LT	---	---	1	---
PB9	7+57.3	50.8' LT	---	---	1	---
PB10	7+99.0	51.3' LT	---	1	---	---
PB11	505+71.5	69.1' LT	---	1	---	---
PB12	506+25.6	66.9' LT	---	---	1	---
PB13	508+40.8	56.0' LT	---	1	---	---
PB14	506+25.4	3.5' LT	---	---	1	---
PB15	506+25.2	40.8' RT	---	---	1	---
PB16	507+69.7	38.6' RT	---	1	---	---
PB17	506+08.5	80.5' RT	---	---	1	---
PB18	10+94.7	38.6' LT	---	1	---	---
PB19	13+49.7	32.2' LT	---	1	---	---
PB20	505+43.6	89.4' RT	---	---	1	---
PB21	10+38.6	3.4' LT	---	1	---	---
PB22	10+81.4	3.5' LT	---	1	---	---
PB23	505+10.9	111.8' RT	---	---	1	---
PB24	504+66.4	83.5' RT	---	---	1	---
INTERSECTION TOTAL			0	10	14	0
USH 51 & CTH J / TOWNLINE ROAD						
ICPB1	489+61.6	52.9' LT	---	---	1	---
ICPB2	EXISTING		1	---	---	---
ICPB3	491+08.9	62.4' RT	---	---	1	---
CV1001	491+14.5	88.9' LT	---	---	---	1
CV1002	497+85.9	42.4' RT	---	---	---	1
CV1003	504+34.8	63.8' RT	---	---	---	1
CV1004	511+53.1	41.3' RT	---	---	---	1
CV1005	518+47.0	40.2' RT	---	---	---	1
INTERSECTION TOTAL			1	0	2	5
***ITEM TOTALS			1	21	30	5

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PULL BOX REMOVALS

EXISTING PULL BOX NUMBER	653.0905 REMOVING PULL BOXES EACH
USH 51 & STH 70 WEST	
EPB1	1
EPB2	1
EPB3	1
EPB4	1
EPB5	1
EPB6	1
EPB7	1
EPB8	1
EPB9	1
EPB10	1
EPB11	1
EPB12	1
EPB13	1
EPB14	1
INTERSECTION TOTAL	14
USH 51 & CTH J / TOWNLINE ROAD	
EPB1	1
EPB2	1
EPB3	1
EPB4	1
EPB5	1
EPB6	1
EPB7	1
EPB8	1
EPB9	1
EPB10	1
EPB11	1
EPB12	1
EPB13	1
EPB14	1
EPB15	1
INTERSECTION TOTAL	15
***ITEM TOTALS	29

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE BASES

BASE NUMBER	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
USH 51 & STH 70 WEST						
SB1	492+81.8	98.1' LT	---	1	---	---
SB2	98+56.4	4.7' LT	1	---	---	---
SB3	493+01.2	86.4' LT	---	1	---	---
SB4	492+71.5	61.6' LT	1	---	---	---
SB5	492+95.3	52.5' LT	1	---	---	---
SB6	493+02.5	9.5' LT	1	---	---	---
SB7	493+02.4	53.6' RT	---	---	1	---
SB8	492+71.5	54.6' RT	1	---	---	---
SB9	492+27.8	56.4' RT	1	---	---	---
SB10	491+86.1	48.0' RT	---	1	---	---
SB11	491+68.9	10.0' LT	1	---	---	---
SB12	491+26.3	10.0' LT	1	---	---	---
SB13	491+90.5	60.5' LT	---	---	1	---
SB14	491+85.4	49.7' LT	1	---	---	---
SB15	491+45.3	76.4' LT	---	1	---	---
CB1	491+32.0	89.8' LT	---	---	---	1
INTERSECTION TOTAL			9	4	2	1
USH 51 & CTH J / TOWNLINE ROAD						
SB1	504+36.1	47.9' RT	---	1	---	---
SB2	504+22.7	10.0' LT	1	---	---	---
SB3	504+09.1	52.3' LT	---	---	1	---
SB4	504+09.1	53.7' LT	1	---	---	---
SB5	7+78.1	35.7' RT	---	1	---	---
SB6	7+75.1	13.5' LT	1	---	---	---
SB7	7+79.1	39.0' LT	1	---	---	---
SB8	7+85.0	51.3' LT	---	---	1	---
SB9	505+69.3	62.3' LT	1	---	---	---
SB10	505+91.2	59.9' LT	---	1	---	---
SB11	506+08.0	4.0' LT	1	---	---	---
SB12	506+35.9	39.2' RT	---	---	1	---
SB13	506+09.5	45.5' RT	1	---	---	---
SB14	506+01.1	60.5' RT	---	1	---	---
SB15	505+37.3	82.6' RT	1	---	---	---
SB16	505+6.07	87.0' RT	---	---	1	---
CB1	504+21.9	72.6' RT	---	---	---	1
INTERSECTION TOTAL			8	4	4	1
ITEM TOTALS			17	8	6	2

3

TRAFFIC SIGNAL CABLE NO. 14 (ABOVE GROUND)

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5 – 14 AWG LF
USH 51 & STH 70 WEST		
SB1	HEAD 4D	19
SB1	HEAD OLB-1	19
SB2	HEAD OLB-3	19
SB3	HEAD OLB-1	19
SB3	HEAD 1-1	15
SB4	HEAD 1-2	15
SB4	HEAD 2-1	15
SB5	HEAD 1C	19
SB5	HEAD 2A	19
SB6	HEAD 1B	19
SB7	HEAD 6B	65
SB7	HEAD 6C	52
SB8	HEAD 4C	19
SB9	HEAD 4B	19
SB10	HEAD 6A	19
SB10	HEAD 4-2	15
SB11	HEAD 1A	19
SB11	HEAD OLA-2	19
SB12	HEAD OLA-3	19
SB13	HEAD 2B	56
SB13	HEAD 2C	68
SB13	HEAD 4A	19
SB13	HEAD 2-2	15
SB13	HEAD 2-3	15
SB14	HEAD 4-1	15
SB15	HEAD OLA-1	19
SB15	HEAD 2-4	15
INTERSECTION TOTAL		646
USH 51 & CTH J / TOWNLINE ROAD		
SB1	HEAD 5C	22
SB1	HEAD 6A	19
SB1	HEAD 4-2	15
SB2	HEAD 1A	22
SB2	HEAD 5B	22
SB3	HEAD 2B	60
SB3	HEAD 2C	47
SB4	HEAD 4-1	15
SB5	HEAD 3C	22
SB5	HEAD 4A	19
SB5	HEAD 2-2	15
SB6	HEAD 7A	22
SB7	HEAD 2-1	15
SB8	HEAD 3B	78
SB8	HEAD 8B	54
SB8	HEAD 8C	19
SB9	HEAD 8-2	15
SB10	HEAD 1C	22
SB10	HEAD 2A	19
SB11	HEAD 1B	22
SB11	HEAD 5A	22
SB12	HEAD 6B	62
SB12	HEAD 6C	48
SB13	HEAD 8-1	15
SB14	HEAD 7C	22
SB14	HEAD 8A	19
SB14	HEAD 6-2	15
SB15	HEAD 3A	22
SB16	HEAD 4B	49
SB16	HEAD 4C	19
SB16	HEAD 7B	71
SB16	HEAD 6-1	15
INTERSECTION TOTAL		923
ITEM TOTALS		1569

TRAFFIC SIGNAL CABLE NO. 14 (BELOW GROUND)

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7 – 14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12 – 14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15 – 14 AWG LF
USH 51 & STH 70 WEST				
CB1	SB1	---	124	---
SB1	SB2	59	---	---
CB1	SB3	---	264	---
CB1	SB4	---	316	---
CB1	SB5	---	316	---
CB1	SB6	356	---	---
CB1	SB7	424	---	---
CB1	SB8	335	---	---
CB1	SB9	338	---	---
CB1	SB10	---	262	---
CB1	SB11	---	157	---
SB11	SB12	70	---	---
CB1	SB13	---	114	---
CB1	SB14	123	---	---
CB1	SB15	---	51	---
INTERSECTION TOTAL		1705	1604	0
USH 51 & CTH J / TOWNLINE ROAD				
CB1	SB1	---	---	95
CB1	SB2	---	---	155
CB1	SB3	---	---	215
SB3	SB4	44	---	---
CB1	SB5	---	---	284
CB1	SB6	333	---	---
SB8	SB7	106	---	---
CB1	SB8	---	---	422
SB10	SB9	43	---	---
CB1	SB10	---	---	445
CB1	SB11	---	---	315
CB1	SB12	---	---	259
SB12	SB13	42	---	---
CB1	SB14	---	---	220
CB1	SB15	143	---	---
CB1	SB16	---	---	108
INTERSECTION TOTAL		711	0	2518
ITEM TOTALS		2416	1604	2518

LIGHTING WIRE

FROM	TO	655.0305 CABLE TYPE UF 2 – 12 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
USH 51 & STH 70 WEST			
CB1	SB1	124	---
SB1	LUMIN	---	288
SB1	SB3	166	---
SB3	LUMIN	---	117
SB3	SB7	210	---
SB7	LUMIN	---	123
CB1	SB15	51	---
SB15	LUMIN	---	117
SB15	SB10	269	---
SB10	LUMIN	---	117
INTERSECTION TOTAL		820	762
USH 51 & CTH J / TOWNLINE ROAD			
CB1	SB1	95	---
SB1	LUMIN	---	117
SB1	SB3	176	---
SB3	LUMIN	---	123
SB3	SB5	103	---
SB5	LUMIN	---	117
SB5	SB8	198	---
SB8	LUMIN	---	123
CB1	SB16	108	---
SB16	LUMIN	---	123
SB16	SB14	176	---
SB14	LUMIN	---	117
SB14	SB12	95	---
SB12	LUMIN	---	123
SB12	SB10	226	---
SB10	LUMIN	---	117
INTERSECTION TOTAL		951	720
***ITEM TOTALS		1771	1482

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRIC WIRE TRAFFIC SIGNALS, NO. 10

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
USH 51 & STH 70 WEST		
CB1	SB1	124
SB1	SB2	59
SB2	SB3	199
SB3	SB4	102
SB4	SB5	40
SB5	SB6	194
SB6	SB7	110
SB7	SB8	134
SB8	SB9	57
SB9	SB10	118
SB10	SB11	223
SB11	SB12	70
SB12	SB13	176
SB13	SB14	47
SB14	SB15	127
SB15	CB1	51
PB1	CB1	19
PB3	SB1	16
PB4	PB7	60
PB7	SB3	28
PB8	SB4	23
PB10	SB6	33
PB11	SB7	32
PB13	SB8	30
PB14	SB10	21
PB15	PB14	77
PB19	SB12	14
PB20	SB11	16
PB22	SB15	32
PB24	SB13	22
INTERSECTION TOTAL		2130
USH 51 & CTH J / TOWNLINE ROAD		
CB1	SB1	95
SB1	SB2	116
SB2	SB3	86
SB3	SB4	44
SB4	SB5	113
SB5	SB6	109
SB6	SB7	103
SB7	SB8	106
SB8	SB9	80
SB9	SB10	43
SB10	SB11	178
SB11	SB12	92
SB12	SB13	42
SB13	SB14	101
SB14	SB15	129
SB15	SB16	99
SB16	CB1	108
PB1	CB1	20
PB2	SB1	31
PB4	SB2	16
PB5	SB3	20
PB7	SB5	33
PB8	SB6	30
PB9	SB7	36
PB10	SB8	25
PB11	SB9	17
PB12	SB10	88
PB14	SB11	27
PB15	SB12	21
PB17	SB14	31
PB20	SB15	29
PB23	SB16	35
PB24	CB1	20
INTERSECTION TOTAL		2028
ITEM TOTALS		4158

3

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
USH 51 & STH 70 WEST	1	---
USH 51 & CTH J / TOWNLINE ROAD	---	1
ITEM TOTALS	1	1

3

CAST BASES, POLES, MONOTUBE ARMS, LUMINAIRES

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0315 POLES TYPE 4 EACH	657.0410 TRAFFIC SIGNAL STANDARDS ALUMINUM 9 - FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13 - FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15 - FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FOOT EACH	657.1355 INSTALL POLES TYPE 12 EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1535 INSTALL MONOTUBE ARMS 35-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	657.1550 INSTALL MONOTUBE ARMS 50-FT EACH	657.1808 INSTALL LUMINAIRE ARMS STEEL 8-FOOT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.50 CONTRACTOR PROVIDED HIGH-STRENGTH BOLT ASSEMBLIES FOR MONOTUBE ARMS (35-FT TO 55-FT) EACH
USH 51 & STH 70 WEST																	
SB1	---	1	1	---	---	---	2	---	---	---	---	---	---	---	---	2	---
SB2	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB3	---	1	1	---	---	---	1	---	---	---	---	---	---	---	---	1	---
SB4	1	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---
SB5	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB6	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB7	---	---	---	---	---	---	---	---	1	---	1	---	---	1	---	1	1
SB8	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB9	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB10	---	1	1	---	---	---	1	---	---	---	---	---	---	---	1	1	---
SB11	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB12	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
SB13	---	---	---	---	---	---	---	1	---	---	1	---	---	---	1	---	1
SB14	1	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---
SB15	---	1	1	---	---	---	1	---	---	---	---	---	---	---	1	1	---
INTERSECTION TOTAL	9	4	4	2	7	0	5	1	1	0	2	0	0	1	7	6	2
USH 51 & CTH J / TOWNLINE ROAD																	
SB1	---	1	1	---	---	---	1	---	---	---	---	---	---	---	1	1	---
SB2	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
SB3	---	---	---	---	---	---	---	---	1	1	---	---	---	1	---	1	1
SB4	1	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---
SB5	---	1	1	---	---	---	1	---	---	---	---	---	---	---	1	1	---
SB6	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
SB7	1	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---
SB8	---	---	---	---	---	---	---	---	1	---	---	---	1	1	---	1	1
SB9	1	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---
SB10	---	1	1	---	---	---	1	---	---	---	---	---	---	---	---	1	---
SB11	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
SB12	---	---	---	---	---	---	---	---	1	1	---	---	---	1	---	1	1
SB13	1	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---
SB14	---	1	1	---	---	---	1	---	---	---	---	---	---	---	1	1	---
SB15	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
SB16	---	---	---	---	---	---	---	---	1	---	---	1	---	1	1	1	1
INTERSECTION TOTAL	8	4	4	4	0	4	4	0	4	2	0	1	1	4	8	8	4
ITEM TOTALS	17	8	8	6	7	4	9	1	5	2	2	1	1	5	15	14	6

TRAFFIC SIGNAL AND PEDESTRIAN FACES, PUSH BUTTONS, AND BACKPLATES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
USH 51 & STH 70 WEST													
1A	SB10	1	---	1	---	---	---	---	---	1	1	1	---
1B	SB2	1	---	1	---	---	---	---	---	1	1	1	---
1C	SB2	1	---	1	---	---	---	---	---	1	1	1	---
2A	SB2	1	---	1	---	---	1	1	1	---	---	---	---
2B	SB23	1	---	1	---	---	1	1	1	---	---	---	---
2C	SB23	1	---	1	---	---	1	1	1	---	---	---	---
4A	SB22	1	---	1	---	---	1	1	1	---	---	---	---
4B	SB15	1	---	1	---	---	1	---	---	---	1	1	---
4C	SB15	1	---	1	---	---	1	---	---	---	1	1	---
4D	SB15	1	---	1	---	---	---			1	1	1	---
6A	SB11	1	---	1	---	---	1	1	1	---	---	---	---
6B	SB11	1	---	1	---	---	1	1	1	---	---	---	---
6C	SB3	1	---	1	---	---	1	1	1	---	---	---	---
OLA-1	SB21	1	---	1	---	---	1	---	---	---	1	1	---
OLA-2	SB21	1	---	1	---	---	1	---	---	---	1	1	---
OLA-3	SB5	1	---	1	---	---	1	---	---	---	1	1	---
OLB-1	SB17	1	---	1	---	---	1	---	---	---	1	1	---
OLB-2	SB17	1	---	1	---	---	1	---	---	---	1	1	---
OLB-3	SB16	1	---	1	---	---	1	---	---	---	1	1	---
1-1	SB9	---	---	---	---	1	---	---	---	---	---	---	1
1-2	SB9	---	---	---	---	1	---	---	---	---	---	---	1
2-1	SB18	---	---	---	---	1	---	---	---	---	---	---	1
2-2	SB4	---	---	---	---	1	---	---	---	---	---	---	1
2-3	SB4	---	---	---	---	1	---	---	---	---	---	---	1
2-4	SB3	---	---	---	---	1	---	---	---	---	---	---	1
4-1	SB9	---	---	---	---	1	---	---	---	---	---	---	1
4-2	SB10	---	---	---	---	1	---	---	---	---	---	---	1
INTERSECTION TOTAL		19	0	19	0	8	15	7	7	4	12	12	8
USH 51 & CTH J / TOWNLINE ROAD													
1A	SB2	---	1	---	1	---	---	---	---	1	2	1	---
1B	SB11	---	1	---	1	---	---	---	---	1	2	1	---
1C	SB10	---	1	---	1	---	---	---	---	1	2	1	---
2A	SB10	1	---	1	---	---	1	1	1	---	---	---	---
2B	SB3	1	---	1	---	---	1	1	1	---	---	---	---
2C	SB3	1	---	1	---	---	1	1	1	---	---	---	---
3A	SB15	---	1	---	1	---	---	---	---	1	2	1	---
3B	SB8	---	1	---	1	---	---	---	---	1	2	1	---
3C	SB5	---	1	---	1	---	---	---	---	1	2	1	---
4A	SB5	1	---	1	---	---	1	1	1	---	---	---	---
4B	SB16	1	---	1	---	---	1	1	1	---	---	---	---
4C	SB16	1	---	1	---	---	1	1	1	---	---	---	---
5A	SB11	---	1	---	1	---	---	---	---	1	2	1	---
5B	SB2	---	1	---	1	---	---	---	---	1	2	1	---
5C	SB1	---	1	---	1	---	---	---	---	1	2	1	---
6A	SB1	1	---	1	---	---	1	1	1	---	---	---	---
6B	SB12	1	---	1	---	---	1	1	1	---	---	---	---
6C	SB12	1	---	1	---	---	1	1	1	---	---	---	---
7A	SB6	---	1	---	1	---	---	---	---	1	2	1	---
7B	SB16	---	1	---	1	---	---	---	---	1	2	1	---
7C	SB14	---	1	---	1	---	---	---	---	1	2	1	---
8A	SB14	1	---	1	---	---	1	1	1	---	---	---	---
8B	SB8	1	---	1	---	---	1	1	1	---	---	---	---
8C	SB8	1	---	1	---	---	1	1	1	---	---	---	---
2-1	SB7	---	---	---	---	1	---	---	---	---	---	---	1
2-2	SB5	---	---	---	---	1	---	---	---	---	---	---	1
4-1	SB4	---	---	---	---	1	---	---	---	---	---	---	1
4-2	SB1	---	---	---	---	1	---	---	---	---	---	---	1
6-1	SB16	---	---	---	---	1	---	---	---	---	---	---	1
6-2	SB14	---	---	---	---	1	---	---	---	---	---	---	1
8-1	SB13	---	---	---	---	1	---	---	---	---	---	---	1
8-2	SB9	---	---	---	---	1	---	---	---	---	---	---	1
INTERSECTION TOTAL		12	12	12	12	8	12	12	12	12	24	12	8
ITEM TOTALS		31	12	31	12	16	27	19	19	16	36	24	16

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE LS	658.5069.02 SIGNAL MOUNTING HARDWARE LS
USH 51 & STH 70 WEST	1	---
USH 51 & CTH J / TOWNLINE ROAD	---	1
ITEM TOTALS	1	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	661.0300 GENERATORS DAY
USH 51 & STH 70 WEST	1	---	2
USH 51 & CTH J / TOWNLINE ROAD	---	1	2
ITEM TOTALS	1	1	4

REMOVE AND SALVAGE TRAFFIC SIGNALS

LOCATION	SPV.0105.01 REMOVE AND SALVAGE TRAFFIC SIGNALS LS	SPV.0105.02 REMOVE AND SALVAGE TRAFFIC SIGNALS LS
USH 51 & STH 70 WEST	1	---
USH 51 & CTH J / TOWNLINE ROAD	---	1
ITEM TOTALS	1	1

TRANSPORTING SIGNAL AND LIGHTING MATERIALS

	SPV.0105.03 TRANSPORT DEPARTMENT FURNISHED TRAFFIC SIGNAL MONOTUBE MATERIALS LS	SPV.0105.04 TRANSPORT DEPARTMENT FURNISHED TRAFFIC SIGNAL MONOTUBE MATERIALS LS
USH 51 & STH 70 WEST	1	---
USH 51 & CTH J / TOWNLINE ROAD	---	1
ITEM TOTALS	1	1

TEMPORARY VEHICLE DETECTION

	SPV.0105.05 TEMPORARY VEHICLE DETECTION LS	SPV.0105.06 TEMPORARY VEHICLE DETECTION LS
USH 51 & STH 70 WEST	1	---
USH 51 & CTH J / TOWNLINE ROAD	---	1
ITEM TOTALS	1	1

Division	From / To Station	Location	Common Excavation (1)	(item # 205.0100)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate + / - (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			Factor 1.25			(item #208.0100)	
	483+24/518+50	USH 51	22,627	0	22,627	618	773	21,855	21,855	0	
	96+00/99+54	STH 70 WEST	342	0	342	4	5	337	337	0	0
	9+50/15+40	CTH J	801	0	801	3,857	4,821	-4,020	0	-4,020	0
	5+00/8+25	TOWMLINE RD	1,166	0	1,166	42	53	1,113	1,113	0	0
	10+26/11+50	MARGARET ST	0	0	0	0	0	0	0	0	0
	89+50/99+50	"NEW" Packing Plant	2,368	0	2,368	415	518	1,850	1,850	0	0
	100+16/105+65	"old" Packing Plant	752	0	752	845	1,057	-304	0	-304	0
	98+50/99+84	HANDRICK DR	500	0	500	1	1	499	499	0	0
Division 1 Subtotal			28,557	0	28,557	5,782	7,228	21,330		-4,323.94	
Grand Total			28,557.46	0.00	28,557.46	5,782.05	7,227.56	21,329.90	0.00	**4,323.94**	
			Total Common Exc	**28,557.46**							

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.25
Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor
14) 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.

START PROJECT 1174-10-72
STA 483+23.85

480+00 481+00 482+00 483+00 484+00 485+00 486+00

PI 10+00.00

600.44 601.10 601.86 602.63 603.41 604.19

5 5

VCL 150.00
K = 267.86

VCL 150.00
K = 256.41

+1.04 %

+1.63 %

VPC STA 480+25.00
VPC EL598.04

VPI STA 481+00.00
VPI EL598.40

VPT STA 481+75.00
VPT EL599.18

VPC STA 482+75.00
VPC EL600.22

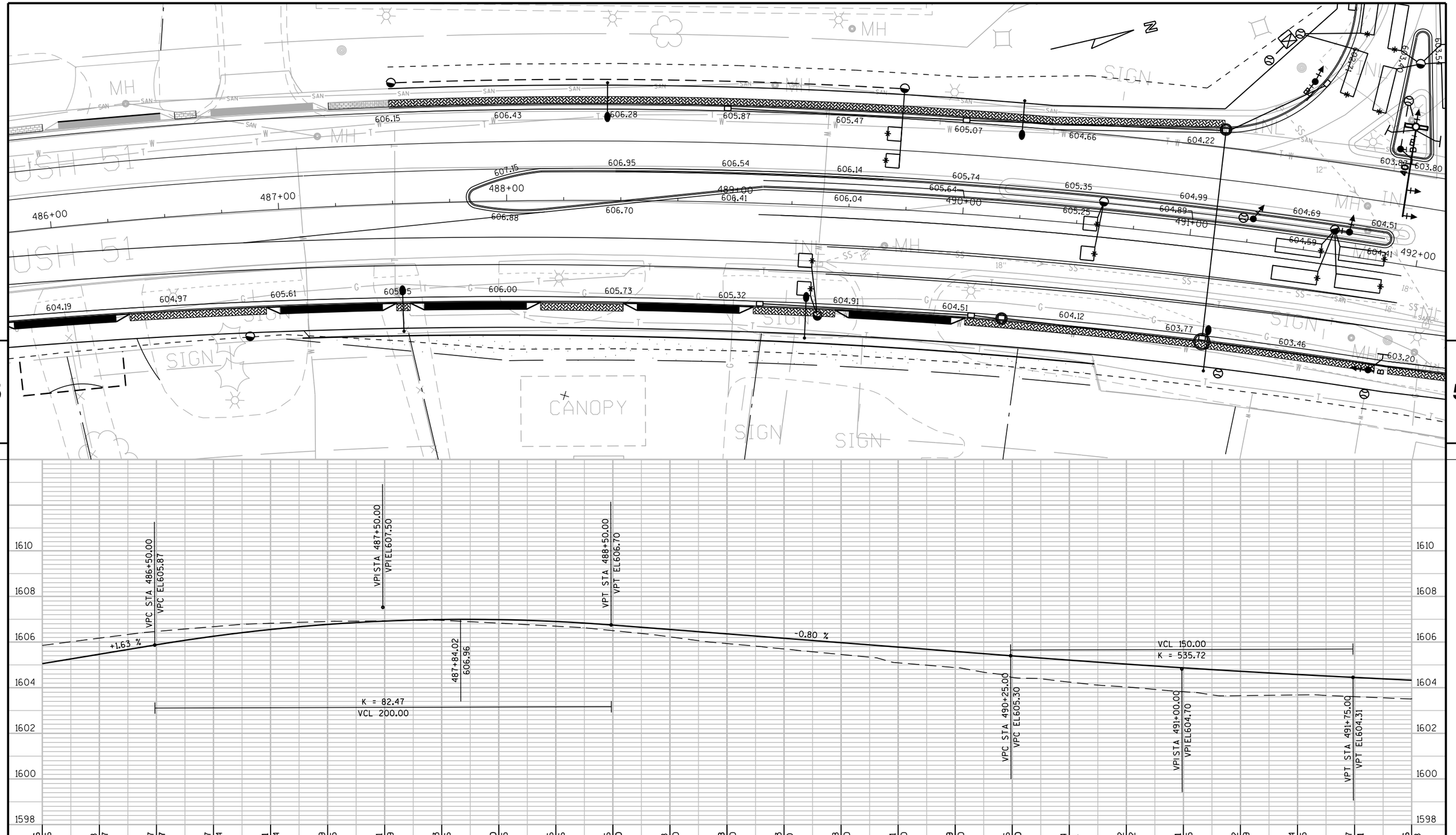
VPI STA 483+50.00
VPI EL601.00

VPT STA 484+25.00
VPT EL602.22

1604 1602 1600 1598 1596 1594 1592

598.66	598.73	598.73	598.81	598.97	599.23	599.52	599.77	599.95	600.28	600.59	600.87	601.22	601.54	601.82	602.18	602.54	602.85	603.23	603.66	604.10	604.51	604.91	605.39	605.86
597.92	598.04	598.17	598.33	598.50	598.71	598.93	599.18	599.44	599.70	599.96	600.22	600.49	600.79	601.11	601.45	601.82	602.22	602.62	603.03	603.44	603.84	604.25	604.66	605.06
480	480+25	480+50	480+75	481	481+25	481+50	481+75	482	482+25	482+50	482+75	483	483+25	483+50	483+75	484	484+25	484+50	484+75	485	485+25	485+50	485+75	486

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 480+00 - 486+00	SHEET E



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 486+00 - 492+00	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050111_pp.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30

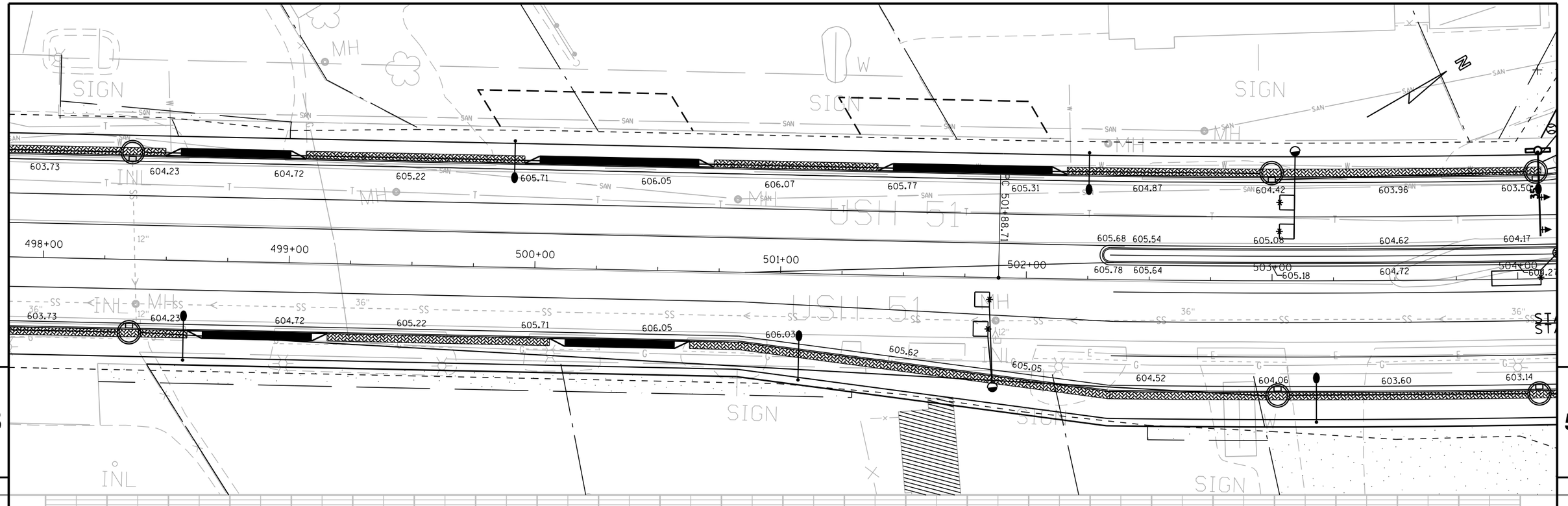
STA 492+35.54 USH 51
STA 100+00 STH 70 WEST

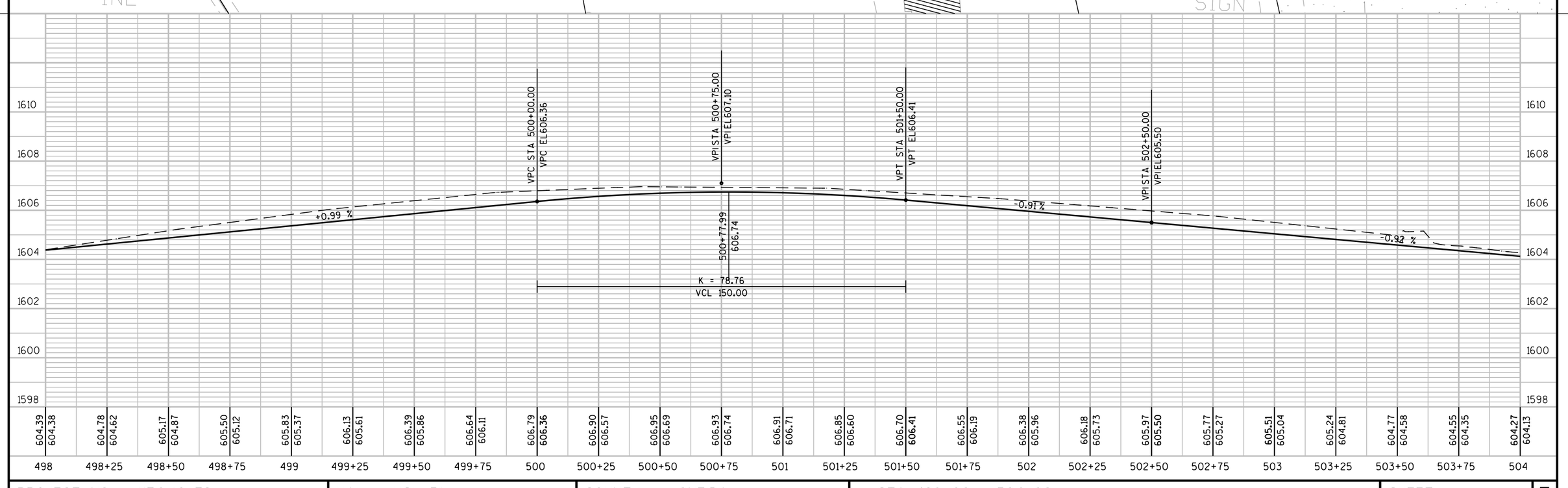
VPC STA 493+00.00
VPC EL603.66
VPI STA 493+50.00
VPI EL603.40
VPT STA 494+00.00
VPT EL603.07
VCL 150.00
K = 90.53
K = 681.80
VCL 100.00
-0.52 %
-0.67 %
+0.99 %
495+45.35
602.30
VPC STA 494+85.00
VPC EL602.50
VPI STA 495+60.00
VPI EL602.00
VPT STA 496+35.00
VPT EL602.74

492	492+25	492+50	492+75	493	493+25	493+50	493+75	494	494+25	494+50	494+75	495	495+25	495+50	495+75	496	496+25	496+50	496+75	497	497+25	497+50	497+75	498
603.36 / 604.18	603.33 / 604.05	603.26 / 603.92	603.19 / 603.79	603.13 / 603.66	603.16 / 603.53	603.04 / 603.38	602.92 / 603.23	602.84 / 603.07	602.76 / 602.90	602.57 / 602.73	602.52 / 602.57	602.48 / 602.41	602.44 / 602.32	602.43 / 602.30	602.44 / 602.35	602.48 / 602.46	602.52 / 602.65	602.74 / 602.89	602.96 / 603.14	603.18 / 603.39	603.40 / 603.63	603.71 / 603.88	604.04 / 604.13	604.39 / 604.38

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 492+00 - 498+00	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050112_pp.dgn PLOT DATE : 09-DEC-2013 10:25 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1





PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 498+00 - 504+00	SHEET	E

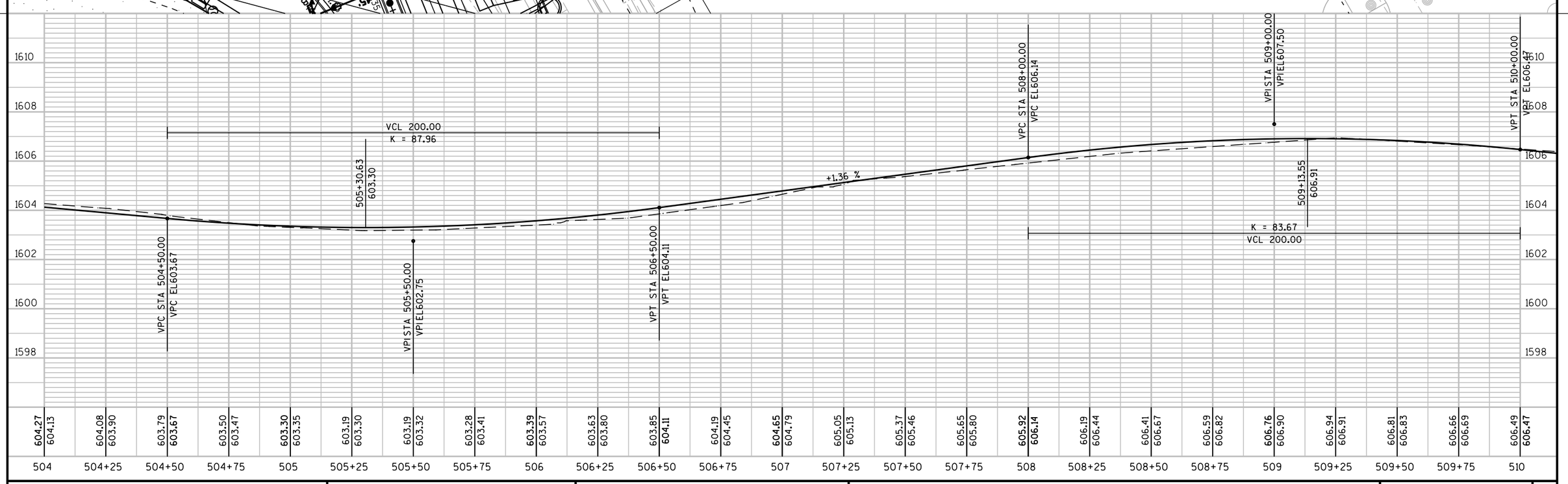
STA 504+35 USH 51
STA 8+74.50 CTH J

CONTAMINATED SOIL
LOW LEVEL PAHS IN SOIL
ASSOCIATED WITH
ASPHALTIC RUBBLE
IN FILL SOIL

CONSTRUCTION PERMIT

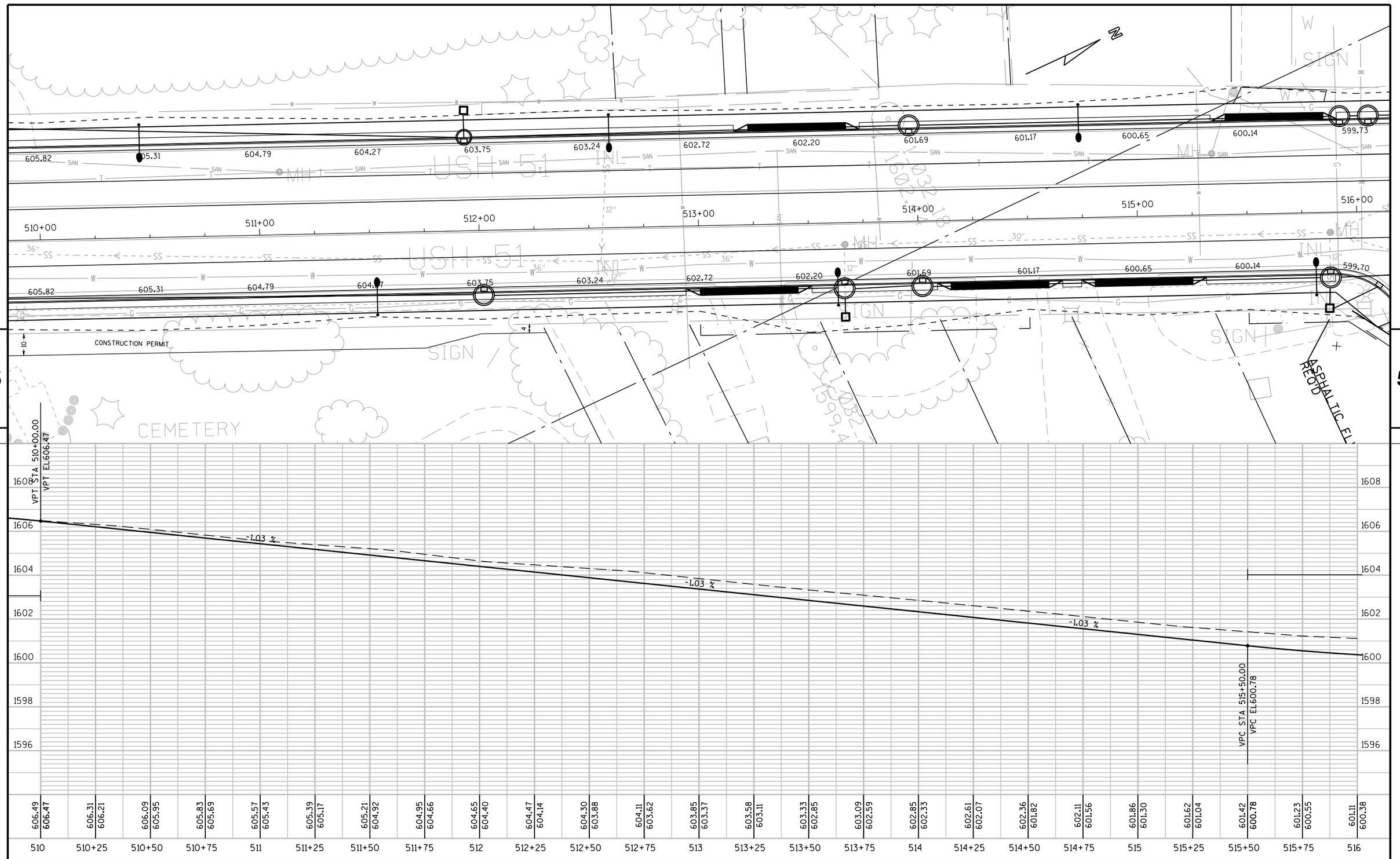
CONSTRUCTION PERMIT

USH 51



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 504+00 - 510+00	SHEET	E

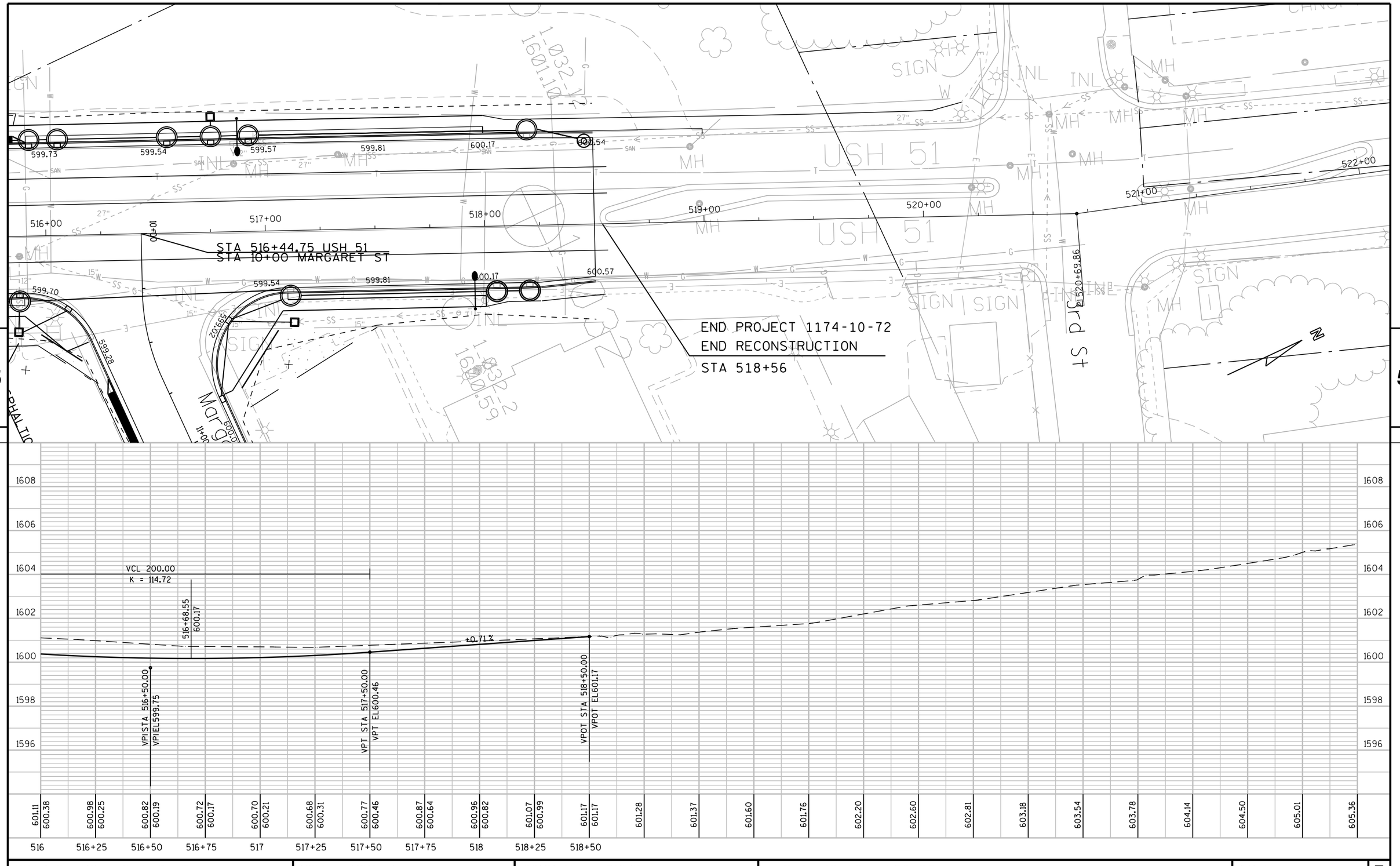
FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050114_pp.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 510+00 - 516+00	SHEET E

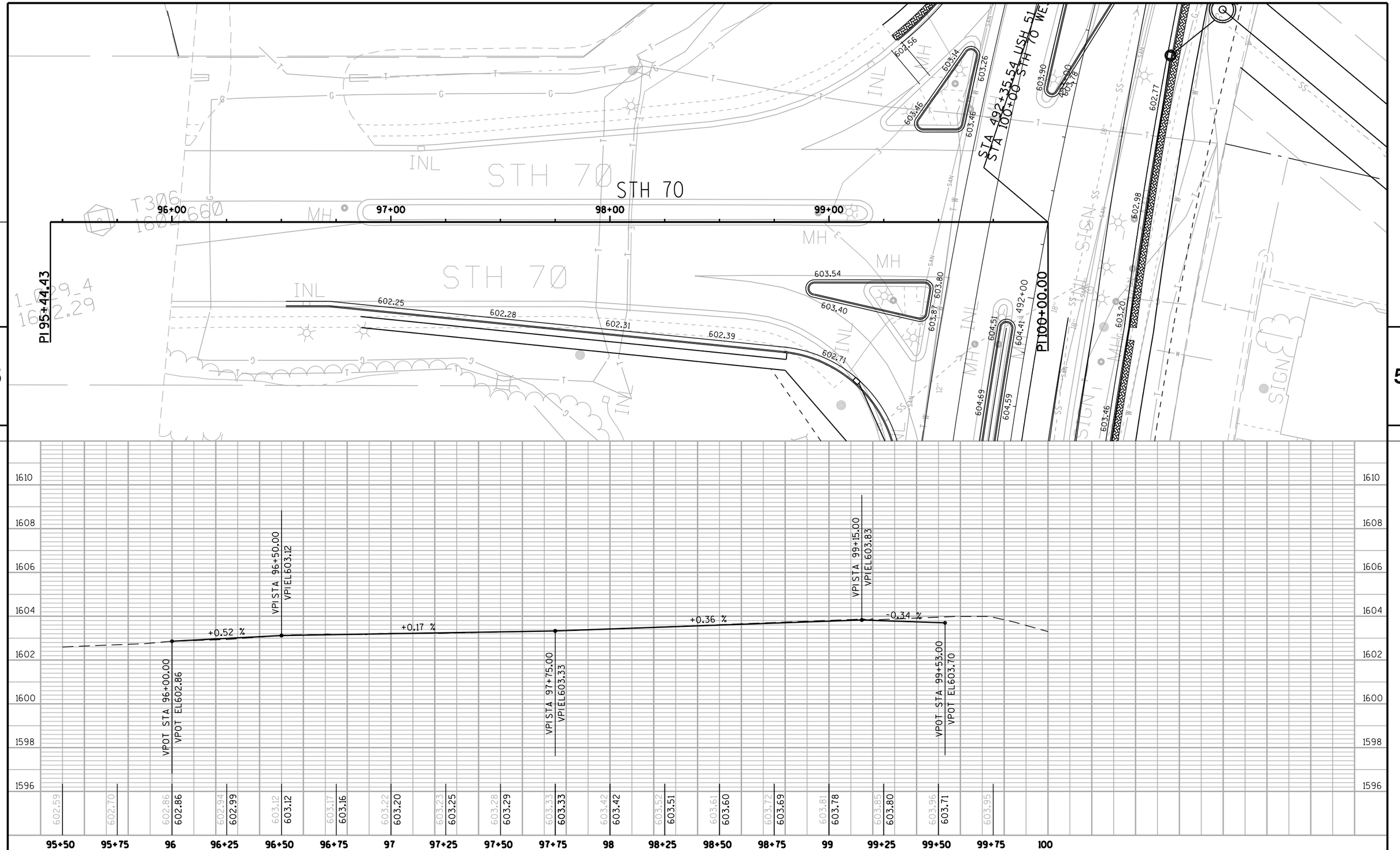
FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050115_pp.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STA 516+00 - 522+00	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050116_pp.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	STH 70 WEST	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050120_pp_sth70.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

CONSTRUCTION PERMIT

CONTAMINATED SOIL
LOW LEVEL PAHS ASSOCIATED WITH ASPHALTIC RUBBLE IN FILL SOIL

CTH J

RESTORE CE 35'
BASE AGG

END CONSTRUCTION
STA 15+40 CTH J

CB 175

CB 176

MH 300

RESTORE CE 35'
ASPHALT

RESTORE PE 16'
BASE AGG

STA 12+42.55 CTHJ
STA 100+00 PACKING PLANT

Plant Rd

VPOT STA 9+10.62
VPOT EL602.62

VPC STA 9+75.00
VPC EL602.23

VPI STA 10+50.00
VPI EL601.78

10+02.38
602.15

VCL 150.00
K = 45.64

-0.60 %

+2.69 %

VPT STA 11+25.00
VPT EL603.80

VPC STA 12+50.00
VPC EL607.16

K = 38.74
VCL 100.00

VPI STA 13+00.00
VPI EL608.50

VPT STA 13+50.00
VPT EL608.55

+0.11 %

VPI STA 14+70.87
VPI EL608.68

+0.40

| | | |

PI = 13+86.59
DELTA = 14°23'00.8" RT
R = 675.00'
T = 85.174'
L = 169.452'
SE = NC
DEG = 8°29'17.7"
X = 190593.571
Y = 257005.418

END CONSTRUCTION
STA 15+40 CTH J

608.09
608.21
608.16
608.21

14+00
15+00
16+00
17+00

35'

RESTORE PE 16'
BASE AGG

NT

5

5

1610
1608
1606
1604
1602
1600
1598
1596

+0.11 %
+0.40 %

VPI STA 14+70.87
VPI EL608.68

VPOT STA 15+50.00
VPOT EL609.00

608.34	608.58	608.82	608.79	608.77	608.87	608.97	609.16	609.35	609.52	609.68	609.80	609.91
608.61	**608.63**	**608.66**	**608.70**	**608.80**	**608.90**	**609.00**						

14 14+25 14+50 14+75 15 15+25 15+50 15+75 16 16+25 16+50 16+75 17

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CTH J - EAST - 15+00 to 17+07	SHEET E

END CONSTRUCTION
STA 5+00 Townline Rd

REMOVE CURB TO RW

Townline Rd

CONTAMINATED SOIL
LOW LEVEL PAHs IN SOIL ASSOCIATED WITH ASPHALTIC RUBBLE IN FILL SOIL

STA 504+35 USH 51
STA 8+14.50 CTH J

5

5

VPC STA 5+00.00
VPC EL607.93

VPI STA 5+50.00
VPI EL607.75

VPT STA 6+00.00
VPT EL606.37

VPOT STA 5+00.00
VPOT EL607.93

K = 41.68
VCL 100.00

-2.77 %

VPC STA 6+50.00
VPC EL604.98

VCL 100.00
K = 49.28

VPI STA 7+00.00
VPI EL603.60

VPT STA 7+50.00
VPT EL603.23

-0.74 %

VPOT STA 8+24.75
VPOT EL602.68

4+50	4+75	5	5+25	5+50	5+75	6	6+25	6+50	6+75	7	7+25	7+50	7+75	8	8+25	8+50
607.93		607.93	607.73	607.77	607.52	607.45	607.08	606.98	606.63	606.37	605.85	605.67	605.06	604.98	604.45	604.36	603.84	603.85	603.48	603.48	603.13	603.23	603.21	603.05	603.29	602.86		

PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	TOWNLINE RD	SHEET	E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050123_pp_cth_Townline.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

STA 516+44.75 USH
STA 10+00 MARGAR

END CONSTRUCTION
STA 11+50 MARGARET ST

Margaret St

MARGARET ST

RESTORE PE 16'
BASE AGG

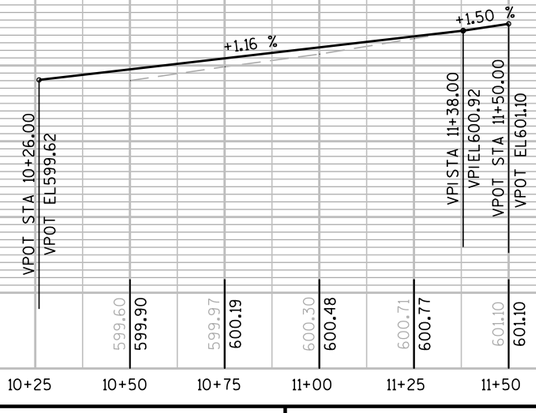
ASPHALTIC FLUME
REQ'D

SIGN
ATHLETIC FIELD

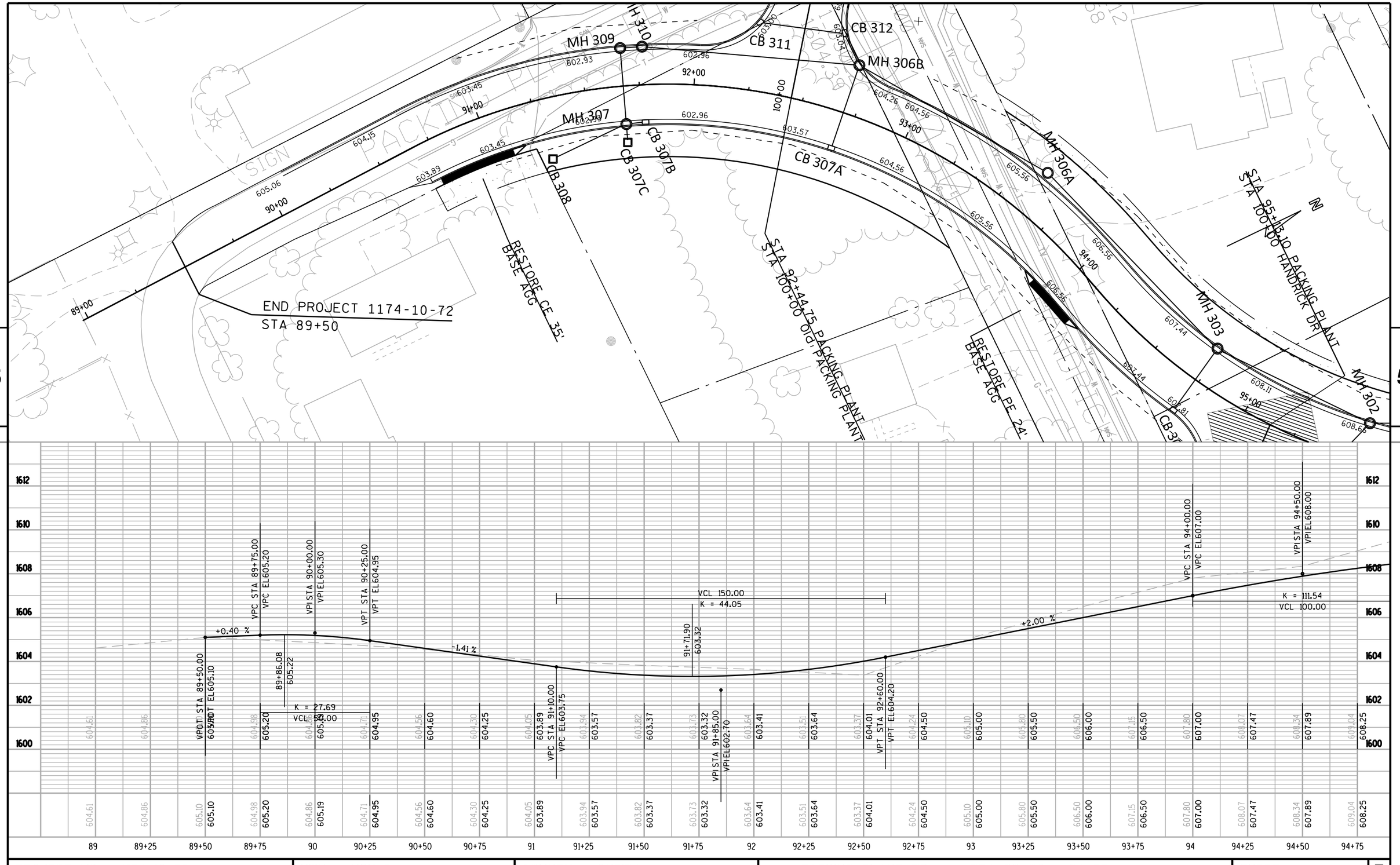
N

5

5



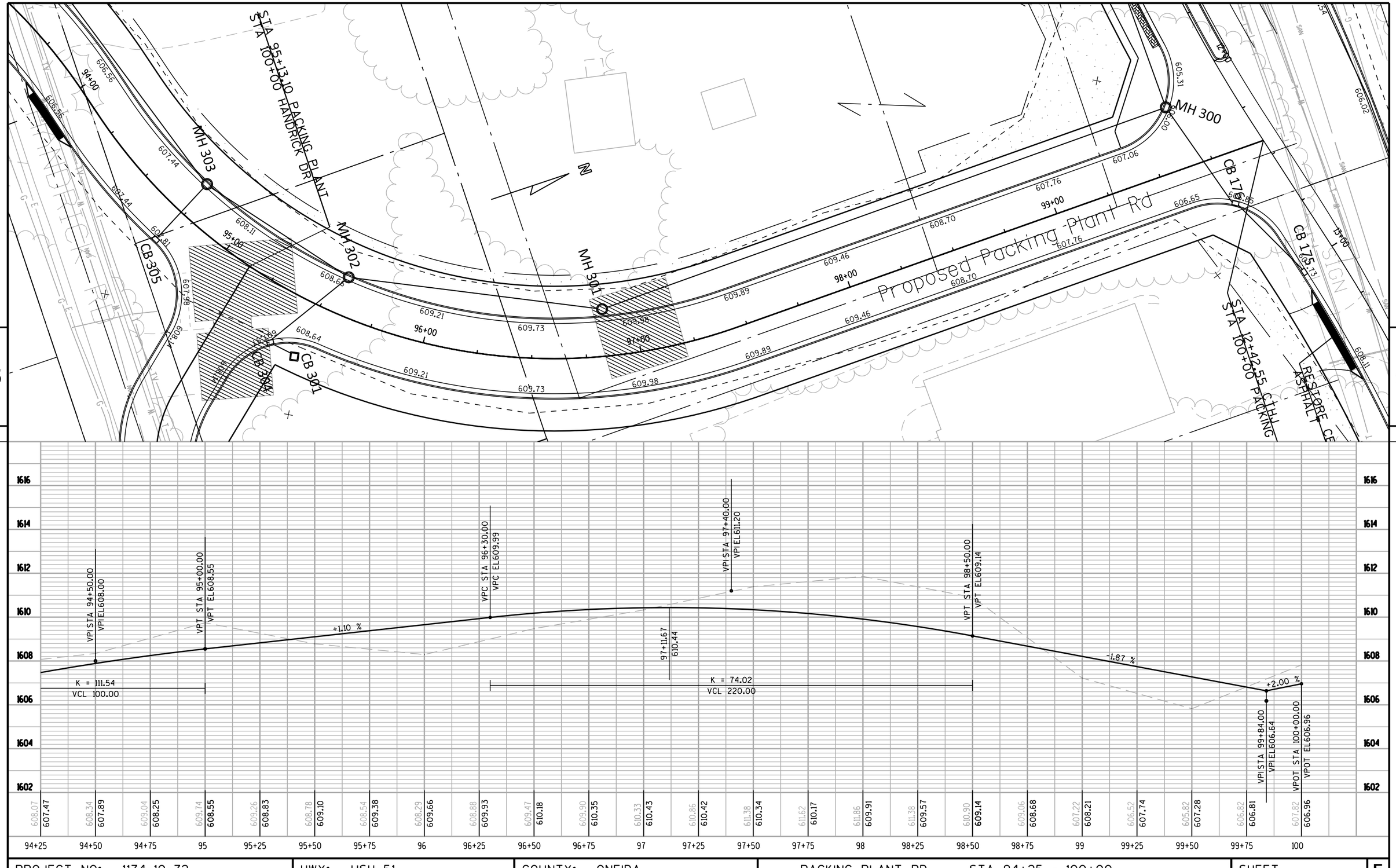
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	MARGARET ST STA 10+00 - 12+43	SHEET E



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PACKING PLANT RD STA 89+00 - 94+75	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050125_pp_PackingPlant1.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PACKING PLANT RD STA 94+25 - 100+00	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050126_pp_PackingPlant2.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
ASPHALT

RESTORE CE 35'
BASE AGG

RESTORE CE 35'
ASPHALT

RESTORE PE 24'
BASE AGG

ASPHALTIC FLUME REQ'D
STA 104+00 - STA 104+40

OLD PACKING PLANT RD

CB 311

CB 312

MH 306B

CB 307A

MH 307

1-030-12
1605.58

SIGN

N

5

5

VCL 20.00
K = 6.42

VCL 50.00
K = 33.01

VCL 60.00
K = 26.09

-2.00 %
-0.80 %
+2.31 %
+0.80 %
-1.50 %
-16.80 %
-0.77 %

VPOT STA 100+00.00
VPOT EL603.92

VPI STA 100+16.00
VPI EL603.60

VPC STA 100+26.00
VPC EL603.52

VPI STA 100+36.00
VPI EL603.44

VPT STA 100+46.00
VPT EL603.67

100+31.14
603.50

VPC STA 101+00.00
VPC EL604.92

VPI STA 101+25.00
VPI EL605.50

VPT STA 101+50.00
VPT EL605.70

VPC STA 102+45.00
VPC EL606.46

VPI STA 102+75.00
VPI EL606.70

VPT STA 103+05.00
VPT EL606.25

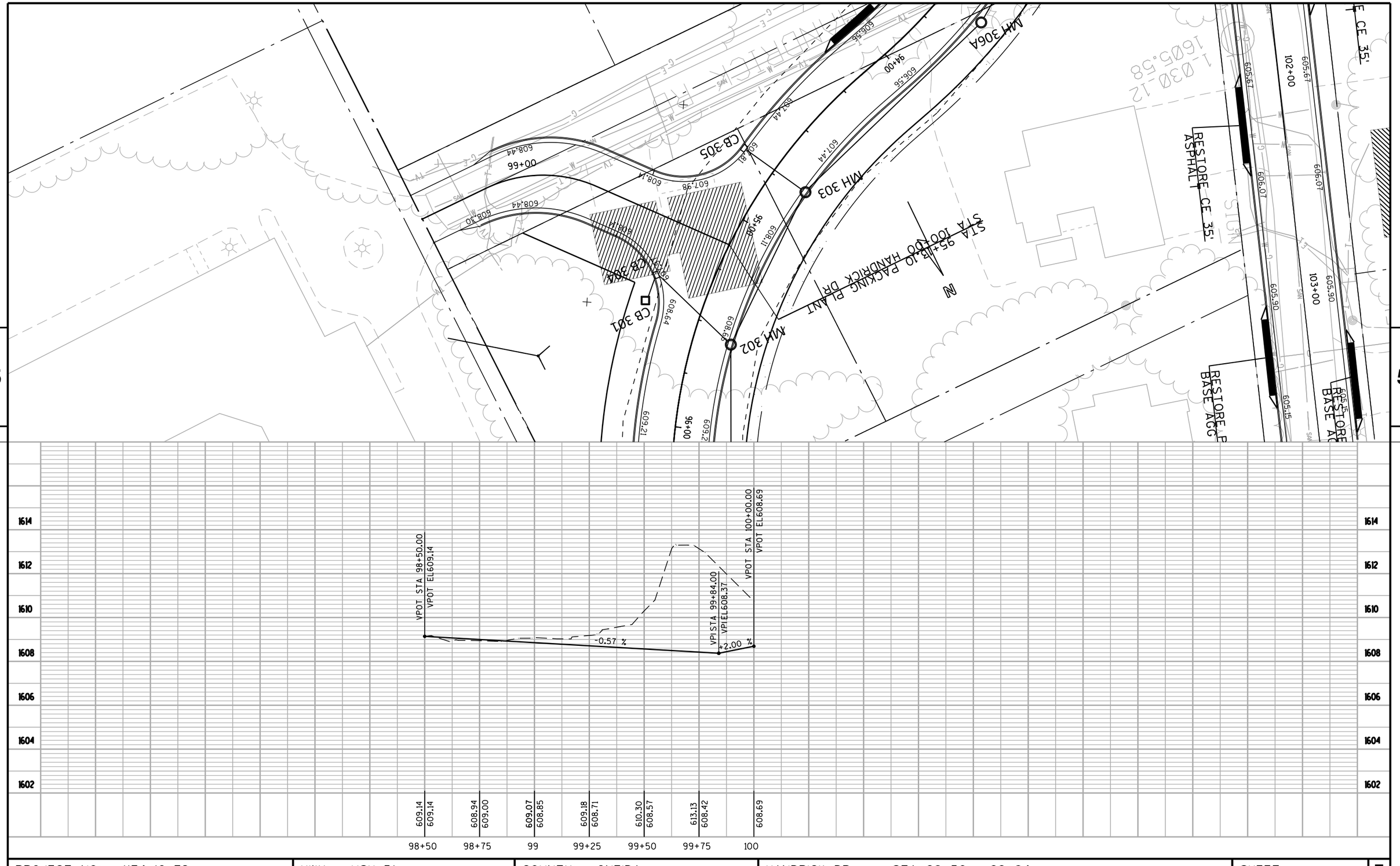
102+65.87
606.54

VPI STA 104+75.00
VPI EL603.70

VPI STA 105+00.00
VPI EL599.50

STA 105+65.00
POT EL599.00

| | | |



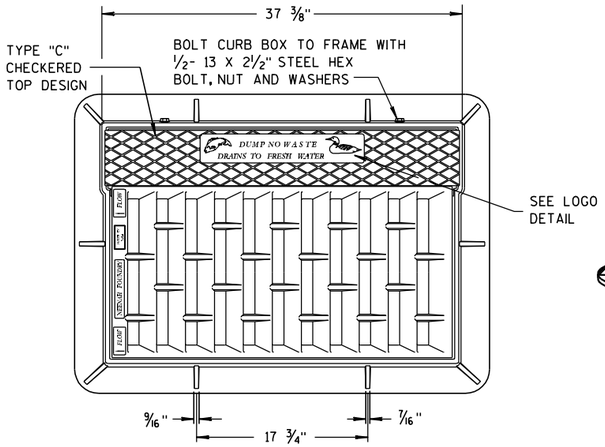
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	HANDRICK DR STA 98+50 - 99+84	SHEET E

FILE NAME : N:\pds\project_id\NCRHI_11741000_USH_51_Front_St-3rd\cadd_north\050128_pp_Handrick.dgn PLOT DATE : 09-DEC-2013 10:26 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 40:1

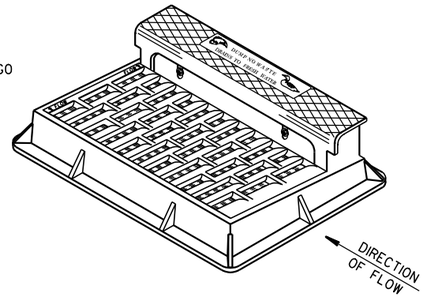
Standard Detail Drawing List

08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-01	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-07	CONDUIT
09B04-10	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C06-05	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-03A	CONCRETE BASE TYPE 13
09C12-03B	CONCRETE BASE TYPE 13
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-12C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E08-04C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-04D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-04E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-03B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-01	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

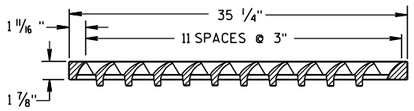
6

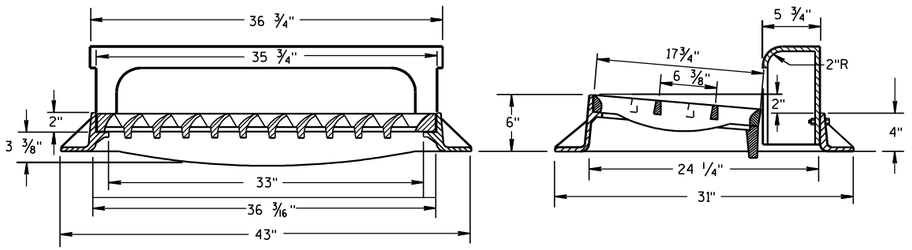


NOTE:
GRATE IS REVERSIBLE.



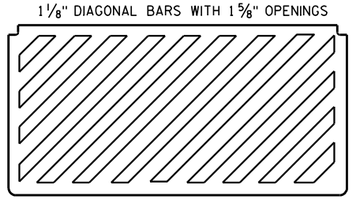
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

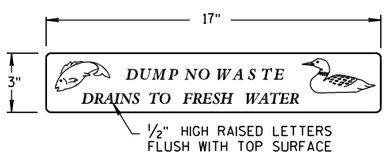
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL

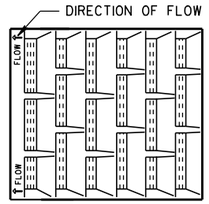
GENERAL NOTES

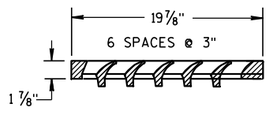
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

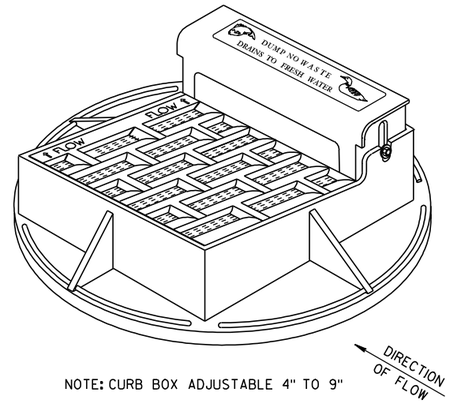
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

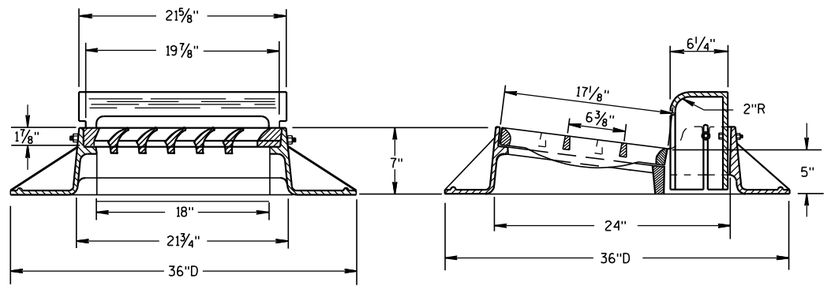
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





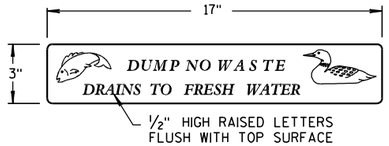


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



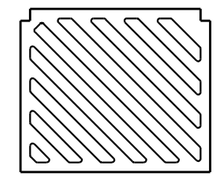
TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.



LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

INLET COVERS TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
254
FHWA

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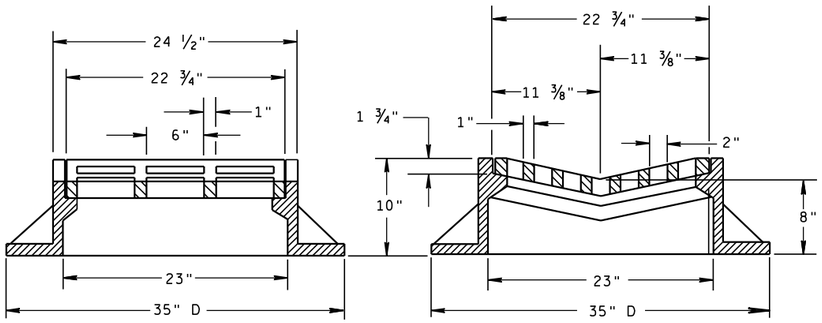
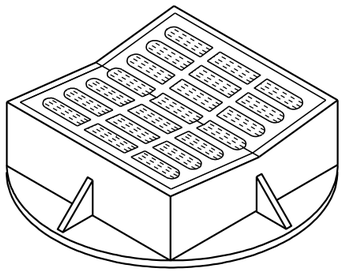
S.D.D. 8 A 5-18a

6

S.D.D. 8 A 5-18a

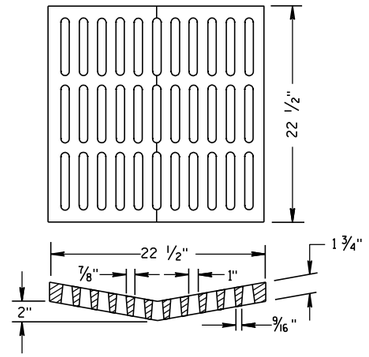




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

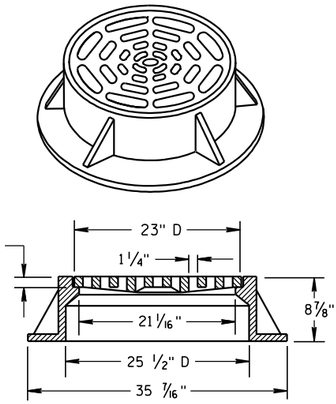


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

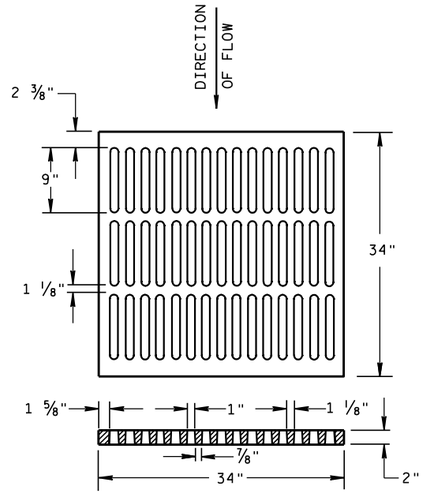
GENERAL NOTES

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.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

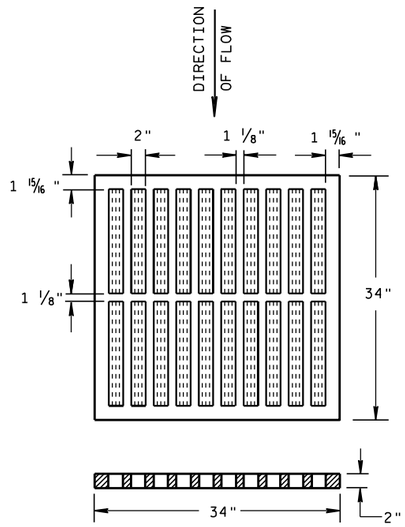


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

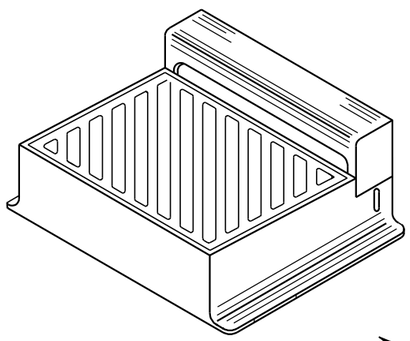


TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

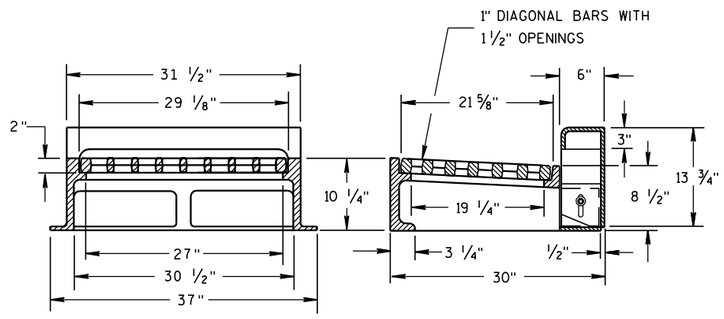
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

255

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FHWA

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S.D.D. 8 A 5-18b

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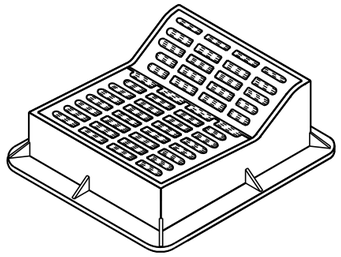
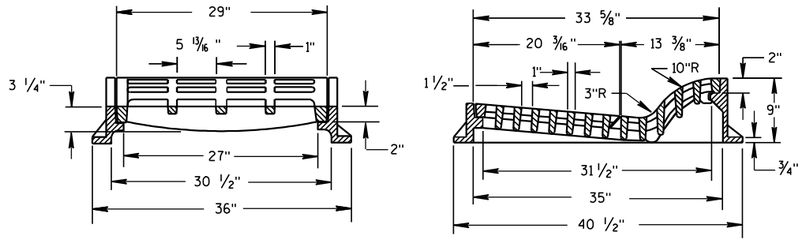
S.D.D. 8 A 5-18b



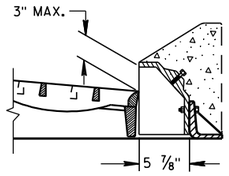


TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

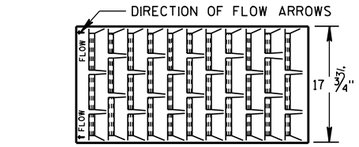
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

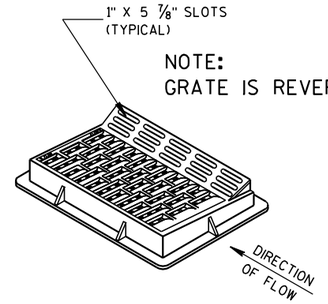
GENERAL NOTES

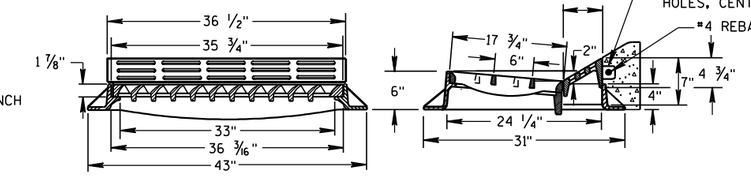
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





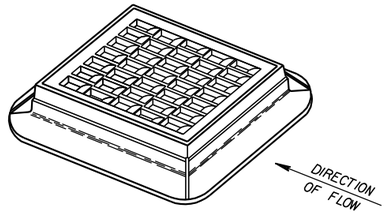


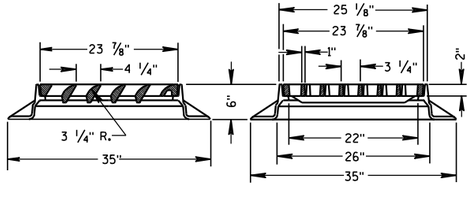
TYPE "HM"

(APPROXIMATE WEIGHT 414 LBS.)
FRAME..... 181 LBS.
GRATE..... 159 LBS.
CURB BOX..... 74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

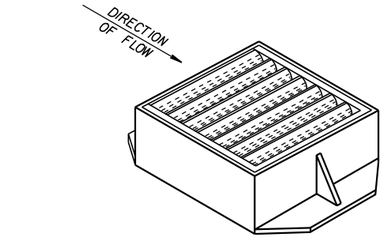


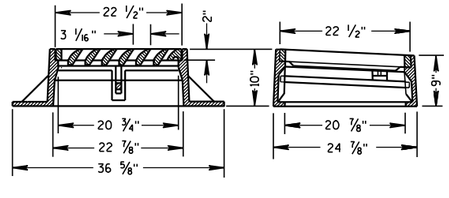


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

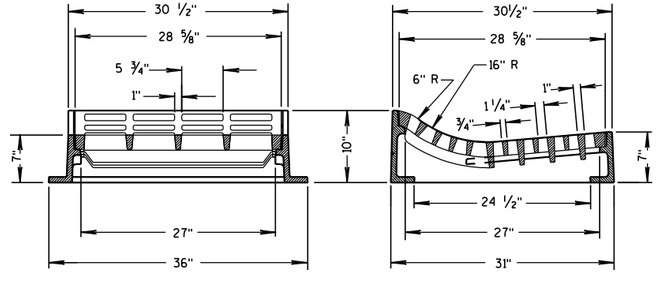




TYPE "V"

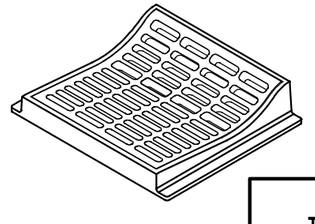
(APPROXIMATE WEIGHT 410 LBS.)

FRAME..... 269 LBS.
GRATE..... 136 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.
USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

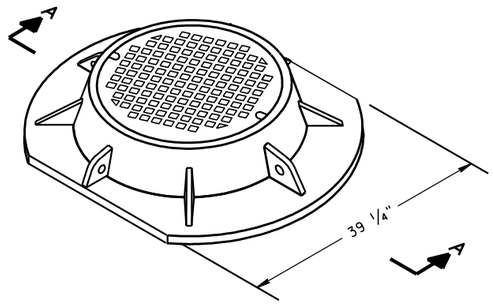
256

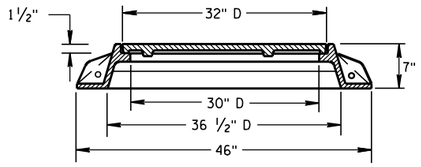
6

S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



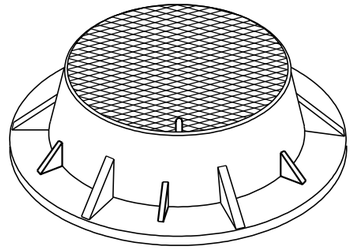


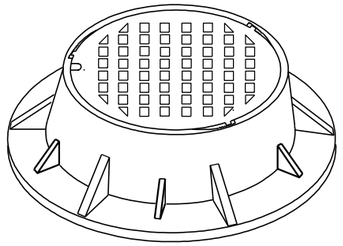
SECTION A-A

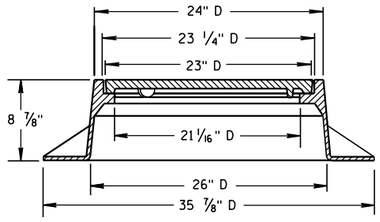
TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.



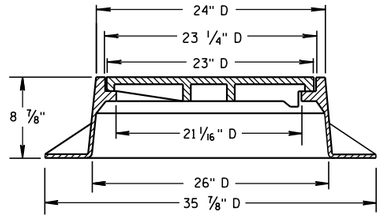




TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

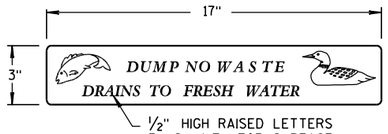
GENERAL NOTES

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.

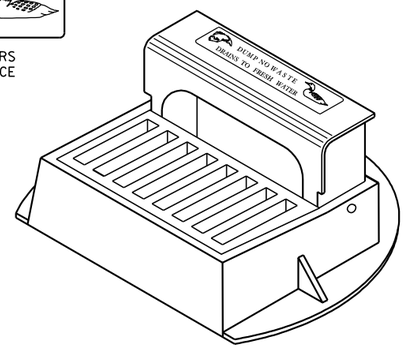
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

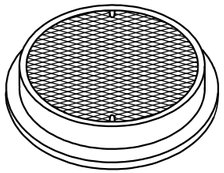
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

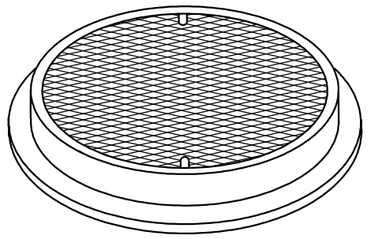
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

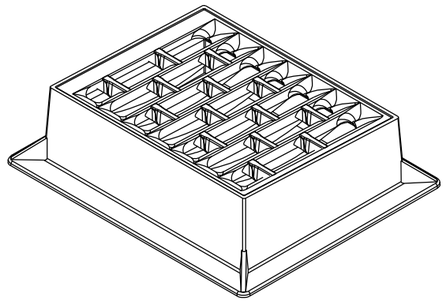


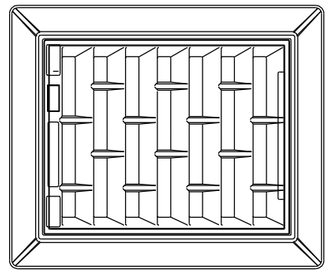
LOGO DETAIL

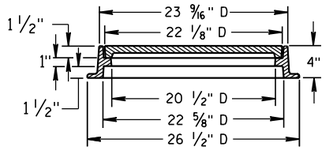








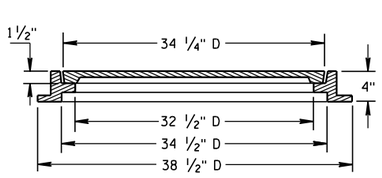




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

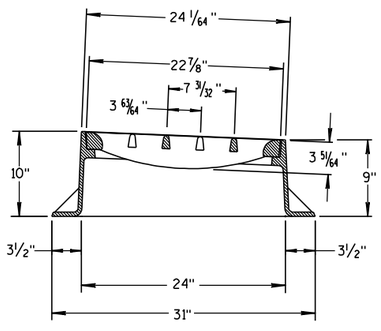
FRAME.....81 LBS.
LID.....77 LBS.

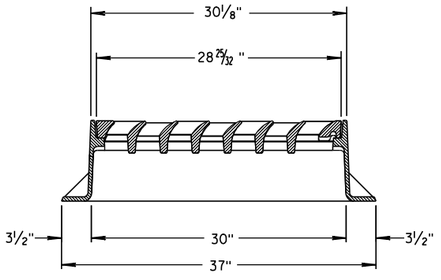


TYPE "M"

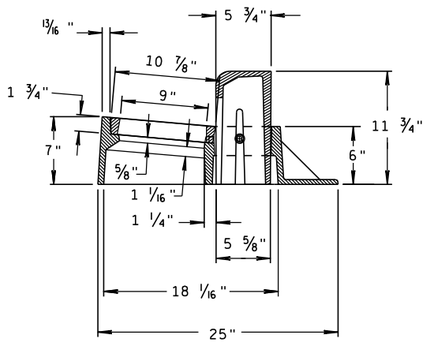
(APPROXIMATE WEIGHT 377 LBS.)

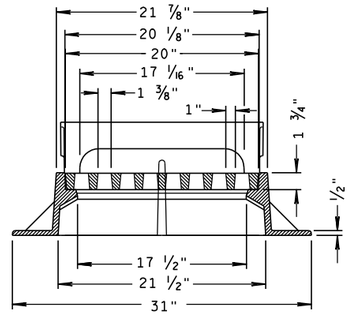
FRAME..... 125 LBS.
LID..... 252 LBS.





INLET COVER TYPE "BW"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

INLET COVERS, TYPE BW, Z
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS | 257
ENGINEER

FHWA

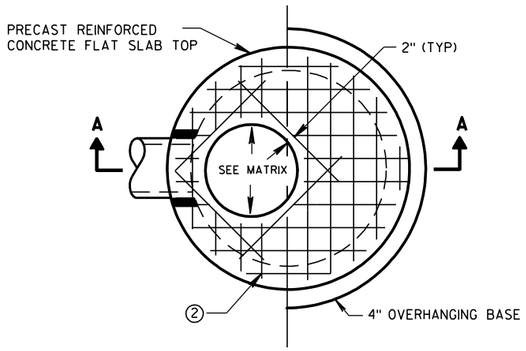
NT

6

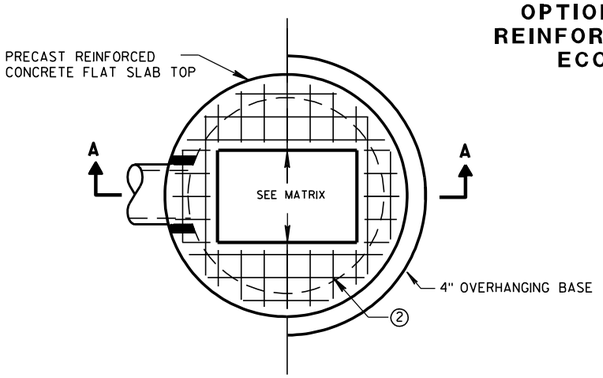
S.D.D. 8 A 5-18d

6

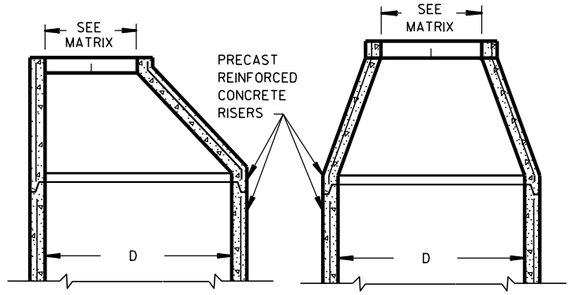
S.D.D. 8 A 5-18d



PLAN VIEW CIRCULAR OPENING

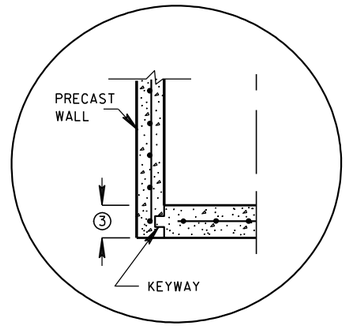


PLAN VIEW RECTANGULAR OPENING

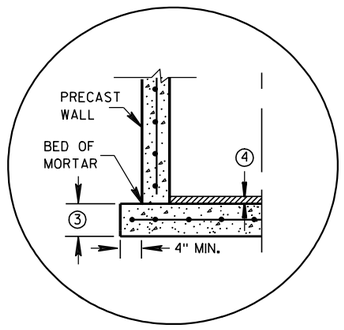


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

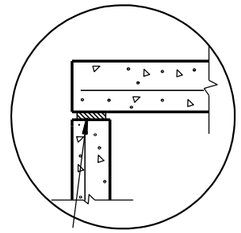


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION

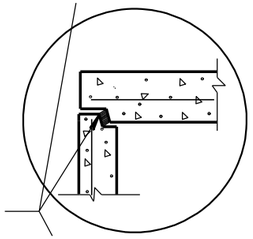


SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"

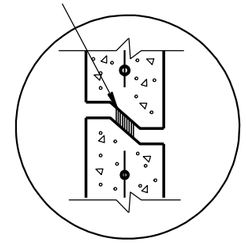


TOP WITH PLAIN END JOINT



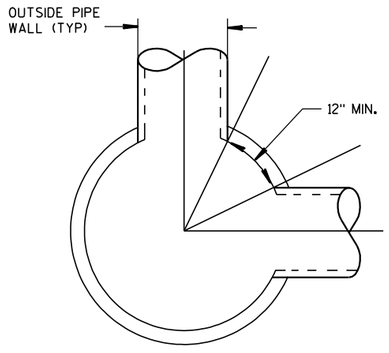
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT

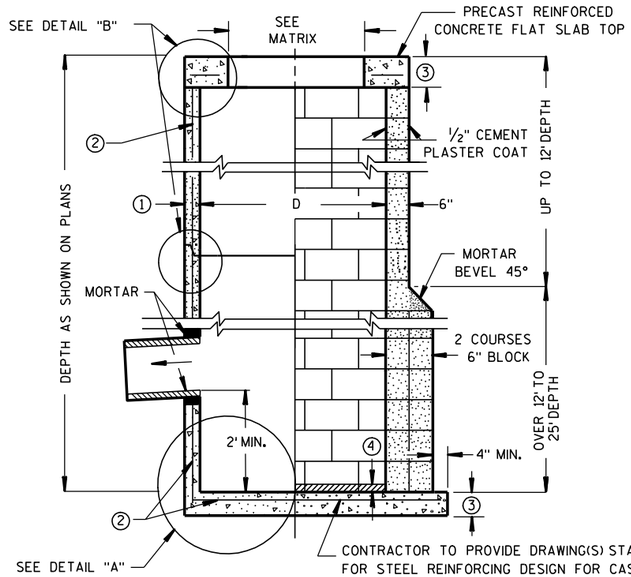


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1' CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

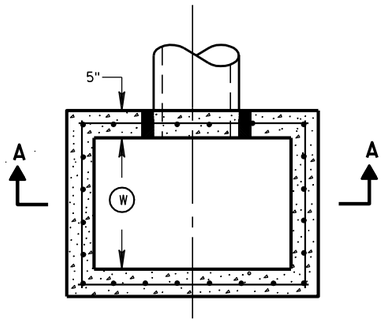
6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

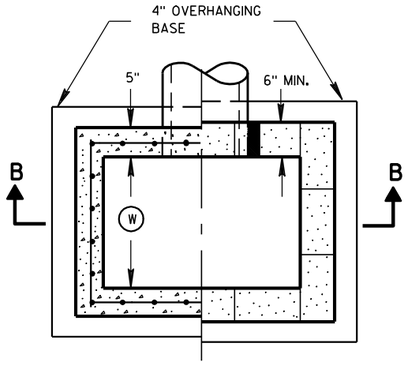
FHWA

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

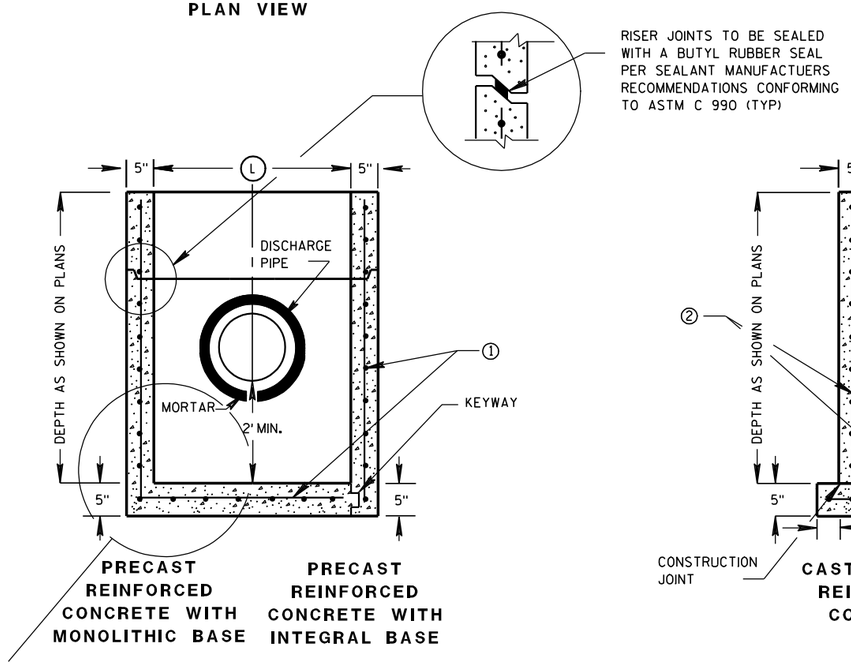
6
S.D.D. 8 A 8-1



PLAN VIEW



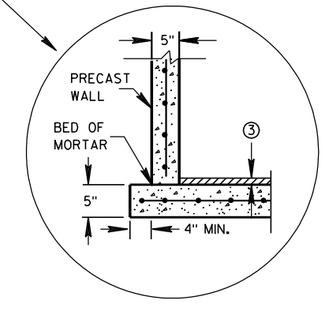
PLAN VIEW



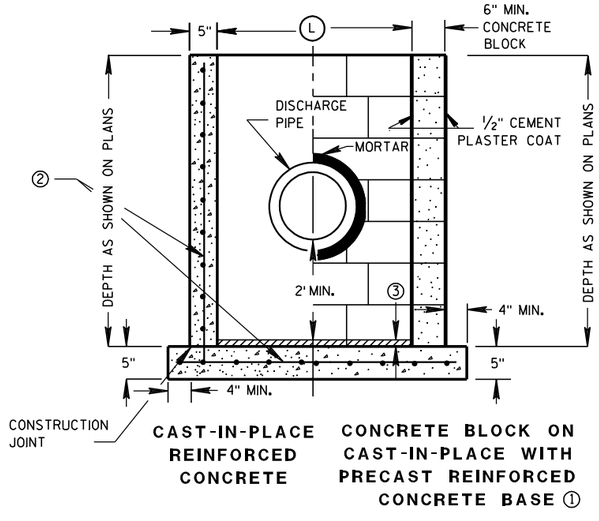
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

SECTION A-A



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION



CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK ON CAST-IN-PLACE WITH PRECAST REINFORCED CONCRETE BASE ①

SECTION B-B

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

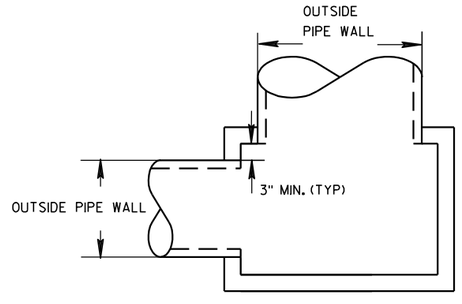
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

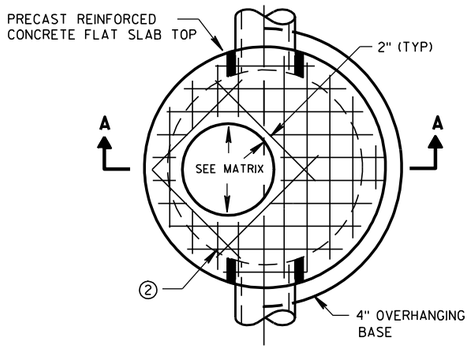
APPROVED
6/5/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

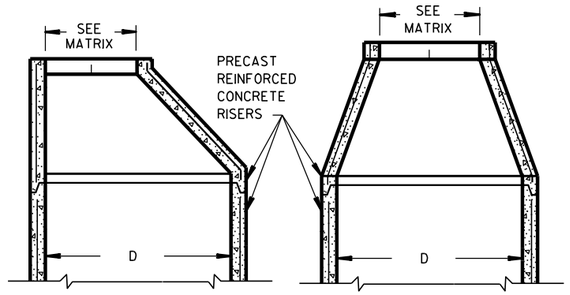
S.D.D. 8 A 9-1

6

S.D.D. 8 A 9-1

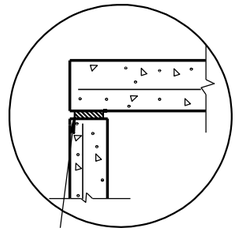


PLAN VIEW CIRCULAR OPENING

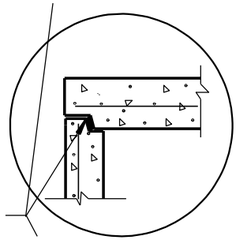


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

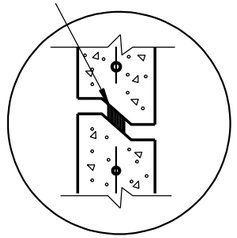


TOP WITH PLAIN END JOINT



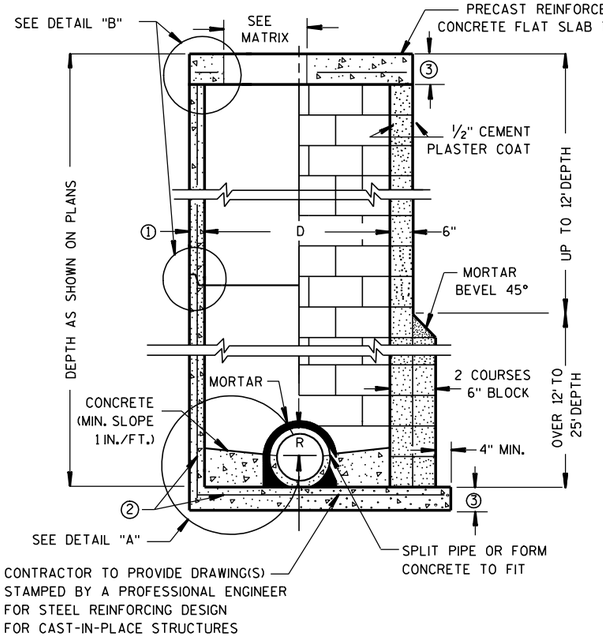
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



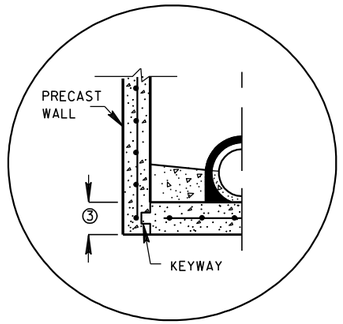
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

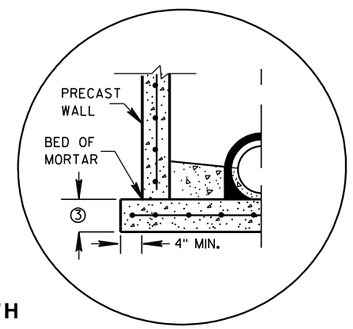


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

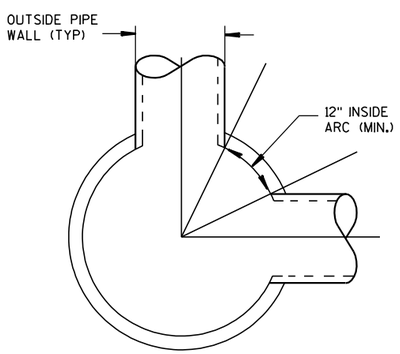


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

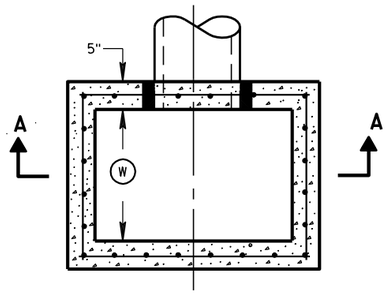
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

6

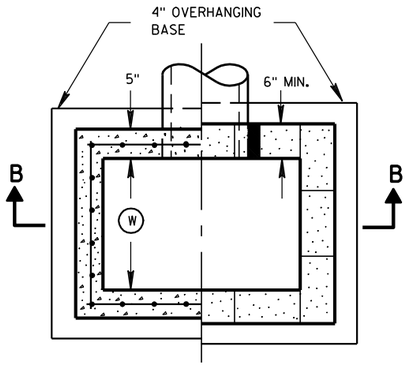
S.D.D. 8 B 9-1

6

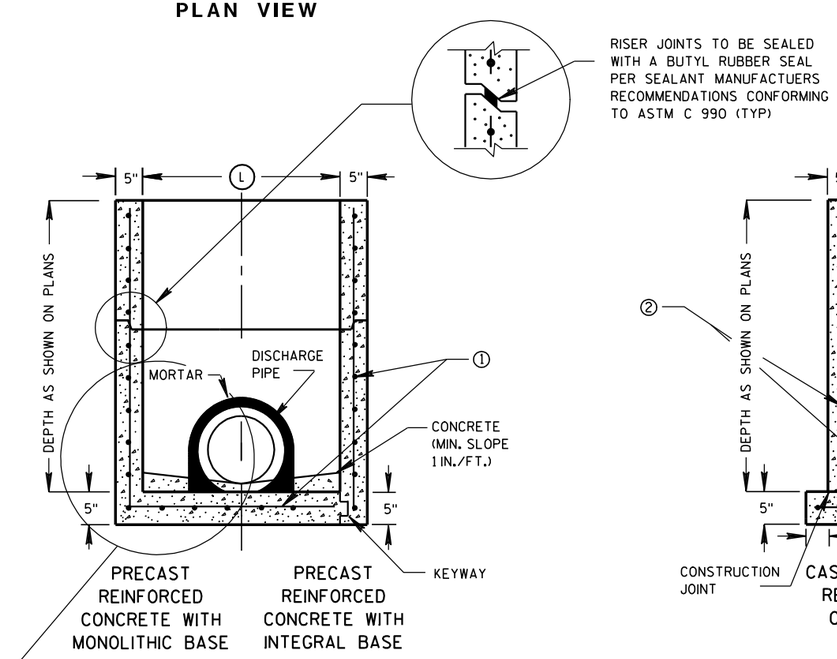
S.D.D. 8 B 9-1



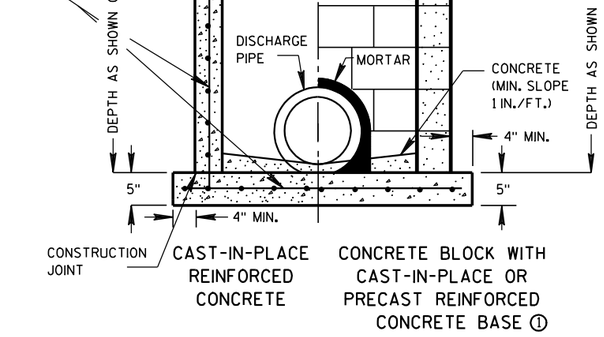
PLAN VIEW



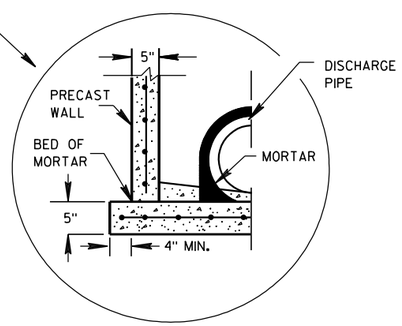
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

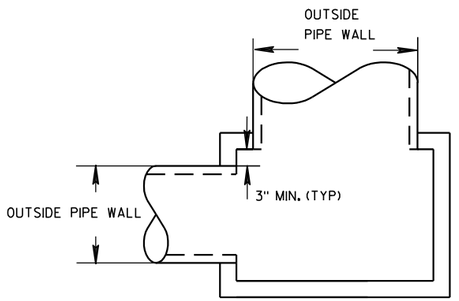
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

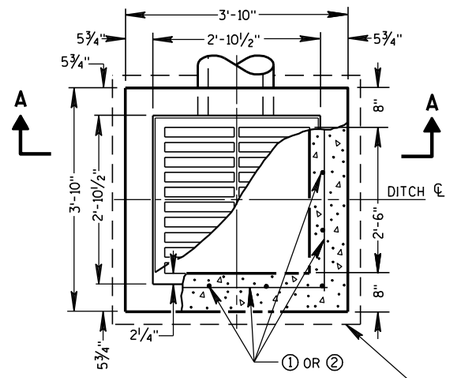
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

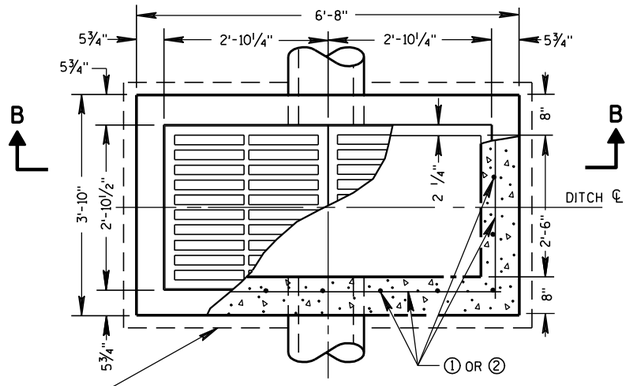
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 8 C 7-1

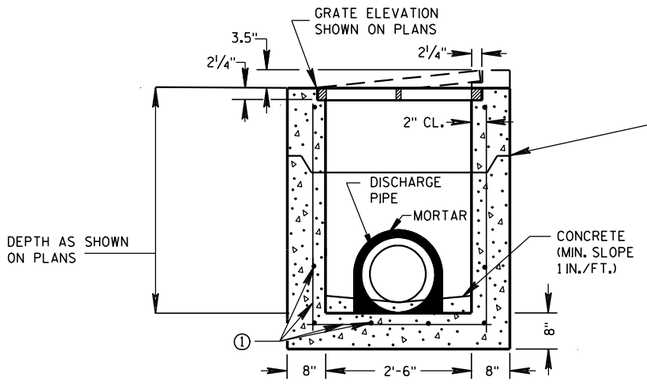


PLAN VIEW

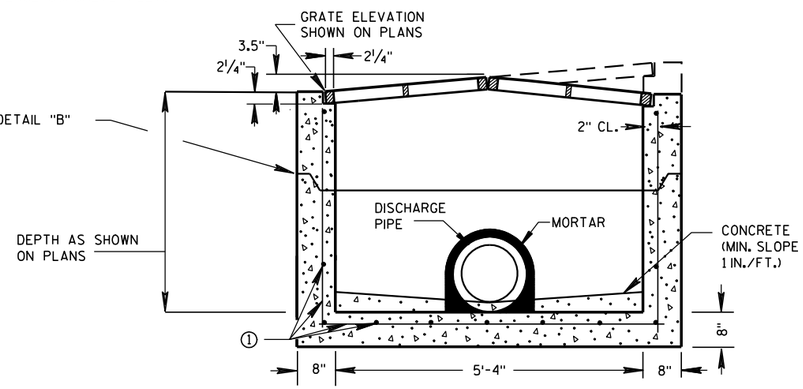


PLAN VIEW

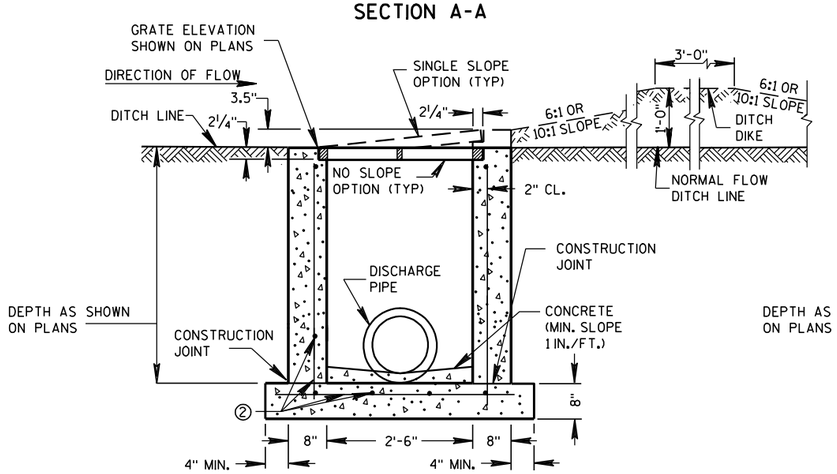
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



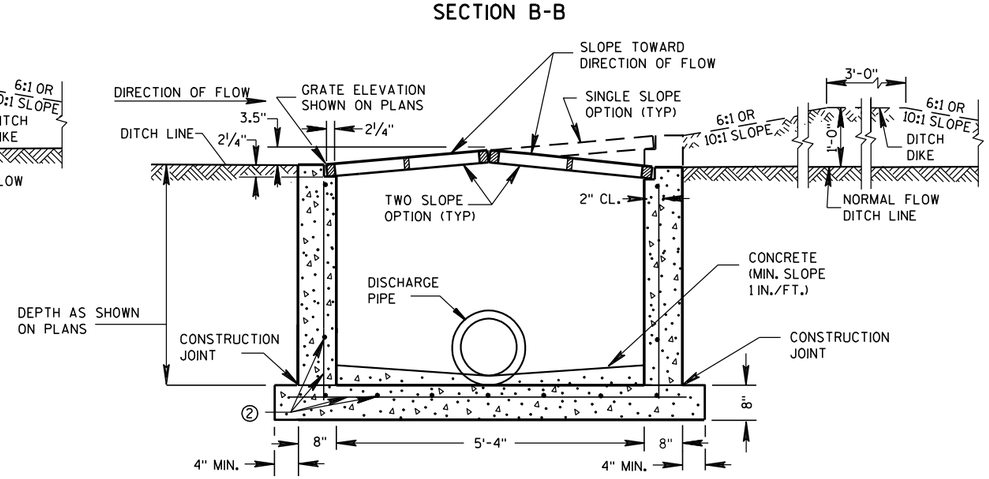
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

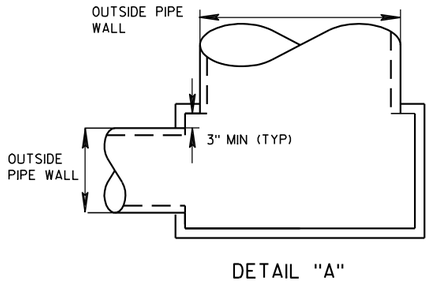
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

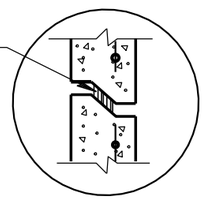
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

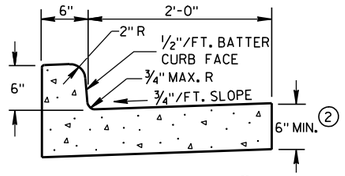
APPROVED

6/5/2012
DATE

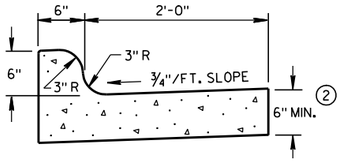
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

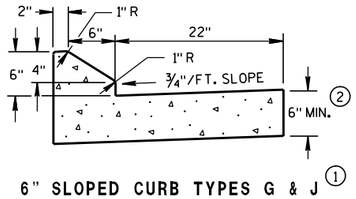
6
S.D.D. 8 C 8-1



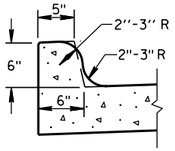
TYPES A & D (1)



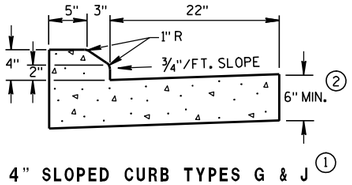
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

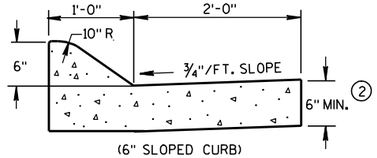


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

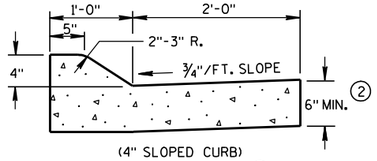


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

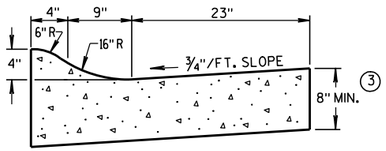


(6" SLOPED CURB)



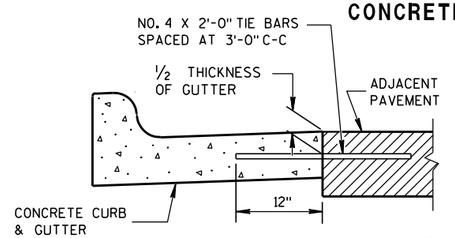
(4" SLOPED CURB)

TYPES A & D (1)

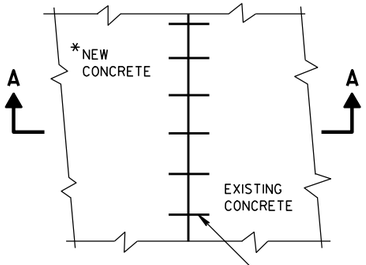


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

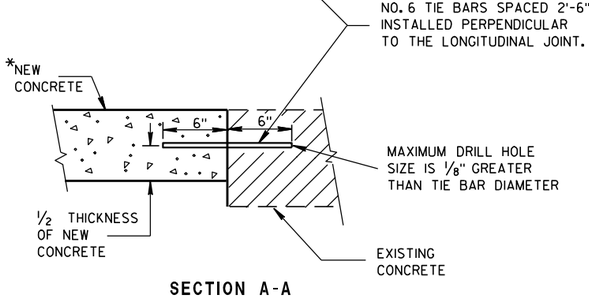


TYPICAL TIE BAR LOCATION (1)



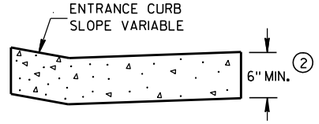
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



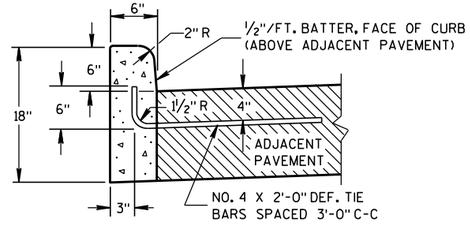
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



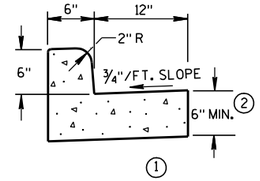
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)



(1)

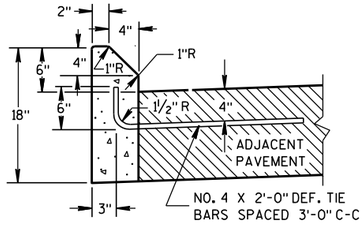
TYPES A & D



(1)

TYPES A & D

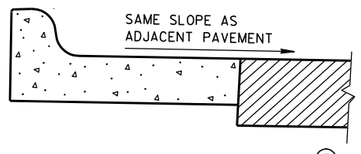
CONCRETE CURB & GUTTER 18"



(1)

TYPES G & J

CONCRETE CURB



(5)

REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

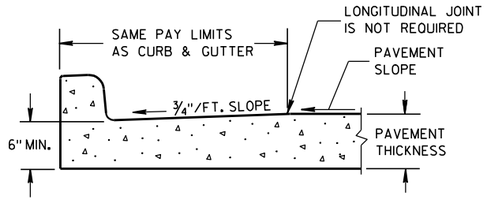
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

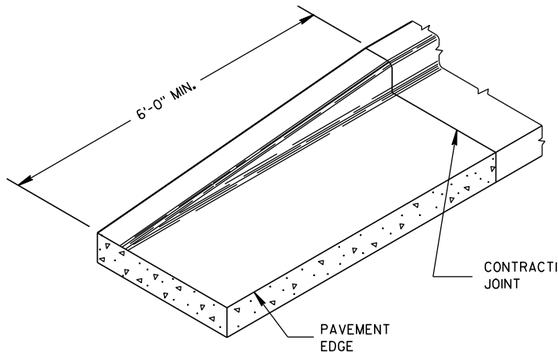
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

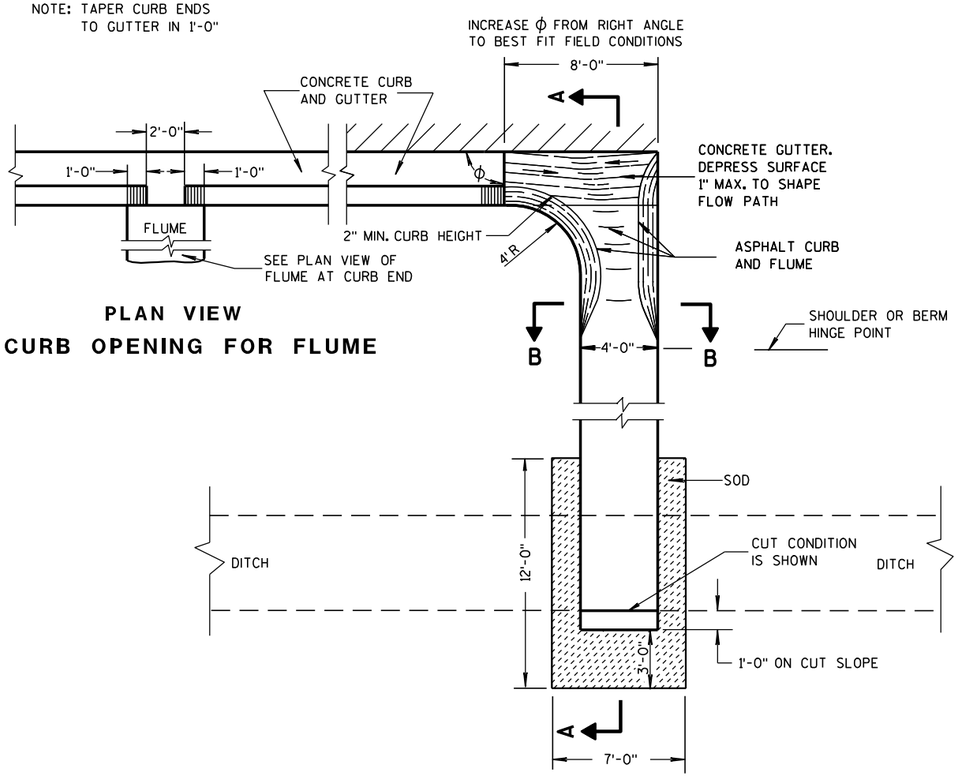
6

S.D.D. 8 D 1-17

6

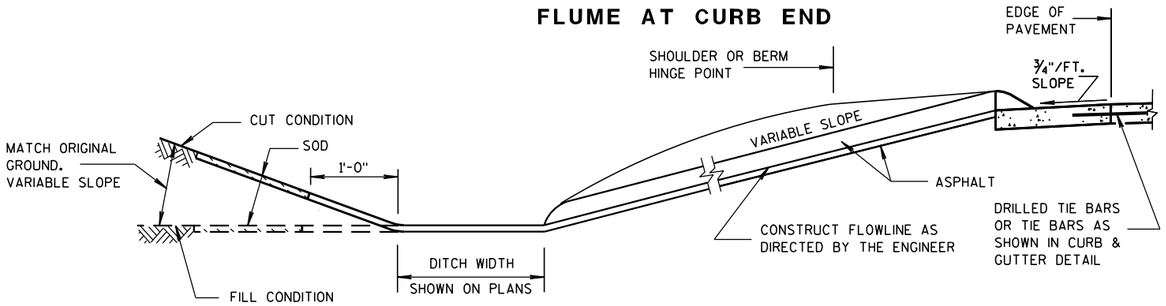
S.D.D. 8 D 1-17

ASPHALTIC FLUME

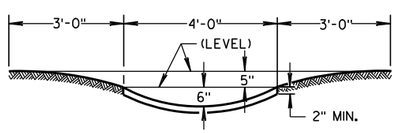


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

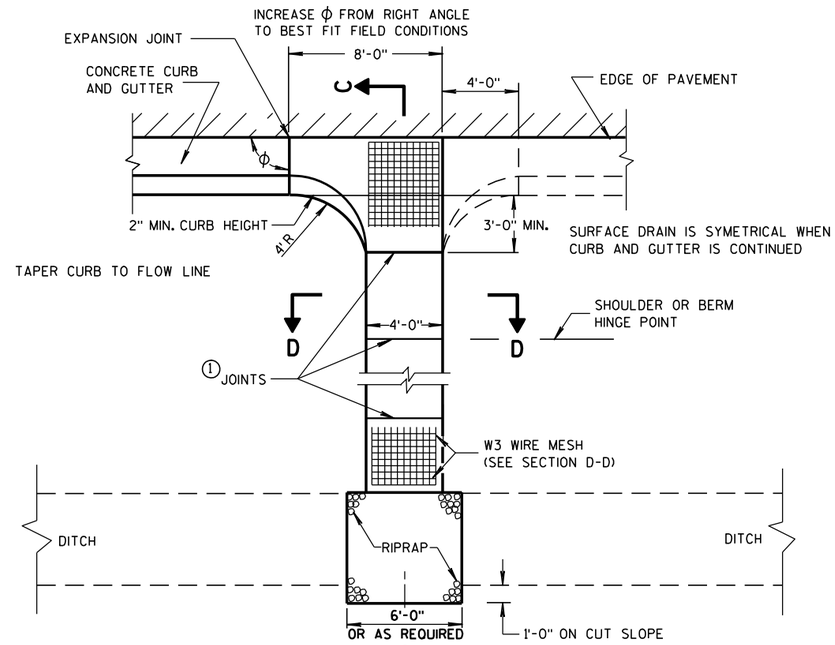
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

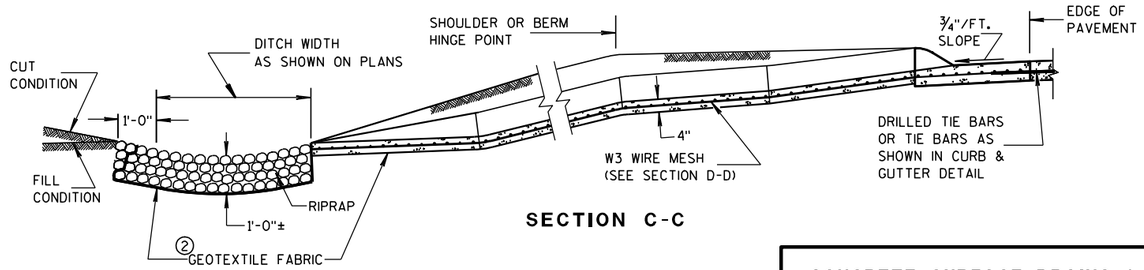
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

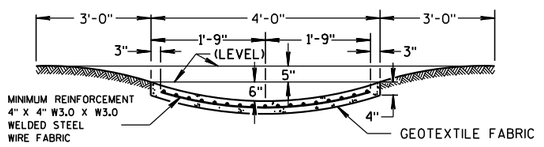
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

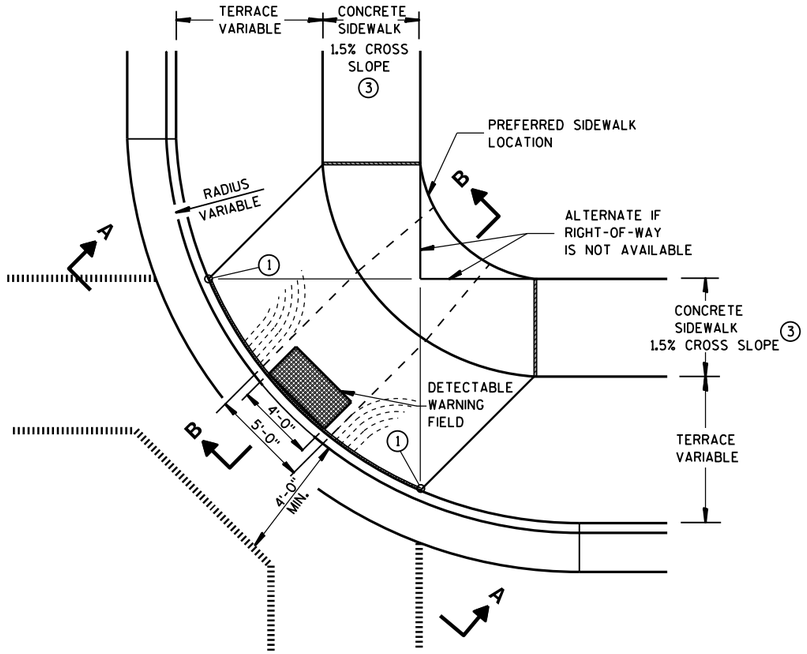
CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6 S.D.D. 8 D 4-5

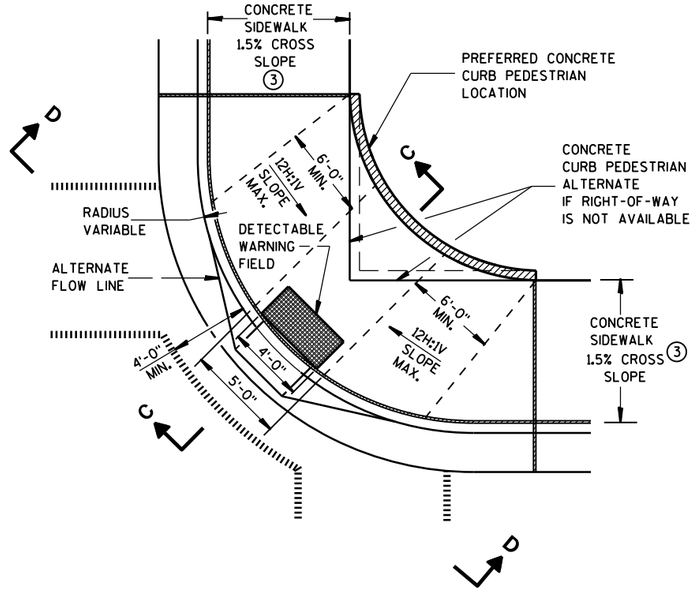
6 S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

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

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

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

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

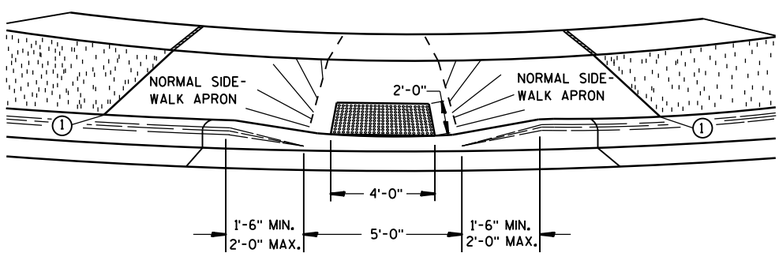
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

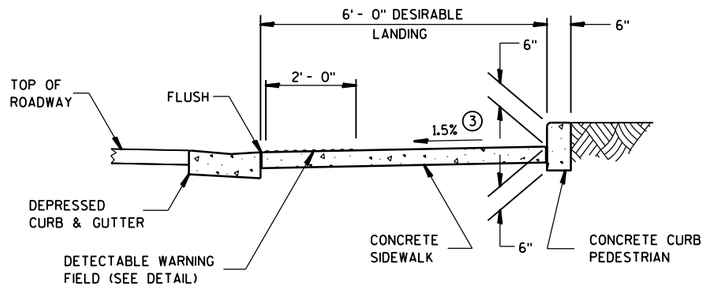
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

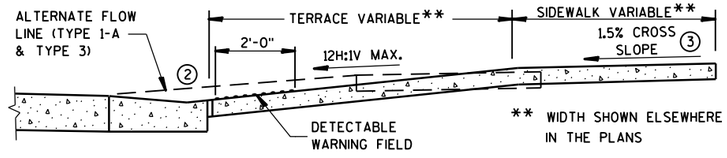
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



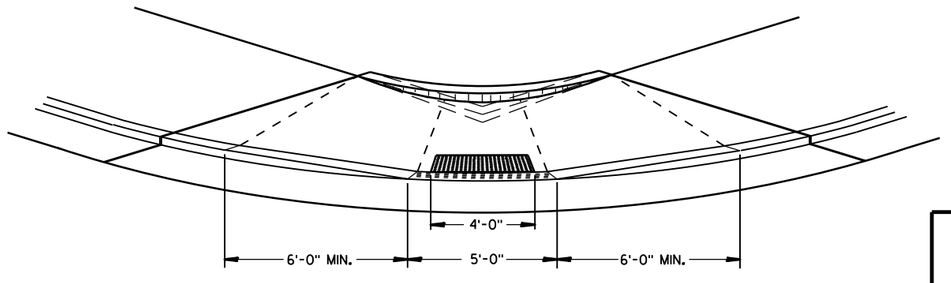
VIEW A-A



SECTION C-C



SECTION B-B



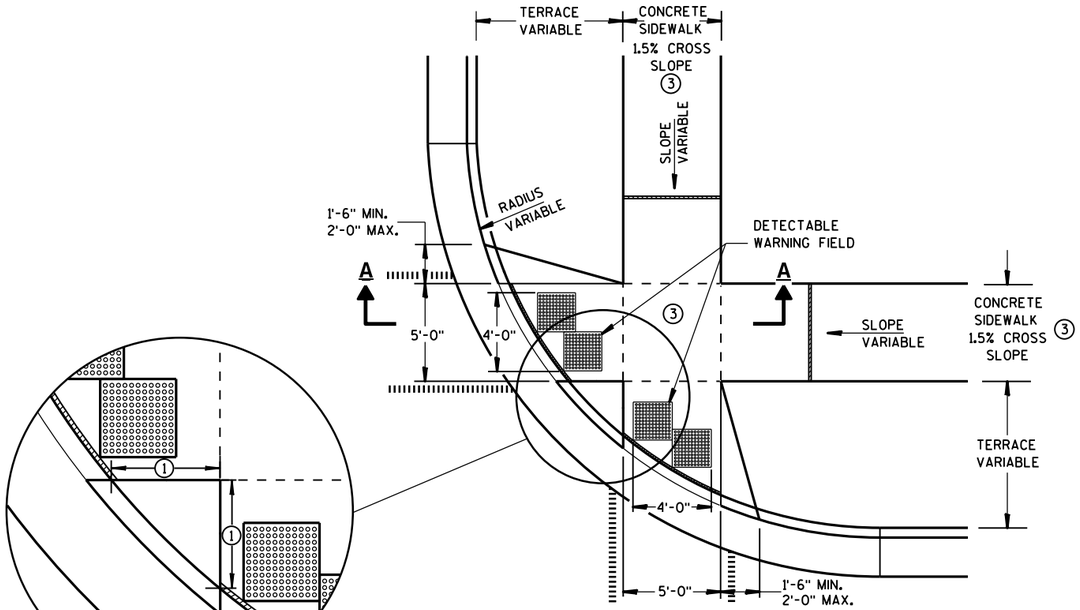
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

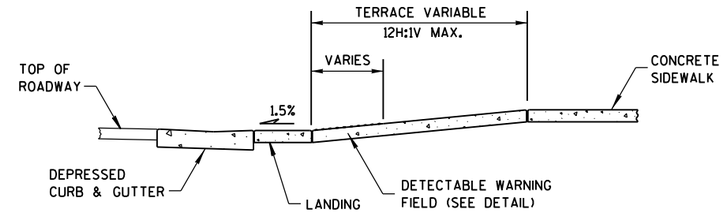
S.D.D. 8 D 5-15a



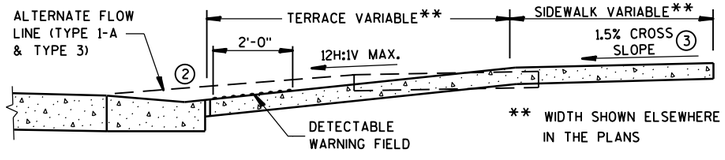
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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

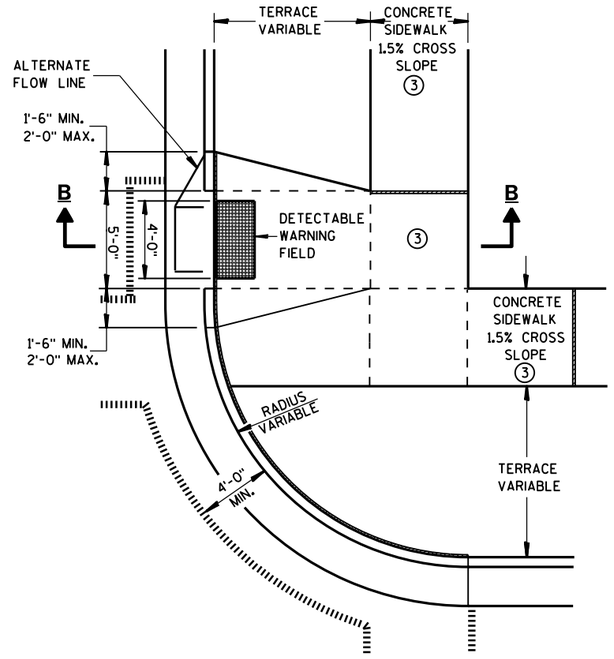
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

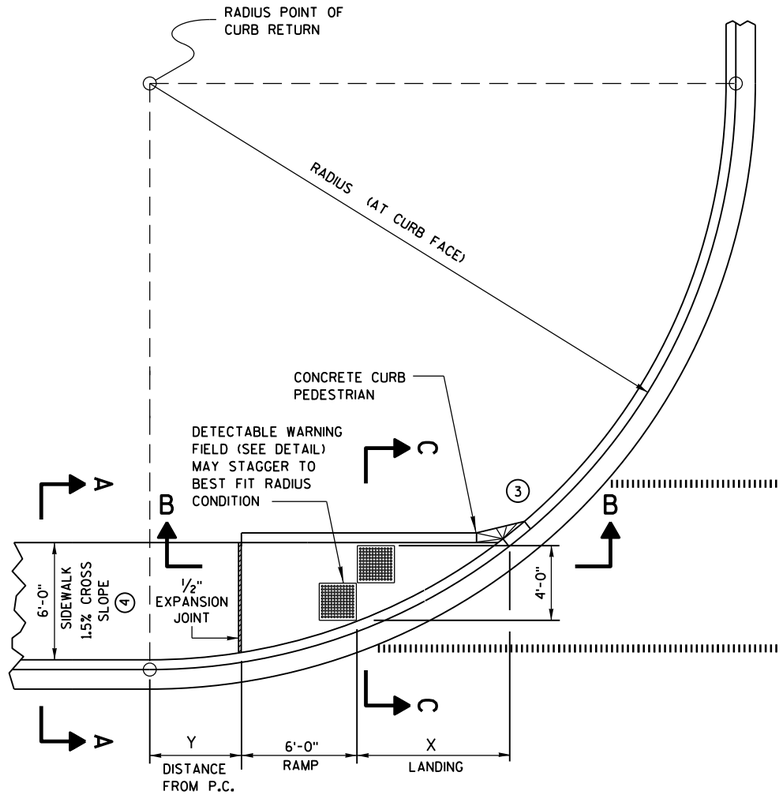
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

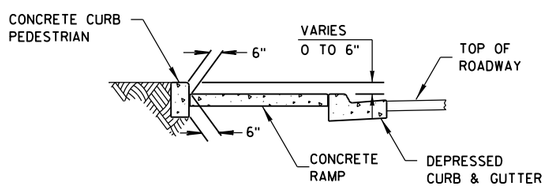
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

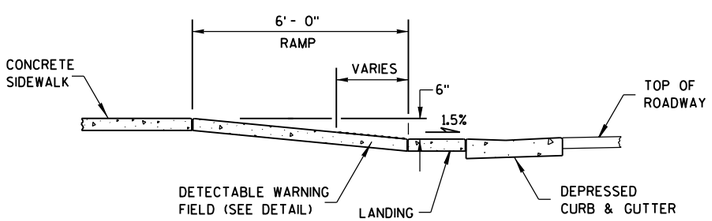
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



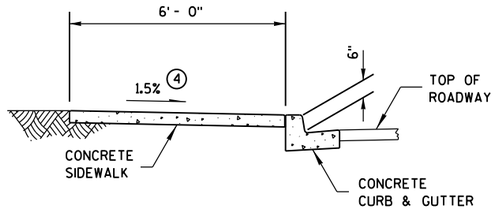
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

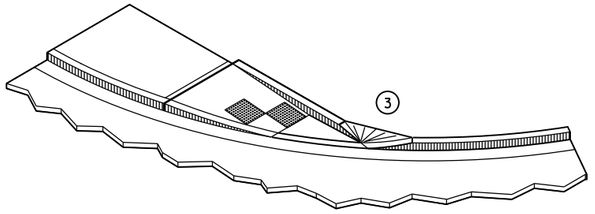
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

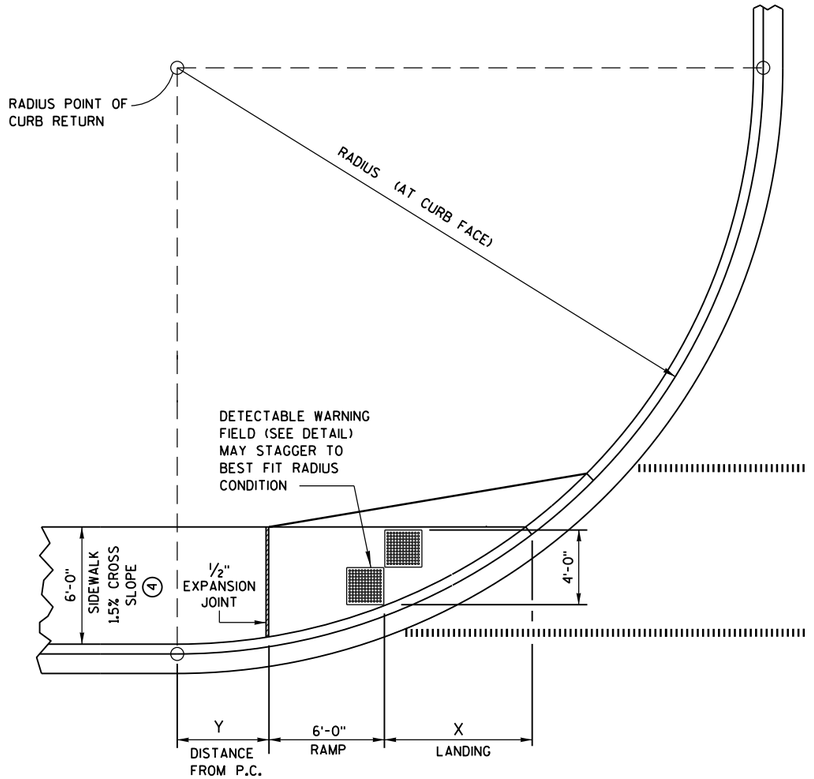
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

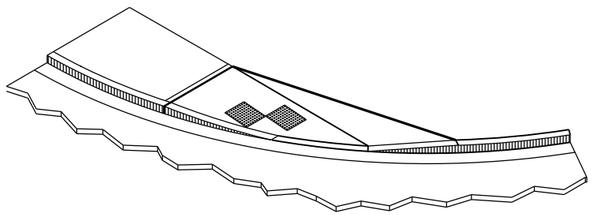
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

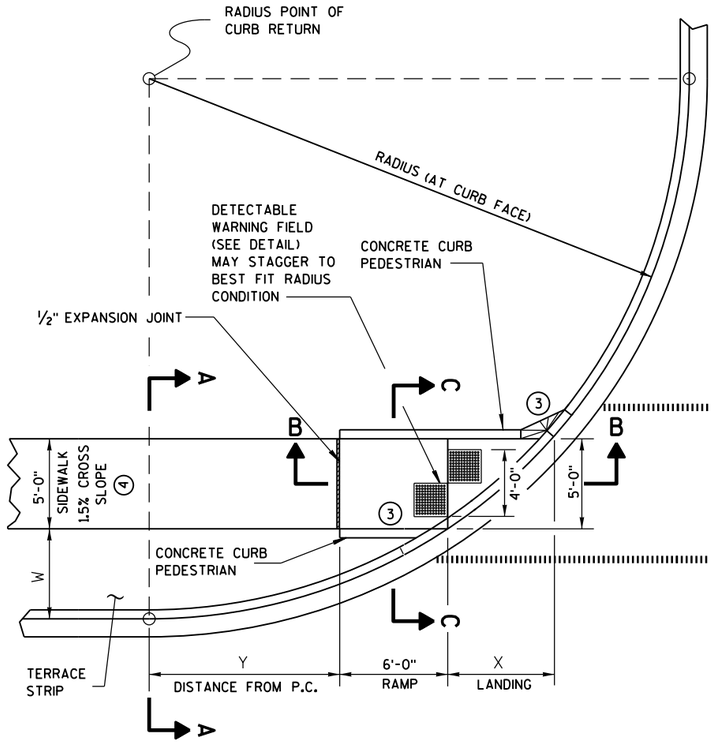
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

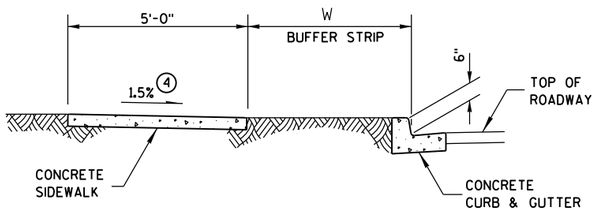
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

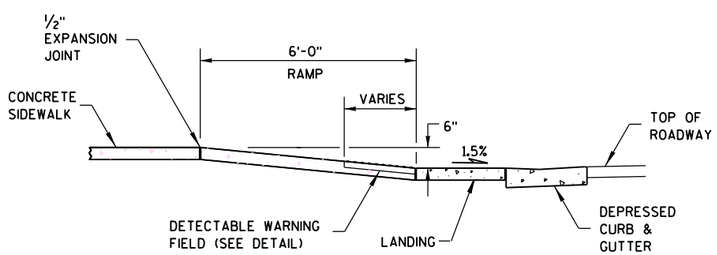
S.D.D. 8 D 5-15c



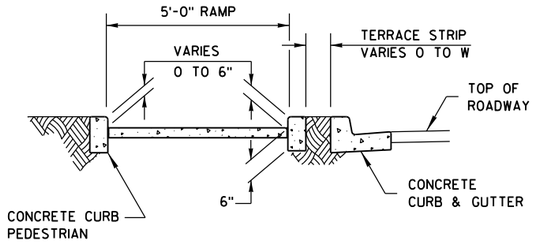
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

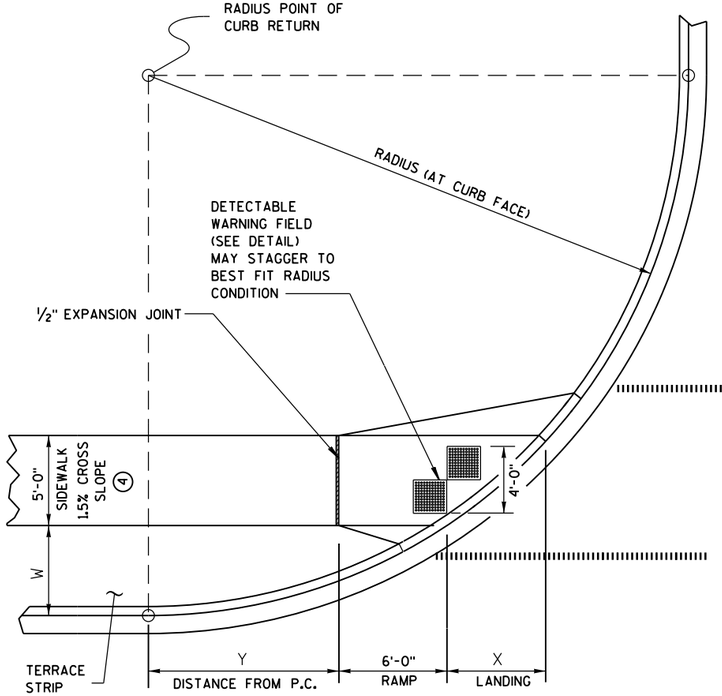
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

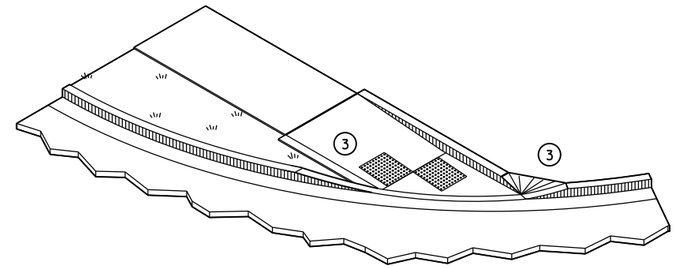
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

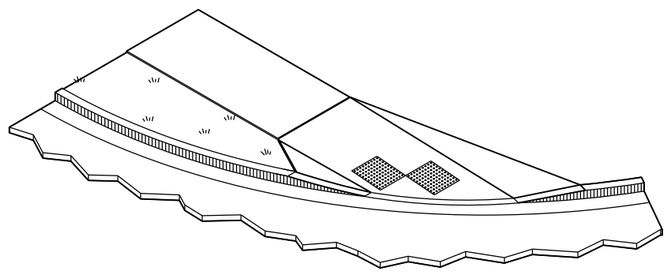
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



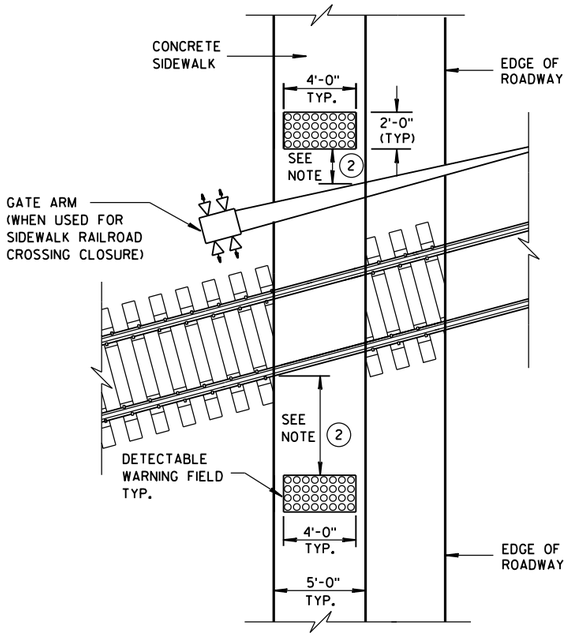
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

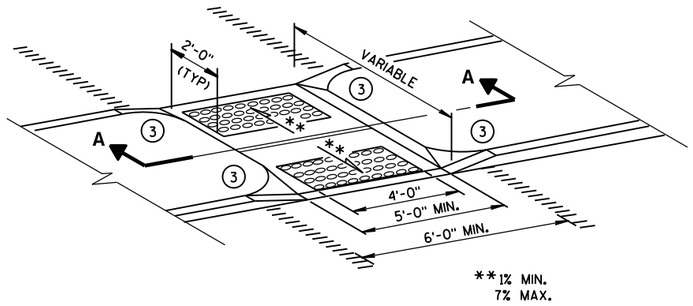
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

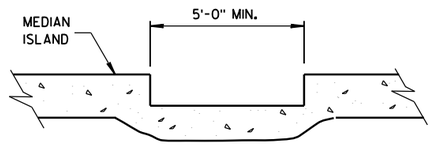
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

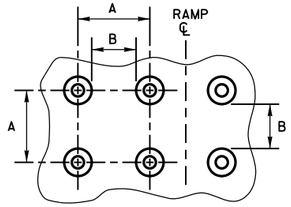
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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

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

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



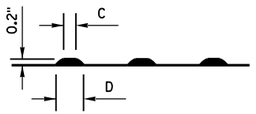
SECTION A-A



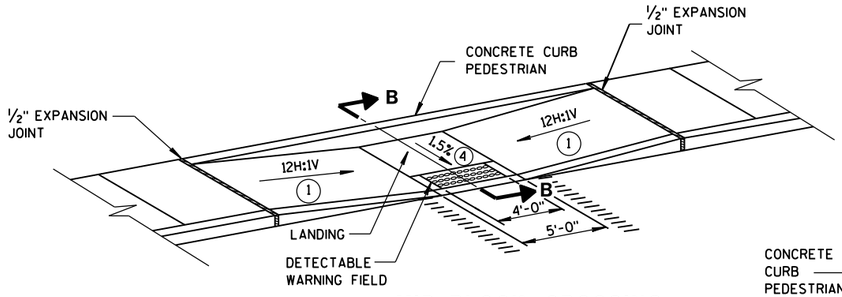
PLAN VIEW

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

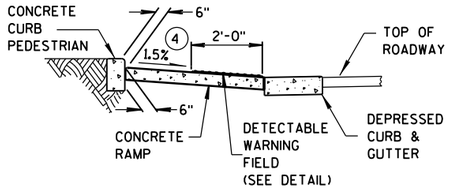
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

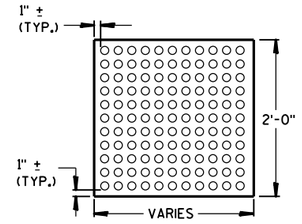


MID-BLOCK CROSSING
TYPE 7A



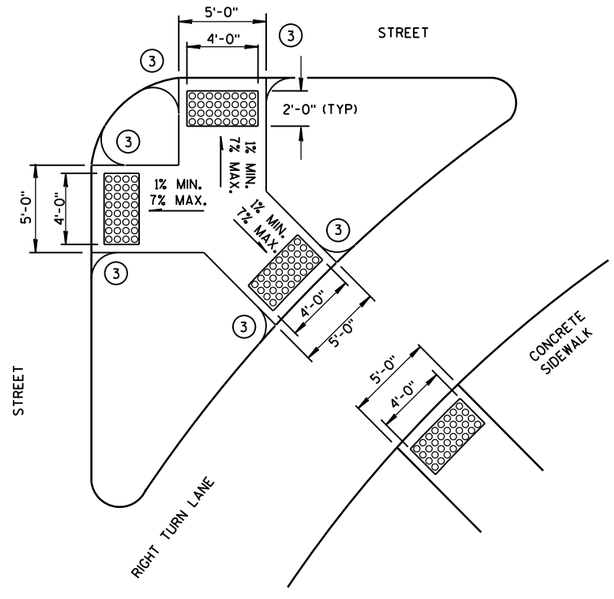
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

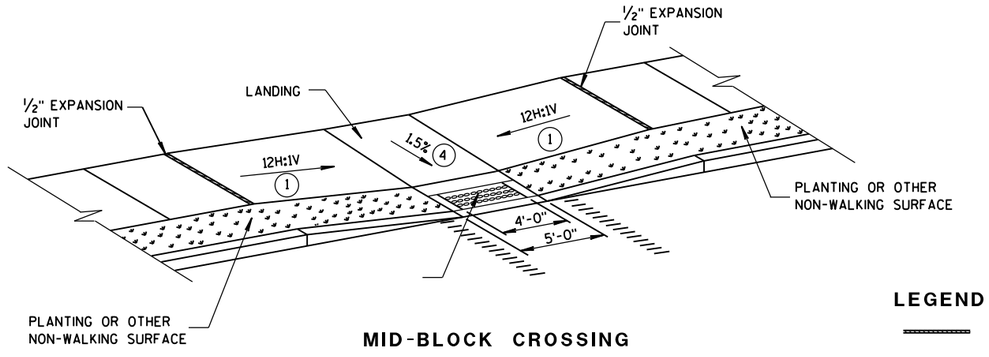


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

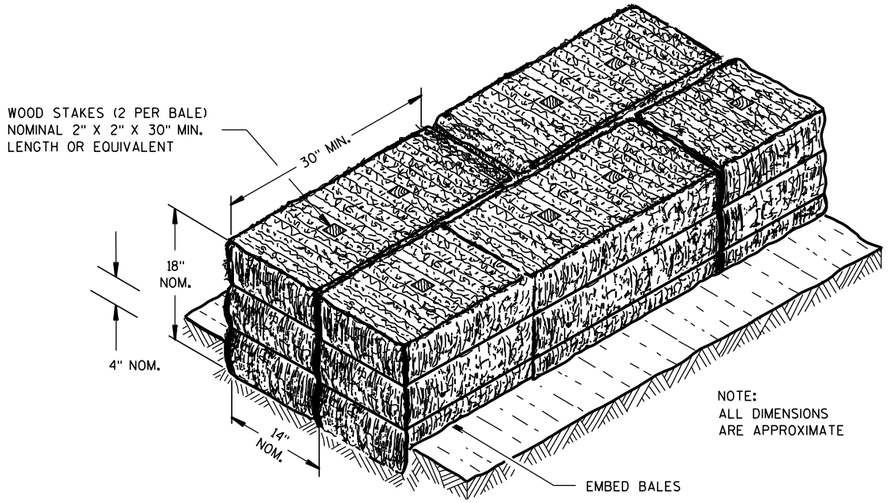
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

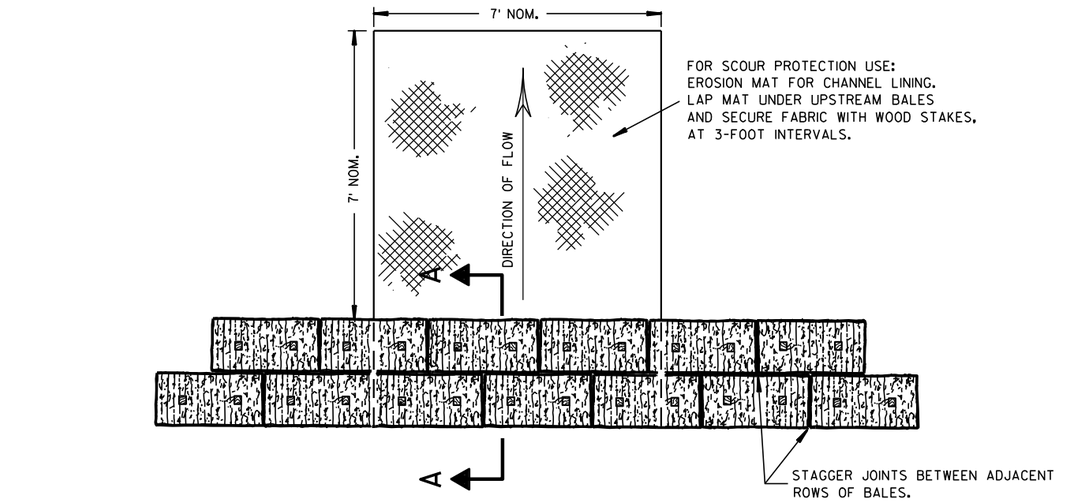
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

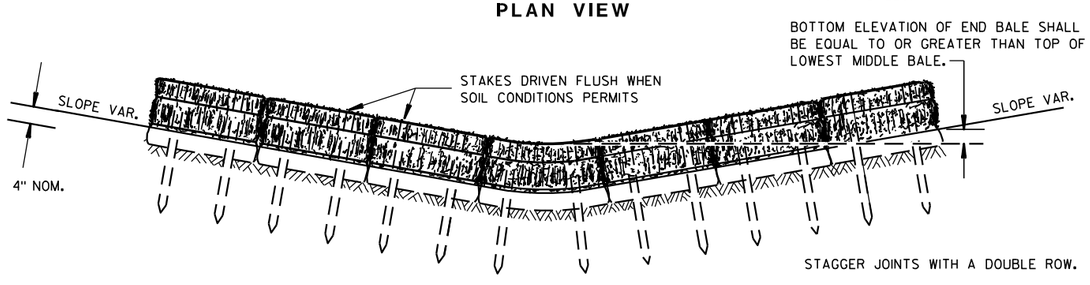
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



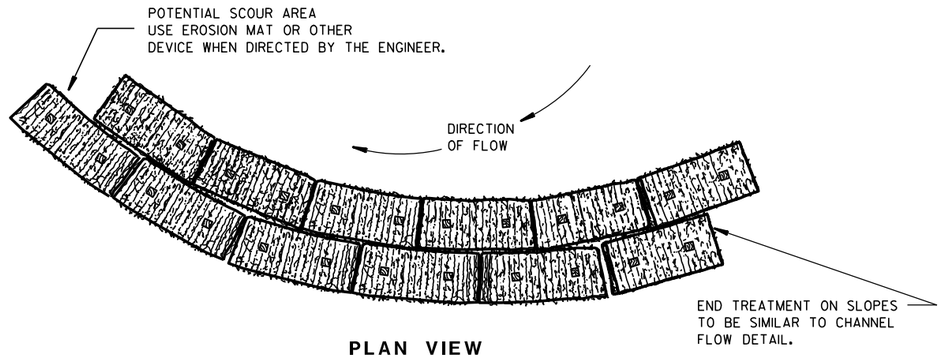
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

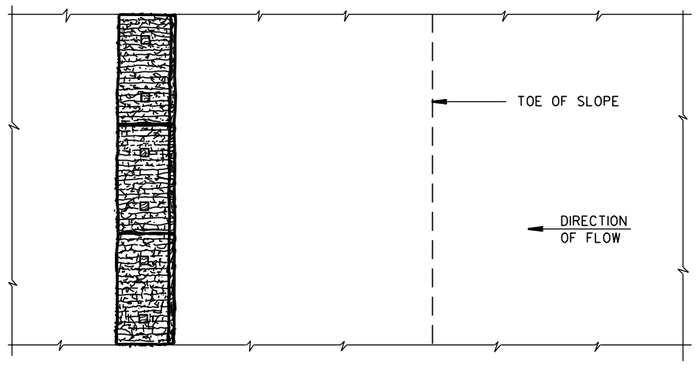
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

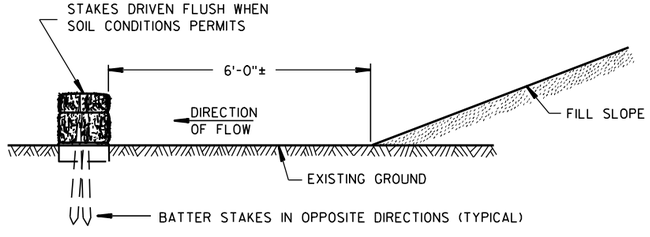


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

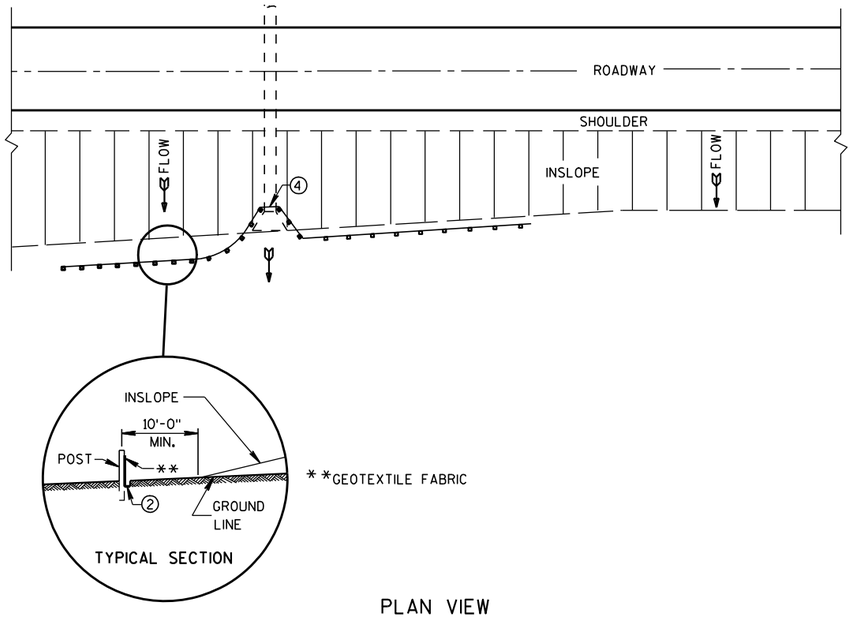
FHWA

6

S.D.D. 8 E 8-3

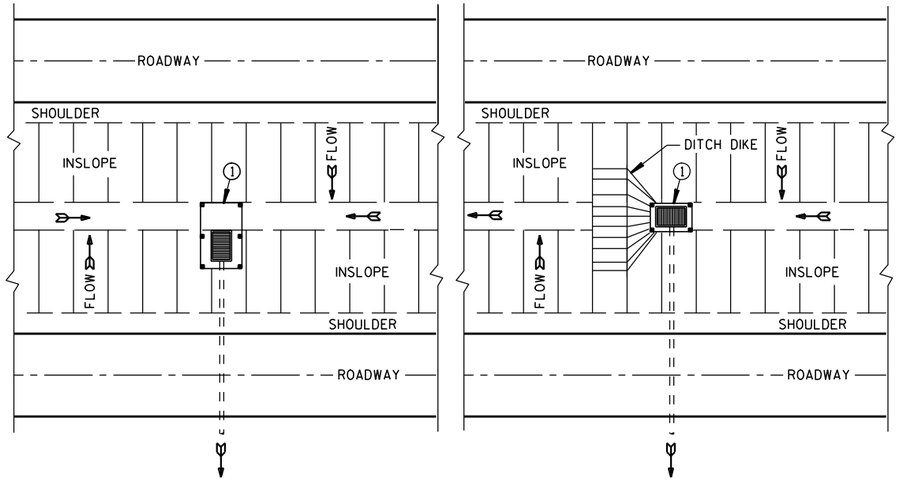
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



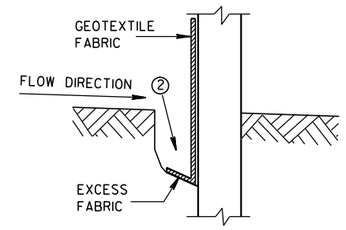
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

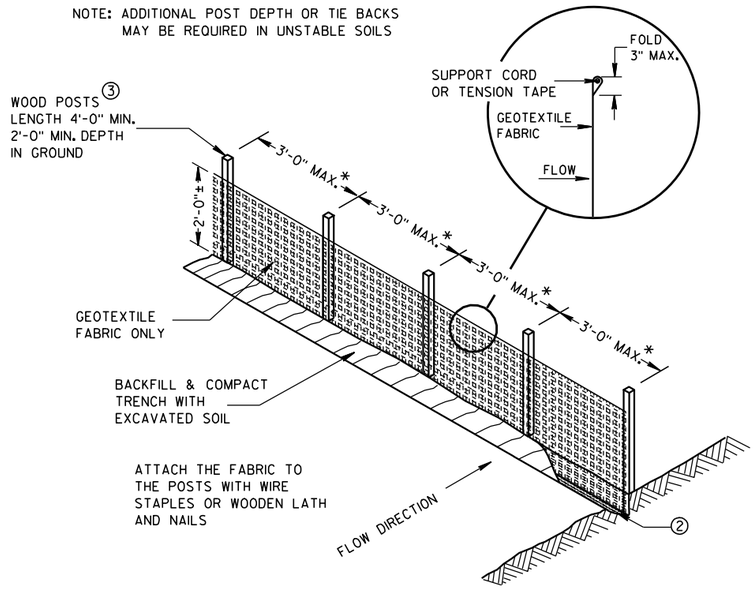
GENERAL NOTES

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

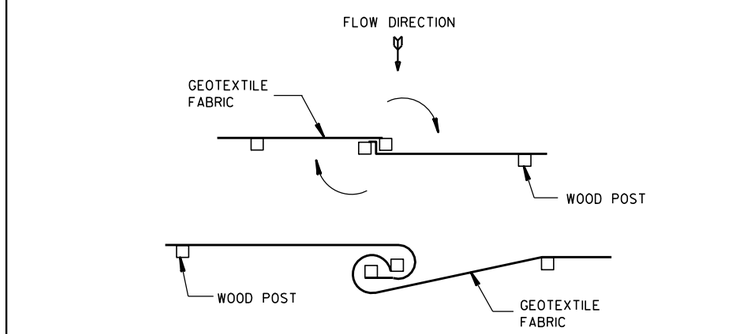
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



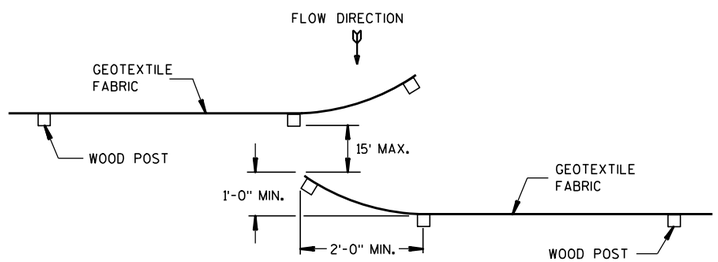
TRENCH DETAIL



SILT FENCE

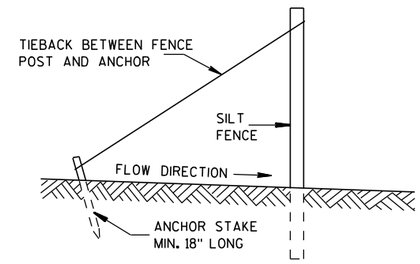


TWIST METHOD



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

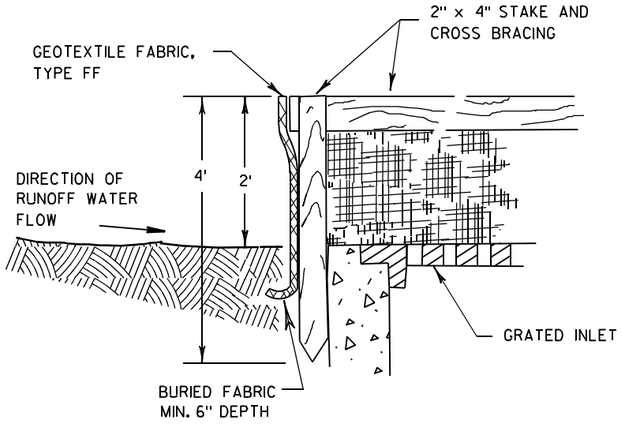
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

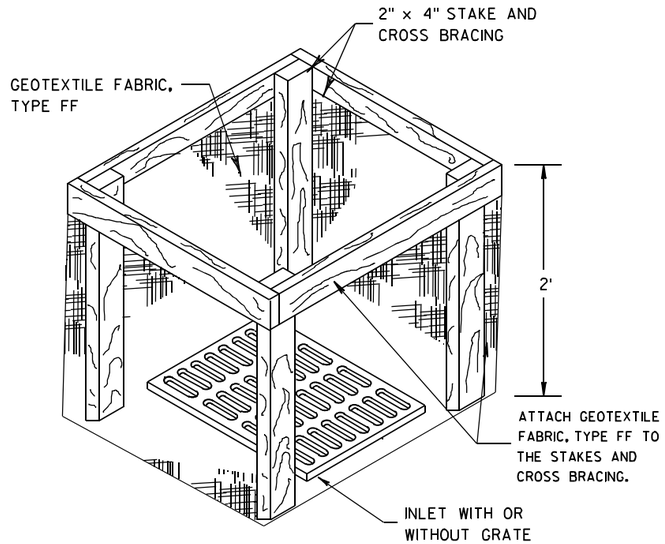
6

S.D.D. 8 E 9-6

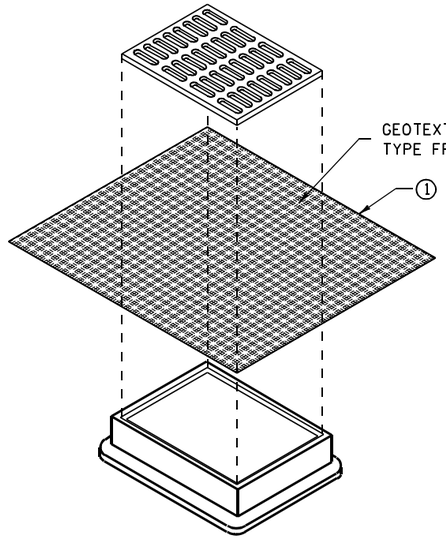
6

S.D.D. 8 E 9-6



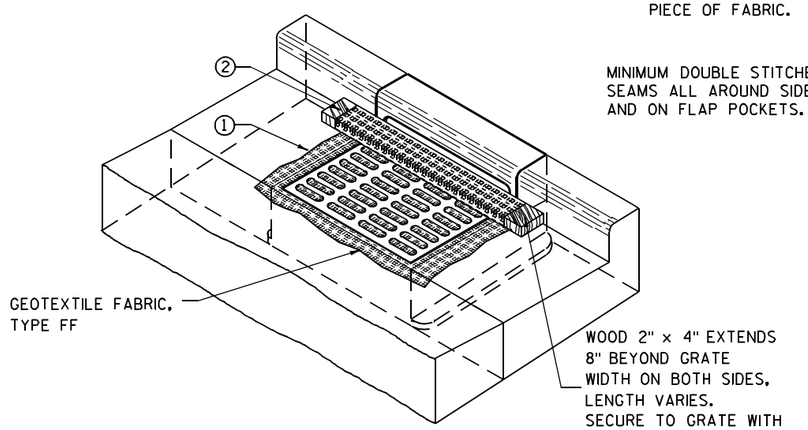


INLET PROTECTION, TYPE A

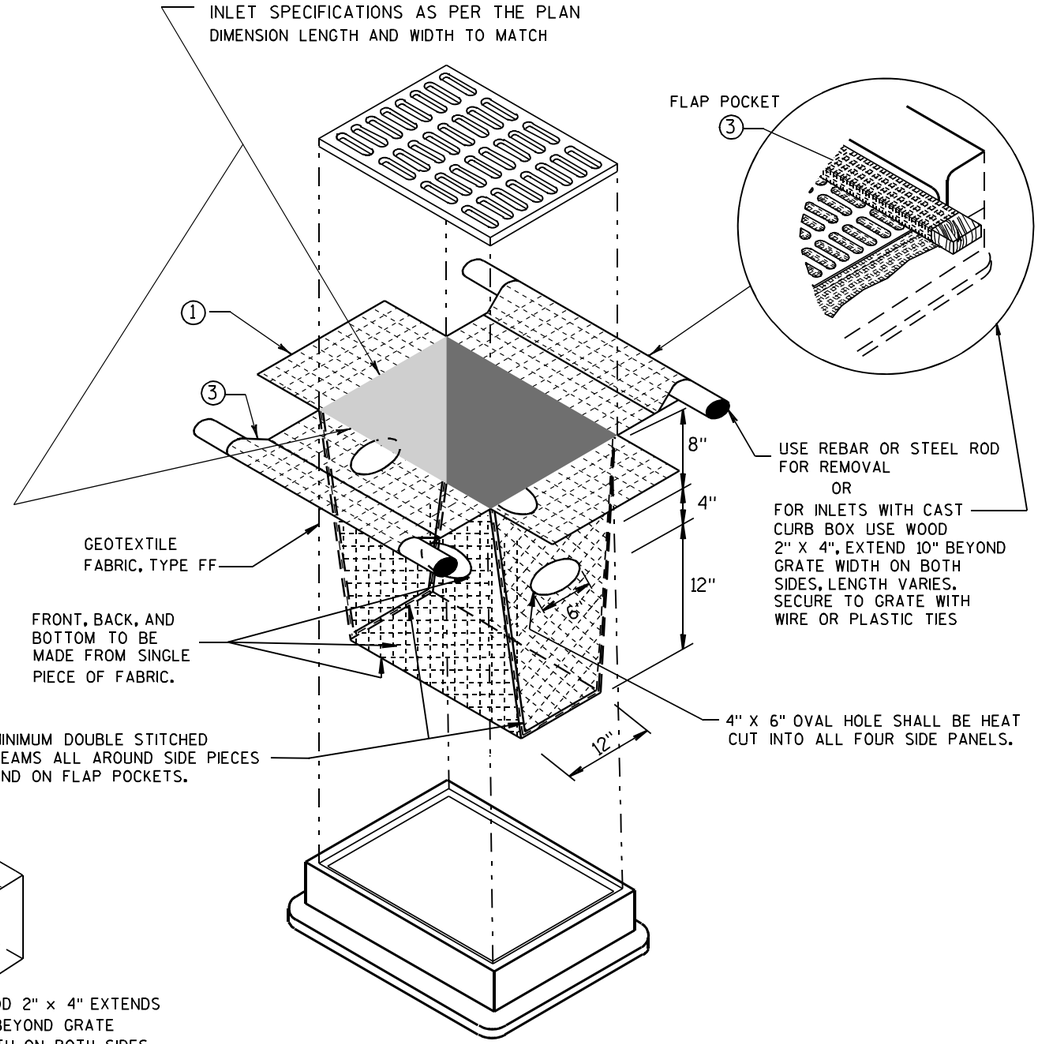


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

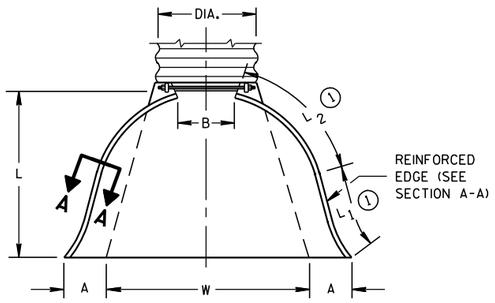
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

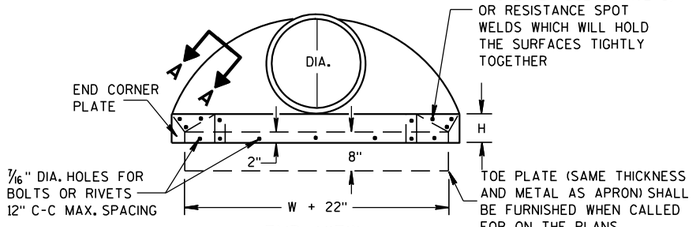
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

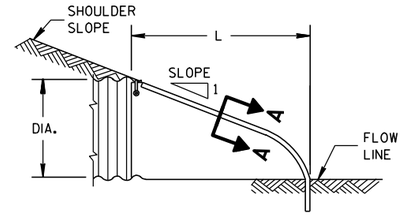
*MINIMUM
**MAXIMUM



PLAN VIEW

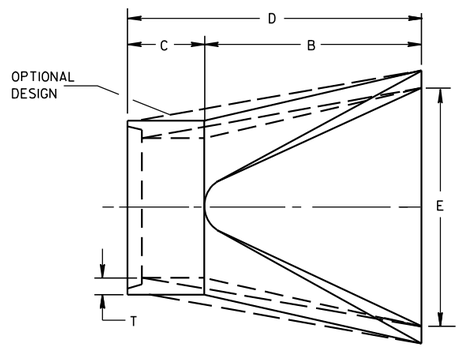


END VIEW

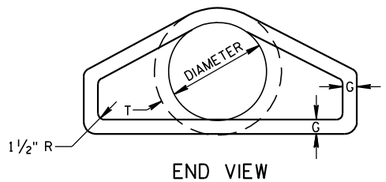


SIDE ELEVATION

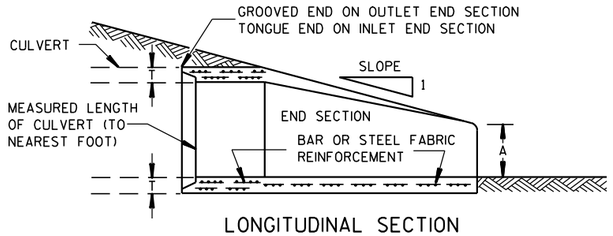
METAL ENDWALLS



PLAN

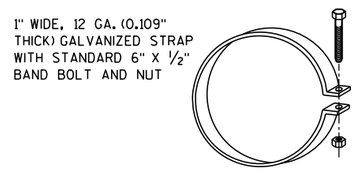


END VIEW



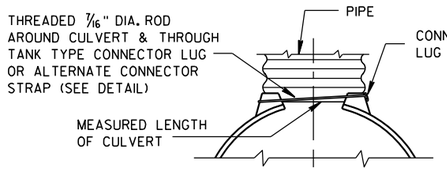
LONGITUDINAL SECTION

CONCRETE ENDWALLS

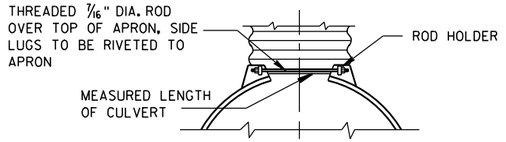


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

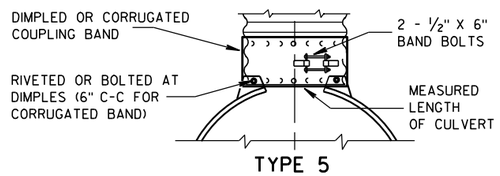


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

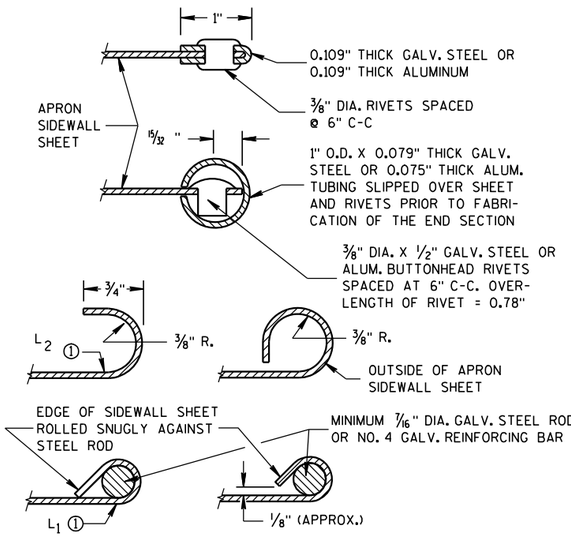
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

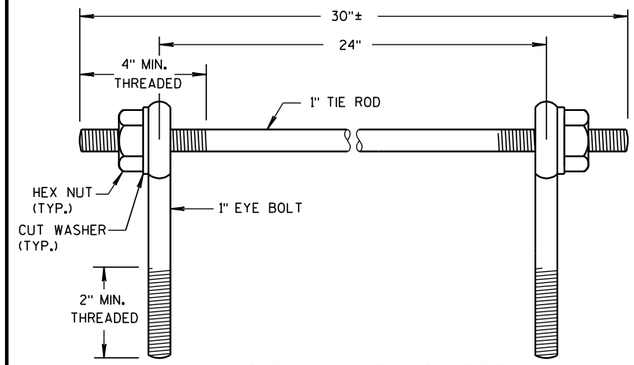
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

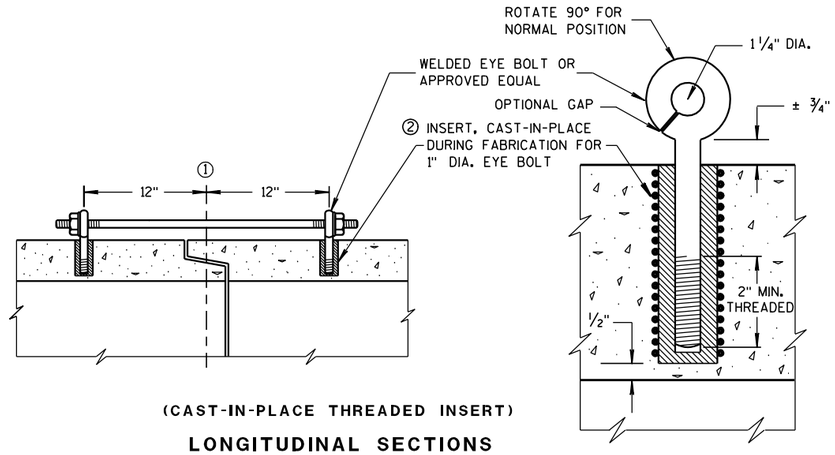
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

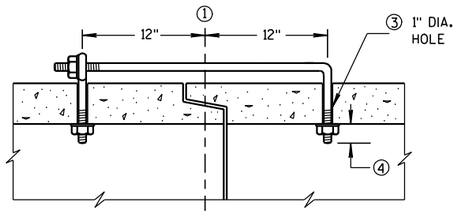
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

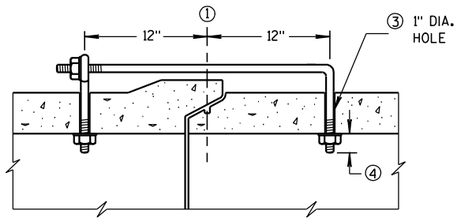
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

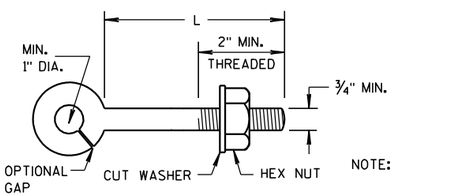


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

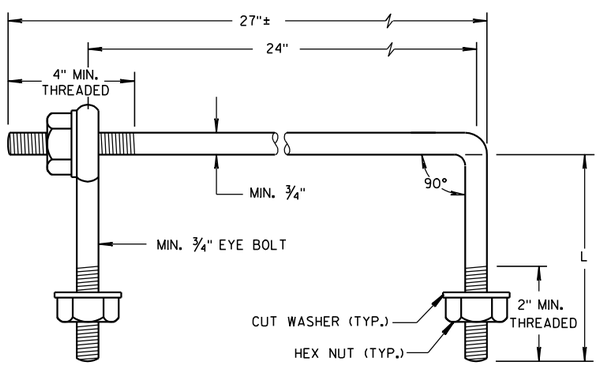
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



EYE BOLT

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



EYE BOLT AND TIE ROD

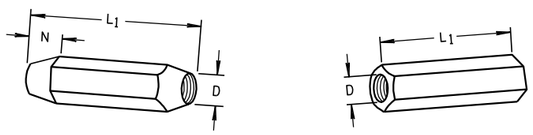
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

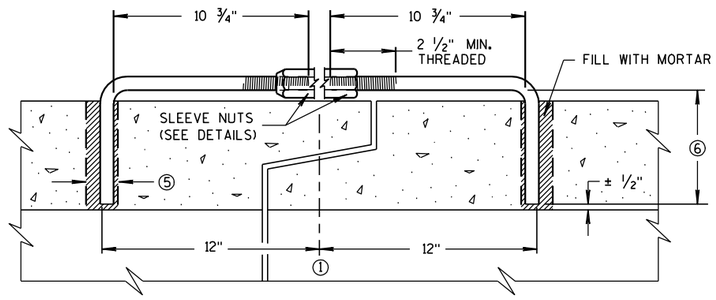
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

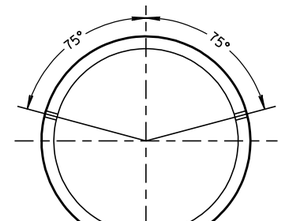
SLEEVE NUTS



LONGITUDINAL SECTION

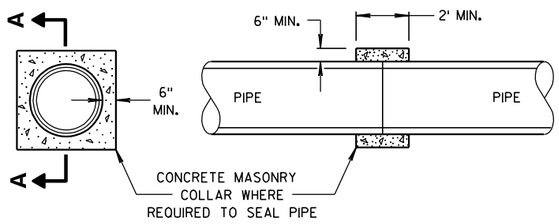
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

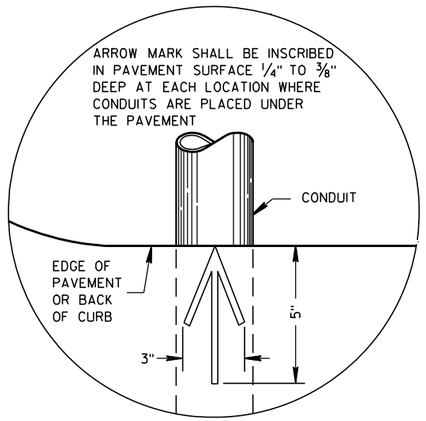
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
274
FHWA

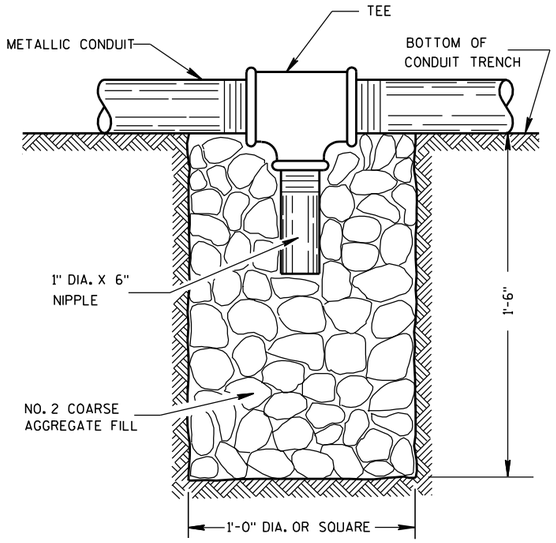
6

S.D.D. 8 F 4-7



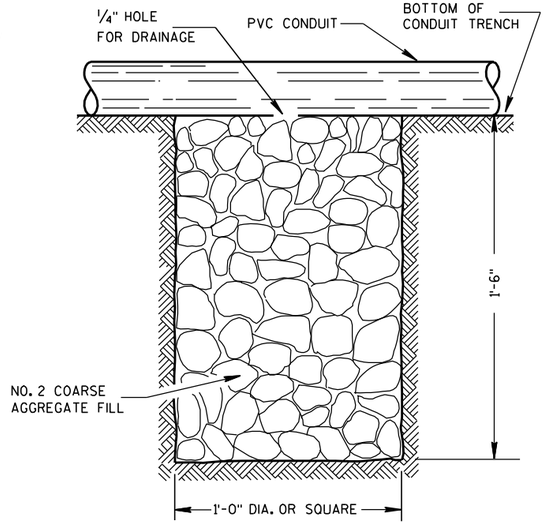
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

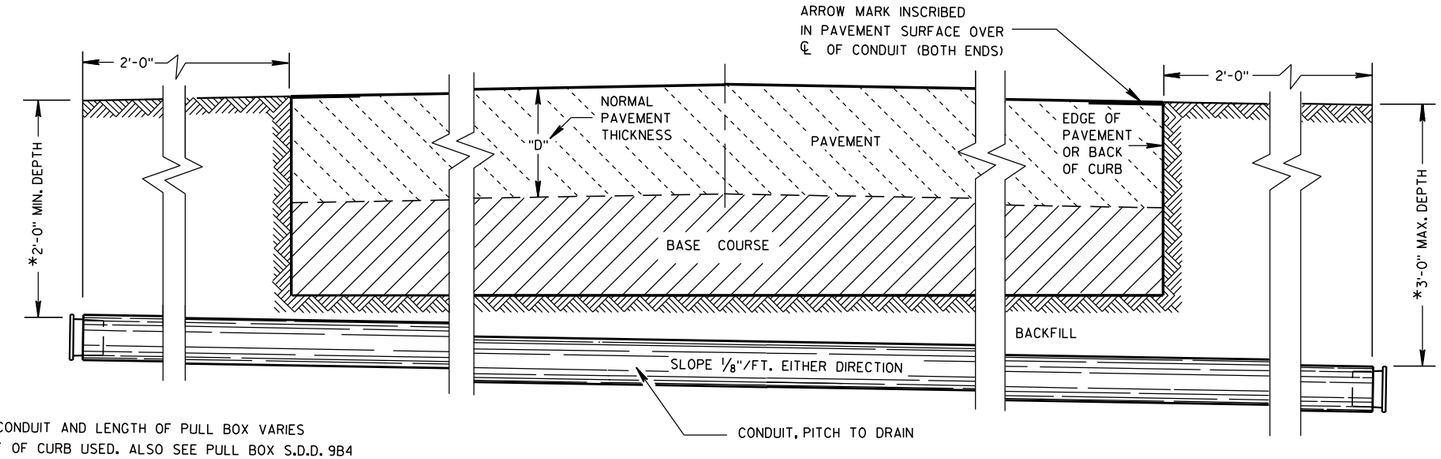
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

275 HWYS

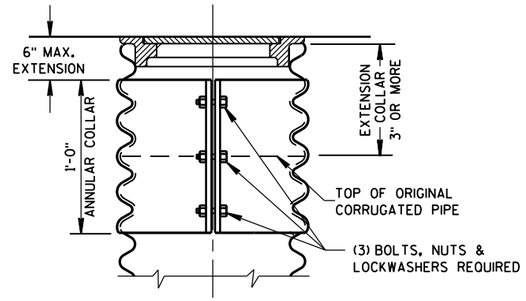
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

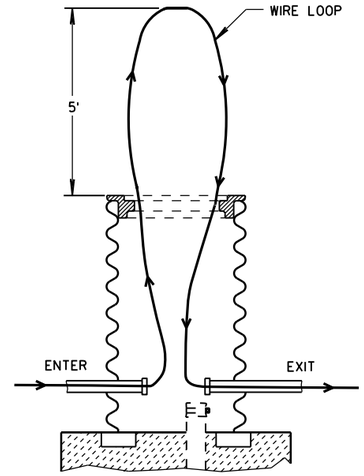
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

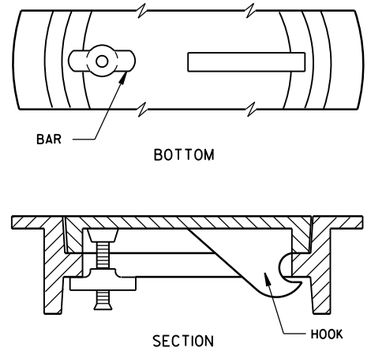
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

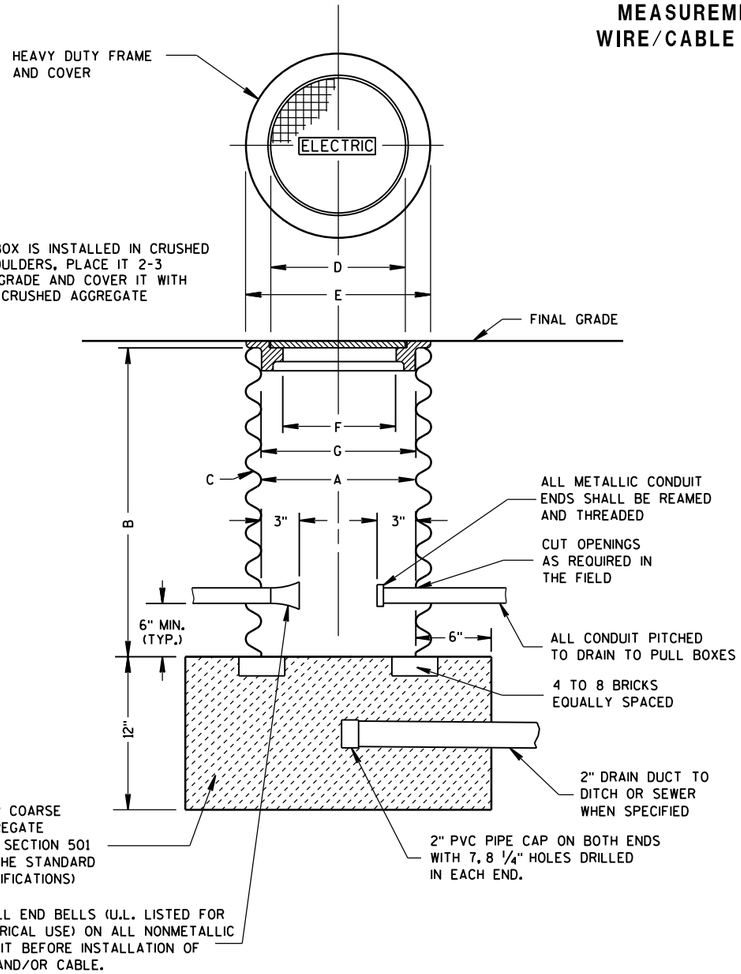


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



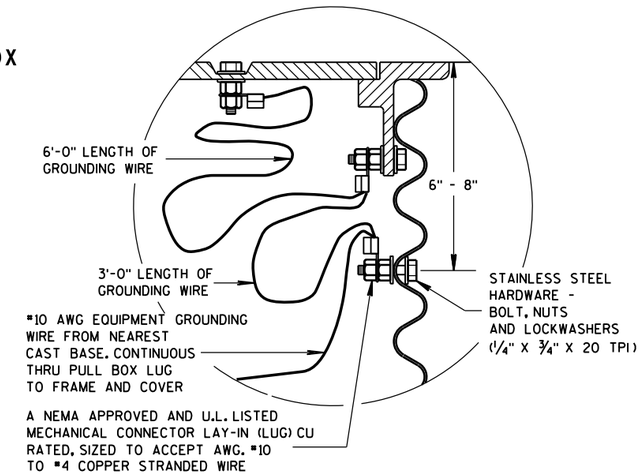
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

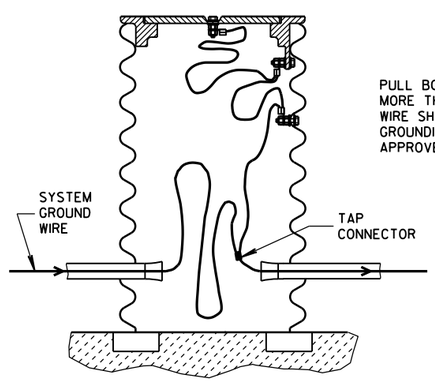


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-7-2013 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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S.D.D. 9 B 4-10

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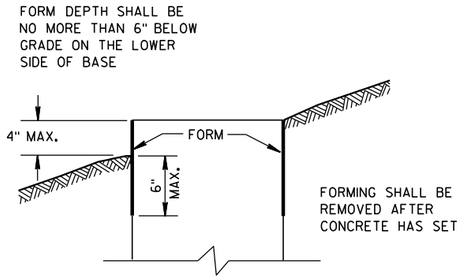
S.D.D. 9 B 4-10



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

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

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

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

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

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

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

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

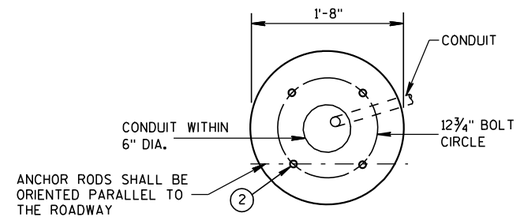
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

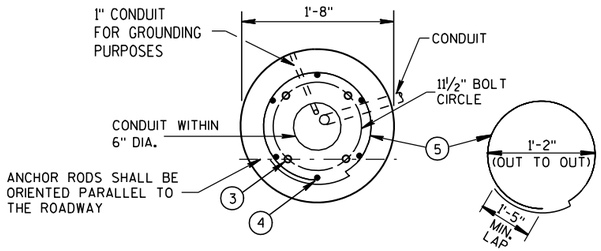
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

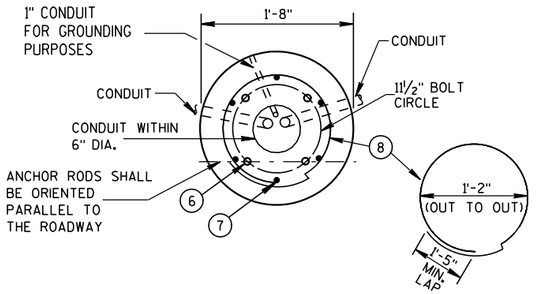
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

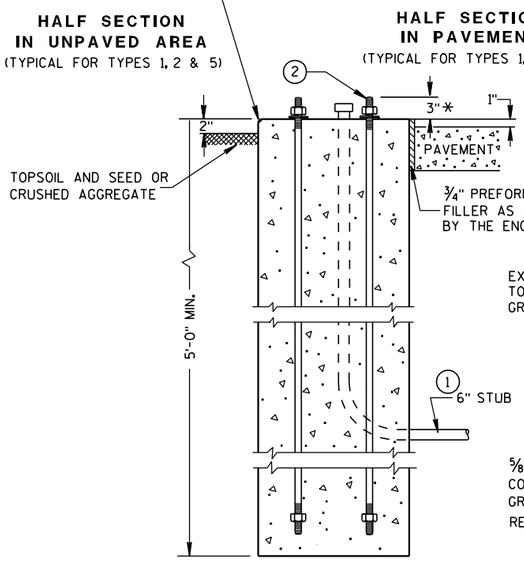






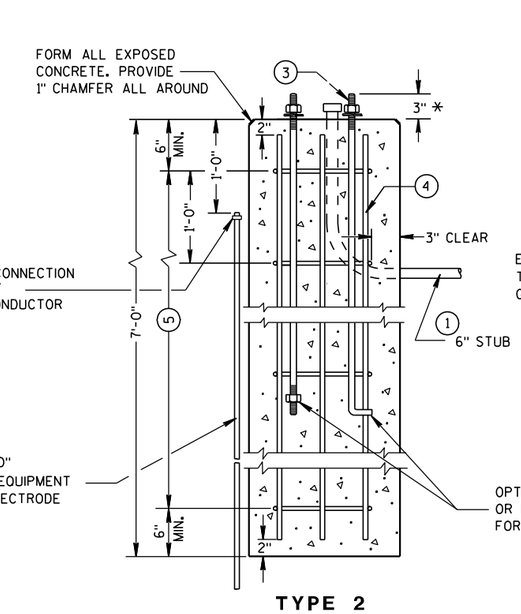
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

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

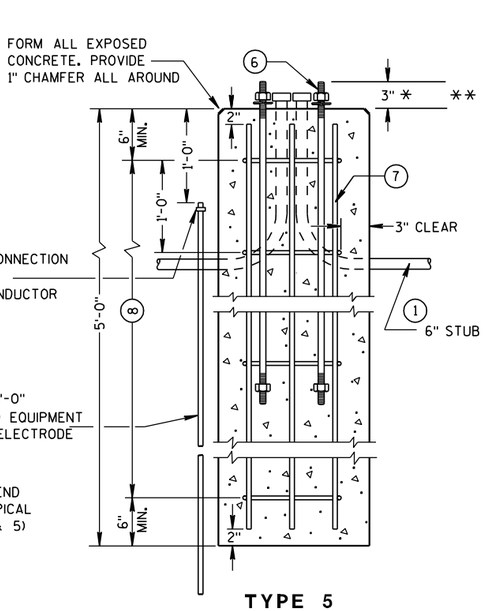


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/3/10 — DATE

/S/ Joanna L. Rush — STATE ELECTRICAL ENGI 277 — HWYS

FHWA

6

S.D.D. 9 C 2-6

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S.D.D. 9 C 2-6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

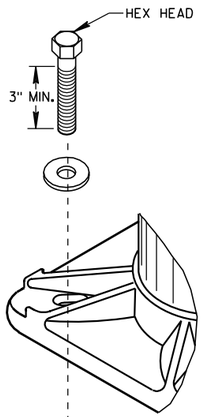
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

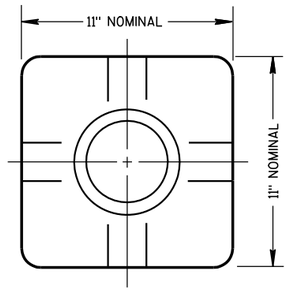
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

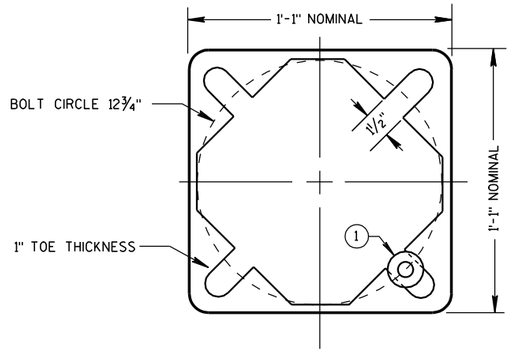
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

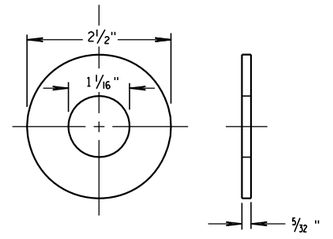




TOP VIEW
(PEDESTAL BASE)

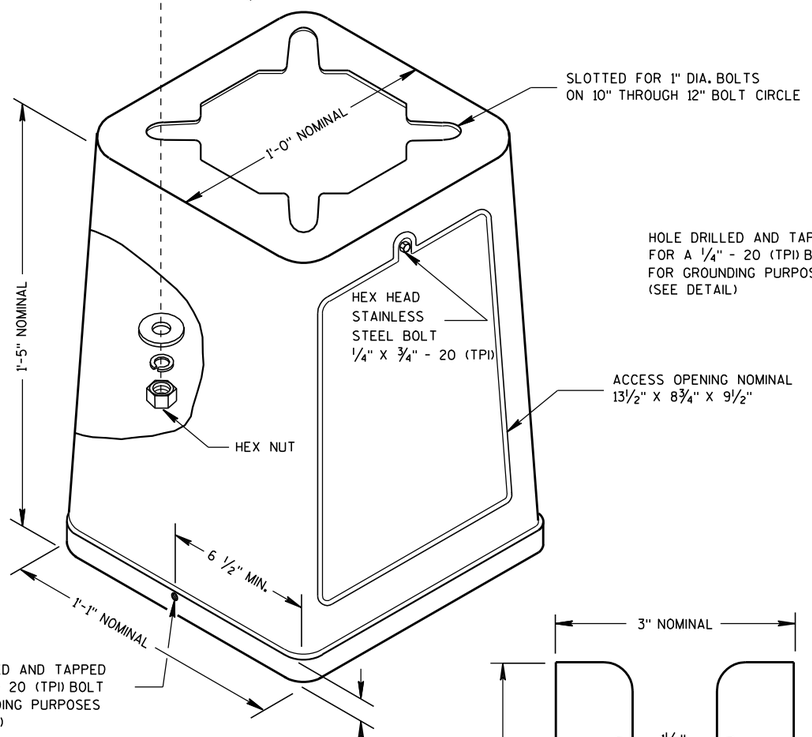


BOTTOM VIEW
(PEDESTAL BASE)

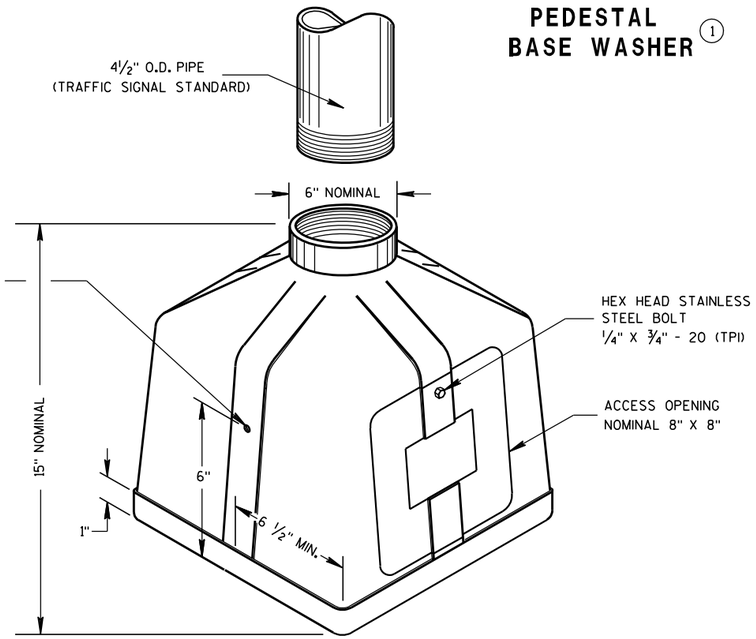


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

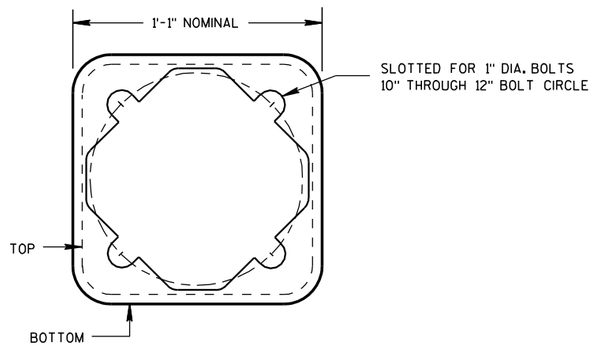


ISOMETRIC VIEW

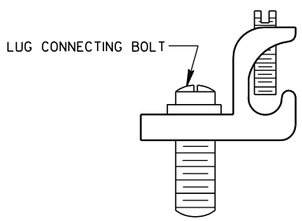


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

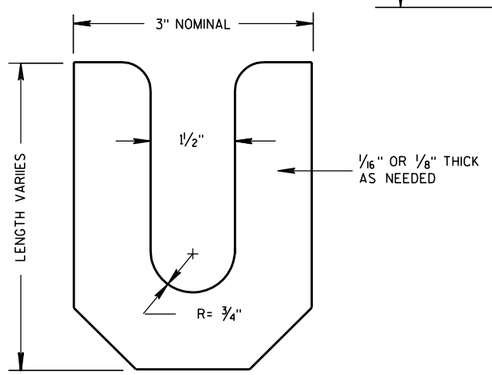


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09
DATE
/S/ Joanna L. Rich
STATE ELECTRICAL ENGI 278 HWYS
FHWA

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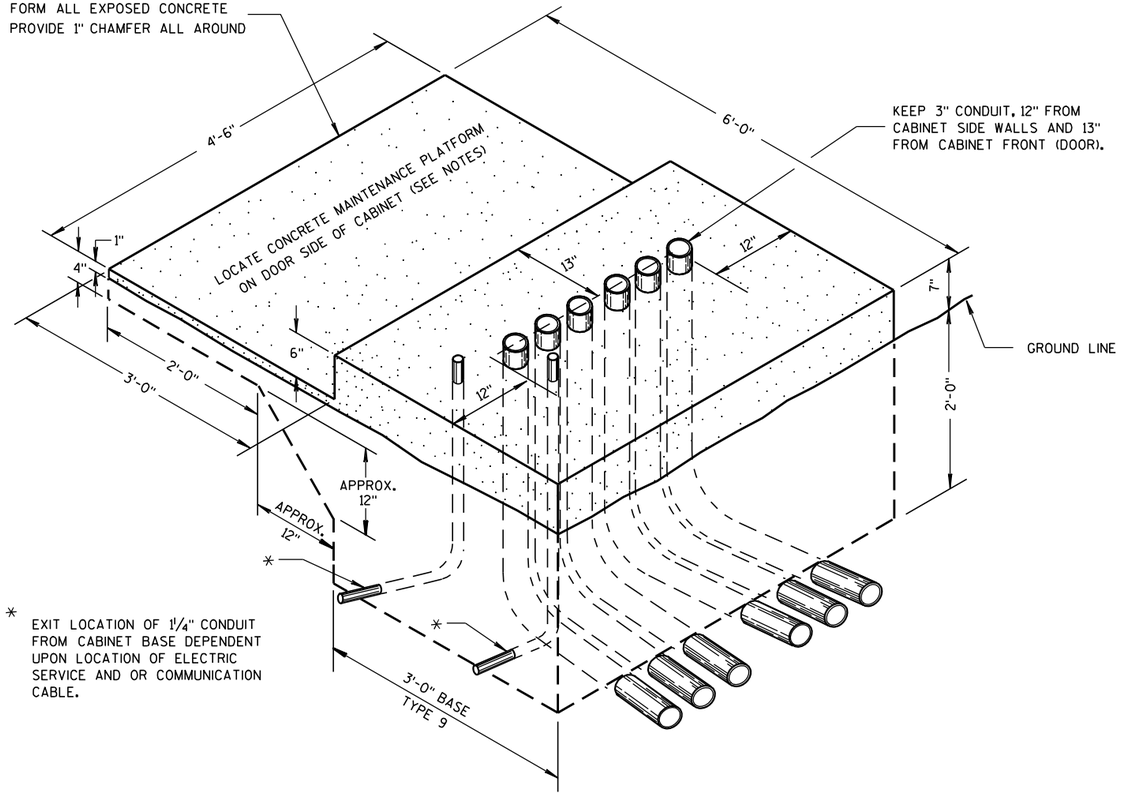
S.D.D. 9 C 3-3

6

S.D.D. 9 C 3-3

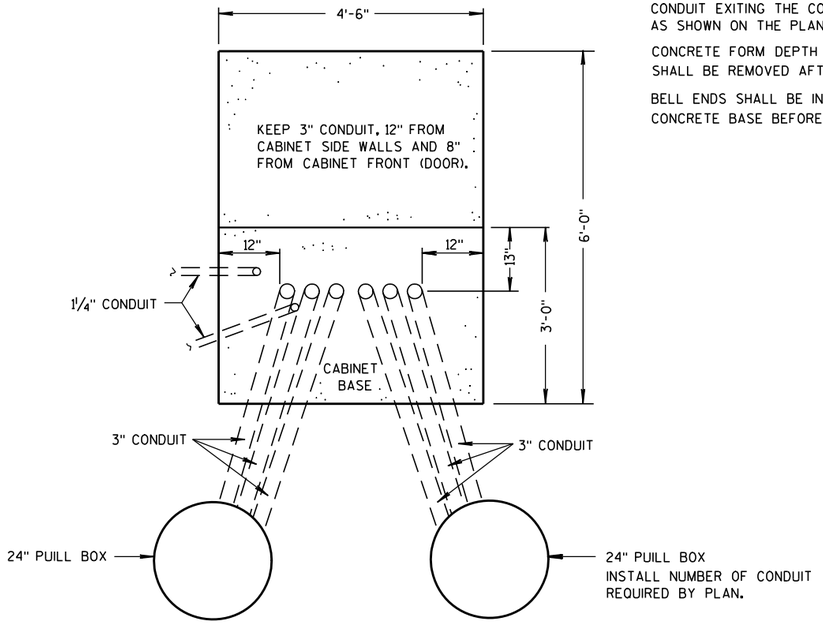


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

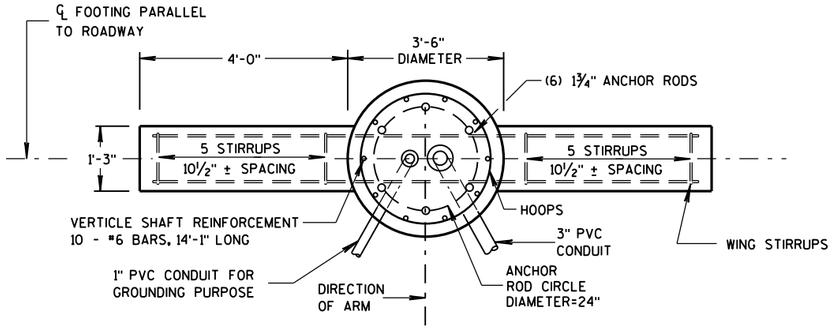
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

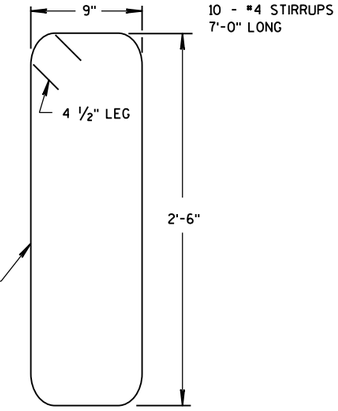
2/27/07 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI 279 HWYS

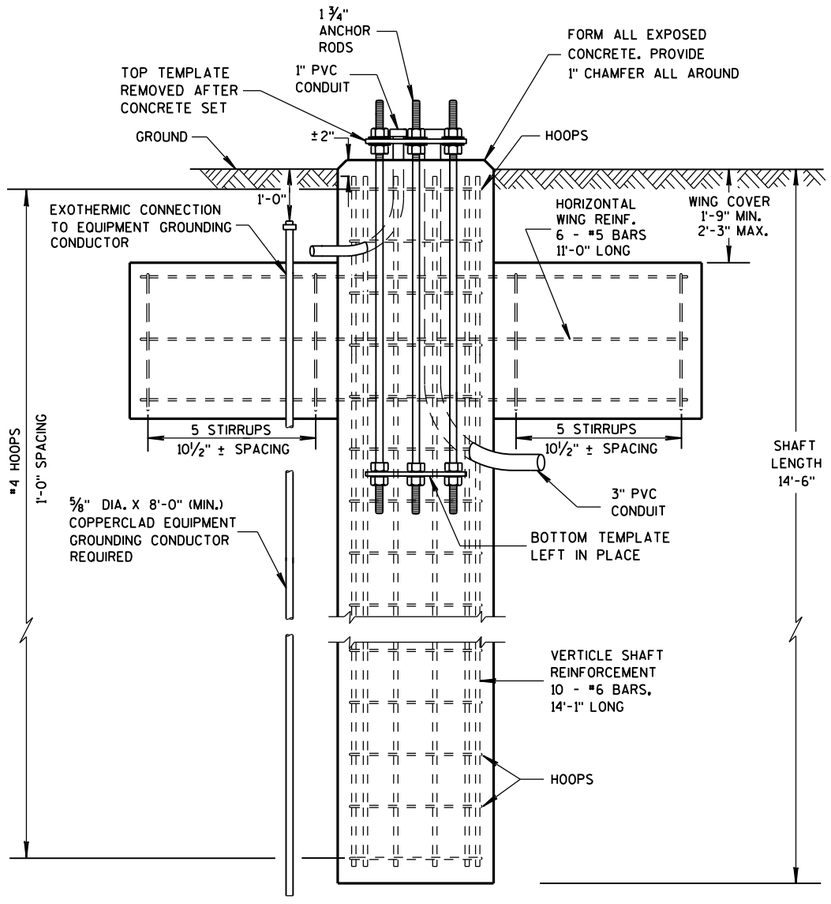
FHWA



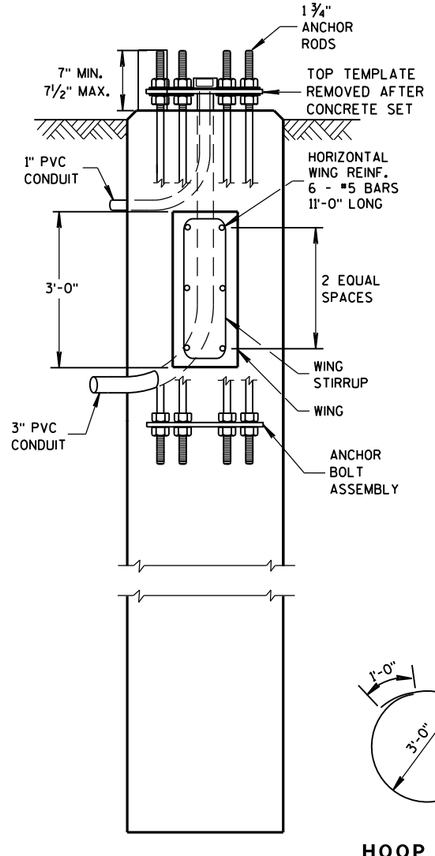
PLAN VIEW



WING STIRRUP

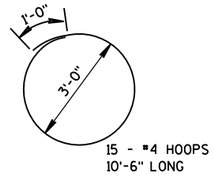


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

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

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

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

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

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

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

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

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

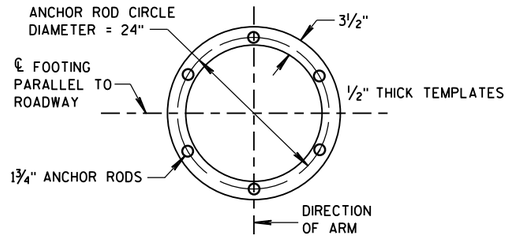
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

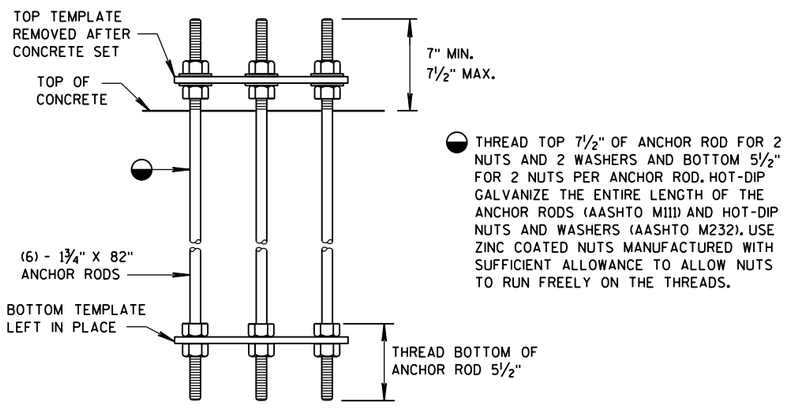
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 9 C 12-3a

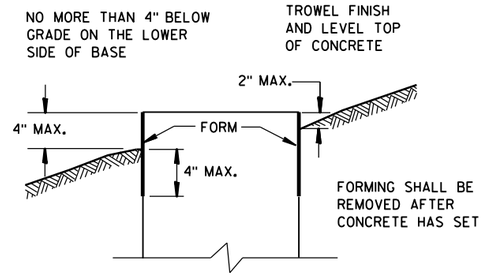


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY

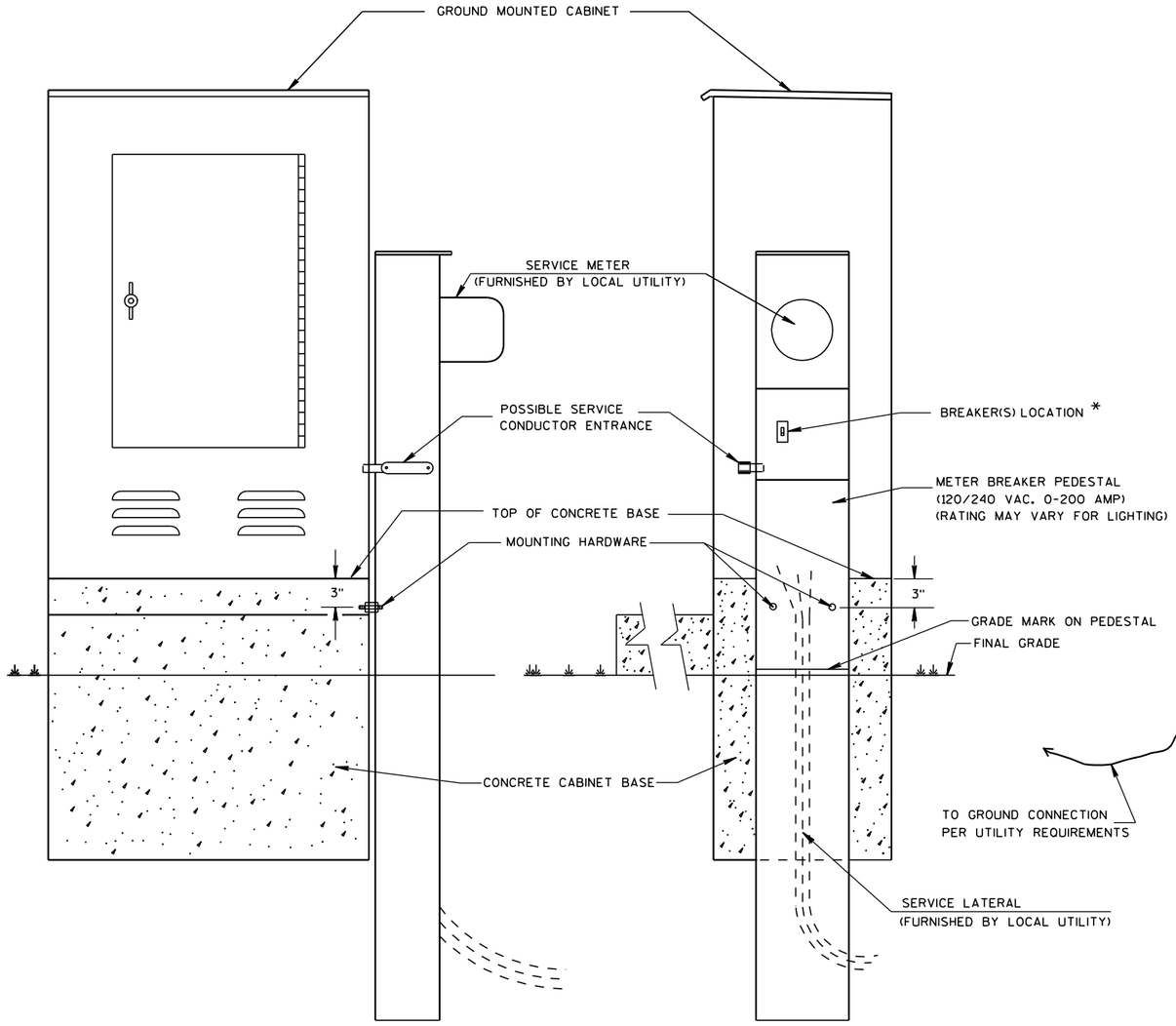


FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 1-16-2013 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6

S.D.D. 9 C 12-3b



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 DATE
/S/ Joanna L. Bush STATE ELECTRICAL ENGI
FHWA

HWYS

6

S.D.D. 9 D 1-4

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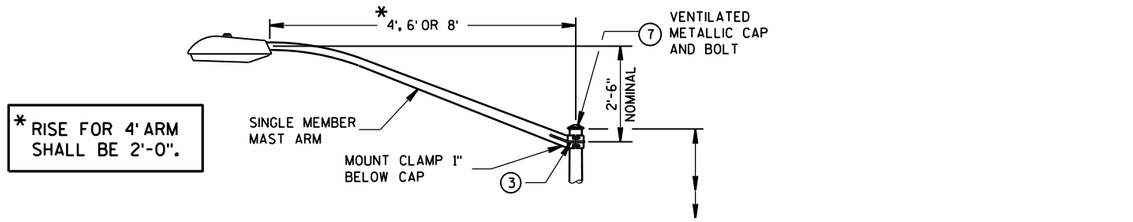
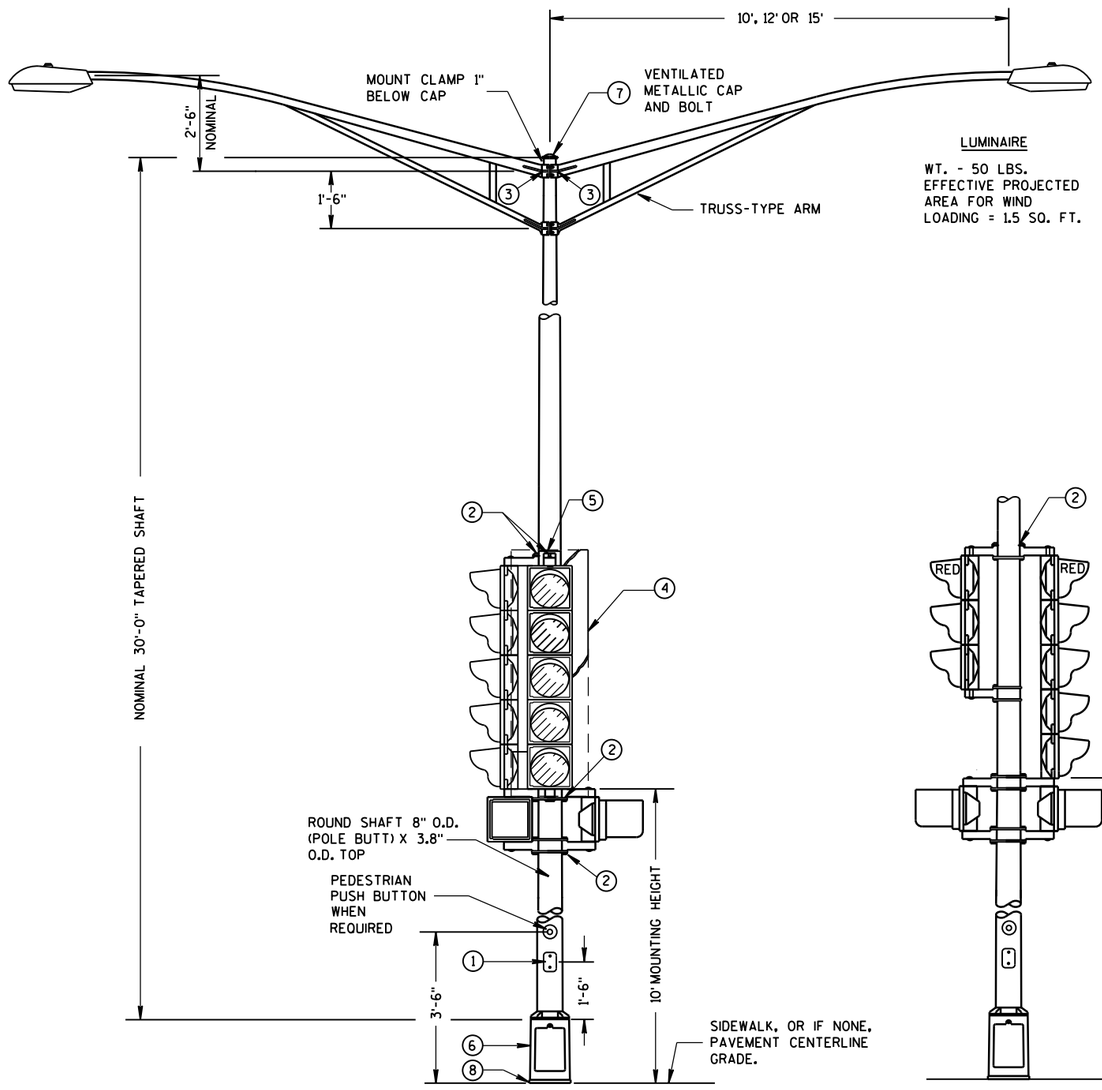
S.D.D. 9 D 1-4

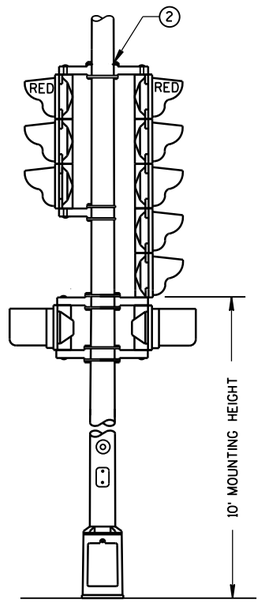




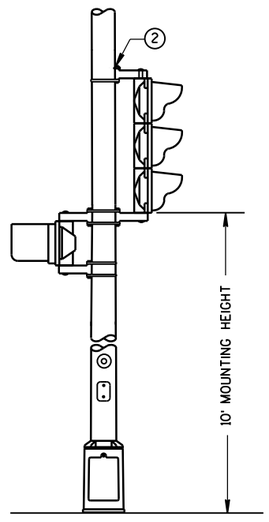
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

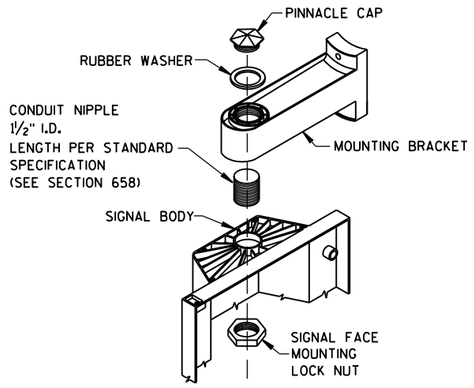


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

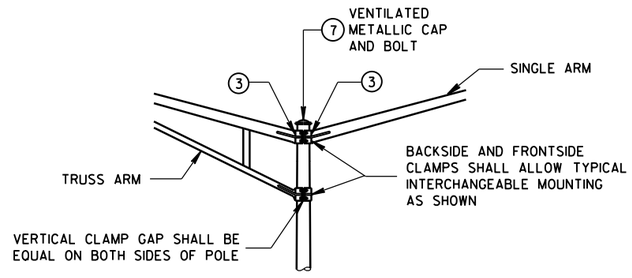
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



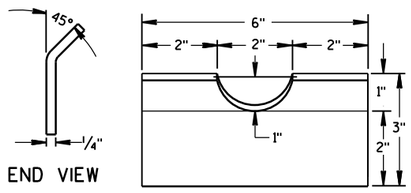
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

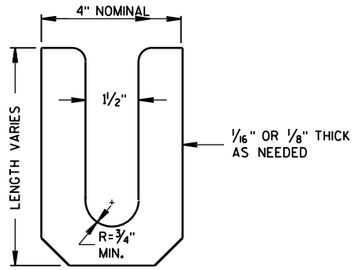
S.D.D. 9 E 1-12c



FRONT VIEW

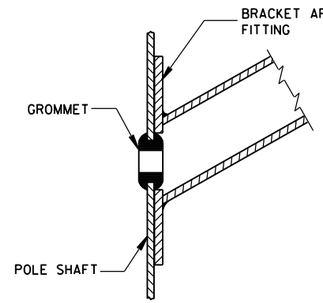
RECTANGULAR CLAMP SHIM

(4 TO A SET)

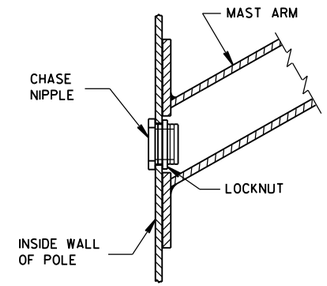


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

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

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

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

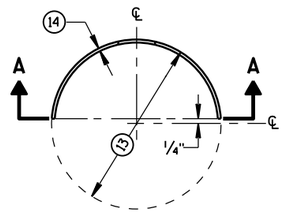
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

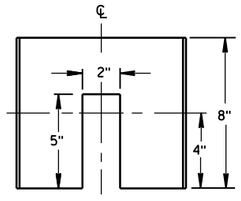
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

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

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



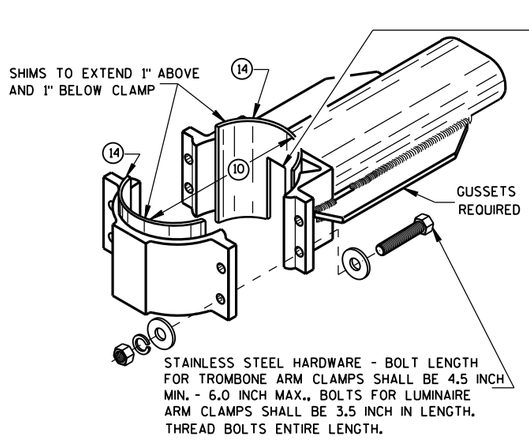
PLAN VIEW



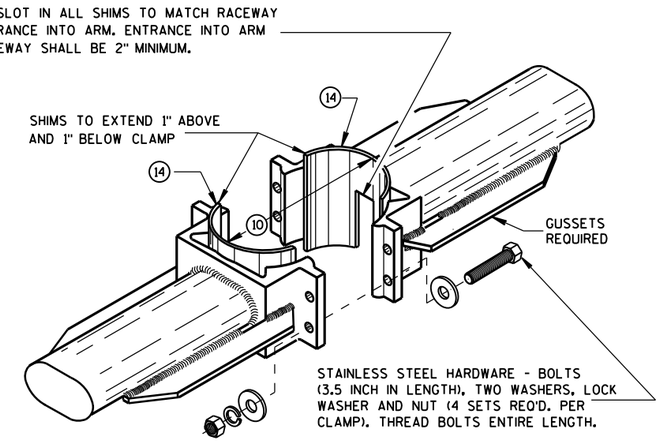
SECTION A-A

CIRCULAR CLAMP SHIM

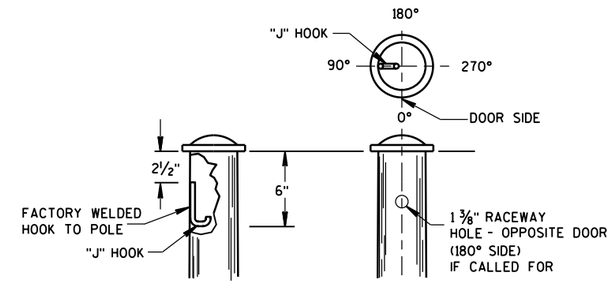
(2 TO A SET)



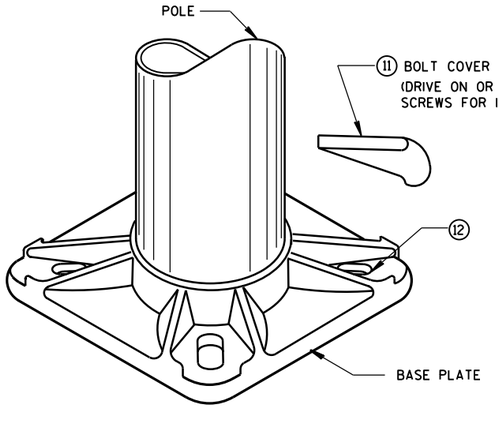
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



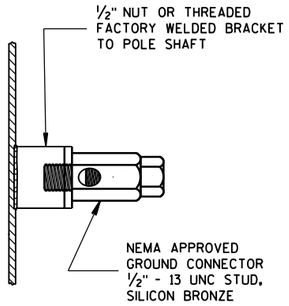
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

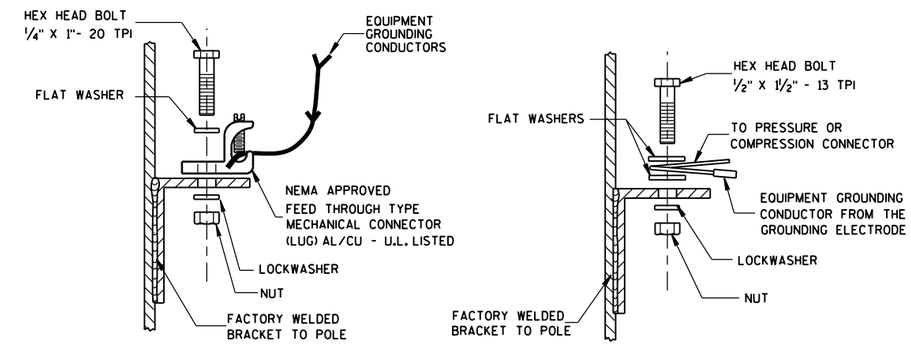


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 284
FHWA

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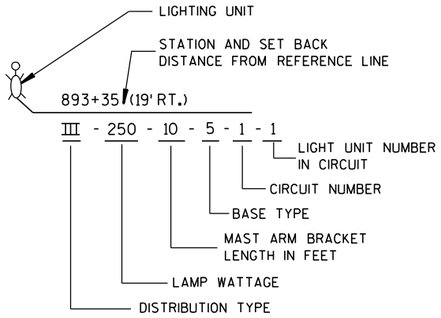
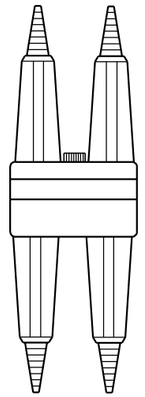
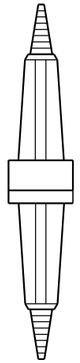
S.D.D. 9 E 1-12g



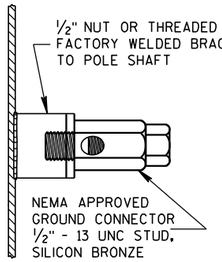
LIGHTING UNIT CODE
(TYPICAL)

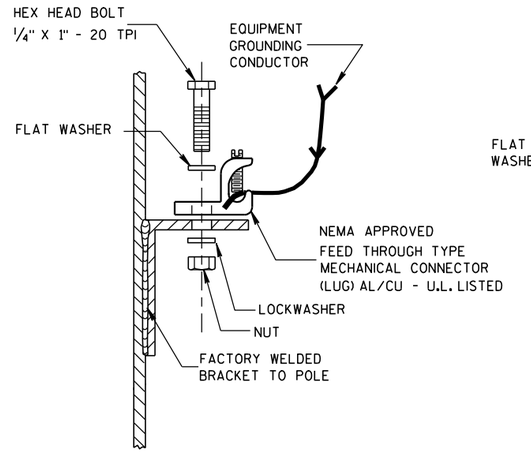


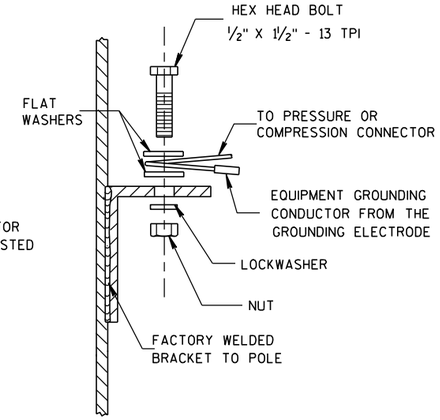
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



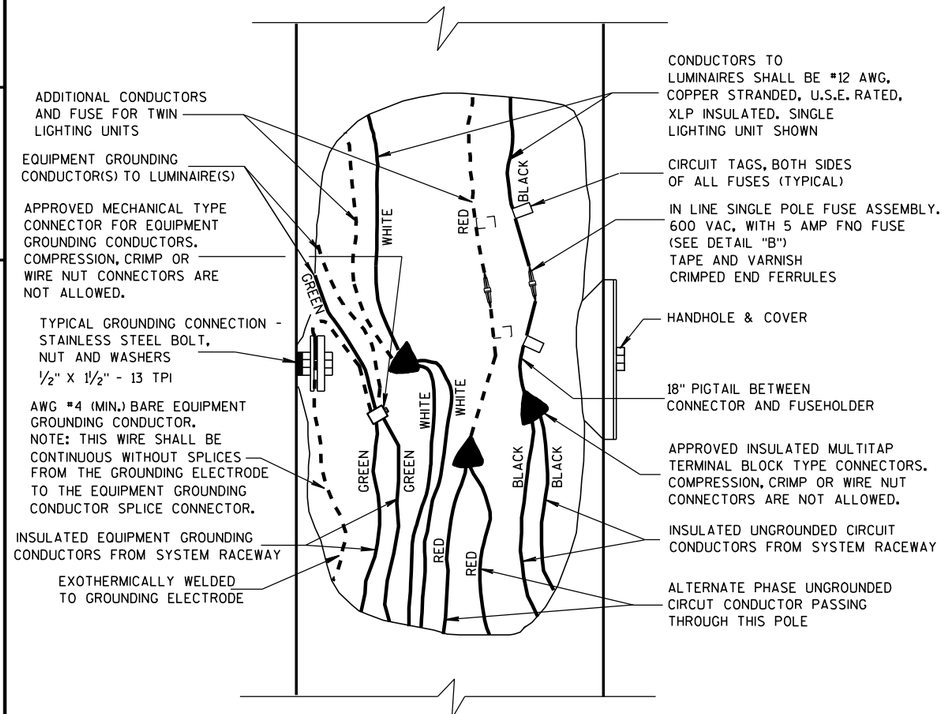
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



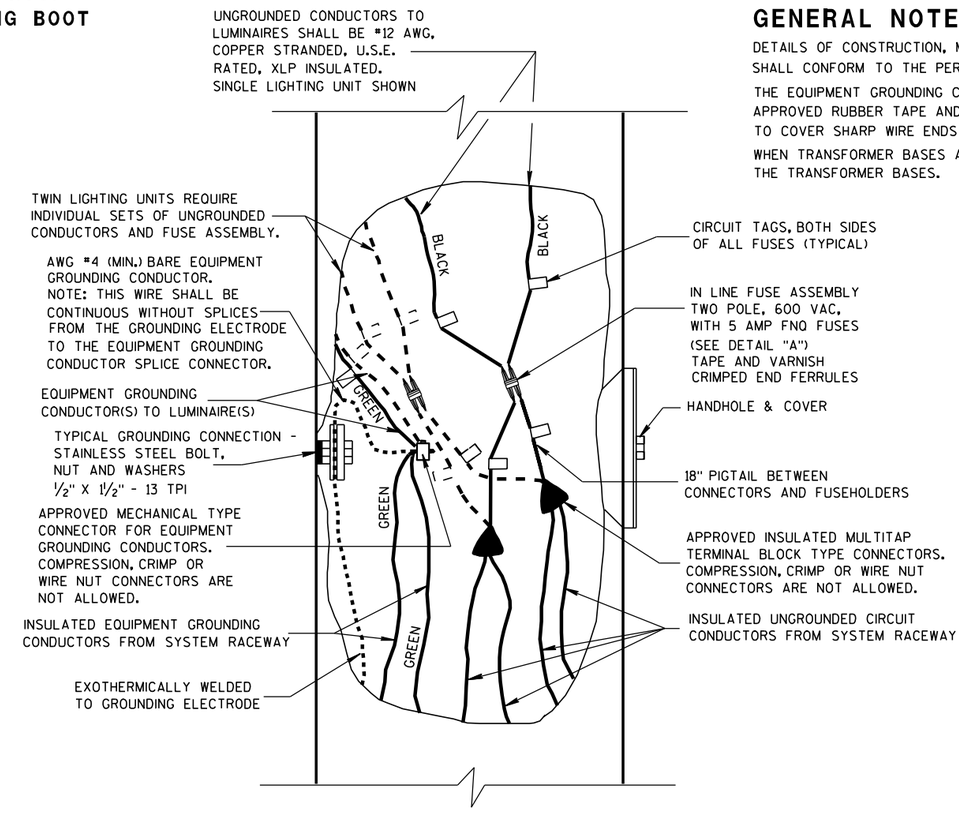




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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



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

GENERAL NOTES

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

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

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

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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3/2/2011 — DATE

/S/ Thomas J. Gosnine — STATE ELECTRICAL ENGI

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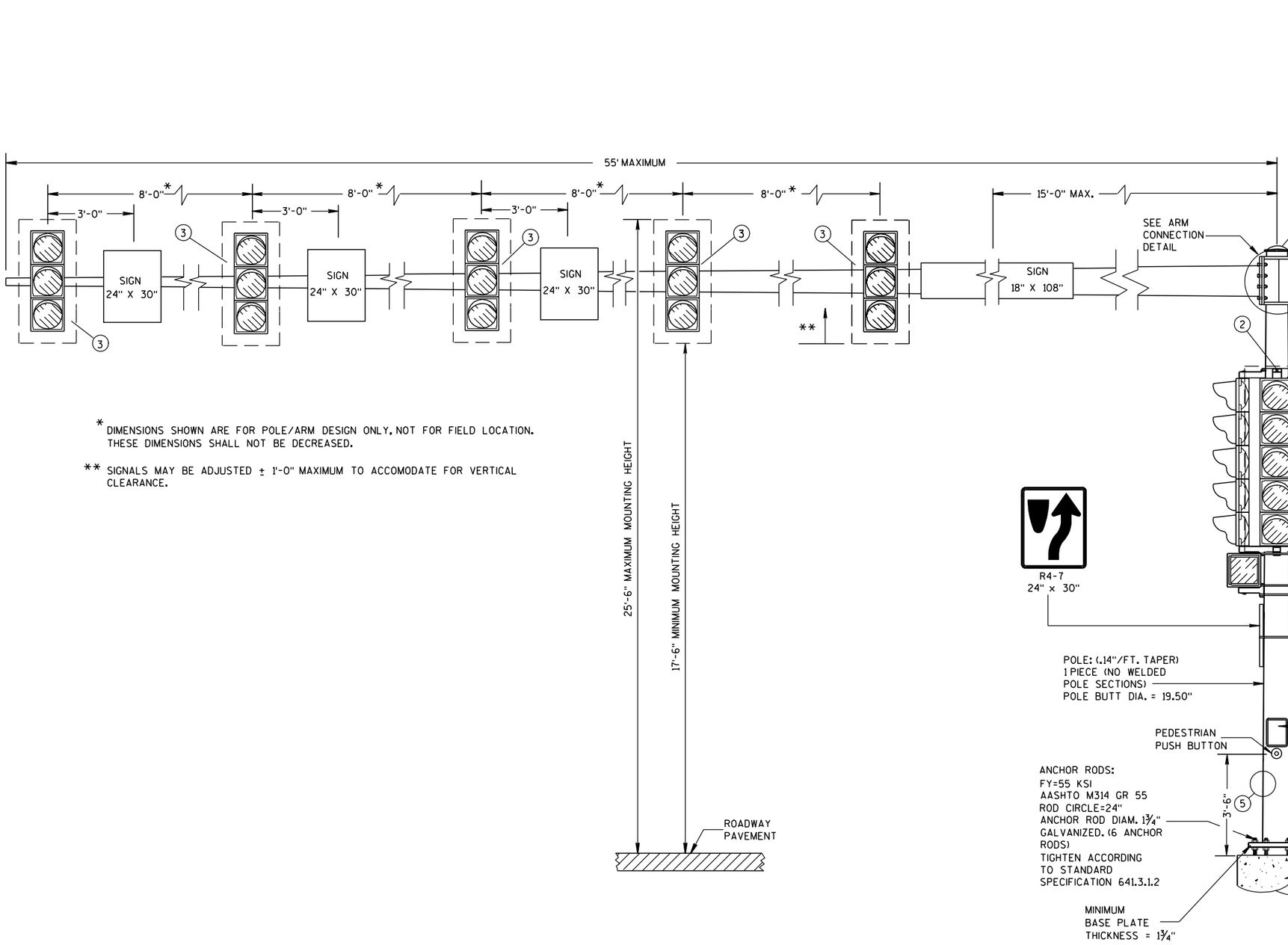
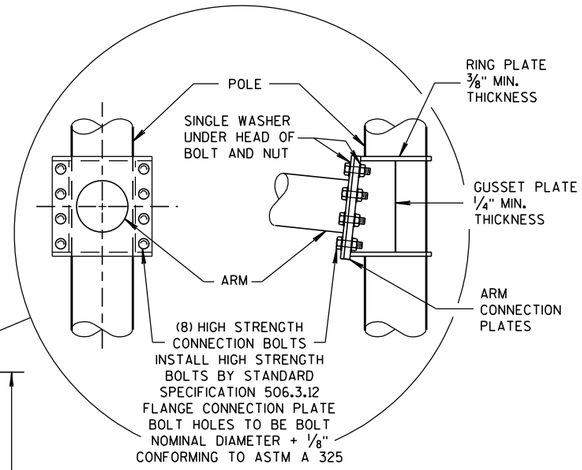
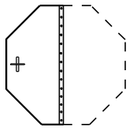


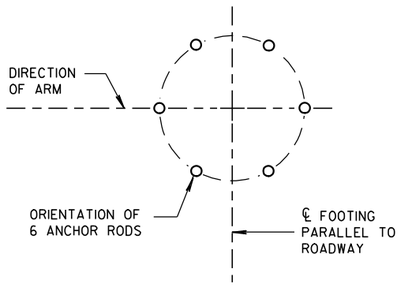
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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



8 BOLT ARM CONNECTION DETAIL





ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE
35' - 55' MONOTUBE ARM

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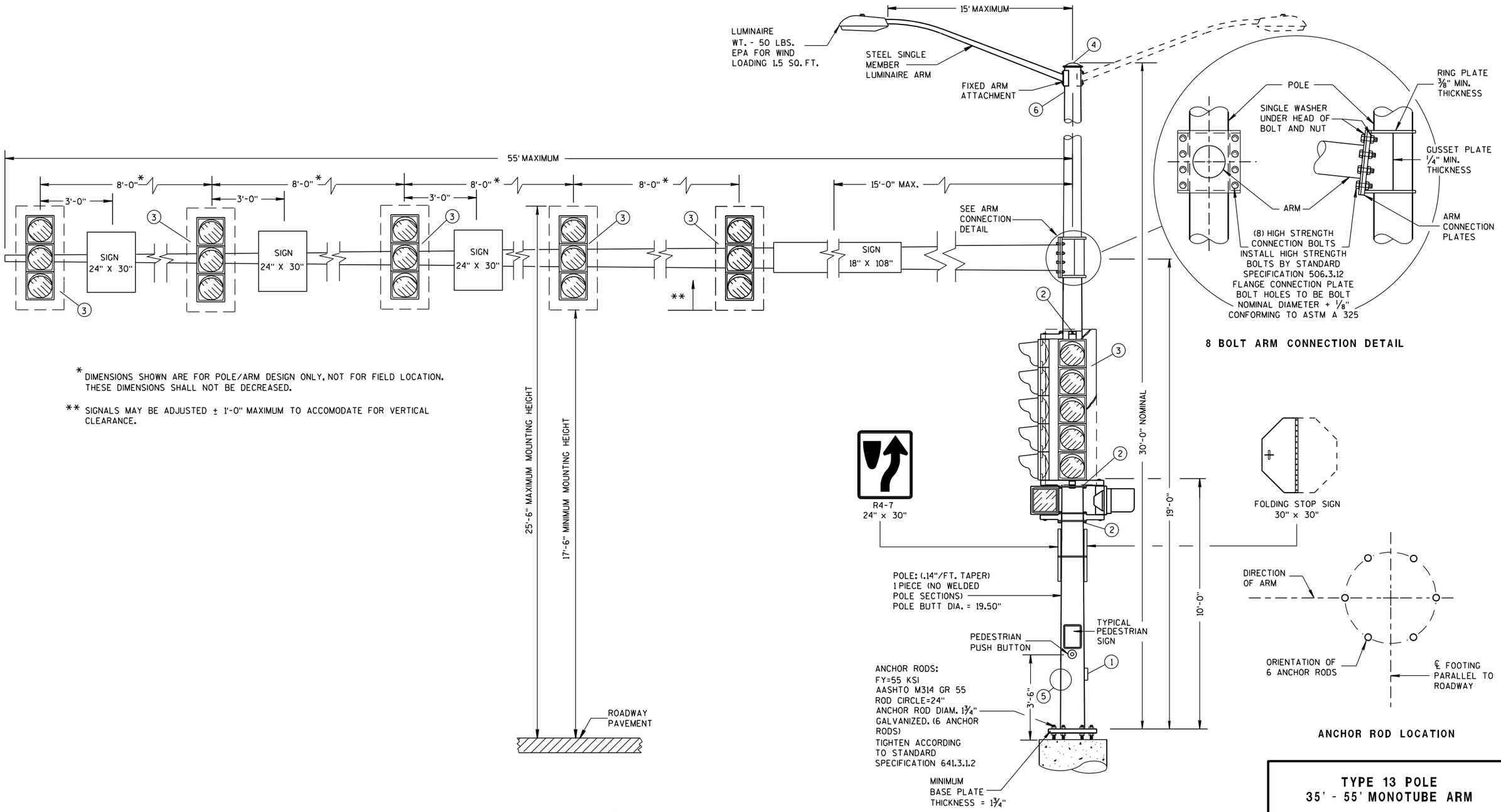

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(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

8 BOLT ARM CONNECTION DETAIL

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM

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GENERAL NOTES

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

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

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

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

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

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

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

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE LATEST AASHTO AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

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

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

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

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

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

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

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

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

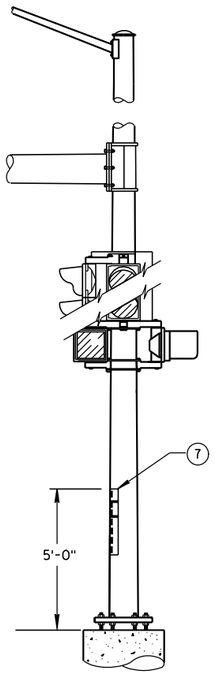
(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

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

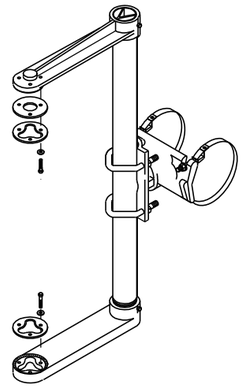
(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

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

MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

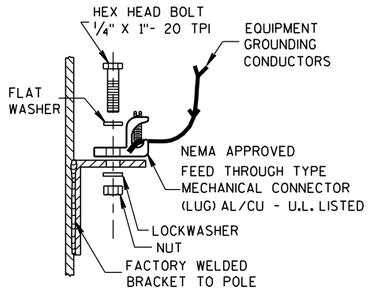


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



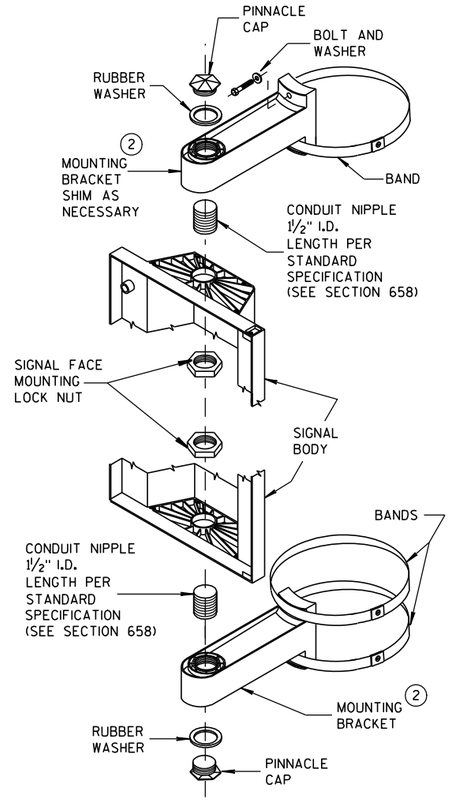
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

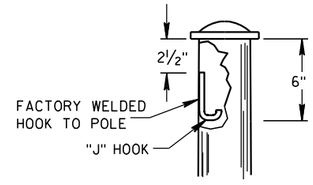


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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3/2/2011 — DATE

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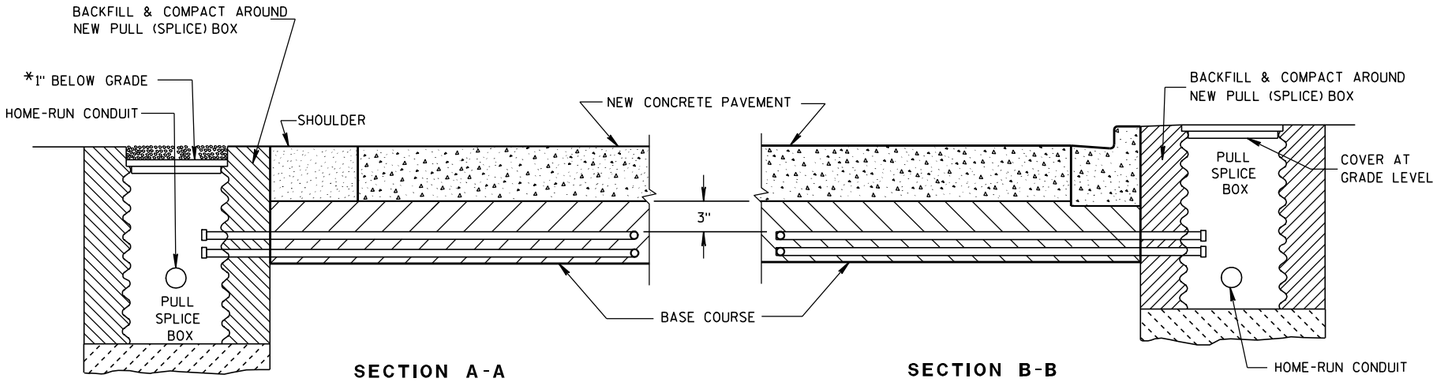


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

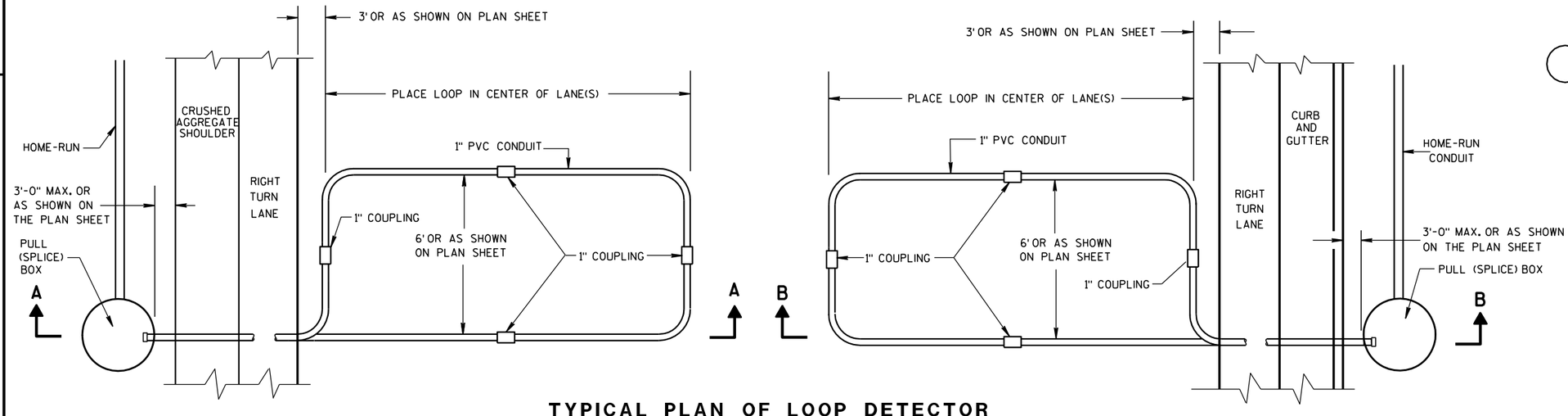
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

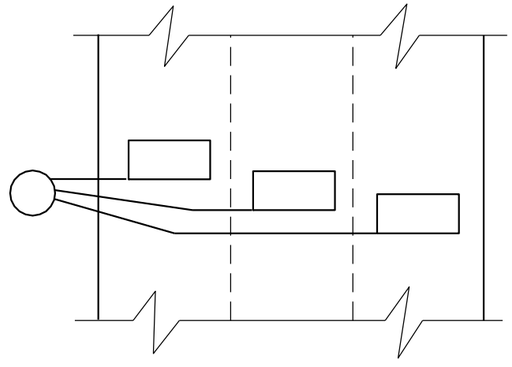
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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

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



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



MULTI-LANE INSTALLATION

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

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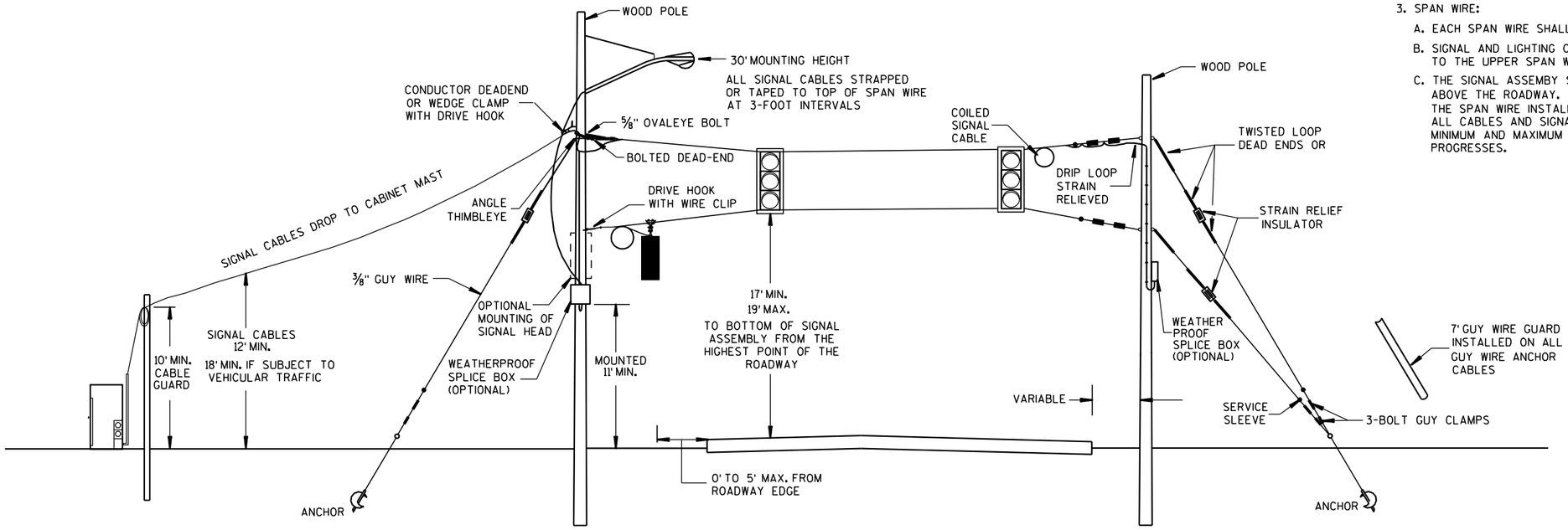
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

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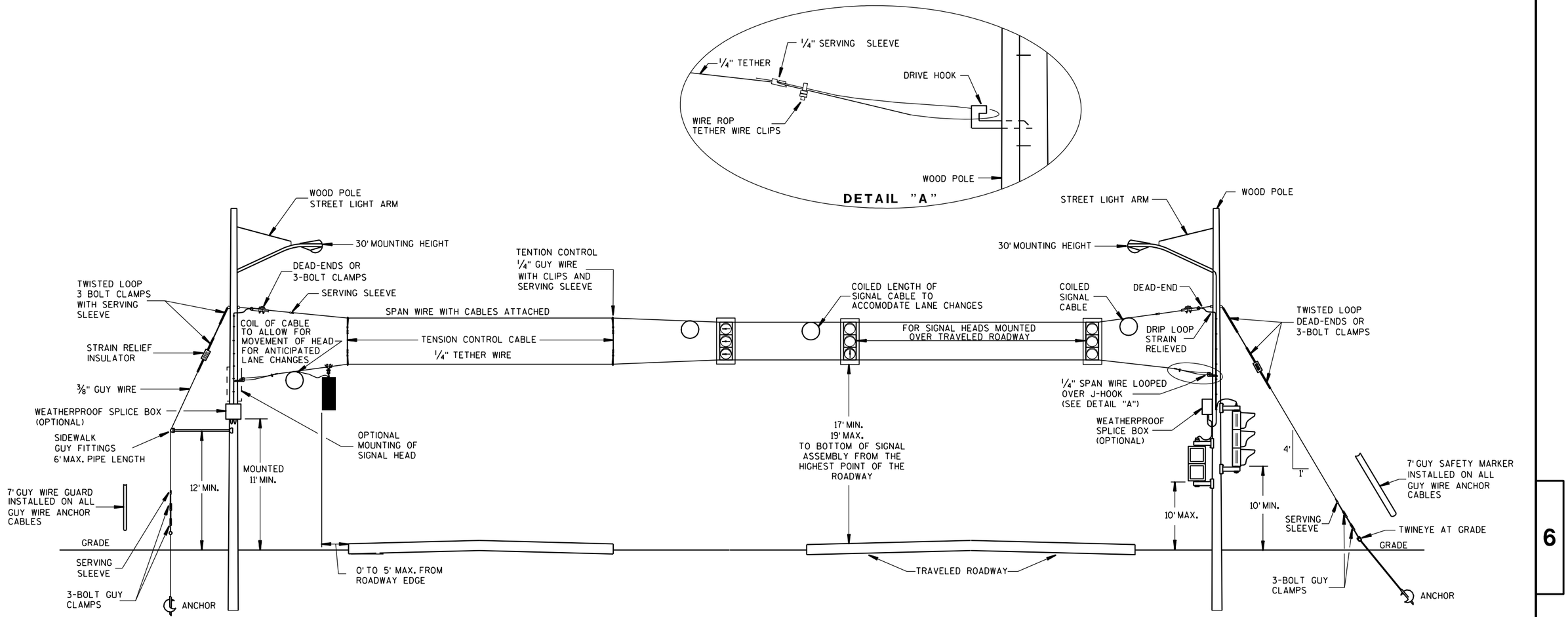

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

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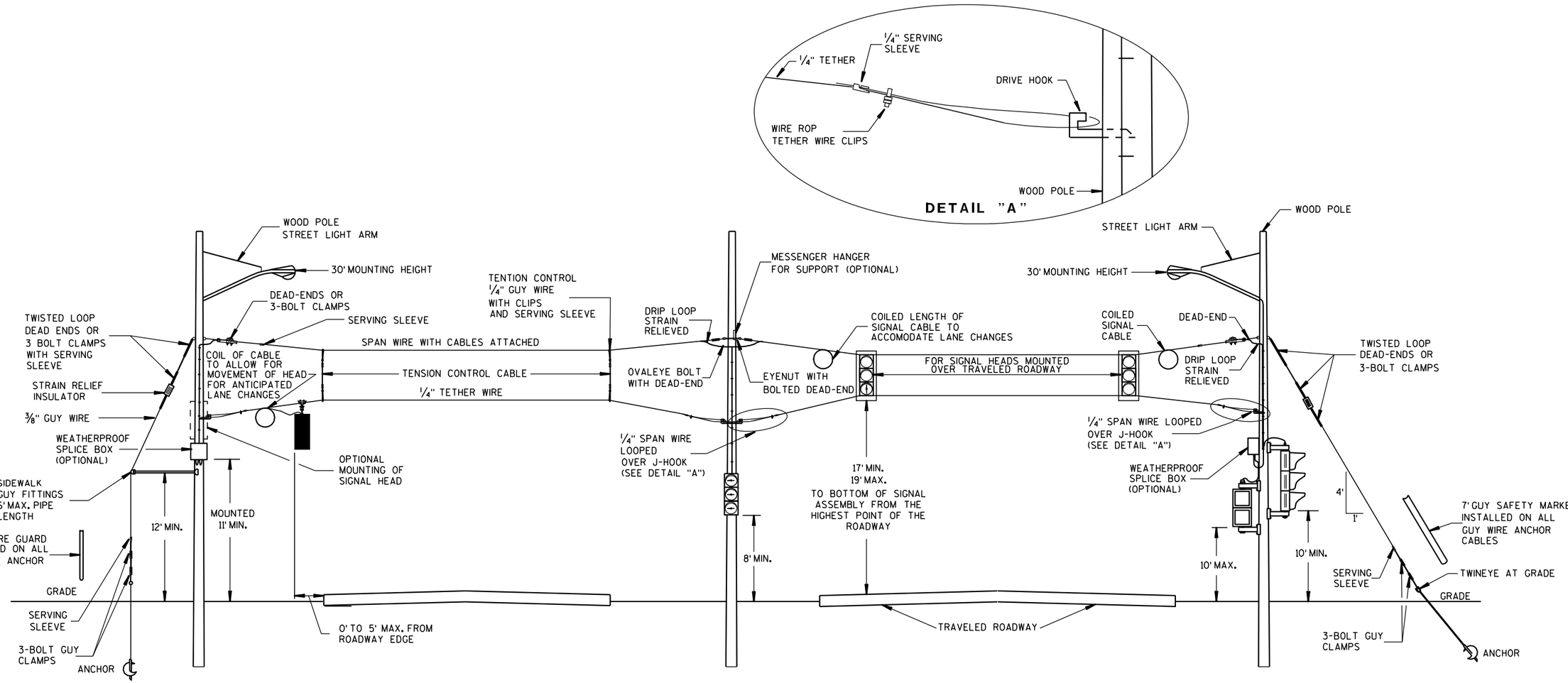

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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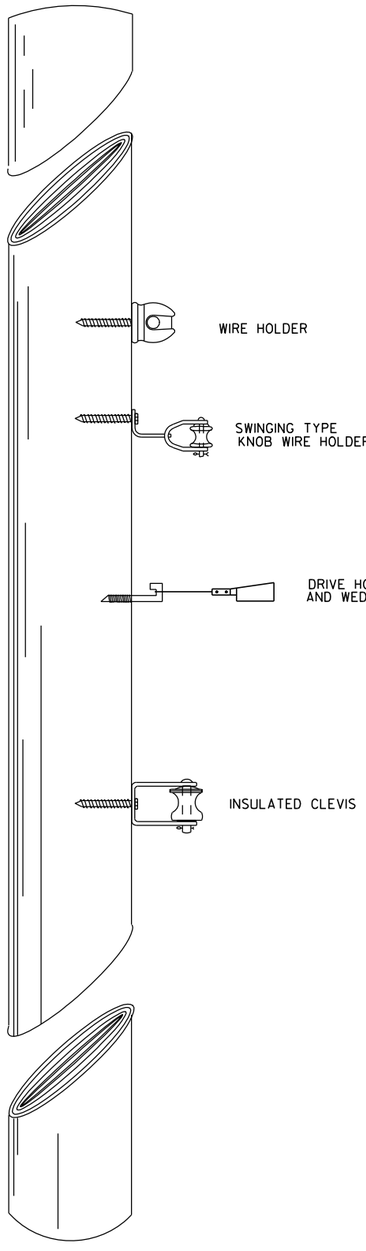
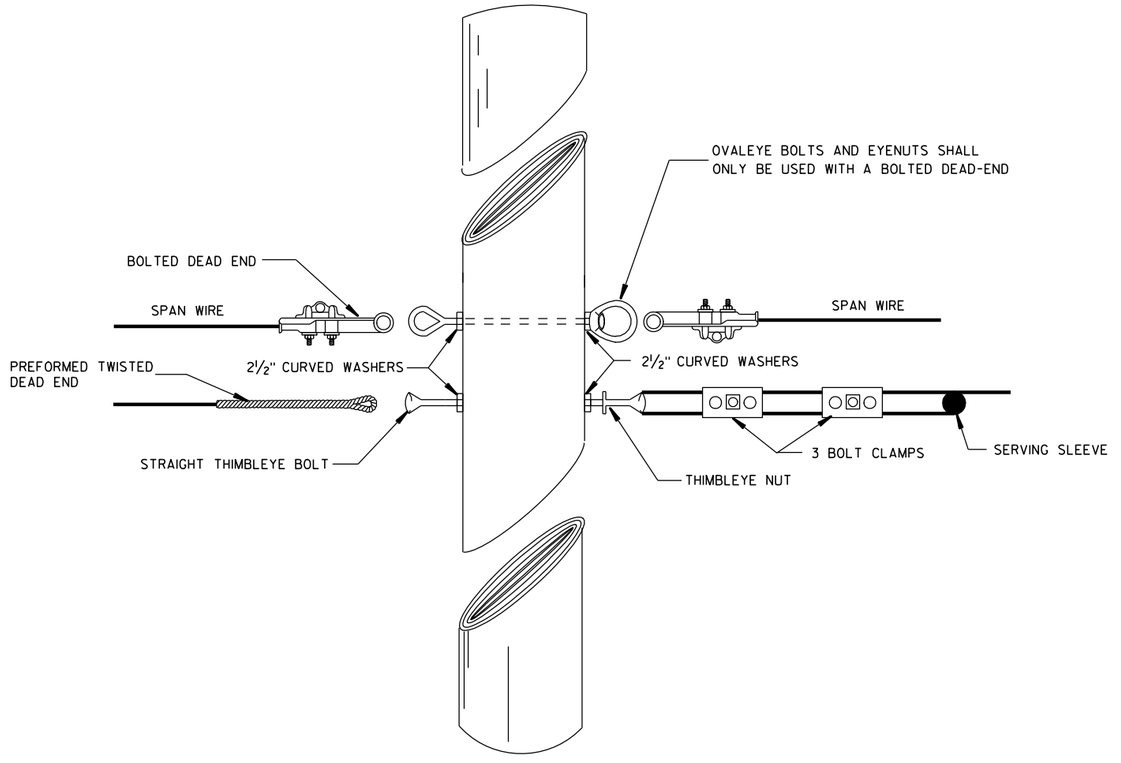


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

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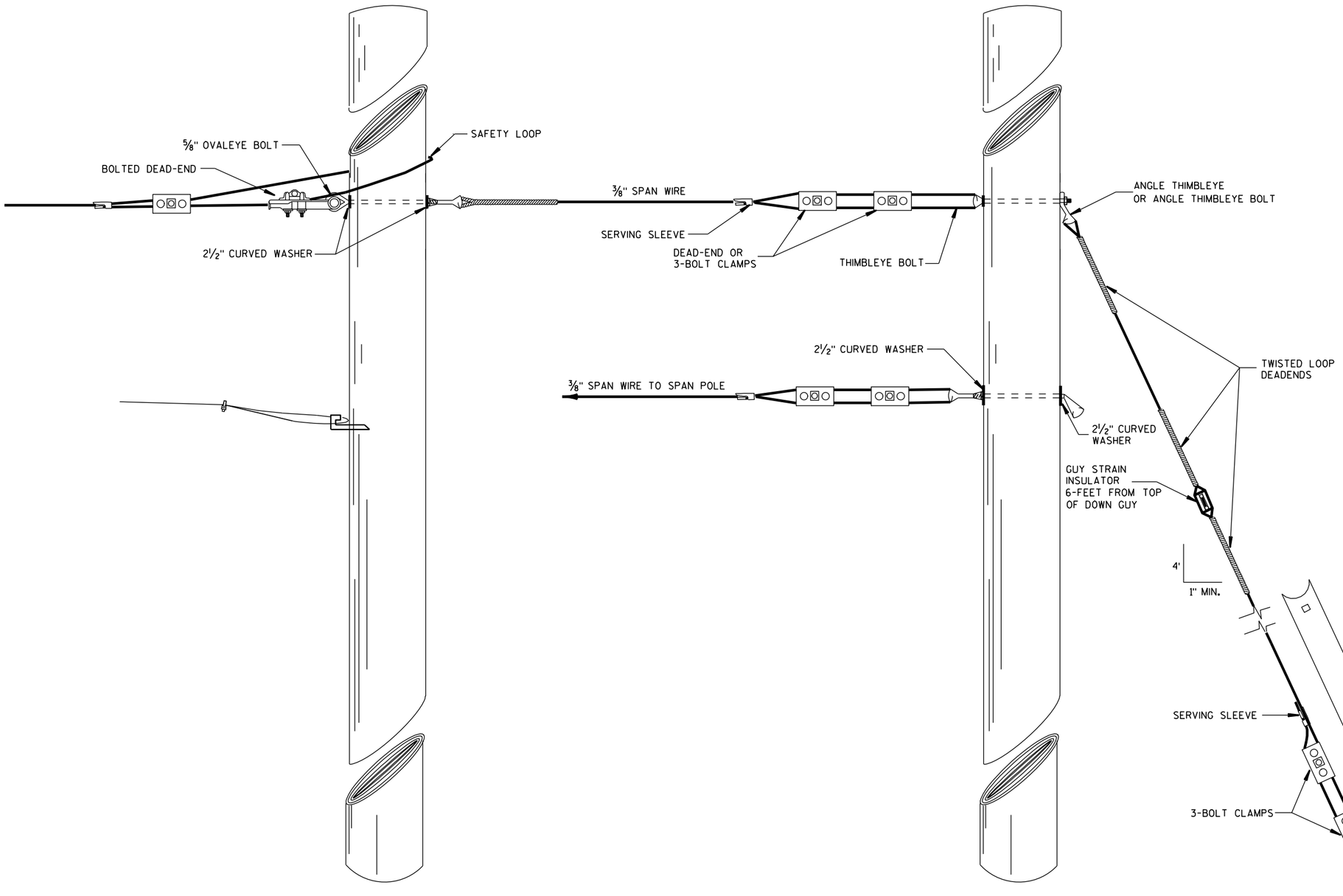
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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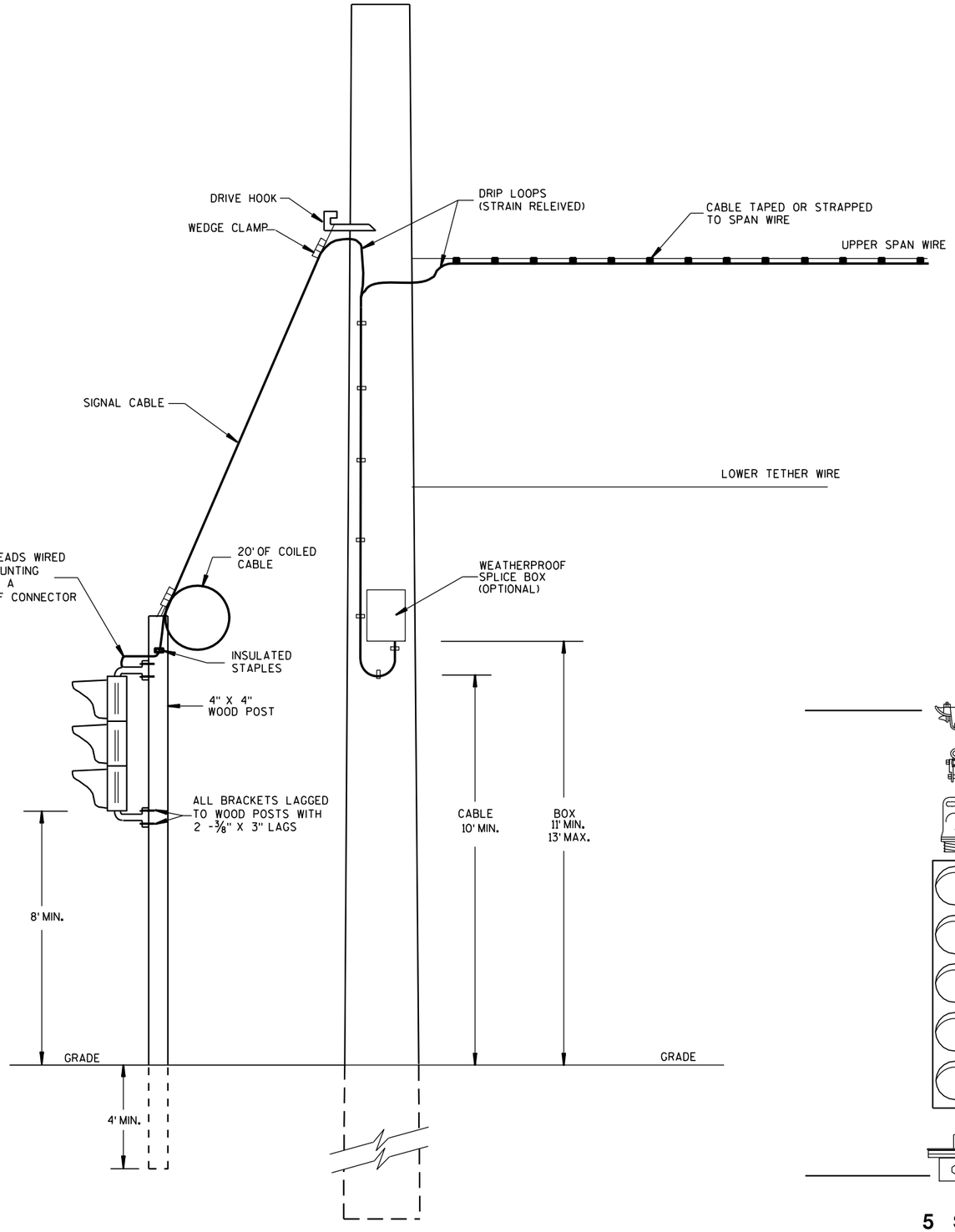
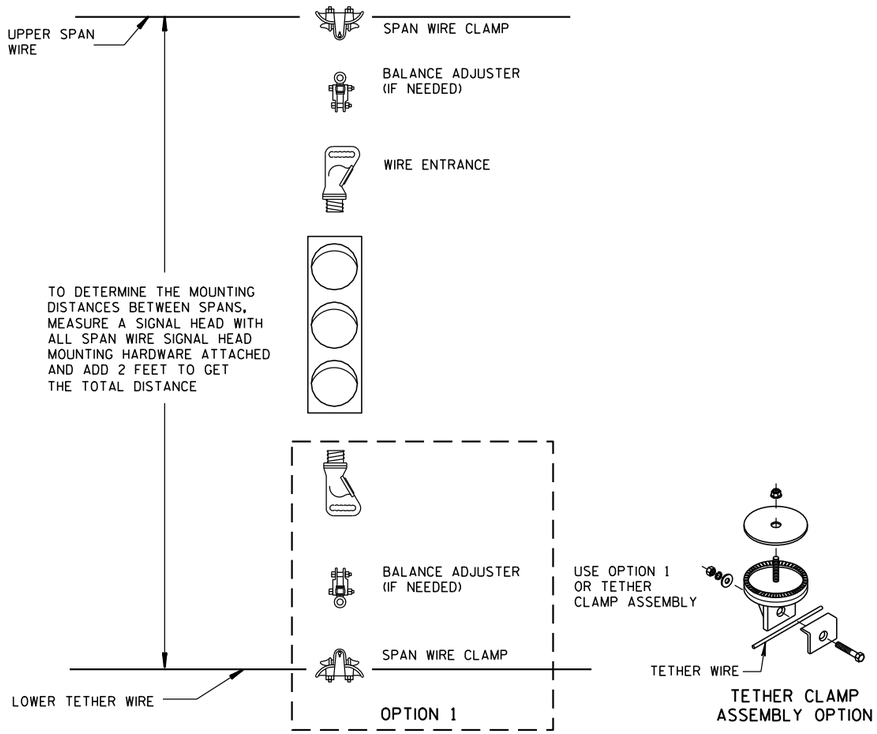
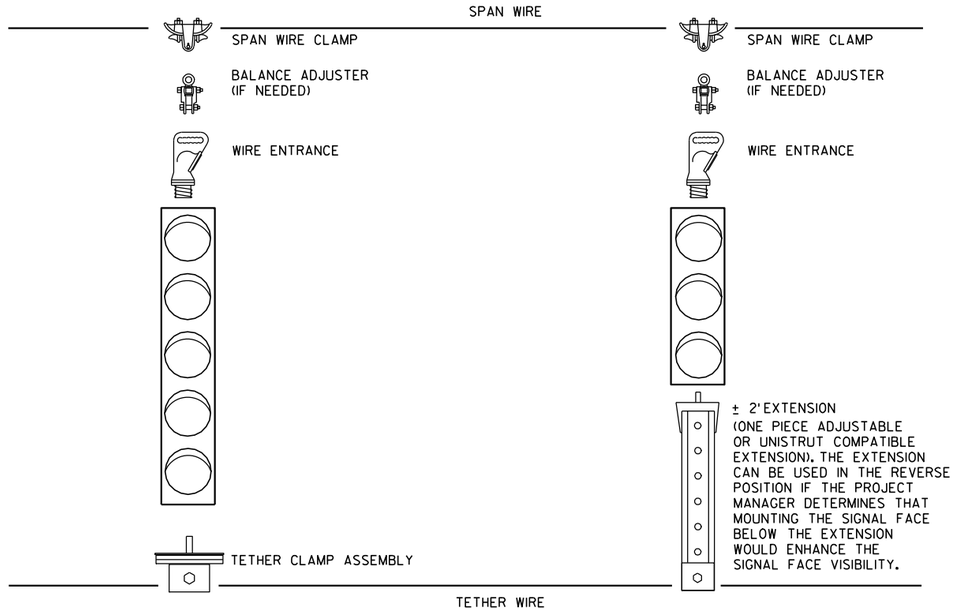


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08	/S/ Balu Aganthangarayanan	
DATE	STATE ELECTRICAL ENGI 295	HWYS

FHWA

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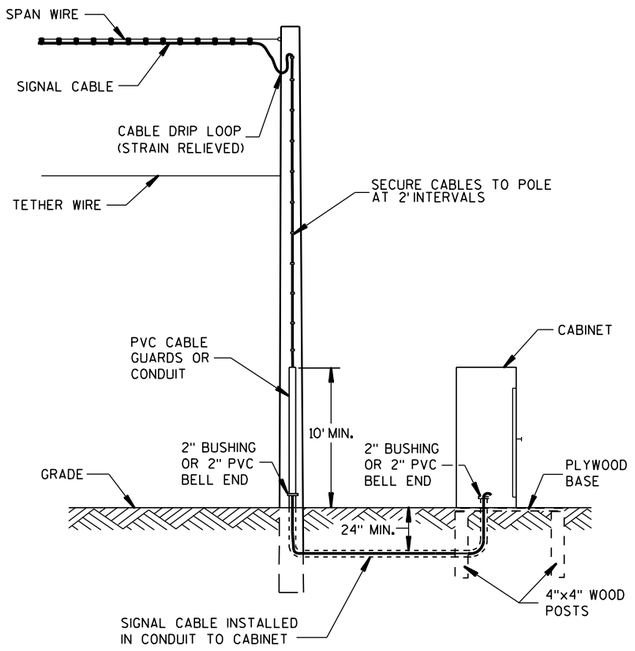
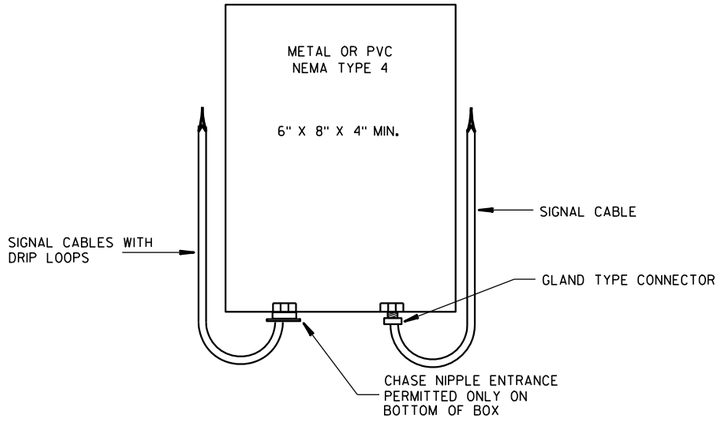
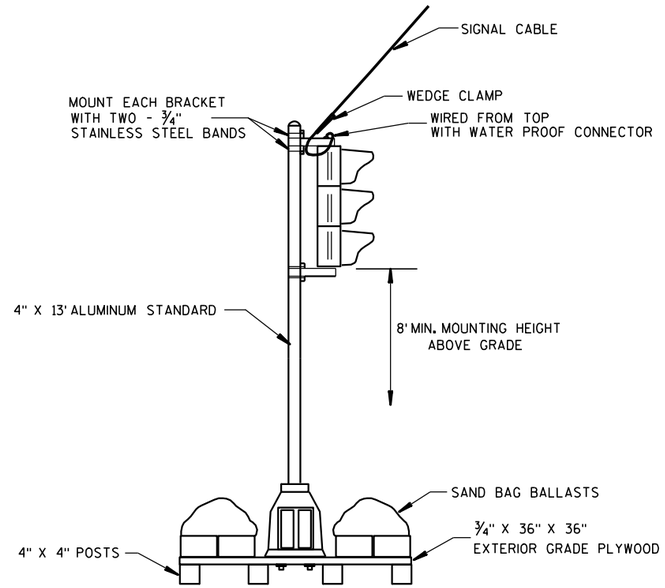
S.D.D. 9 G 1-3f

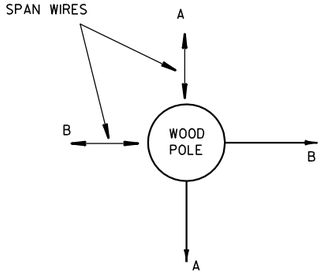




SPLICE BOX

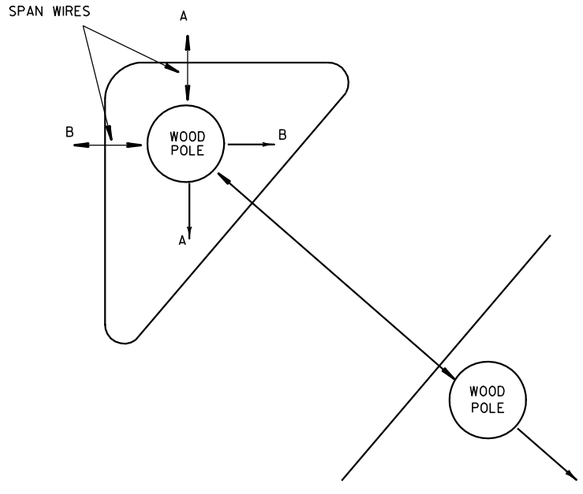


TYPICAL SKID TYPE TEMPORARY

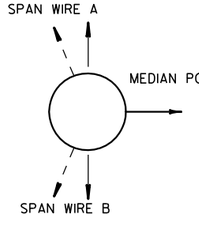


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08
DATE

/S/ Balu Aganthangayagan
STATE ELECTRICAL ENGI

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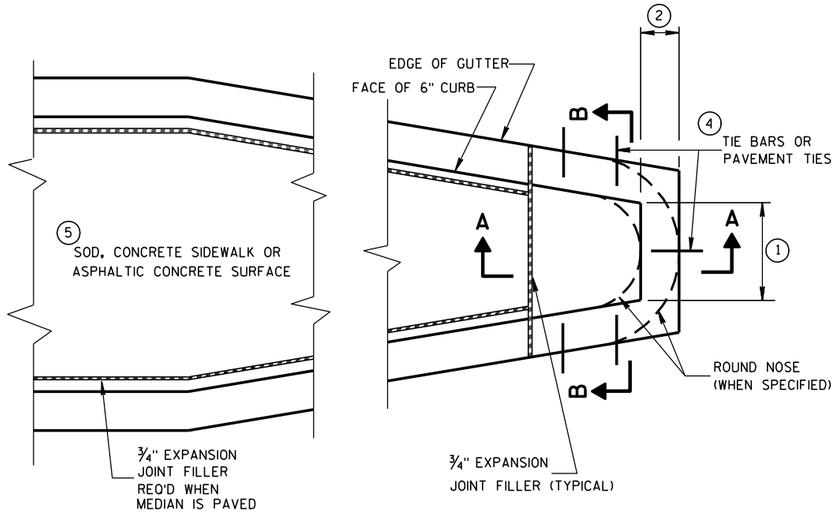
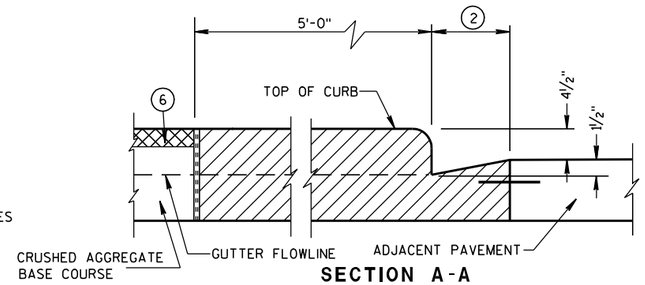
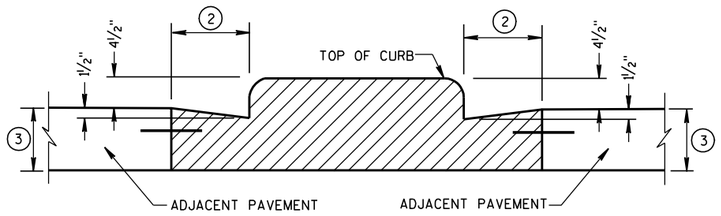




SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

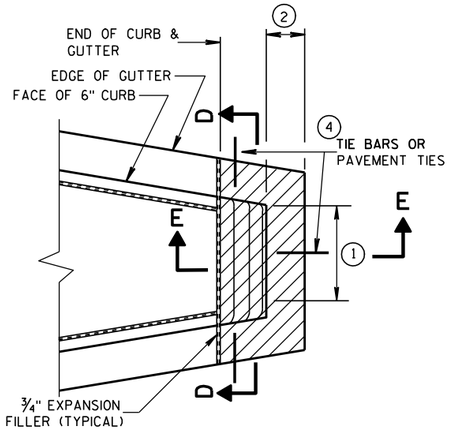
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

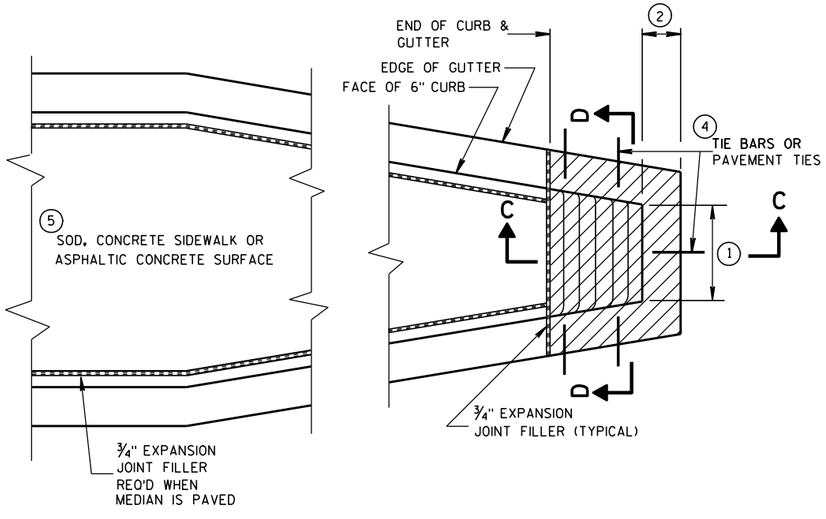
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

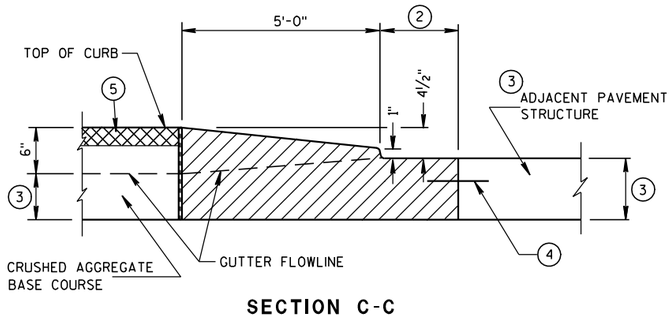
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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

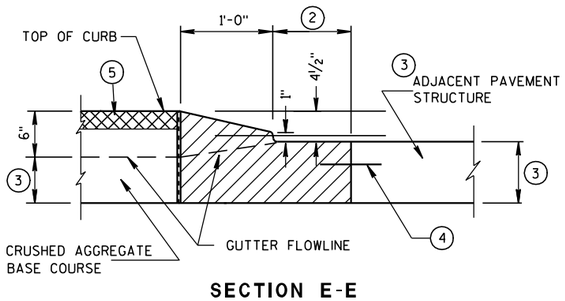
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







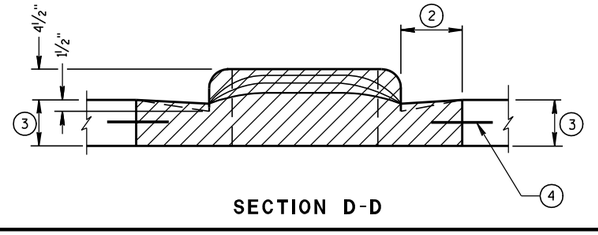
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER 297 NT

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S.D.D. 11 B 2-2

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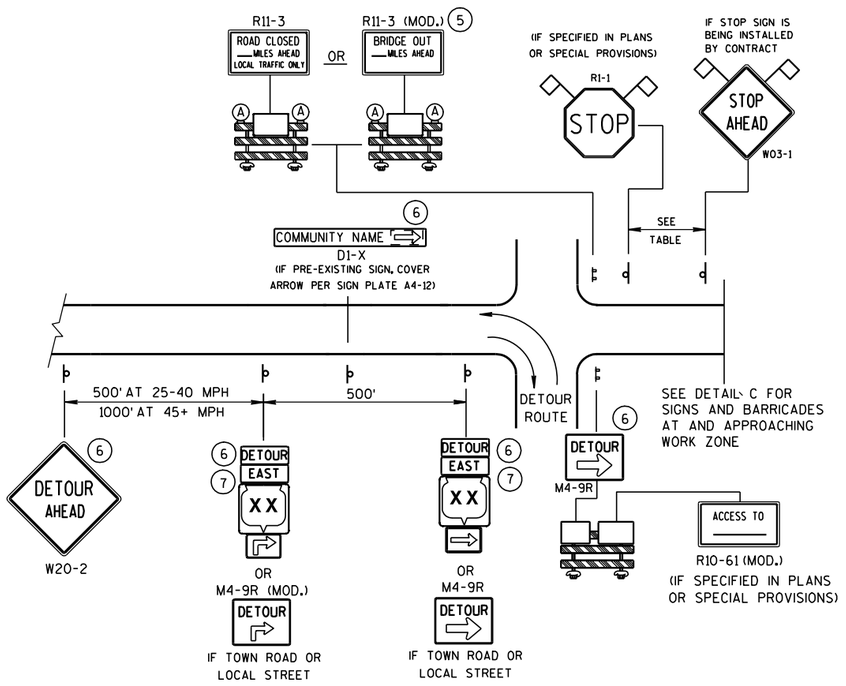
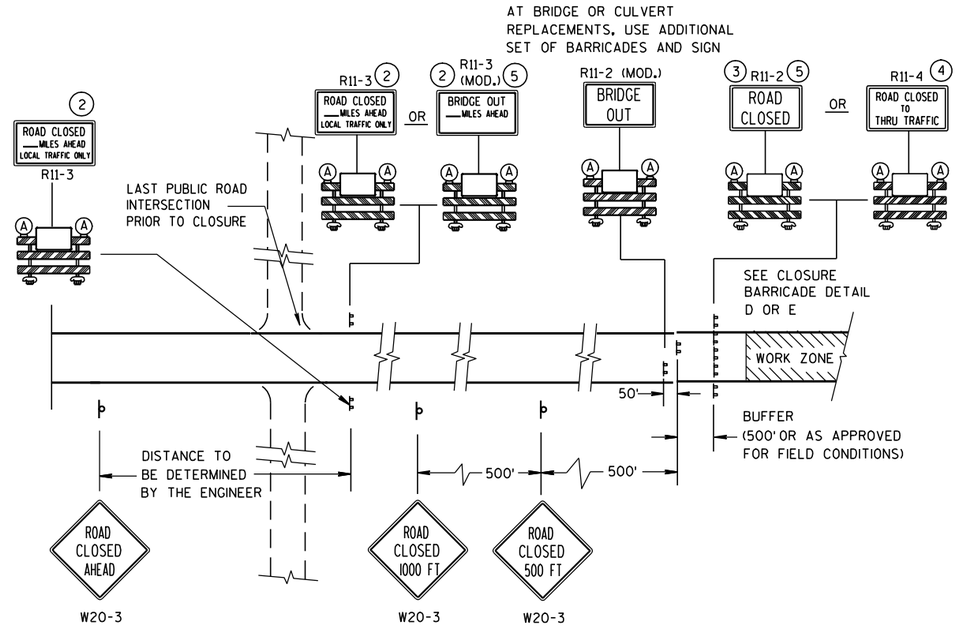
S.D.D. 11 B 2-2



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

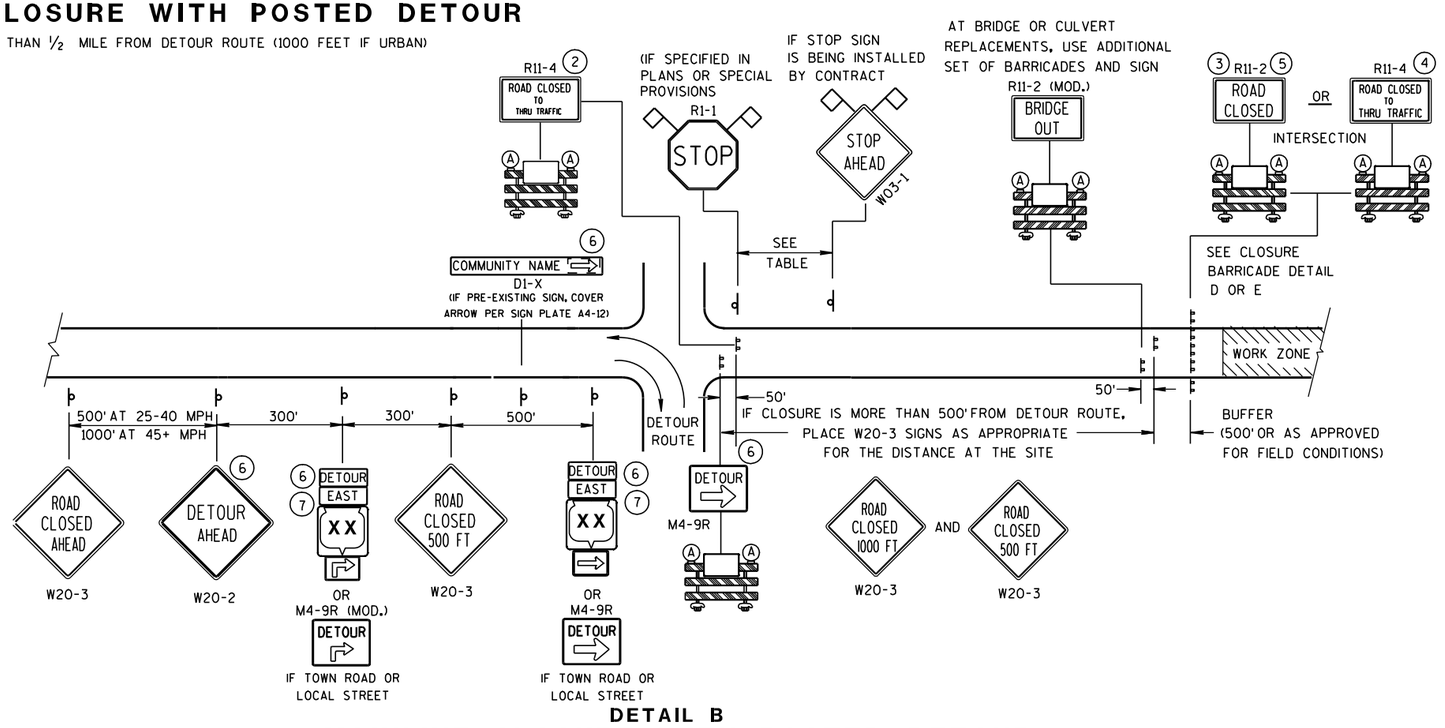


DETAIL C

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 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

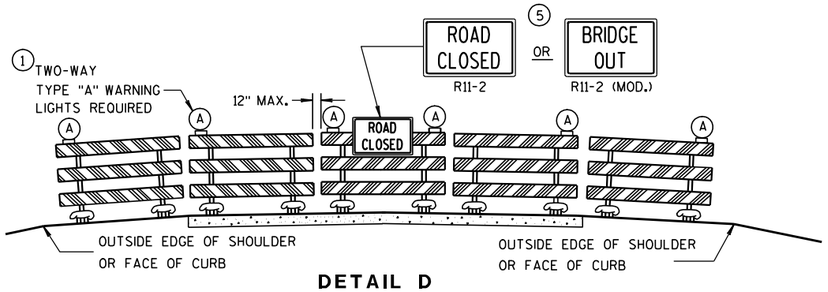
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1; M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

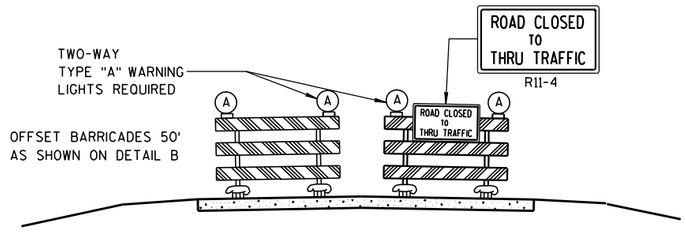
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a 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.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"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 AND 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

APPROVED

9/16/03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

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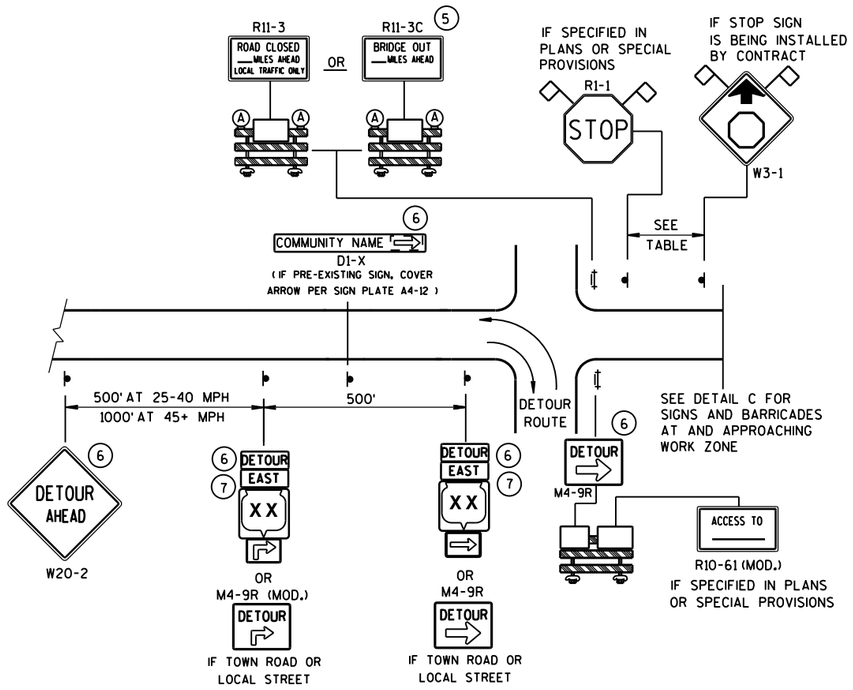
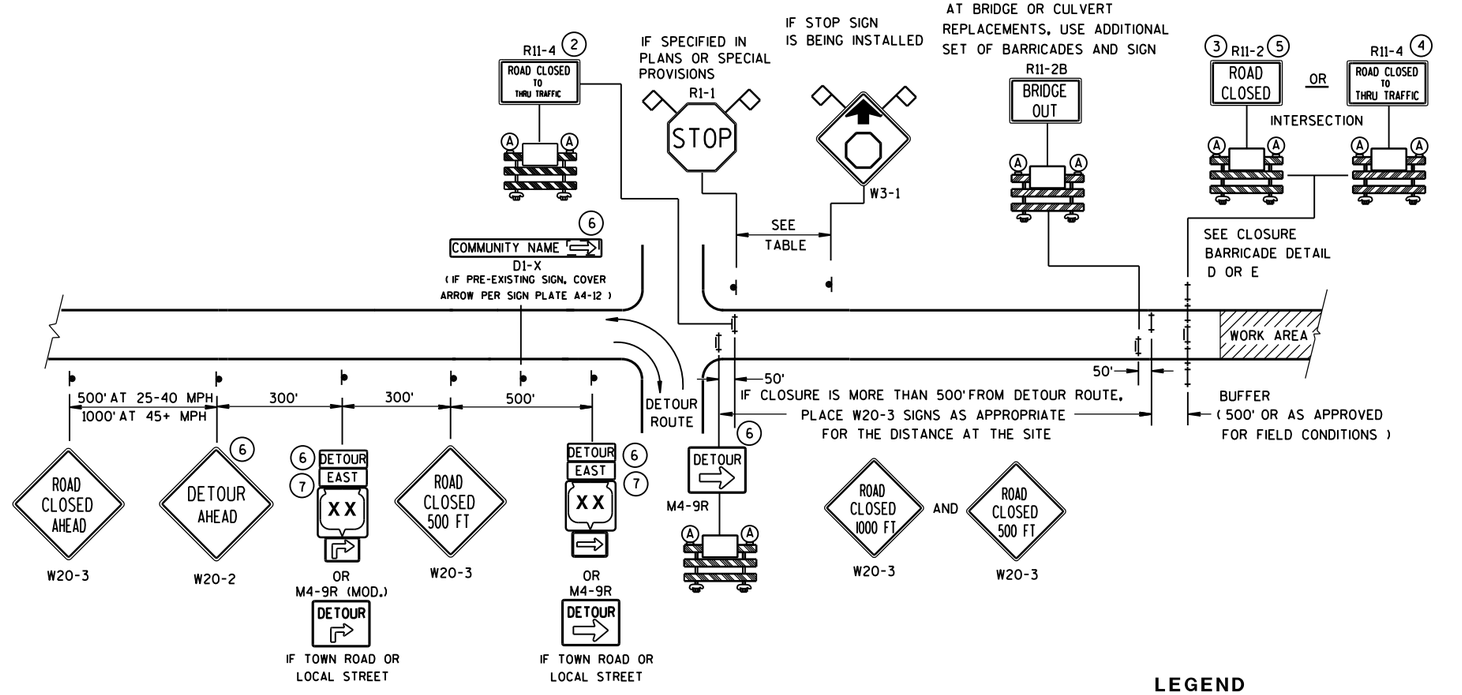
S.D.D. 15 C 2-4b



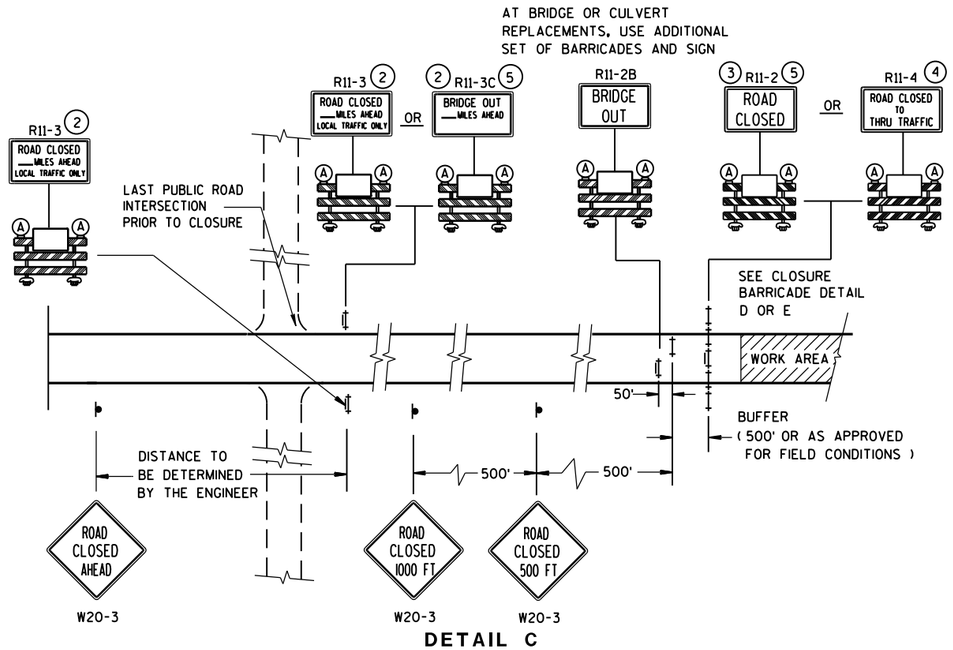
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

FHWA

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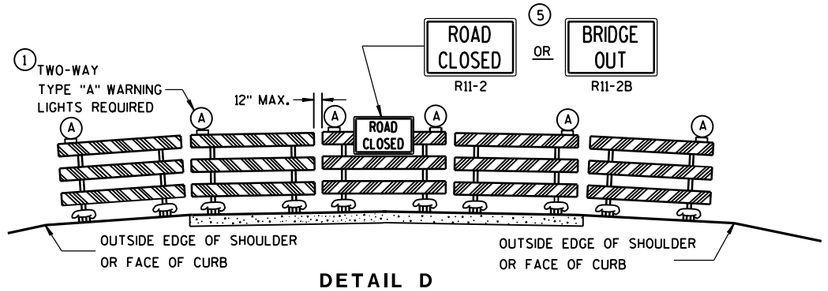
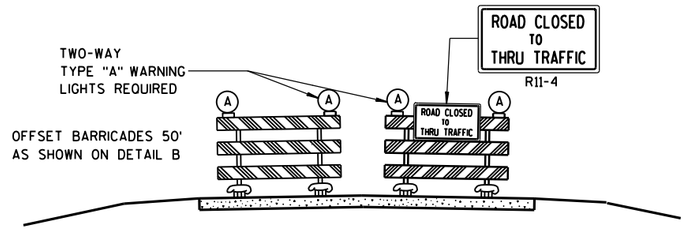
S.D.D. 15 C 2-5a



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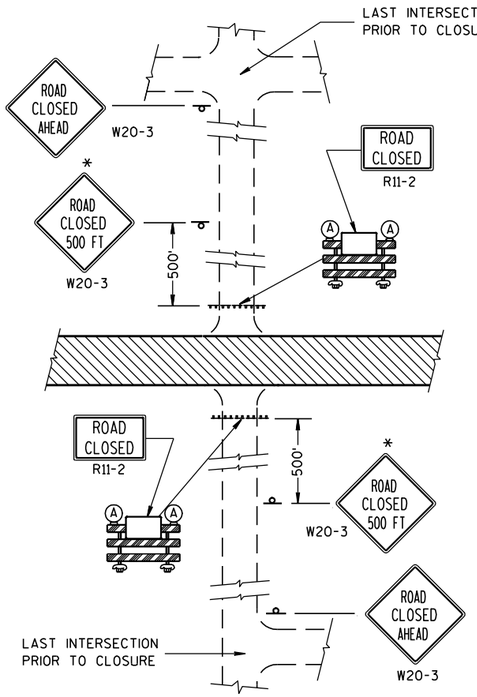
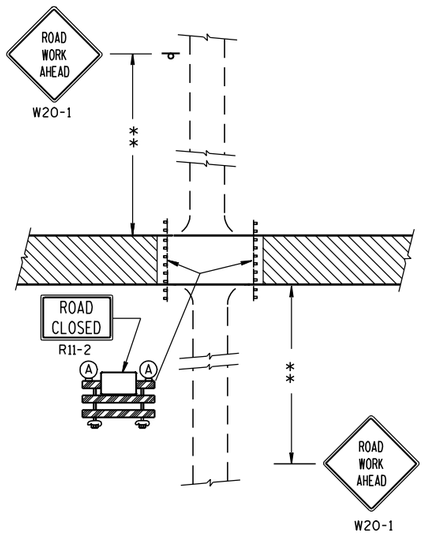
S.D.D. 15 C 2-5b



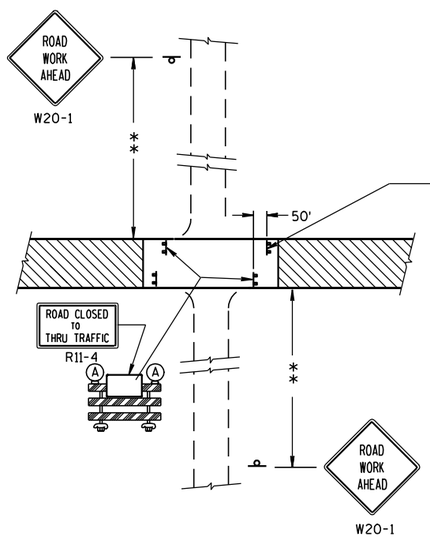
DETAIL 1

(NO ACCESS TO PROJECT)



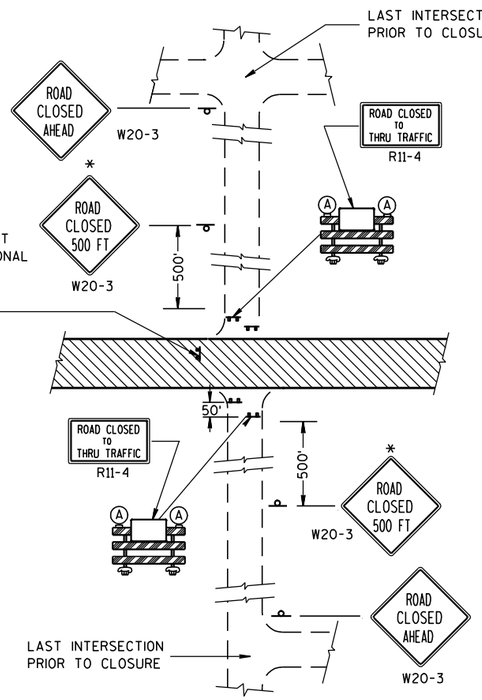
DETAIL 2

(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.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03 DATE

/S/ Thomas N. N[illegible] CHIEF SIGNS AND MAR[illegible] INEER

FHWA

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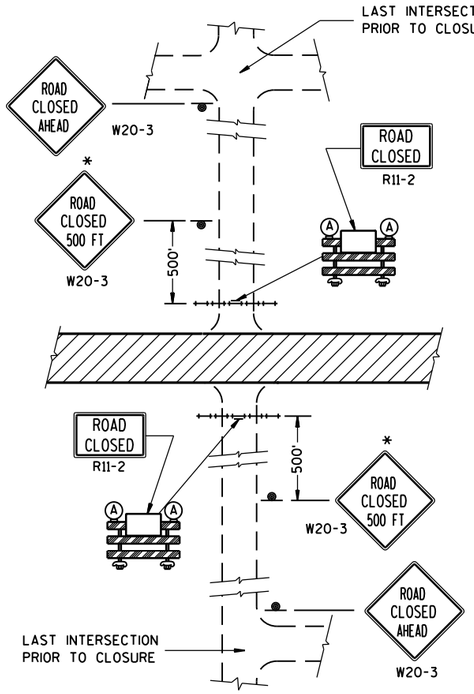
S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



DETAIL 1

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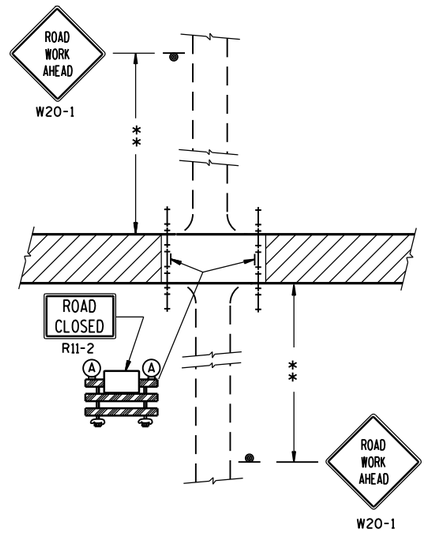

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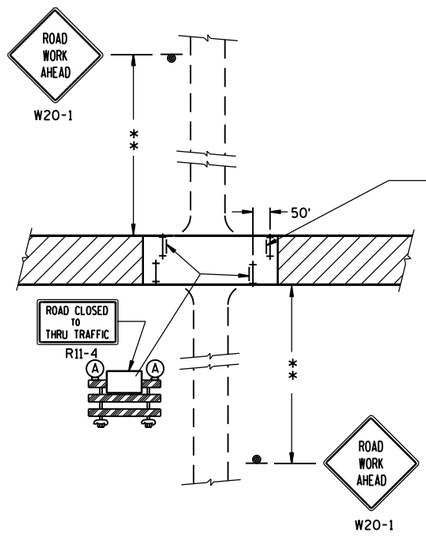
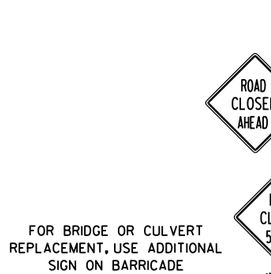
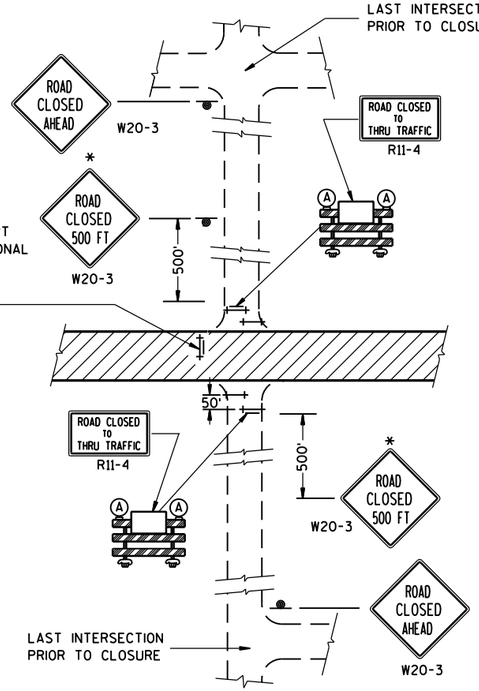






DETAIL 3

(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

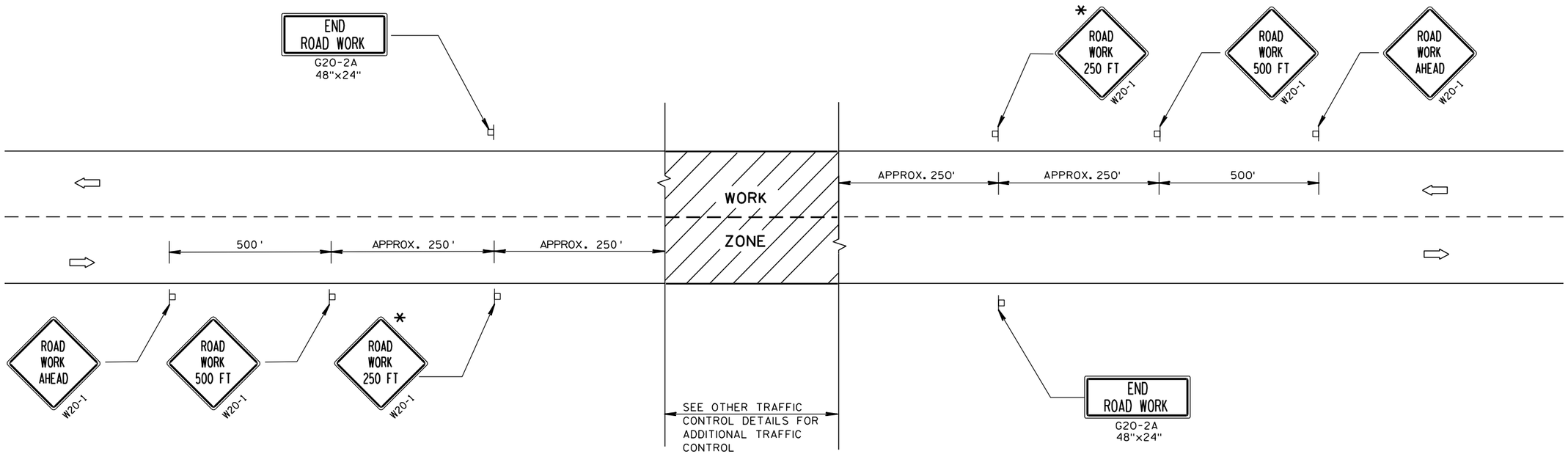
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 3-2



GENERAL NOTES

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

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

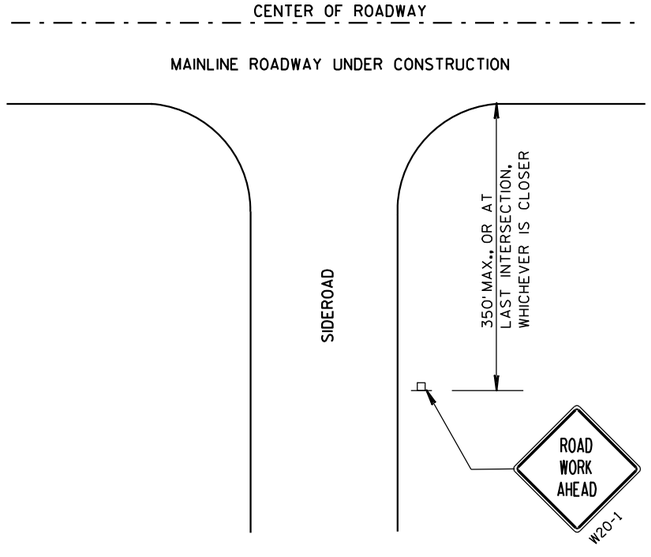
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

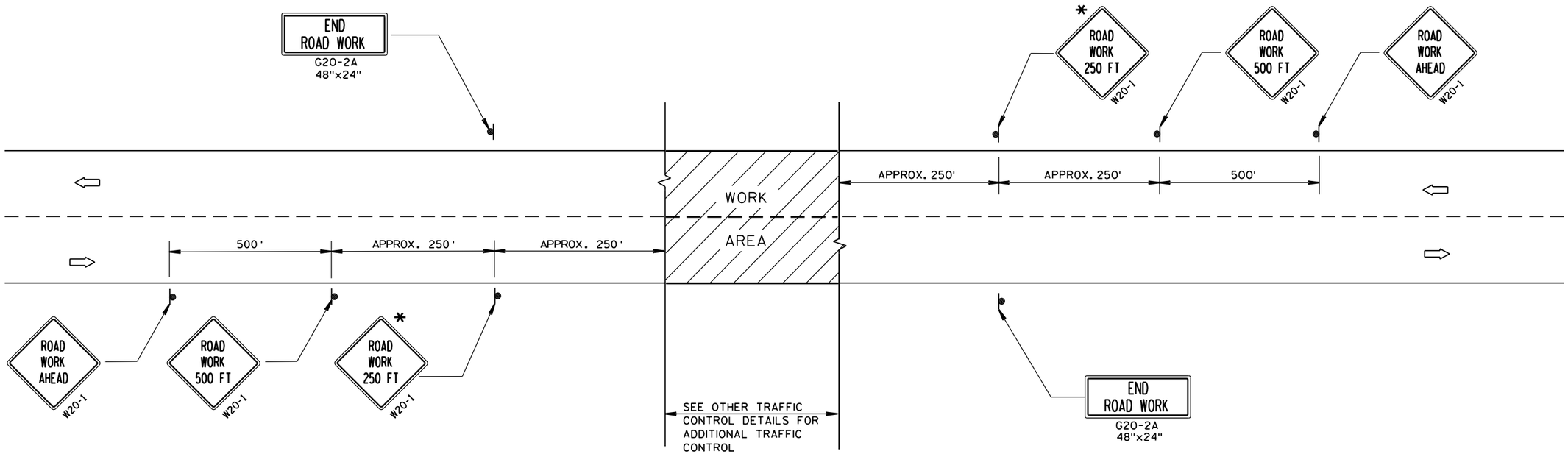
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 5-1

S.D.D. 15 C 5-1



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

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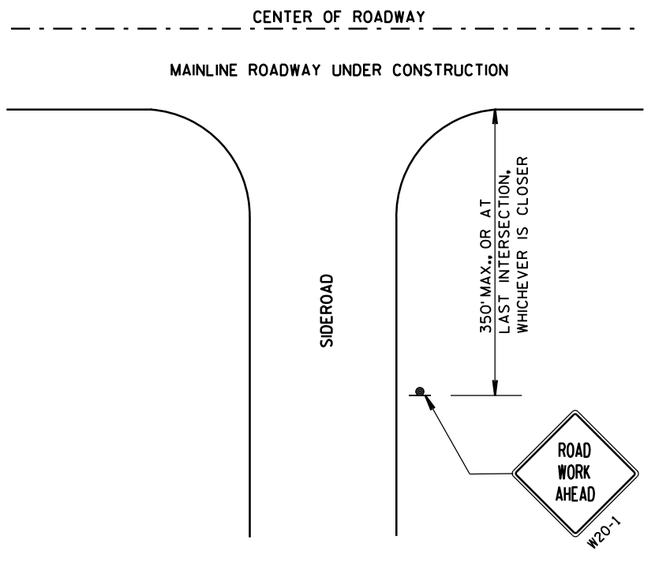
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 5-2

6

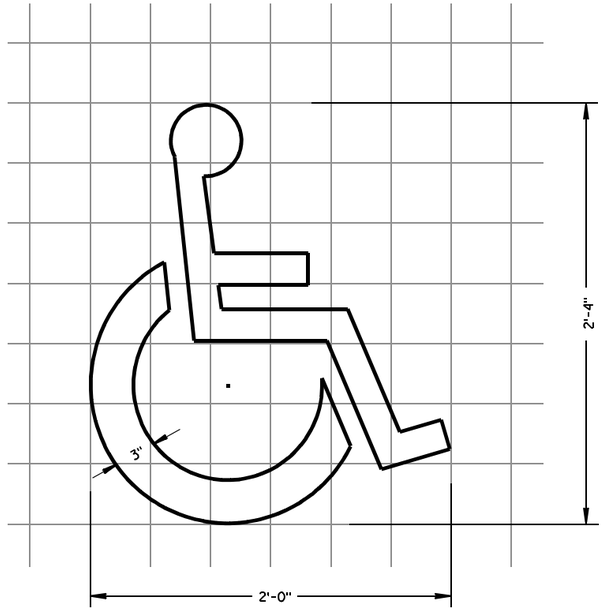
S.D.D. 15 C 5-2

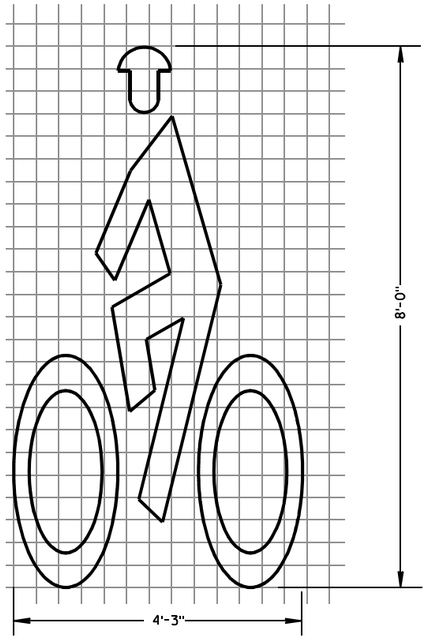
GENERAL NOTES

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

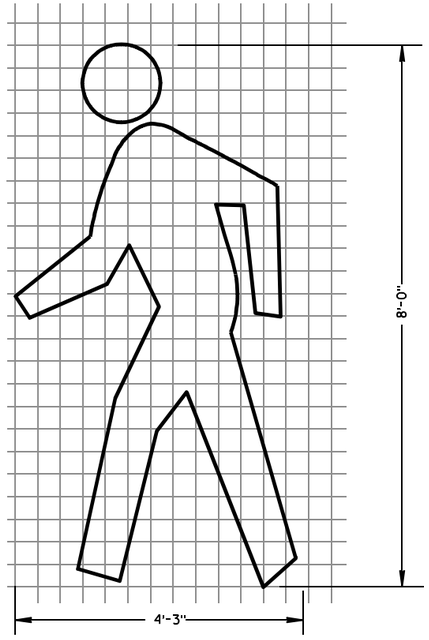
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

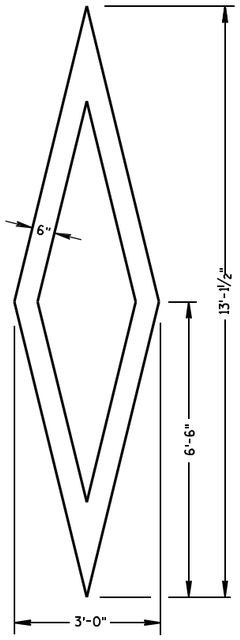




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

/S/ Thomas N Nathan STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12a

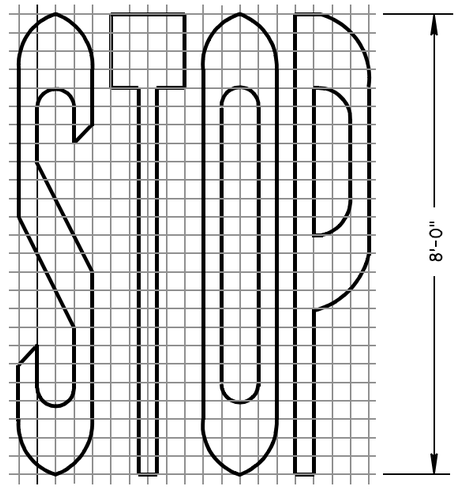
6

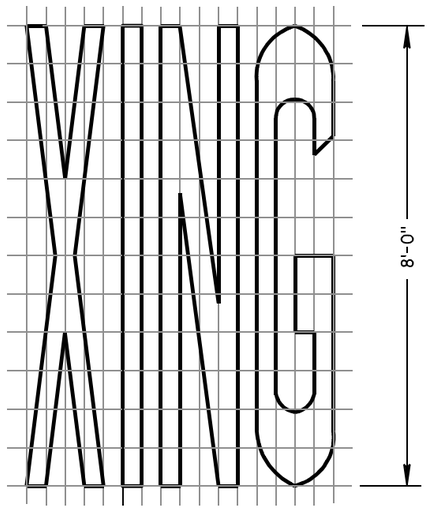
S.D.D. 15 C 7-12a

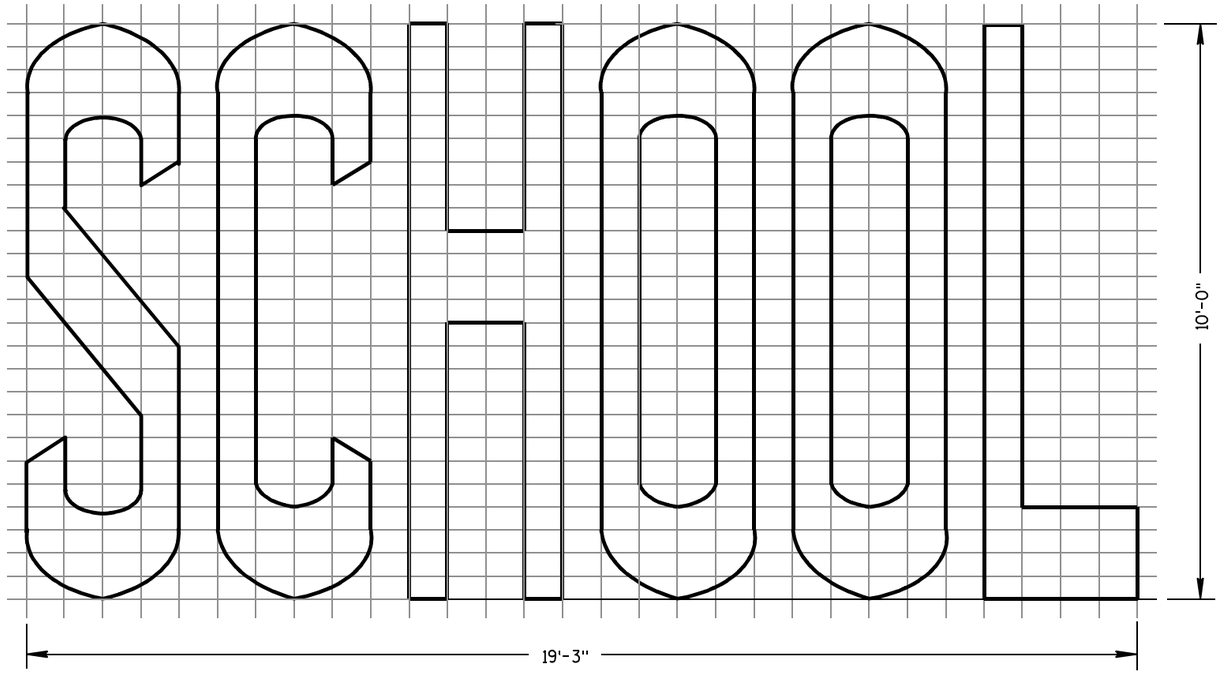
GENERAL NOTES

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

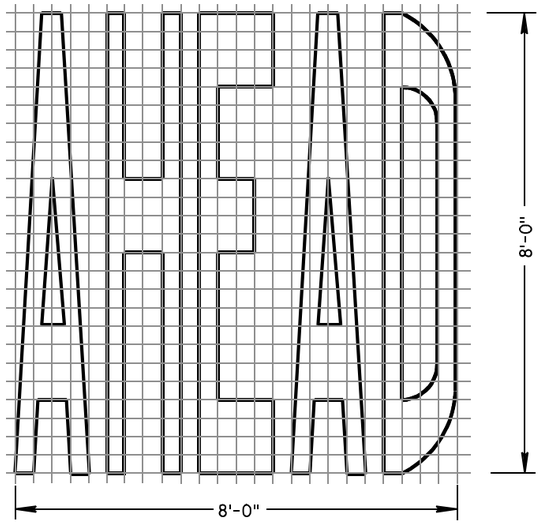
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

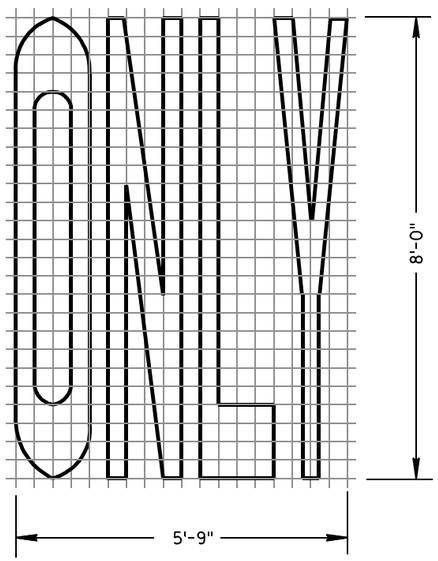


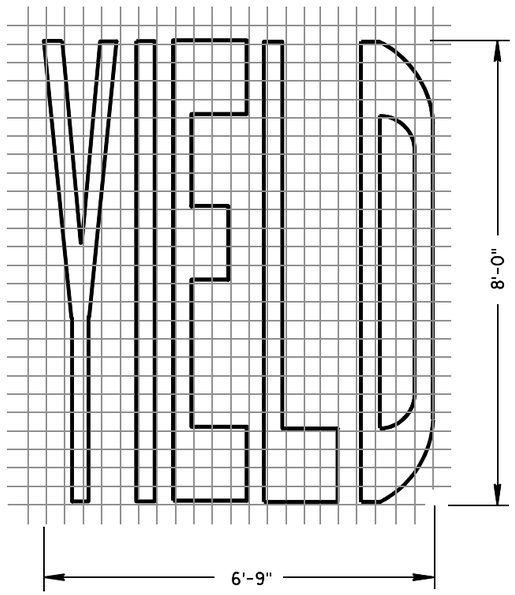


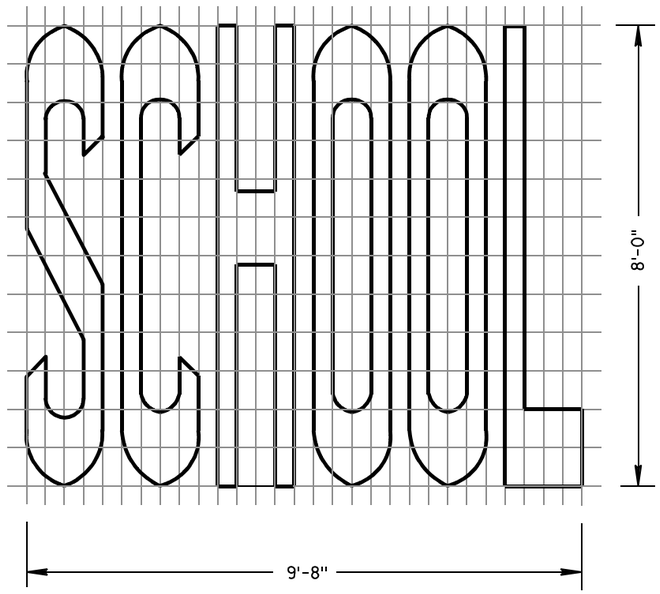


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

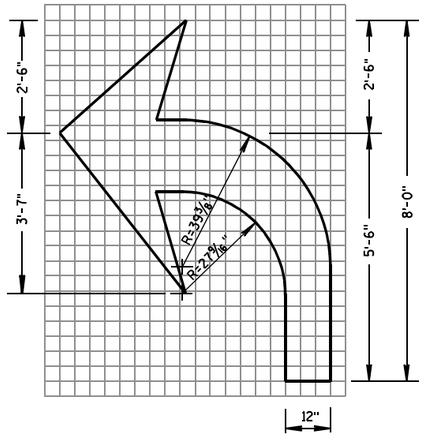
FHWA

6

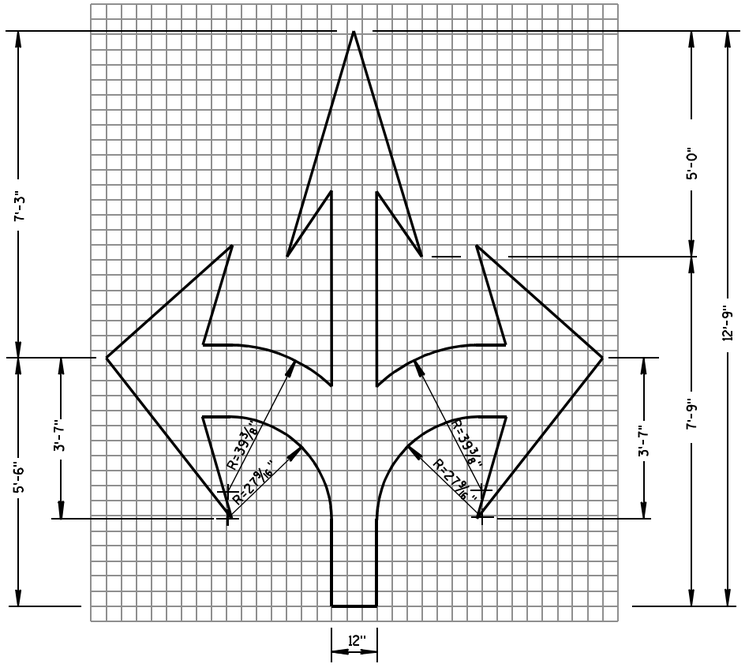
S.D.D. 15 C 7-12b

6

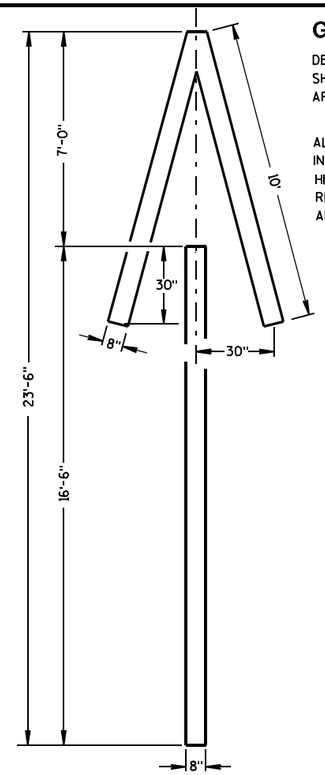
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

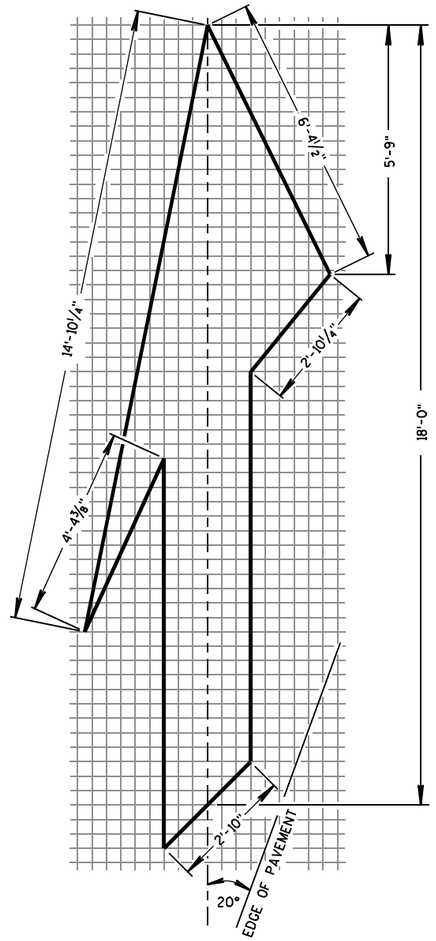


TYPE 4

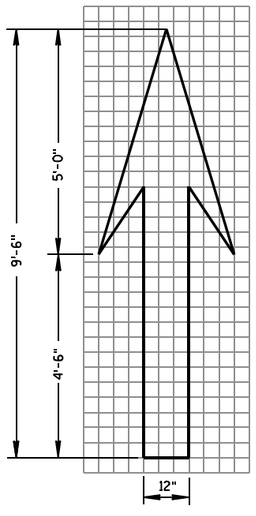
GENERAL NOTES

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

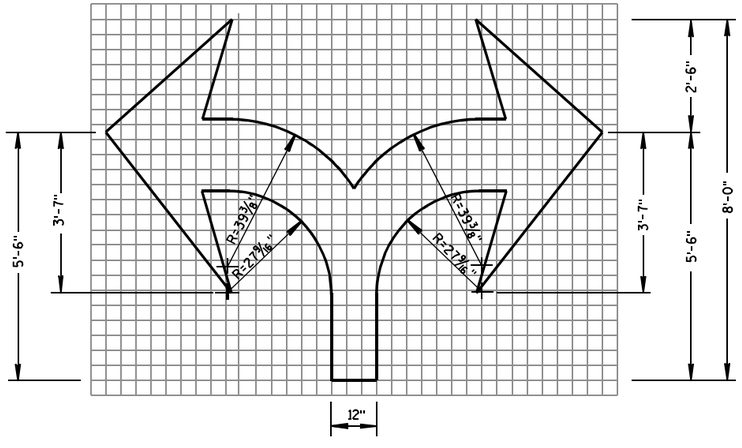
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW



TYPE 1



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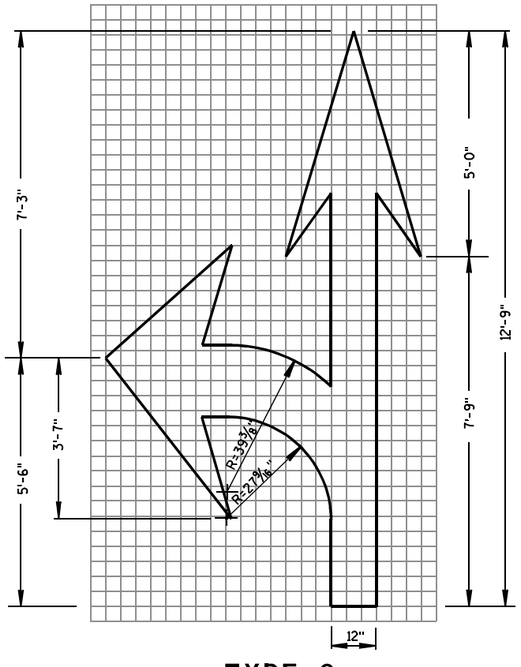


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

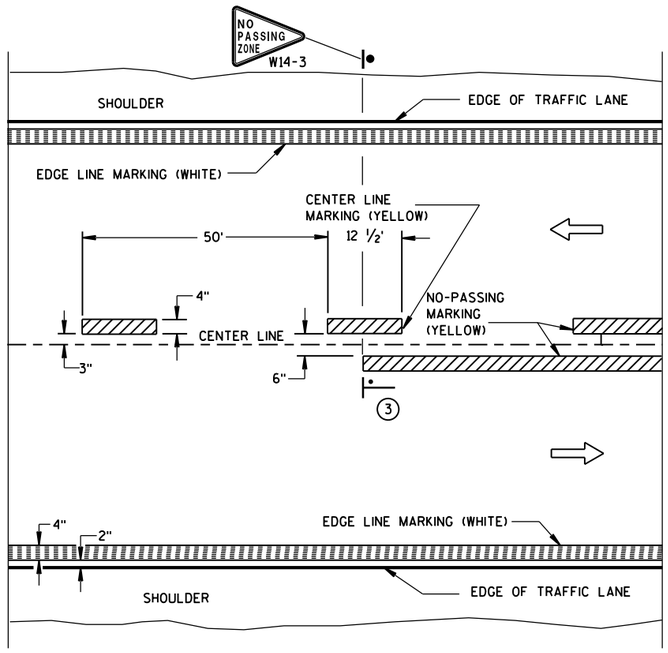
FHWA

6

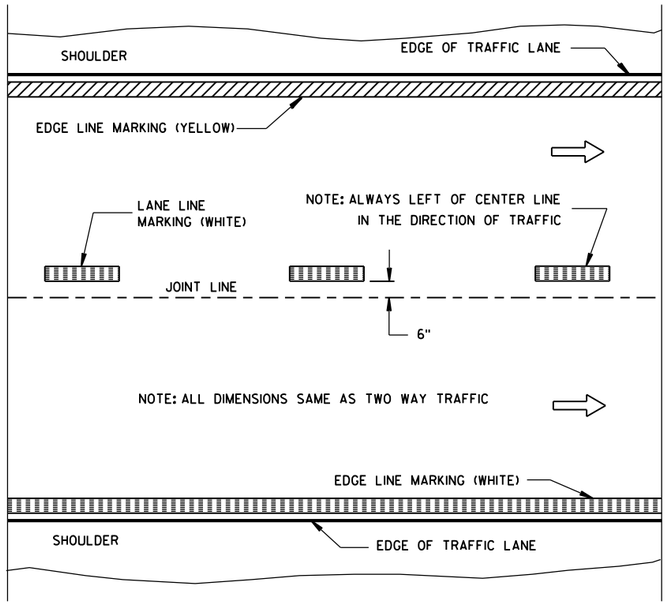
S.D.D. 15 C 7-12c

6

S.D.D. 15 C 7-12c

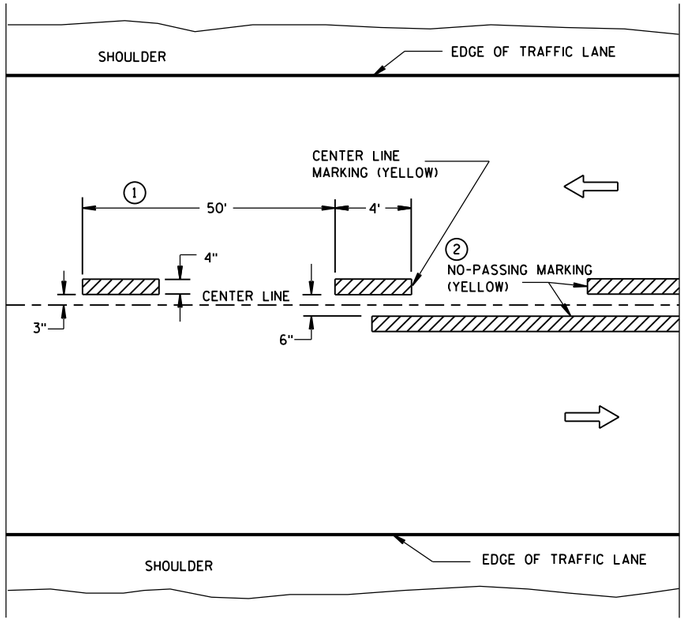


TWO WAY TRAFFIC

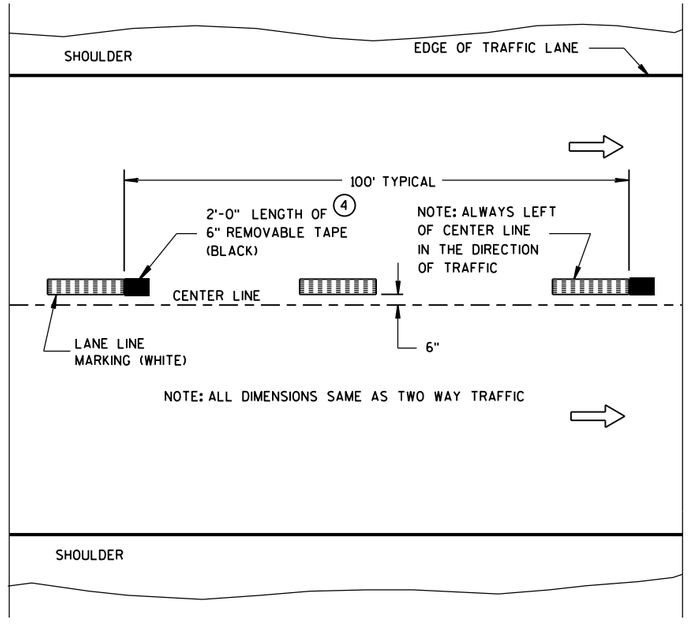


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

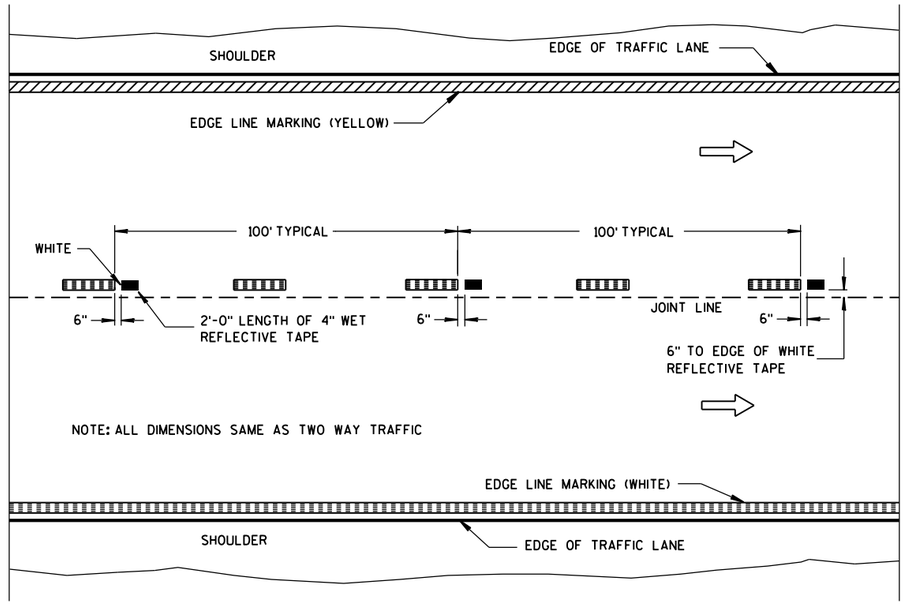
GENERAL NOTES

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

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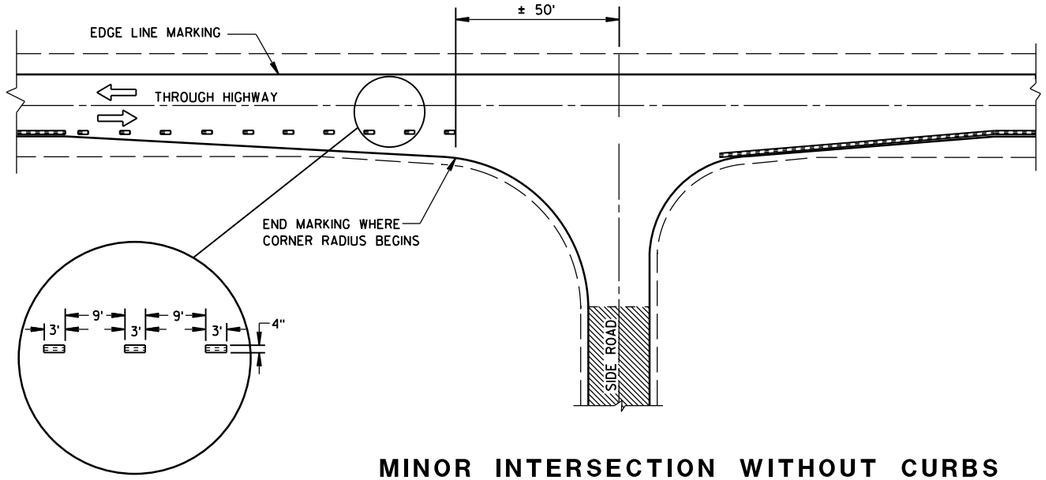
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

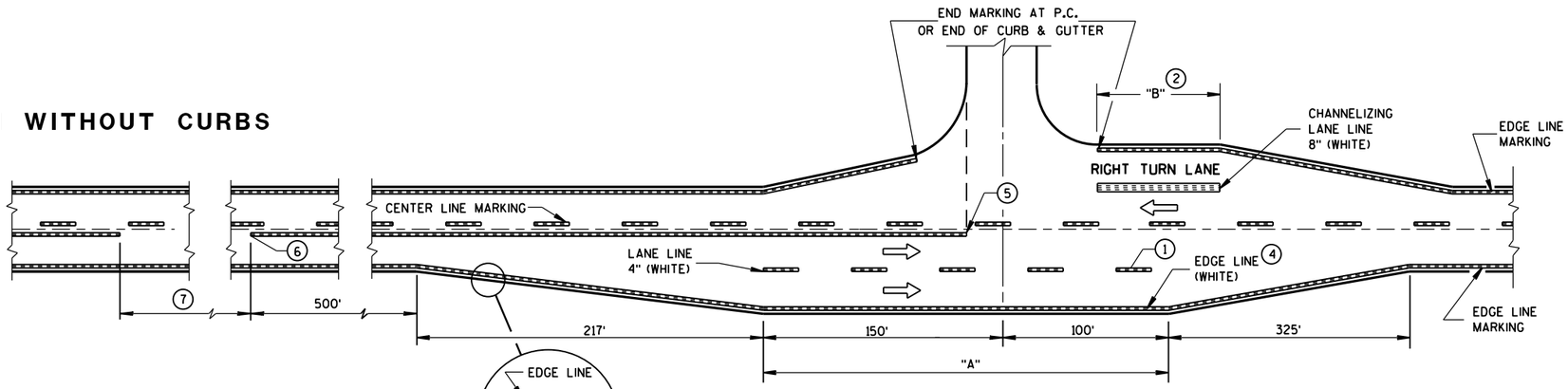
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

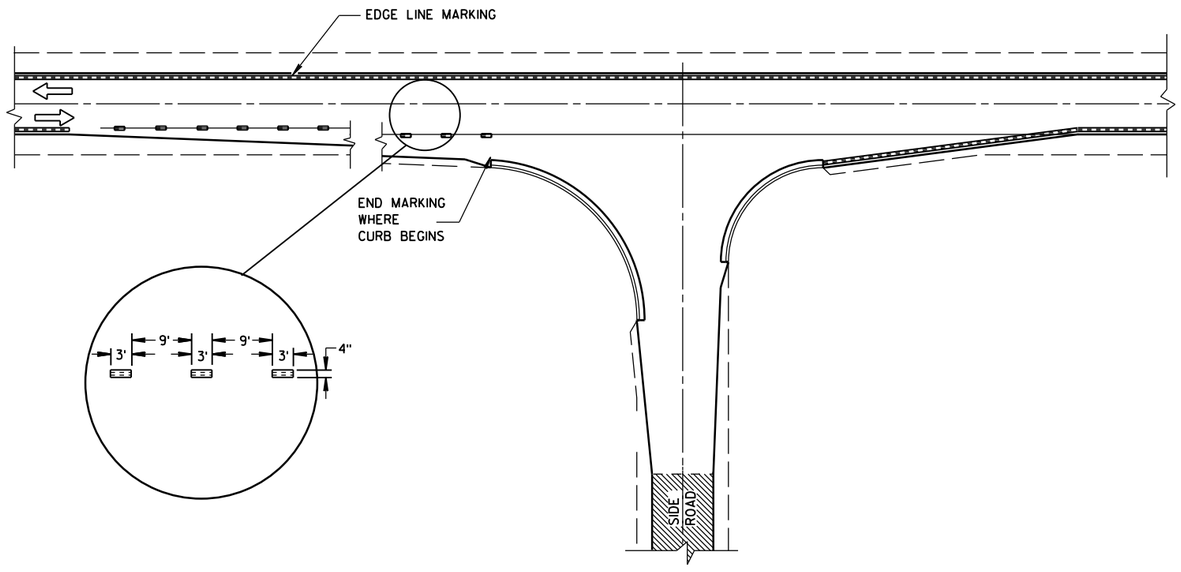
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



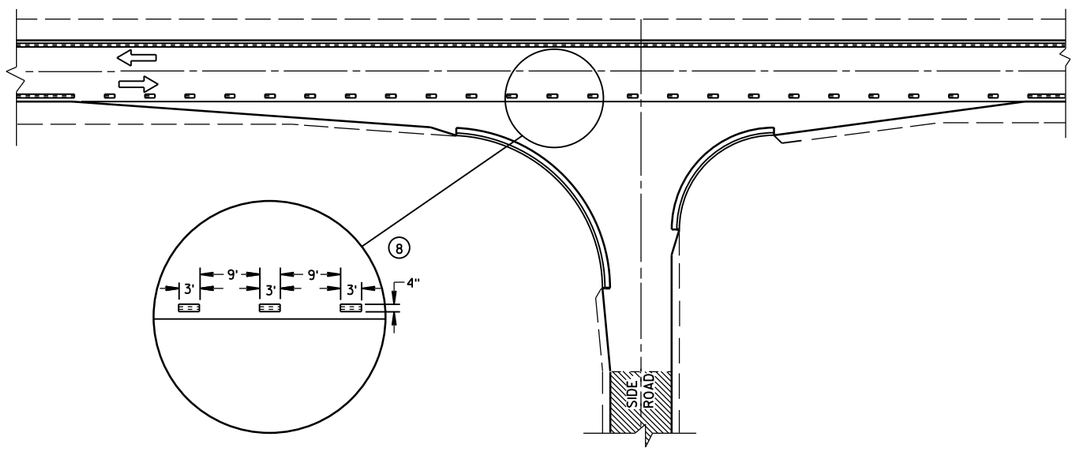
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

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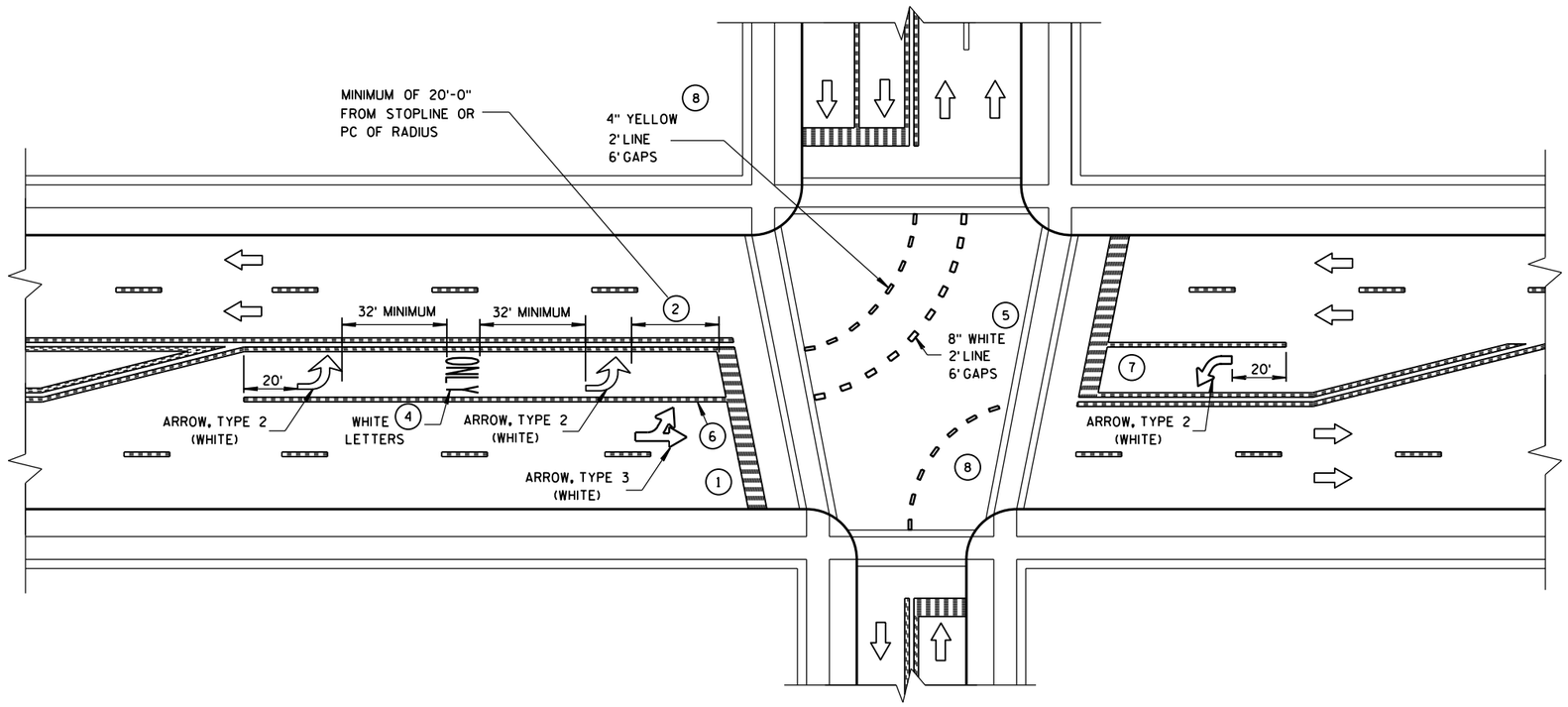
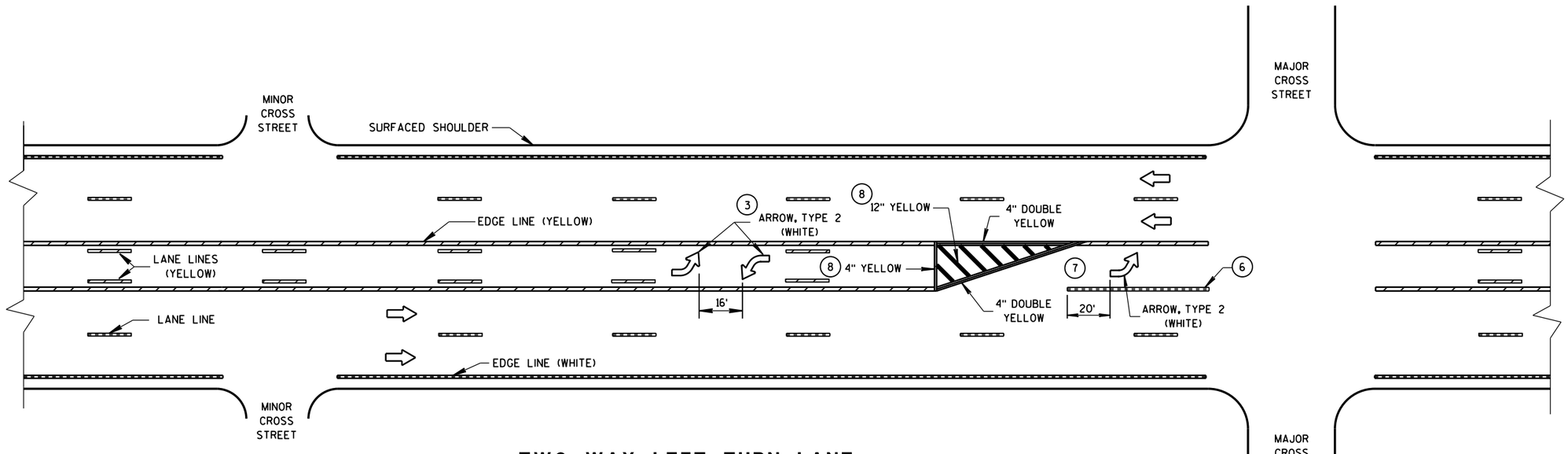
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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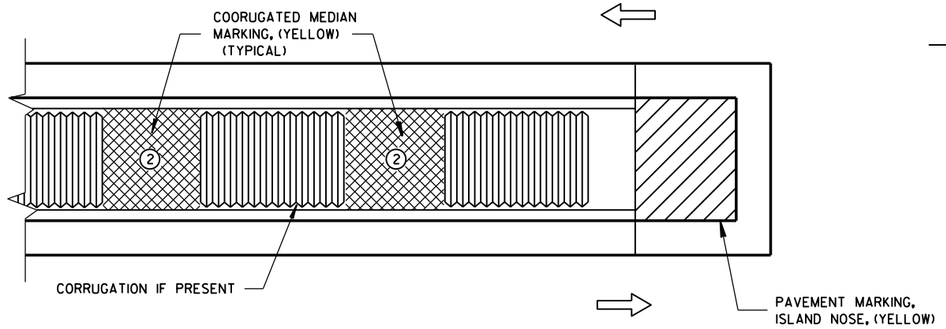
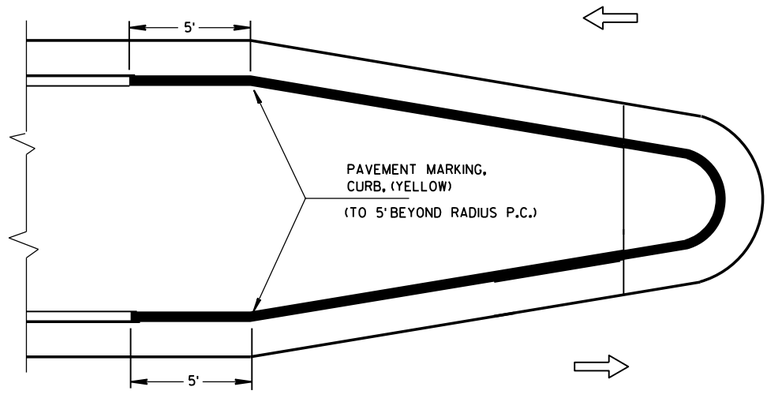
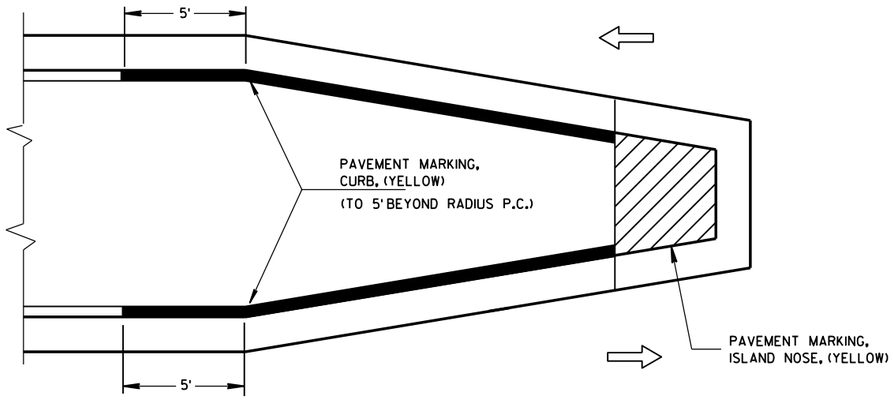
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

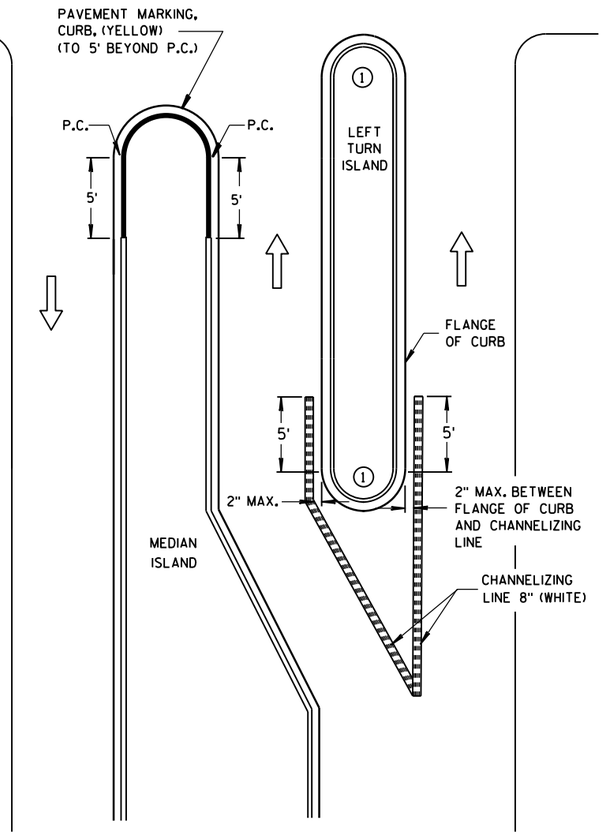


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

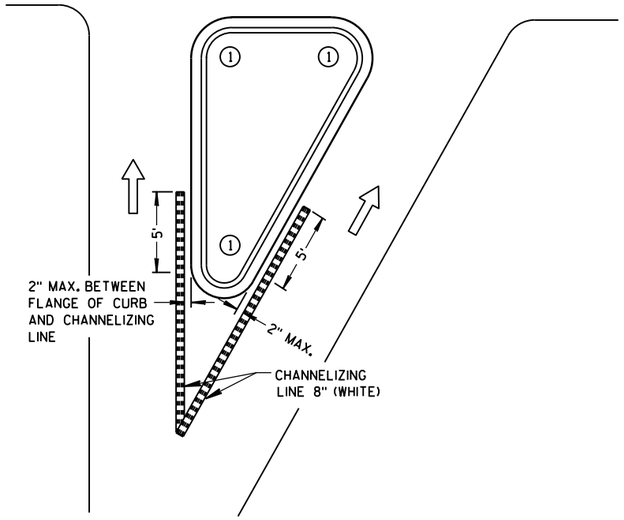


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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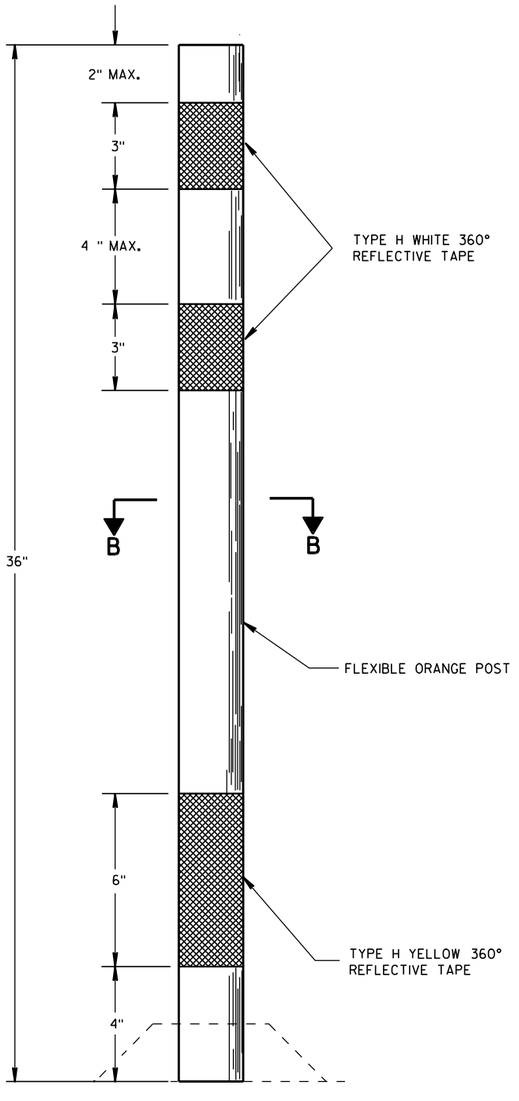
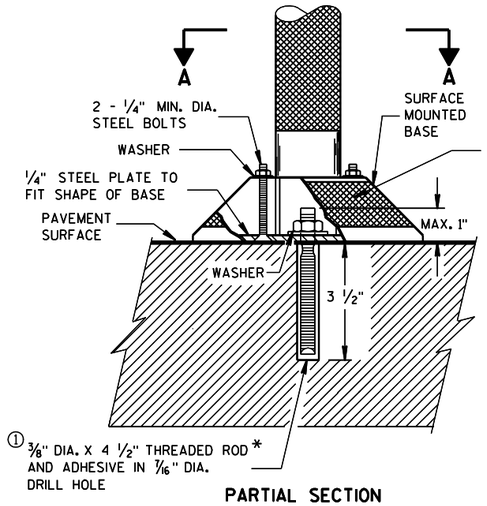
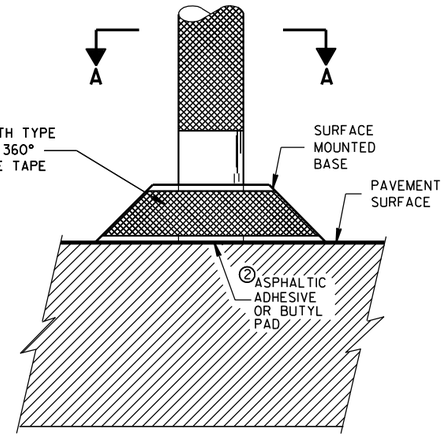
S.D.D. 15 C 8-16f



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

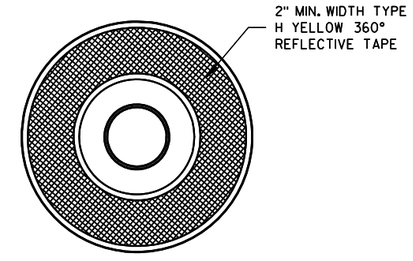
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

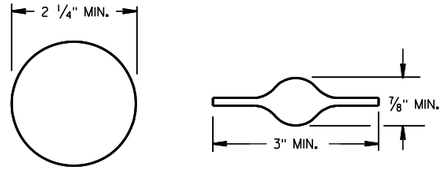
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



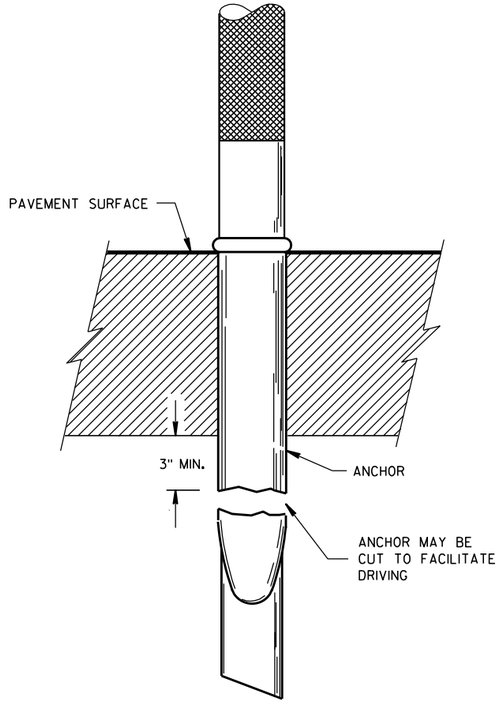
SECTION A-A

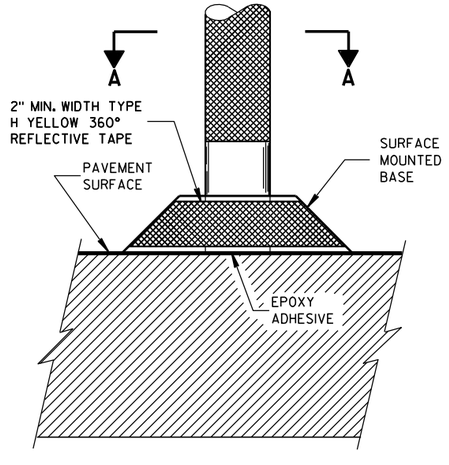
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

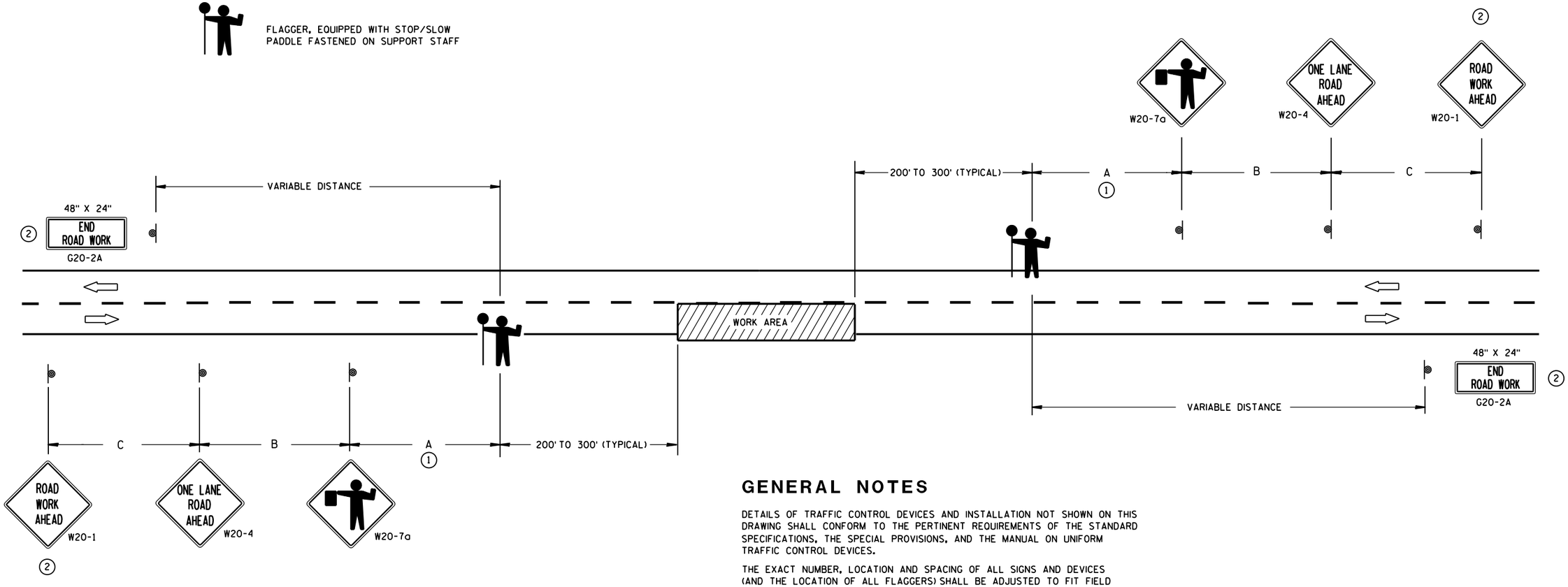
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 12-4

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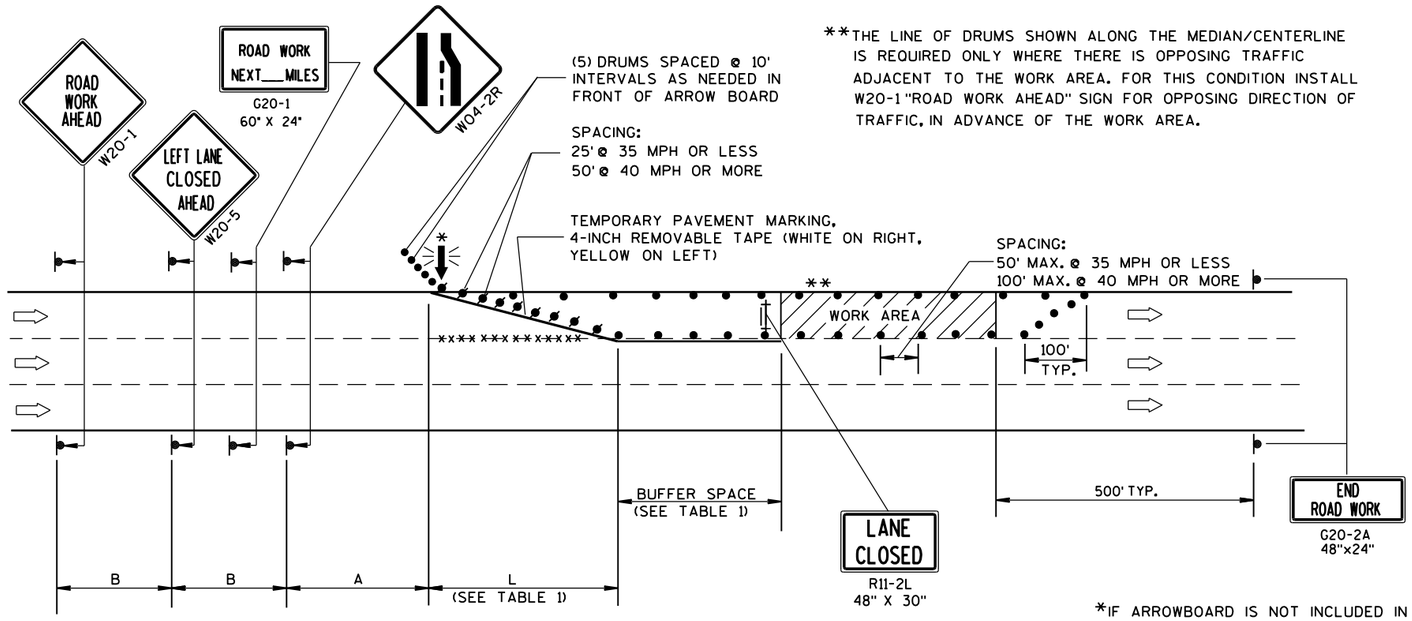
S.D.D. 15 C 12-4



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

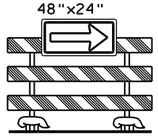


TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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.

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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE 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.

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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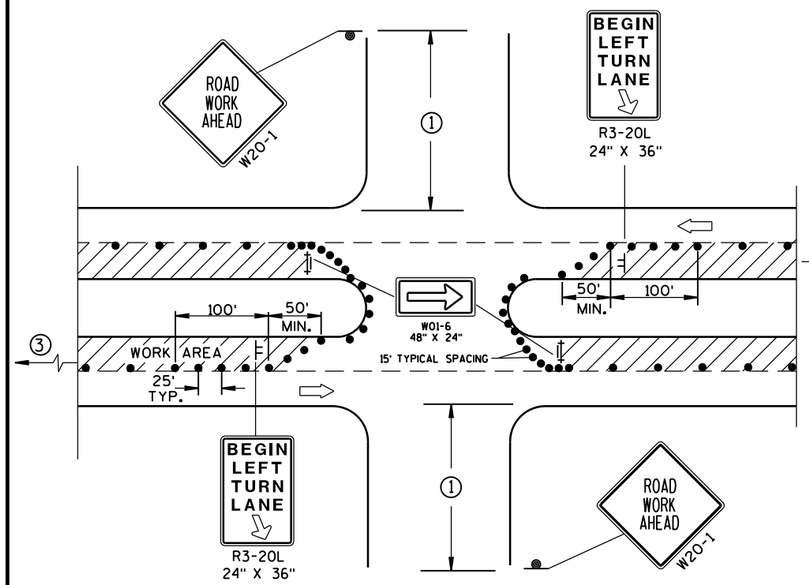
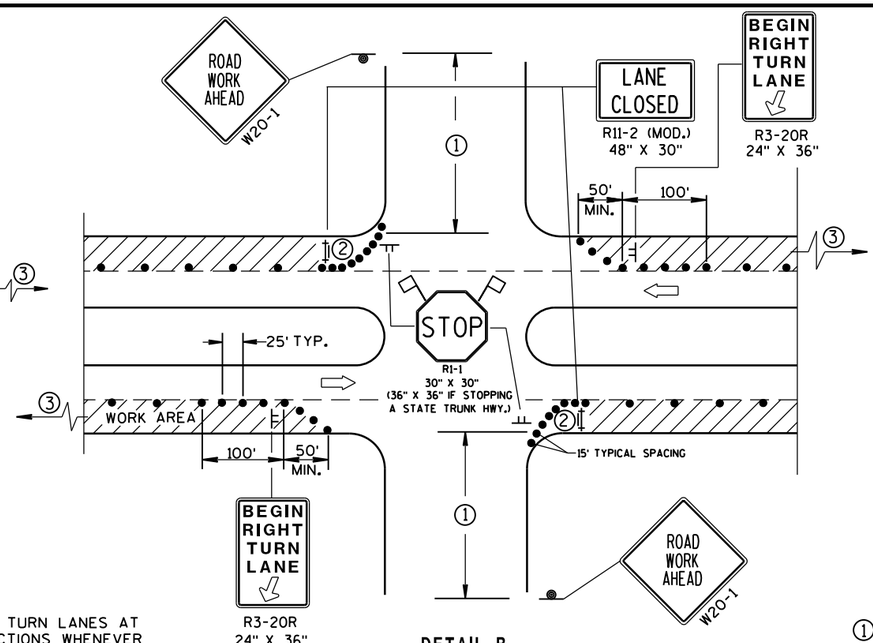


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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.

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.

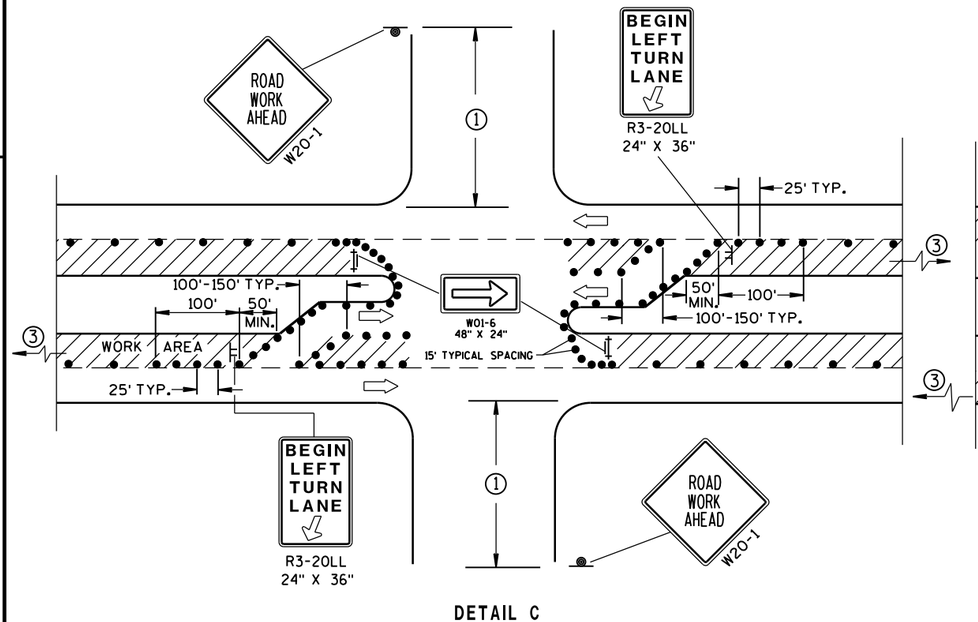
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

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

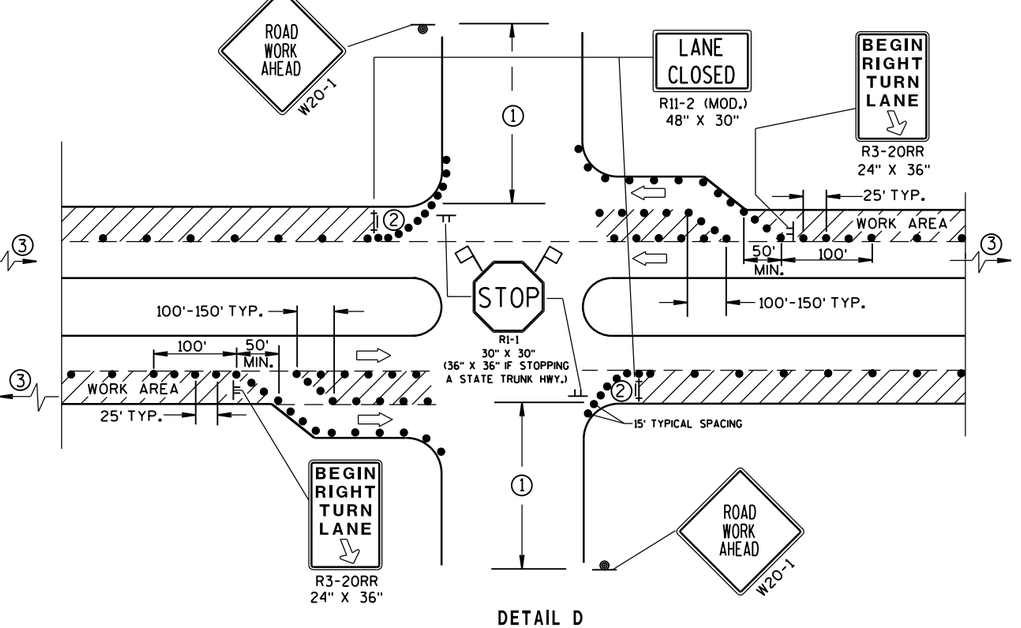
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

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



DETAIL D

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

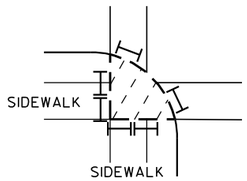
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

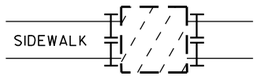
FHWA

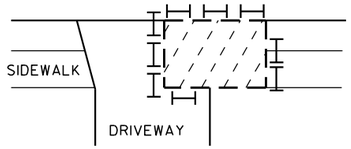
6

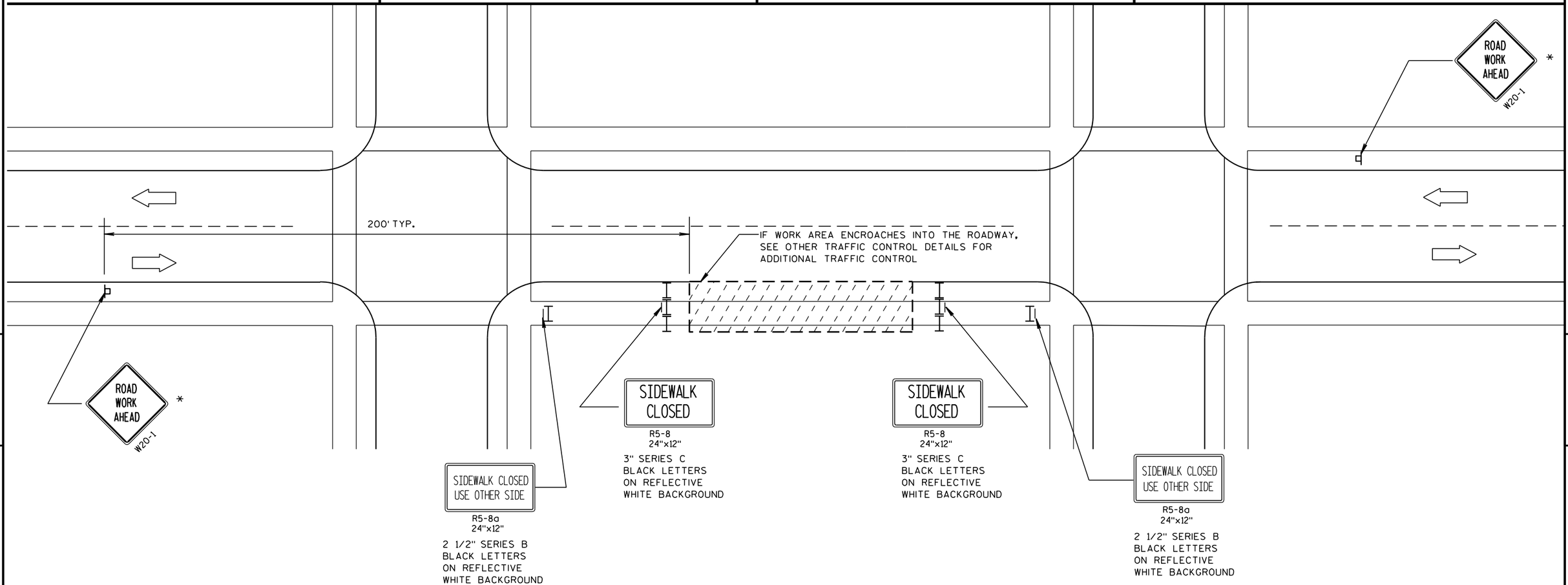
S.D.D. 15 D 21-2

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

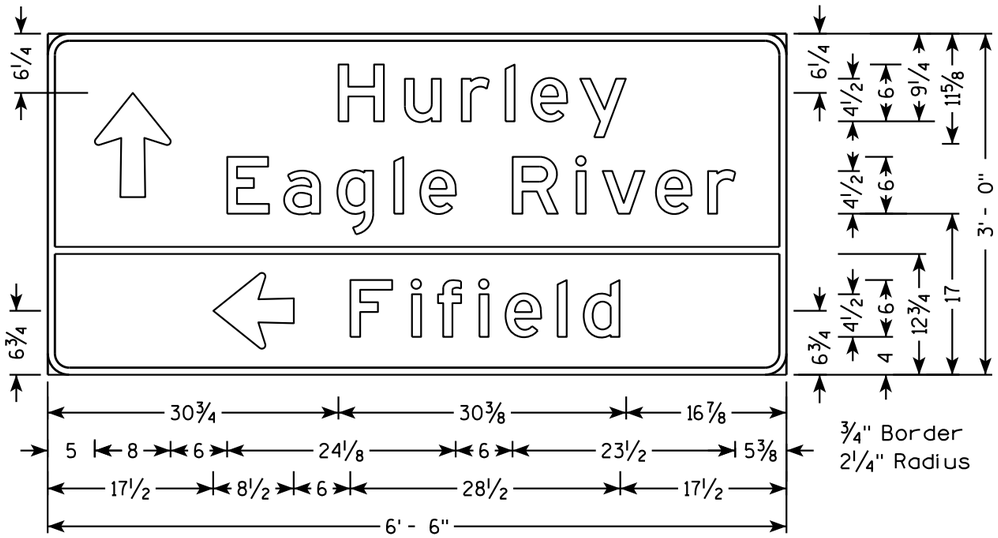
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

6

S.D.D. 15 D 30-1

6

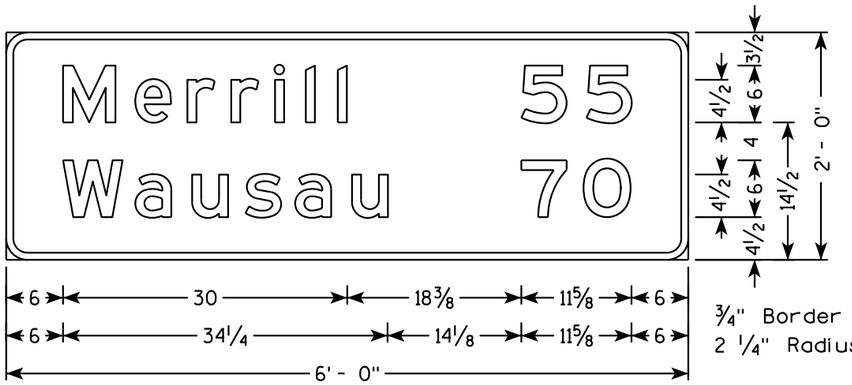
S.D.D. 15 D 30-1



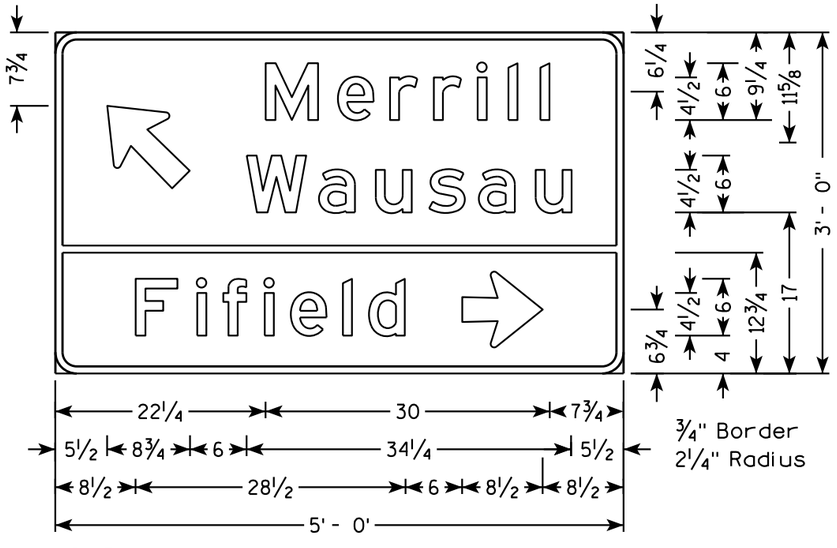
D1-3

NOTES

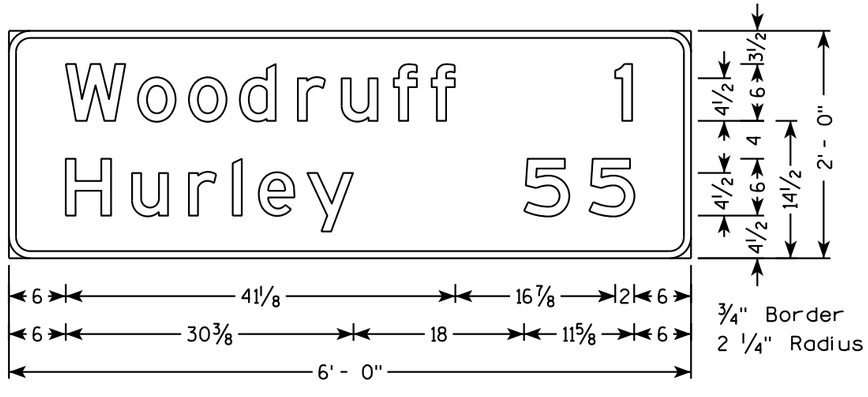
1. All Sign Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



D2-2



D1-3

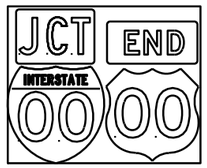


D2-2

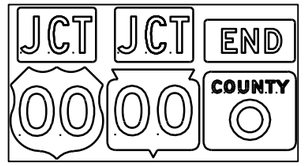
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET NO: E

TYPICAL ASSEMBLIES

J1-1

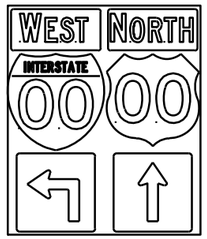


J1-2

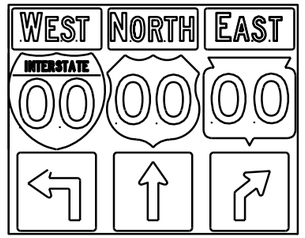


J1-3

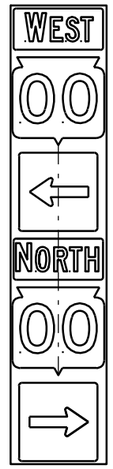
J2-1



J2-2

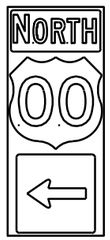


J2-3

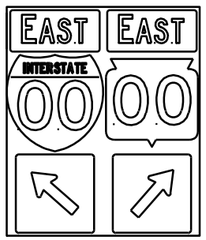


JV

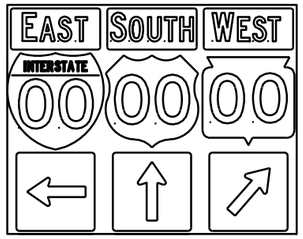
(Typical Vertical J-Assembly
See Note 10 and 11)



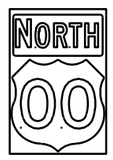
J3-1



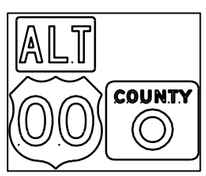
J3-2



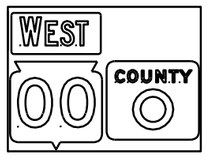
J3-3



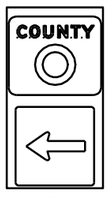
J4-1



J4-2



J4-2



J13-1

J12-1

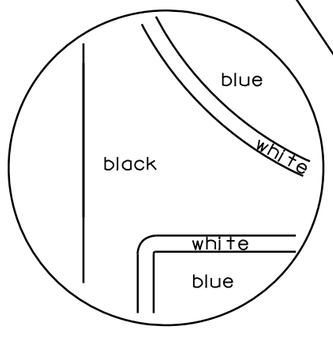
J32-1

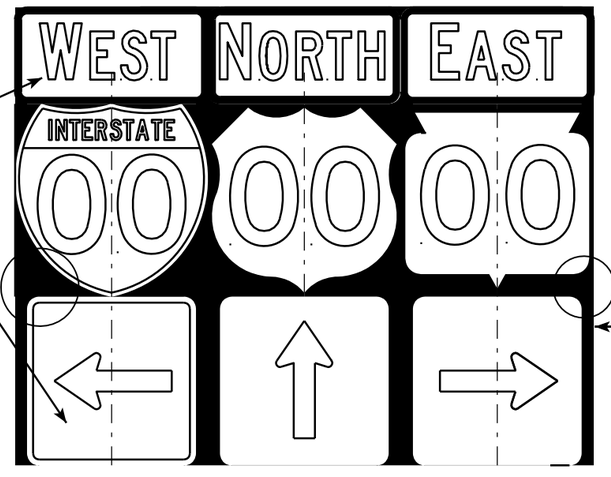
J33-1

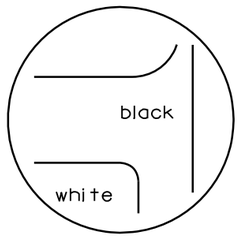
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of interstate and non interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/13 PLATE NO. A2-1S.7

7

7

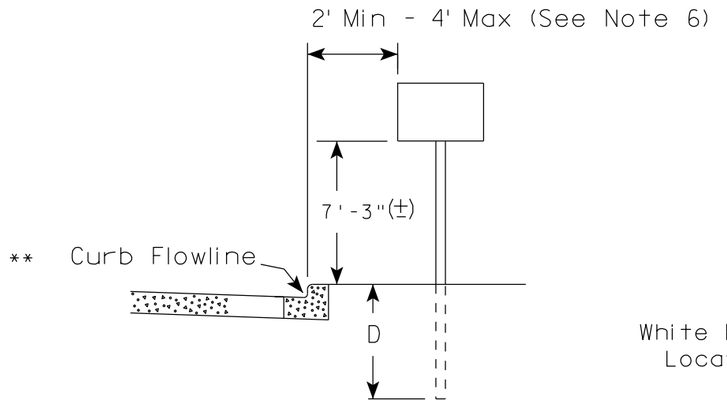
PROJECT NO:

SHEET NO: 319 E

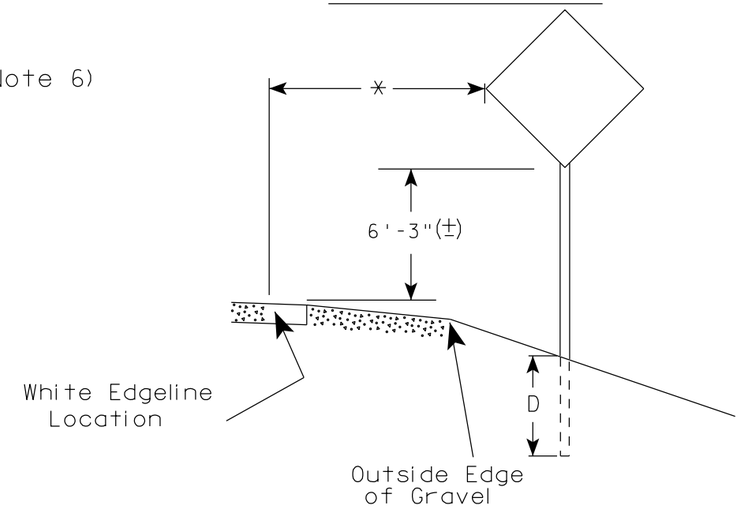
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 25-MAR-2013 11:33 PLOT BY : mscsja PLOT NAME :

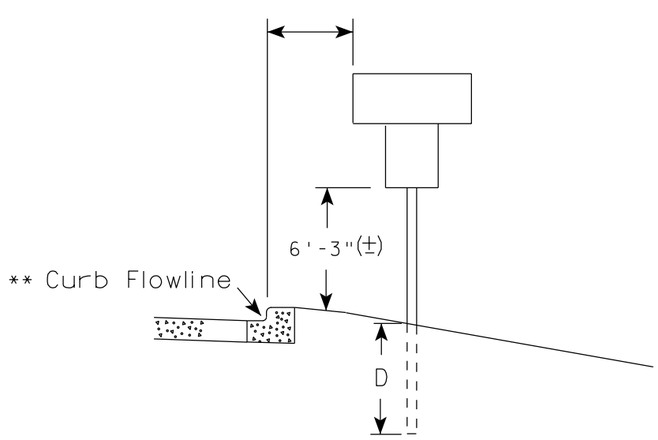
WISDOT/CADDS SHEET 42

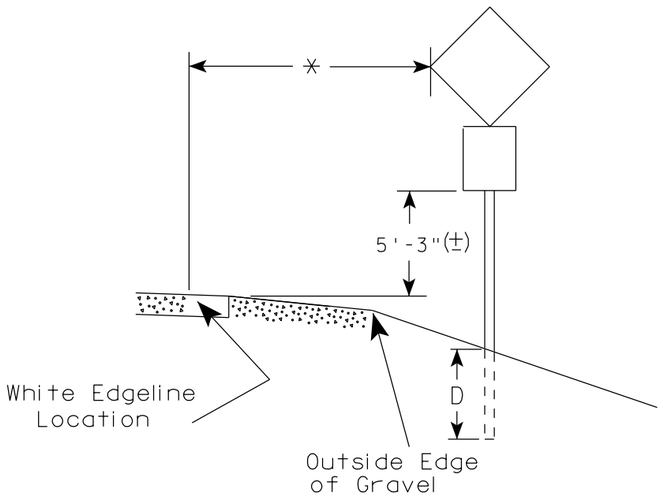
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

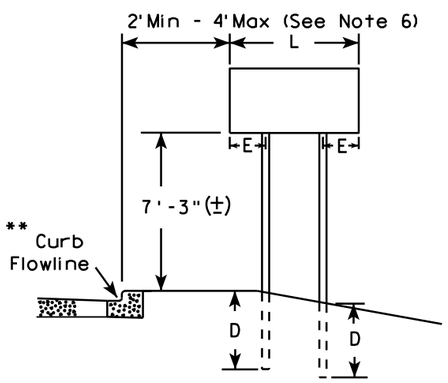
WISCONSIN DEPT OF TRANSPORTATION

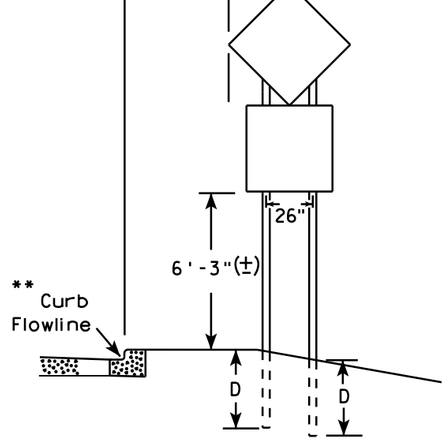
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

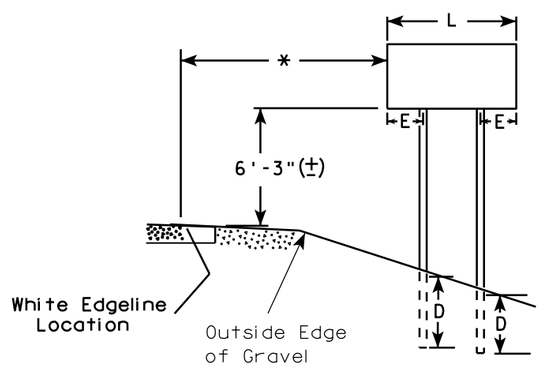
URBAN AREA

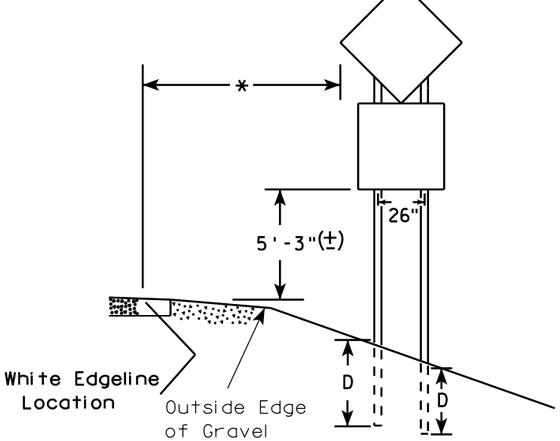




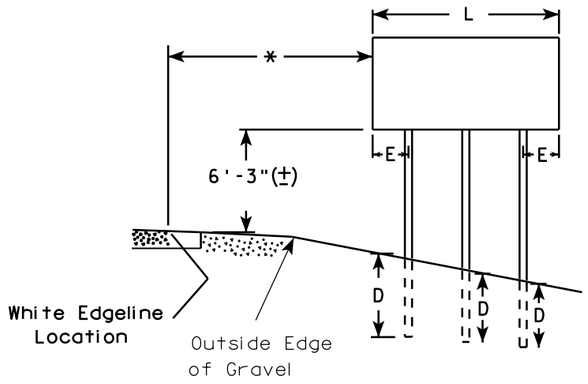
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

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

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

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

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

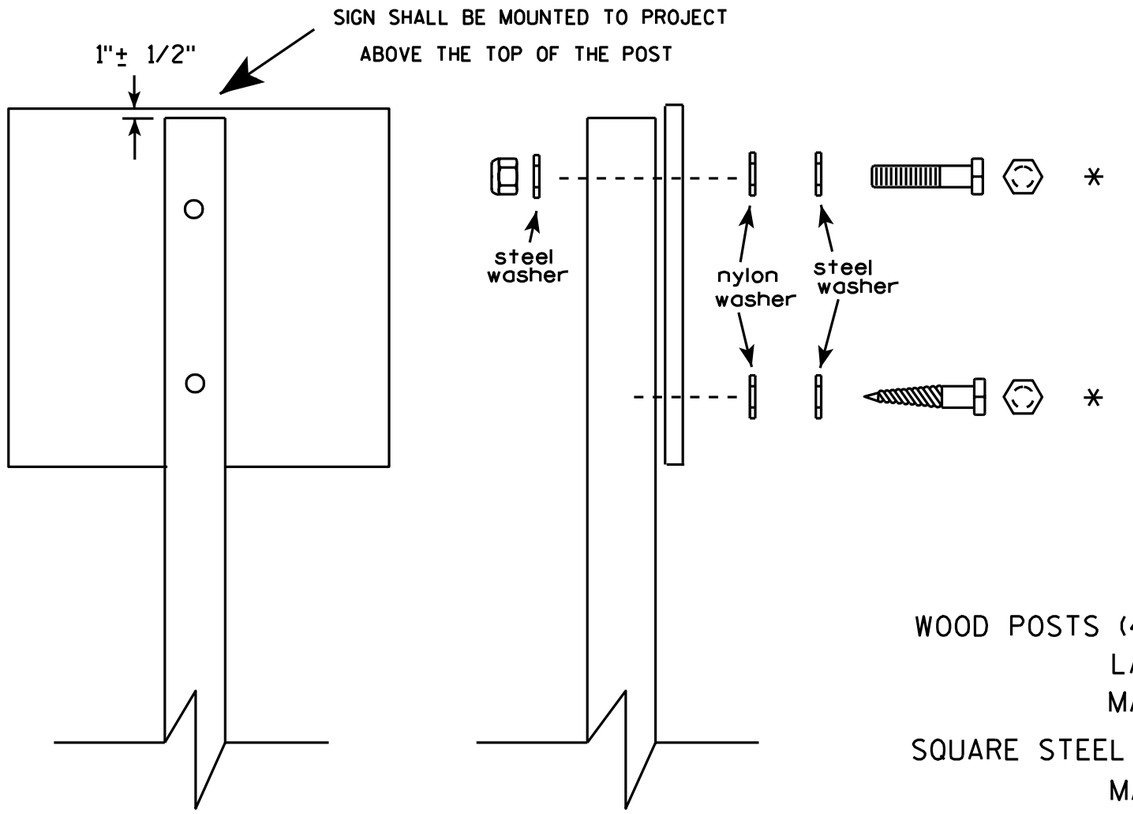
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-4 12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-SEP-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000



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

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

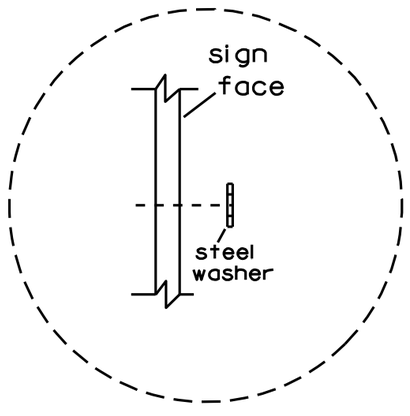
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

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



Washer Placement when Sign Has Other Than Type H or Type F Face

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

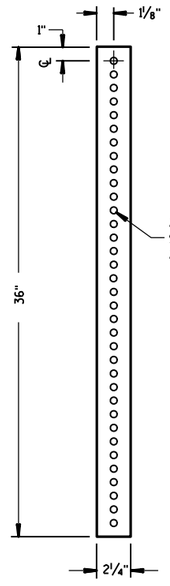
7

PROJECT NO:

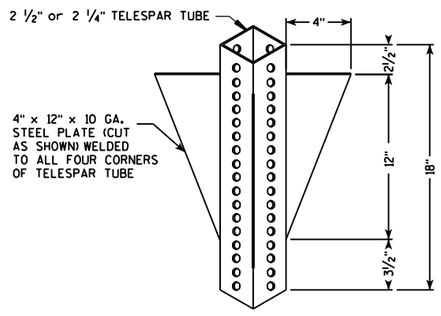
SHEET NO: 322 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

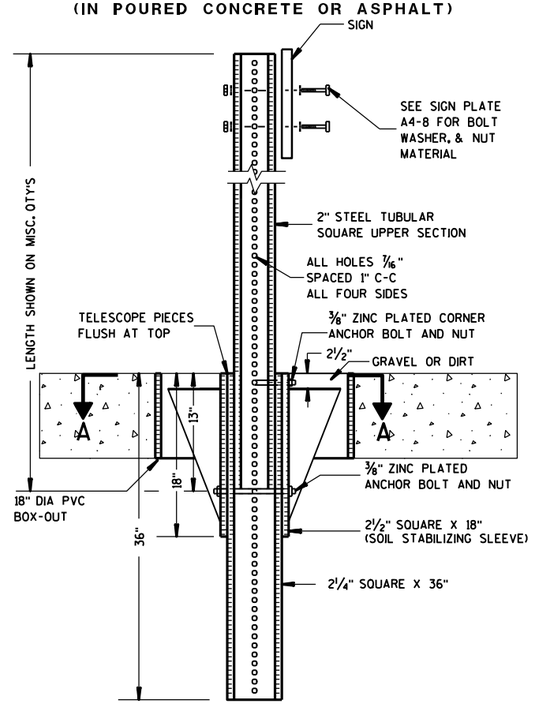
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



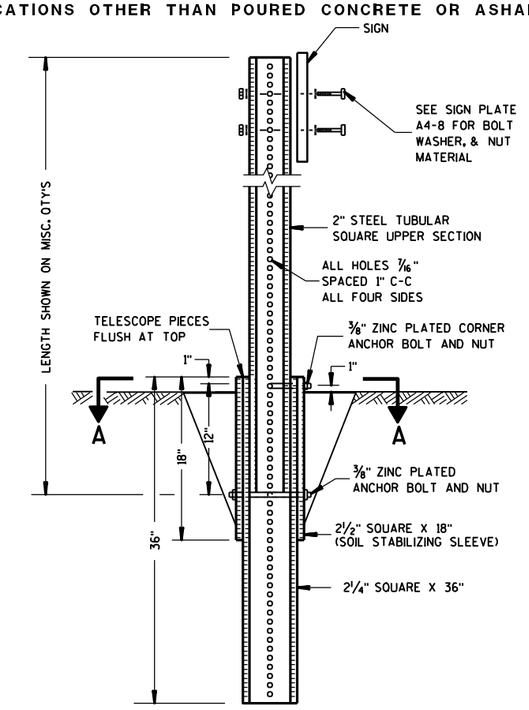
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

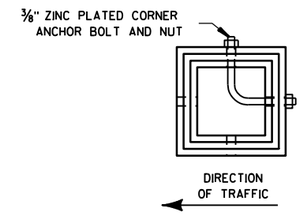


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

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

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

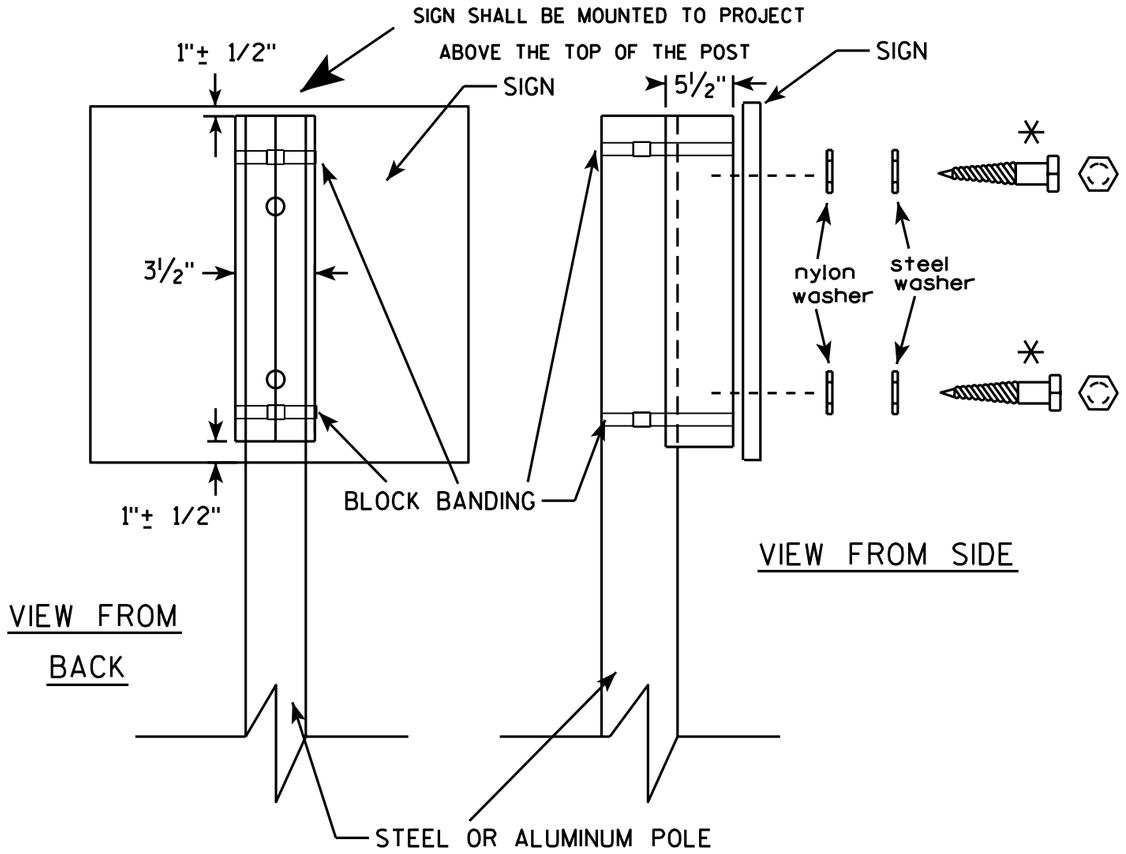
TUBULAR STEEL SIGN POST A4-9

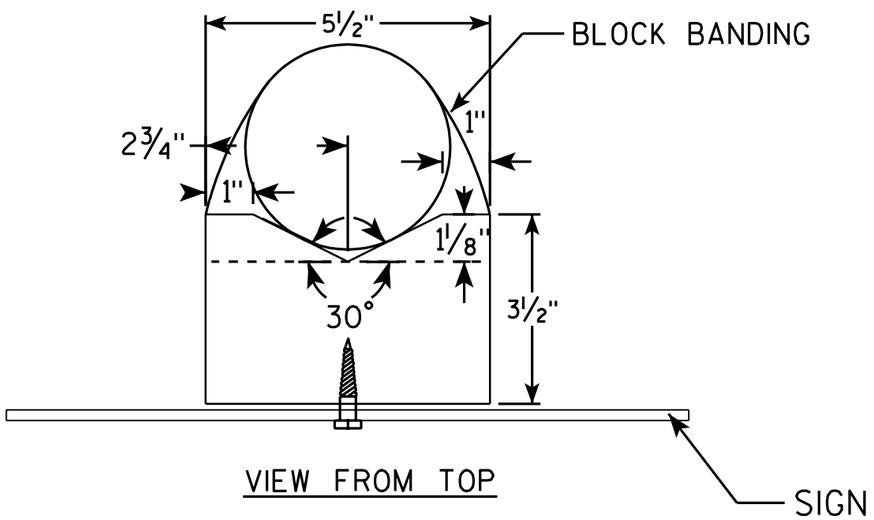
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

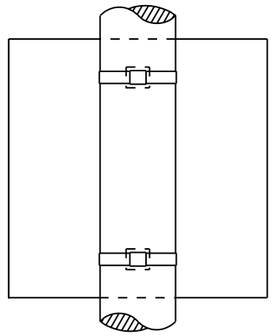
DATE 7/12/07 PLATE NO. A5-10.1

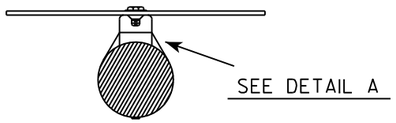
PROJECT NO:

SHEET NO: 324 E

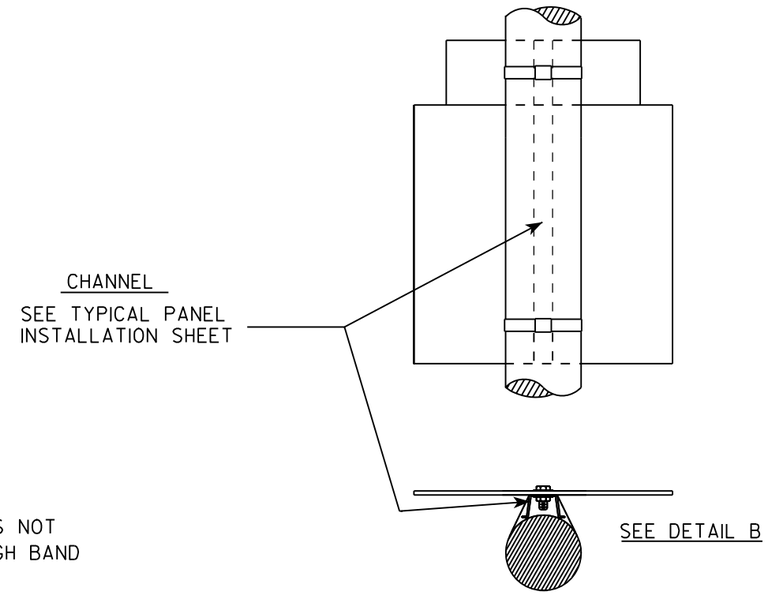
BANDING

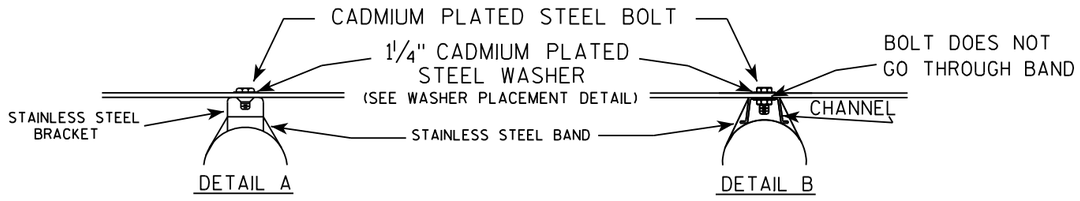
SINGLE SIGN



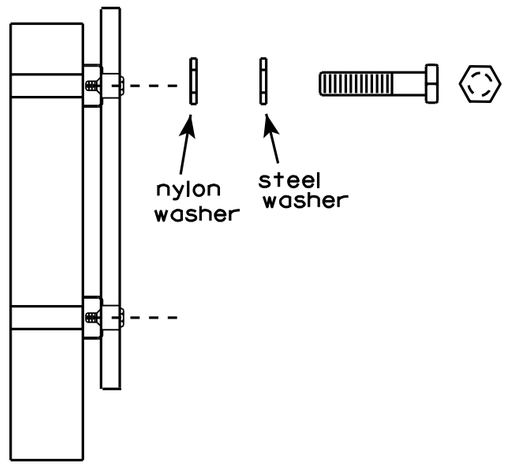


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

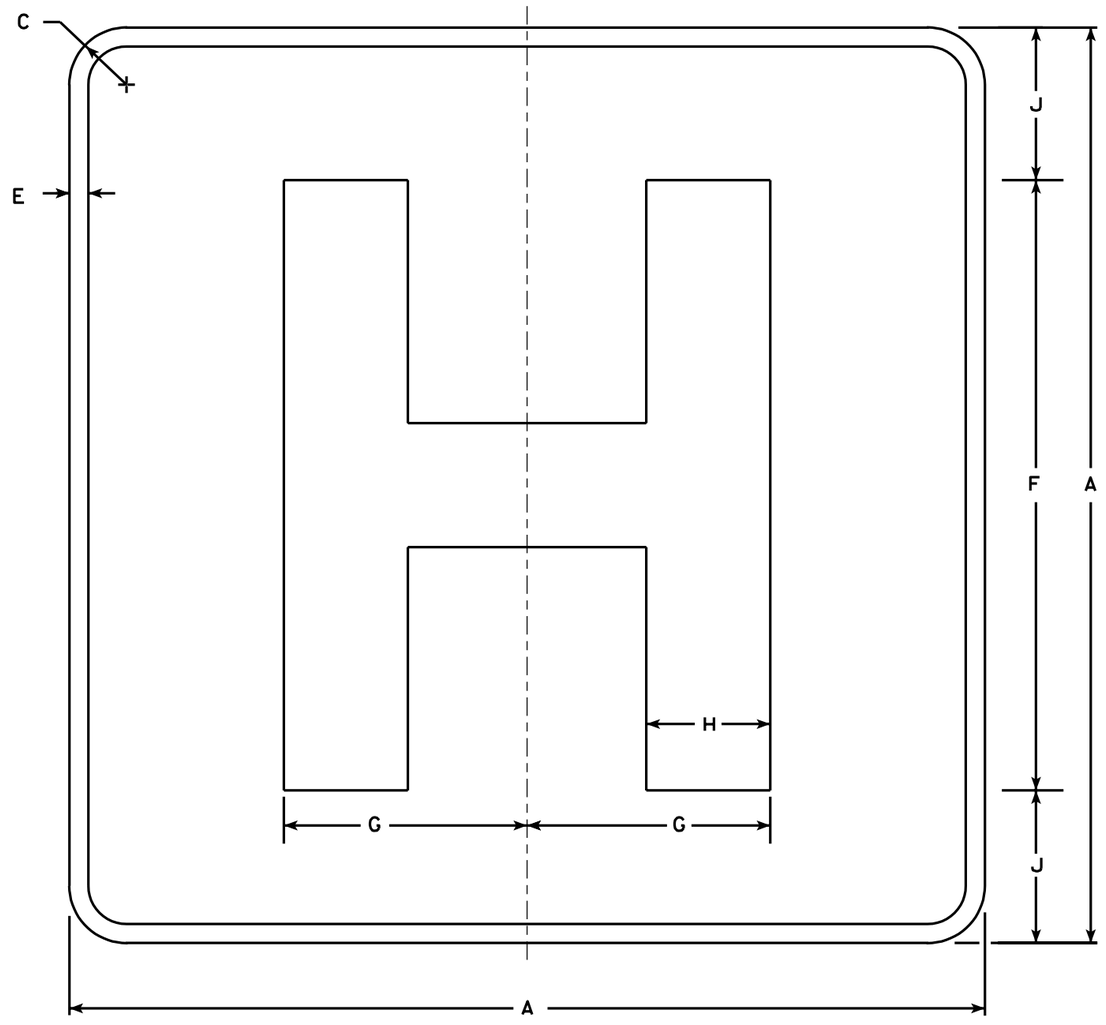
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 325	E



D9-2

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

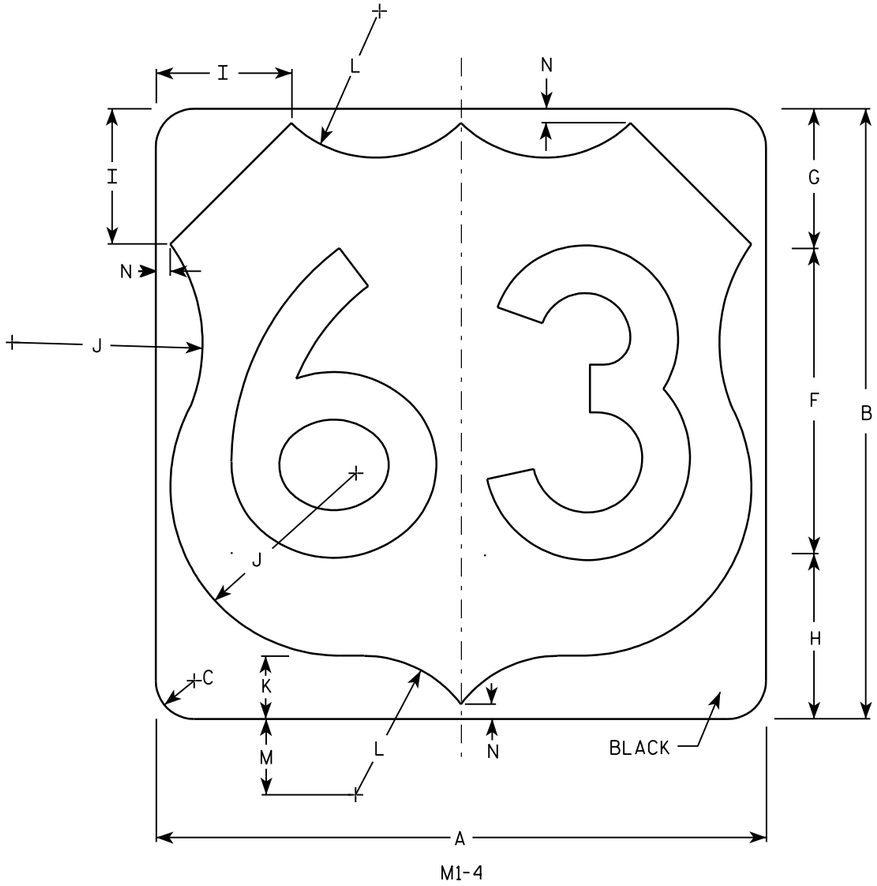
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

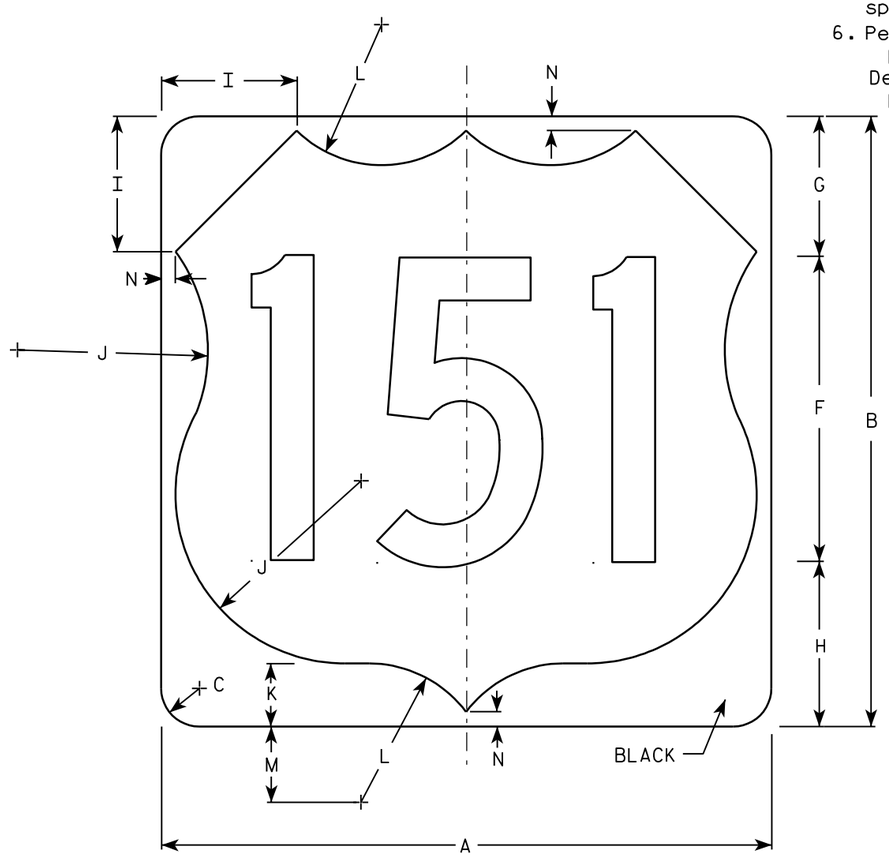
SHEET NO: 326 E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

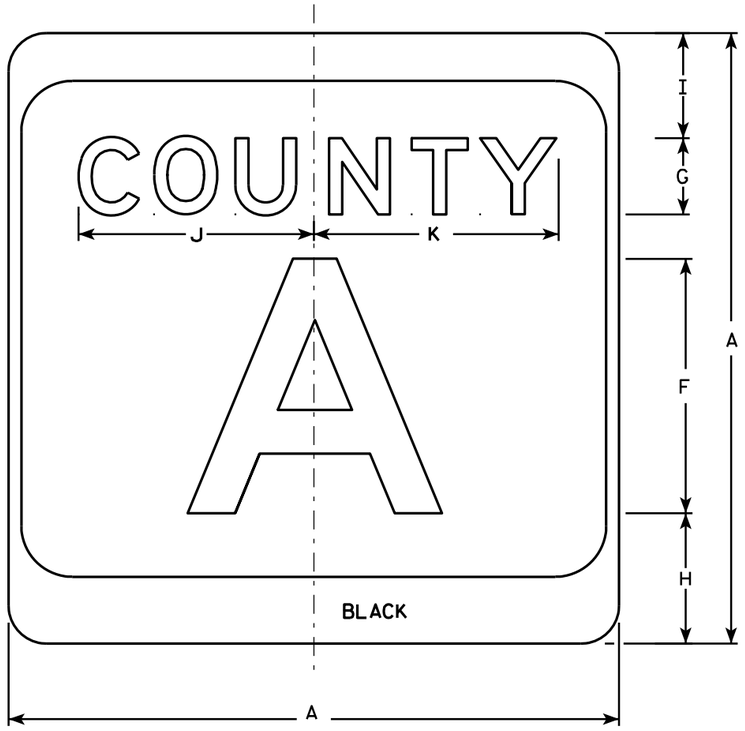
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

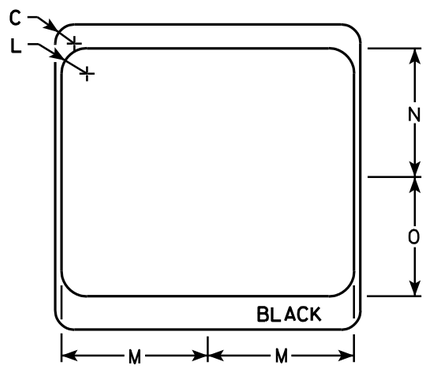
APPROVED Matthew R Rauch
for State Traffic Engineer

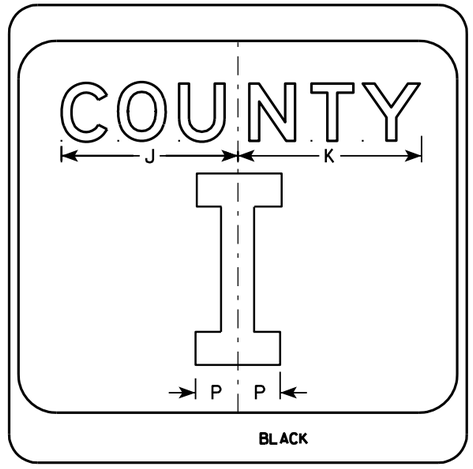
DATE 08/25/05 PLATE NO. M1-4.9

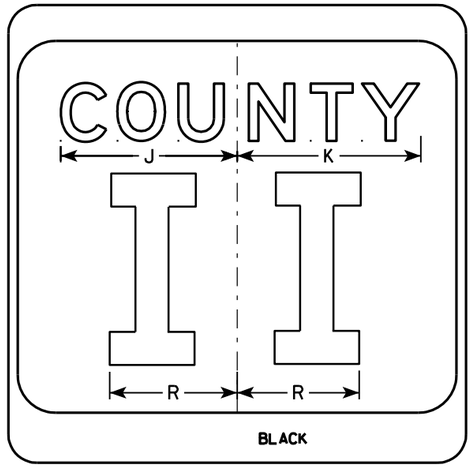
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

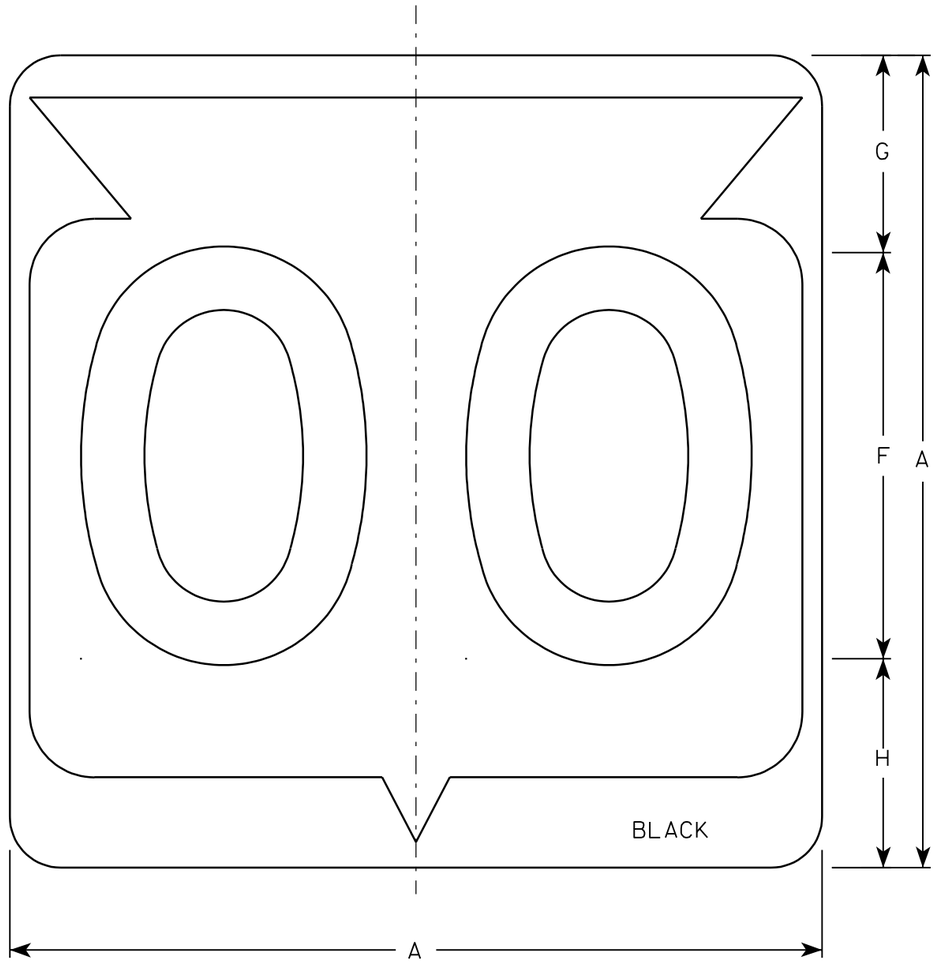
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

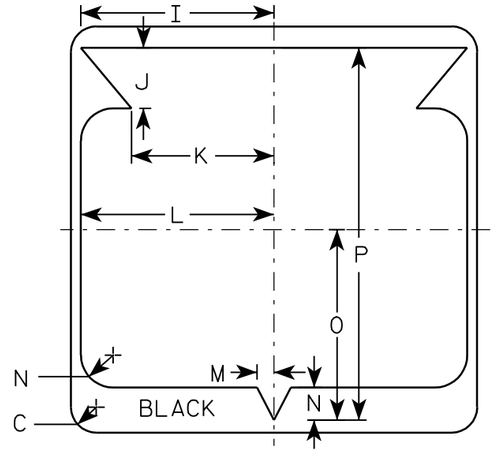
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

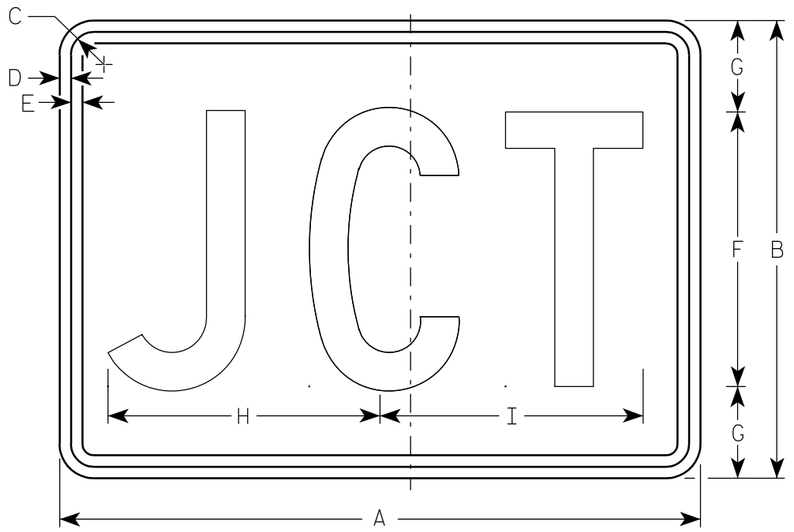
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

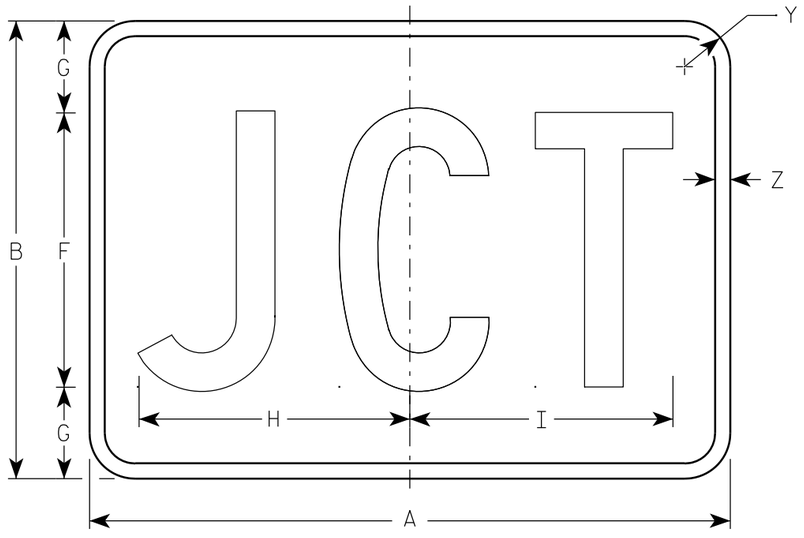
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 329	E



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

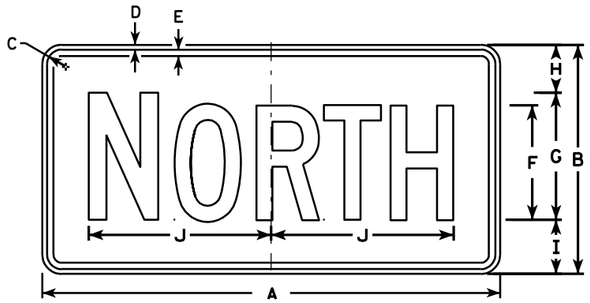
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

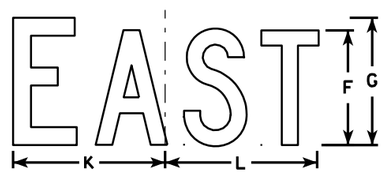
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

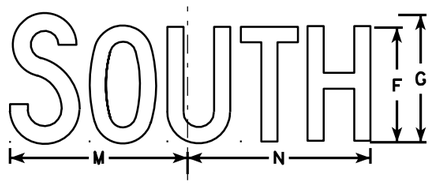
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330	E



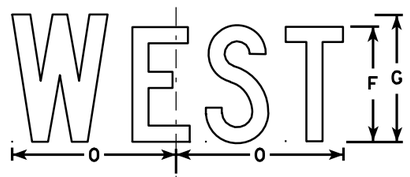
M3-1
MK3-1
MO3-1



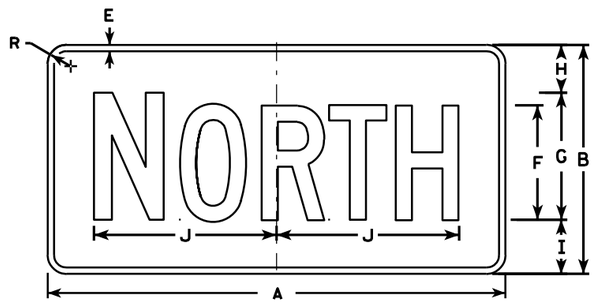
M3-2
MK3-2
MO3-2



M3-3
MK3-3
MO3-3

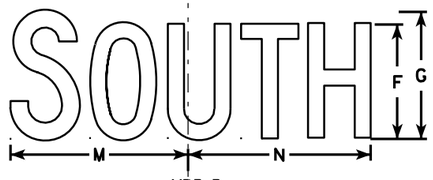


M3-4
MK3-4
MO3-4

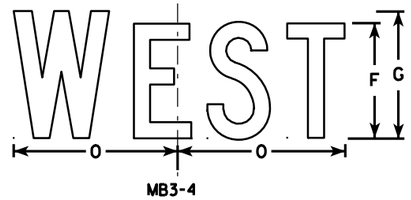


MB3-1
MG3-1
MM3-1
MN3-1

MB3-2
MG3-2
MM3-2
MN3-2



MB3-3
MG3-3
MM3-3
MN3-3



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective
   Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

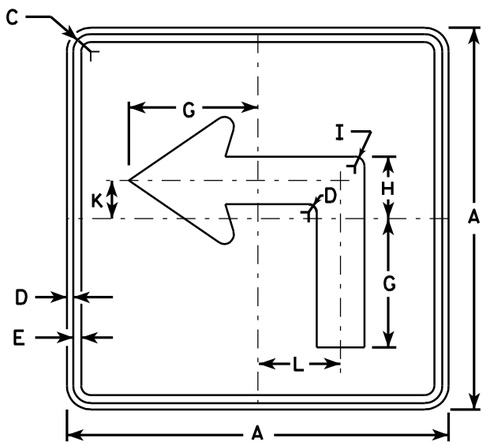
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

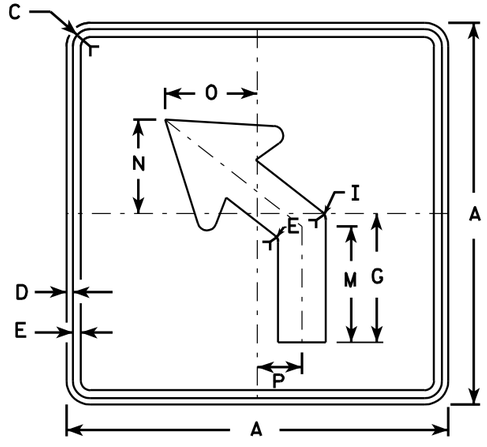
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 331	E

7

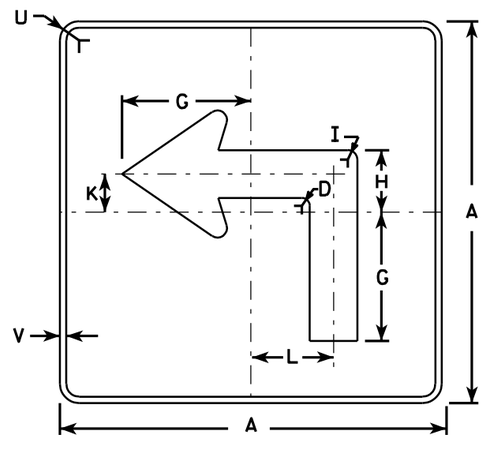
FILE NAME : C:\Users\PROJECTS\tr_stdplate\M31.DGN PLOT DATE : 10-NOV-2010 09:34 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 11.918087:1.000000 WISDOT/CADDS SHEET 42



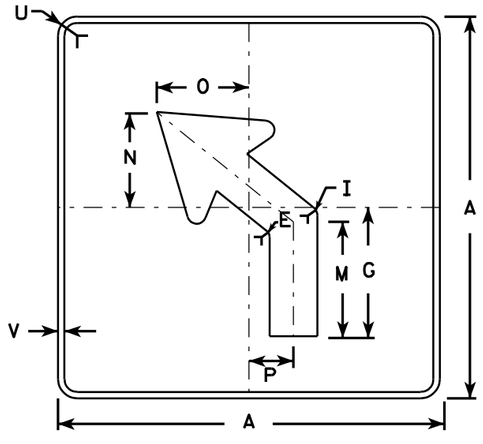
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



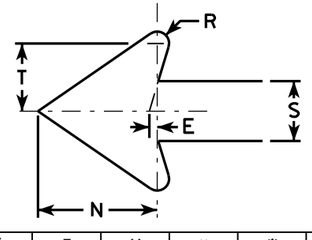
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

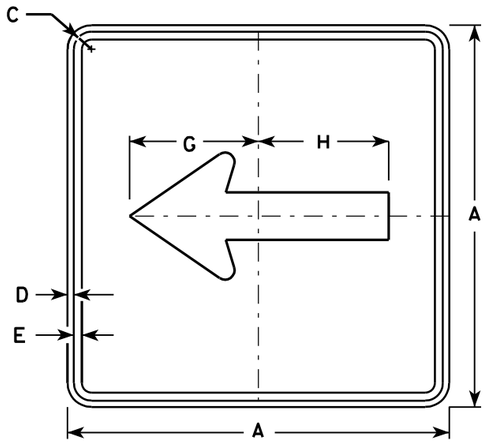
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

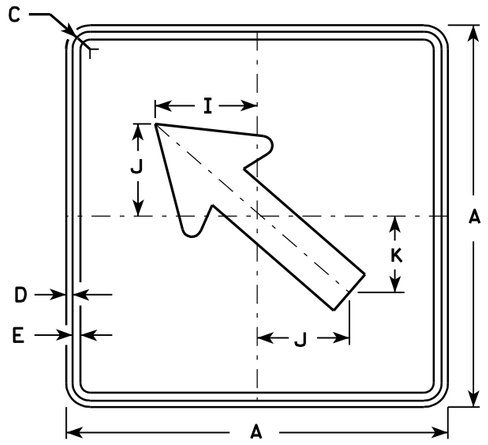
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

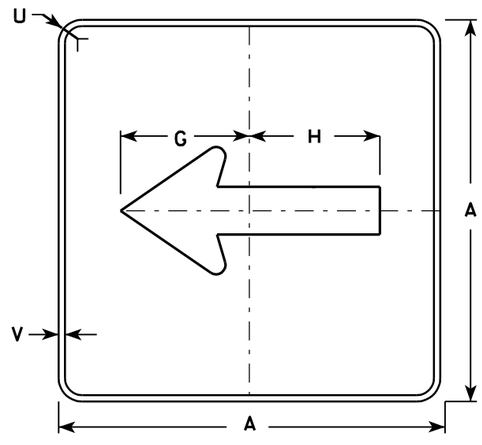
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 332 | E



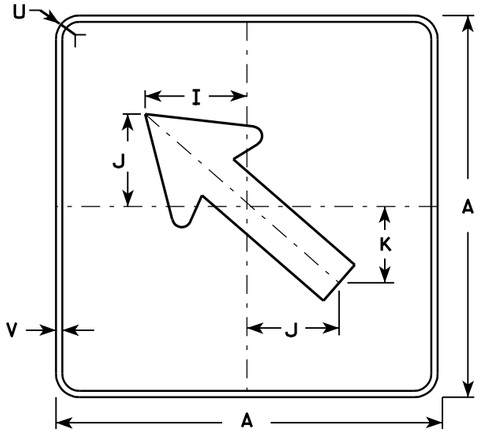
M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MP6-2
MR6-2



MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White - Type H Reflective

   MG6-1 and MG6-2 Background - Green
   Message - White - Type H Reflective

   MK6-1 and MK6-2 Background - Green
   Message - White - Type H Reflective

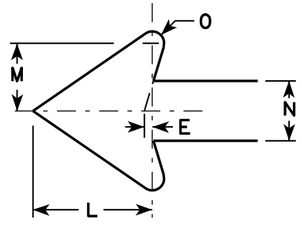
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White - Type H Reflective

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

   MP6-1 and MP6-2 Background - White - Type H Reflective
   Message - Blue

   MR6-1 and MR6-2 Background - Brown
   Message - White - Type H Reflective



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

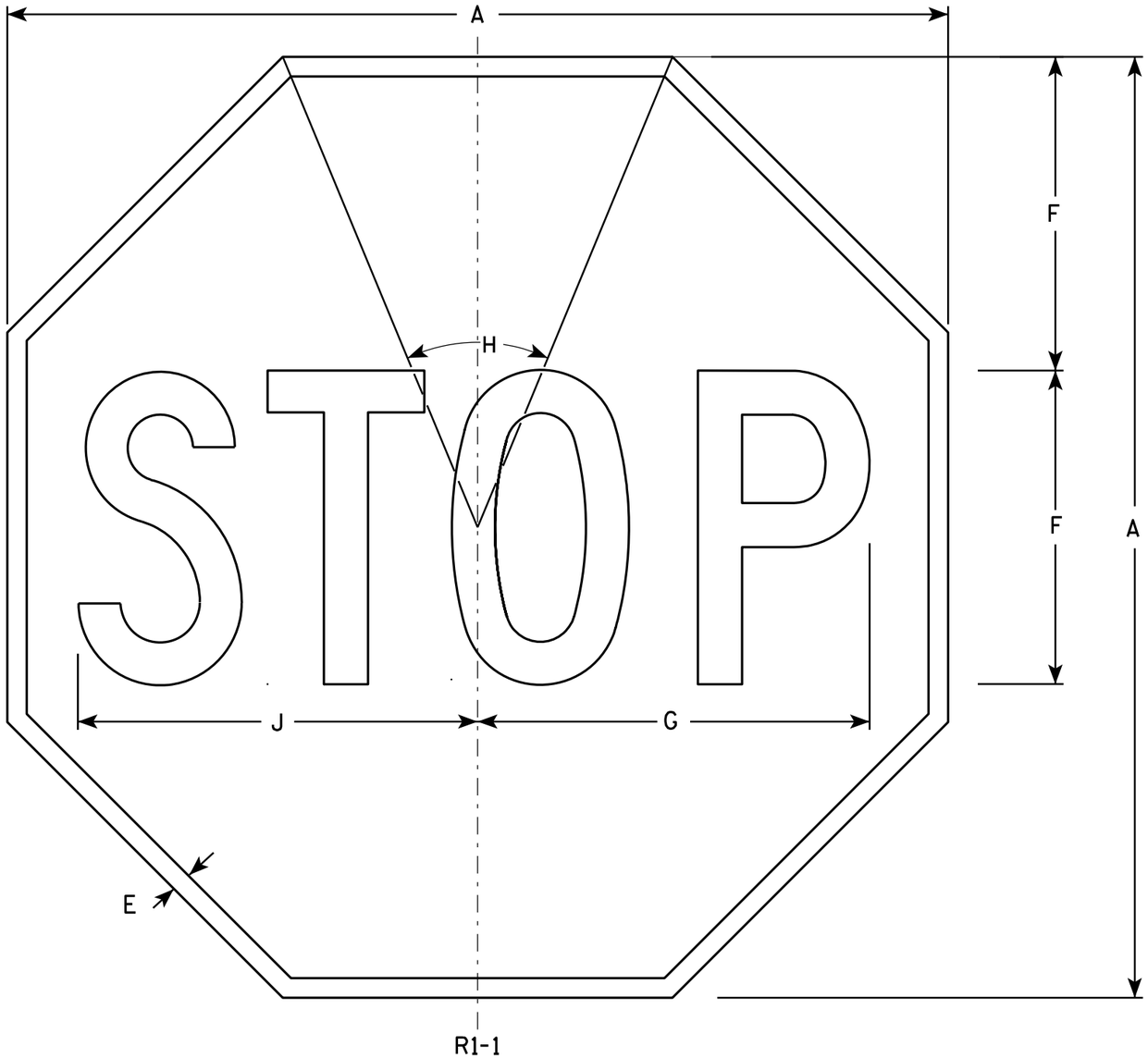
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

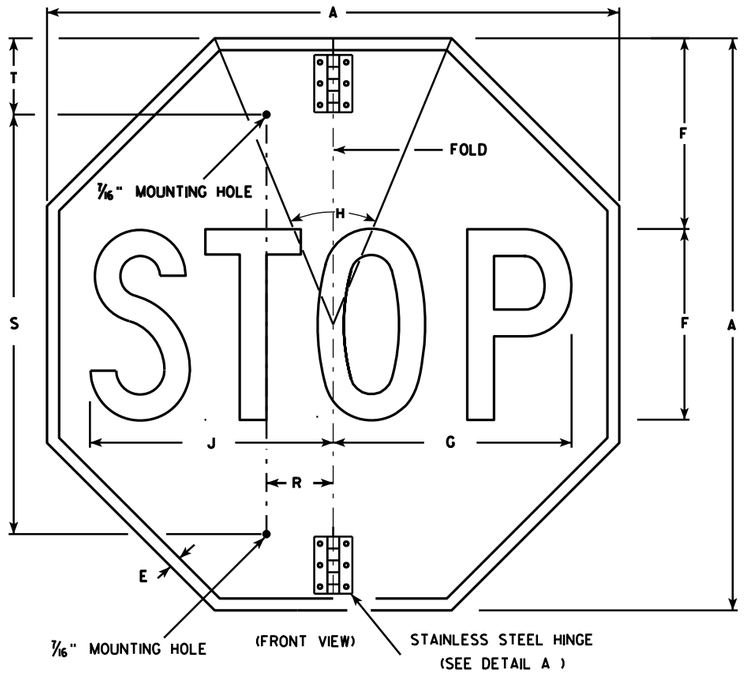
STANDARD SIGN
R1-1

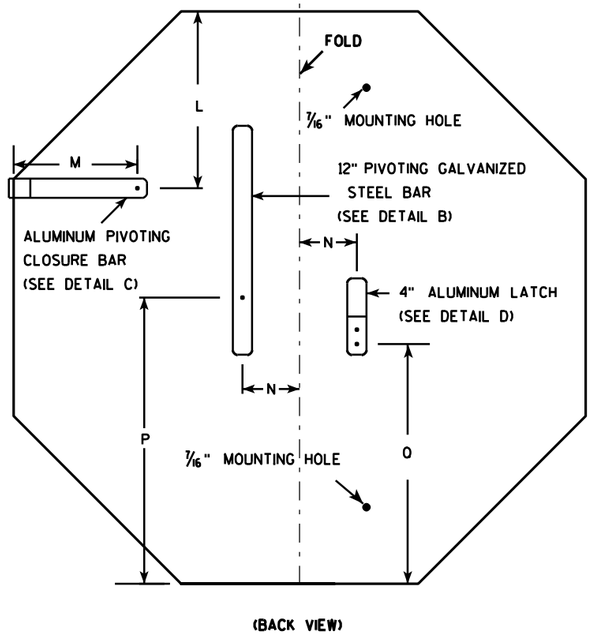
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

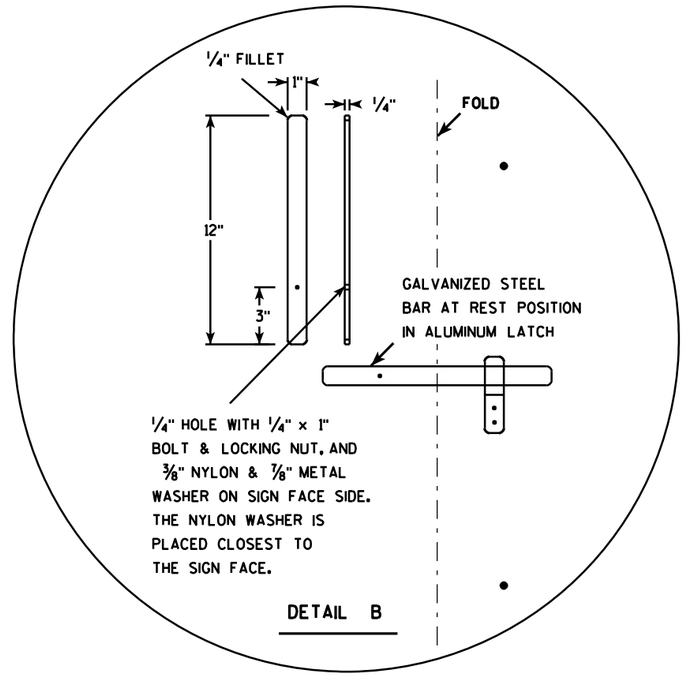
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E

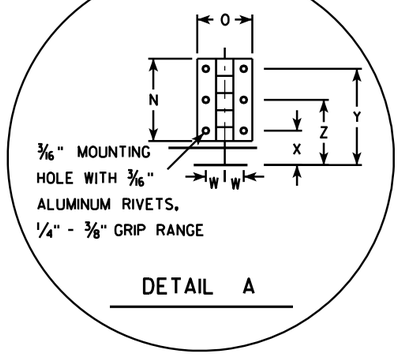


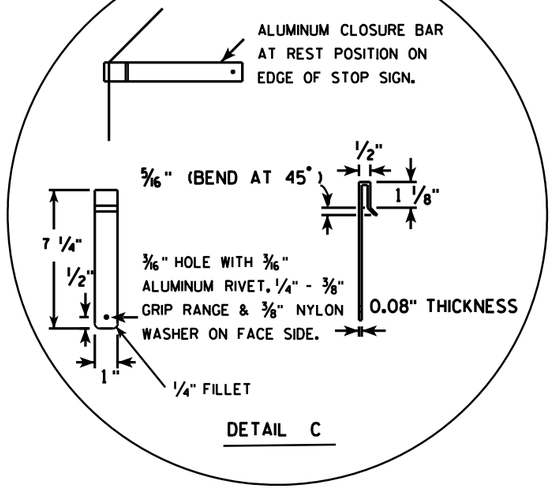


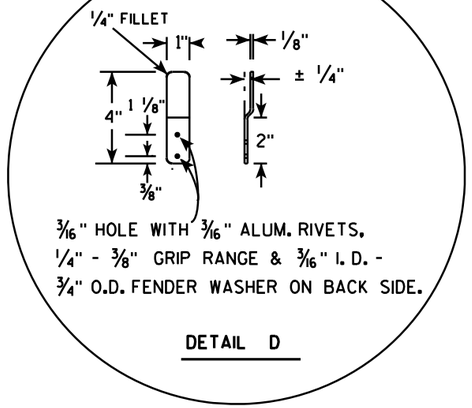
NOTES

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









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

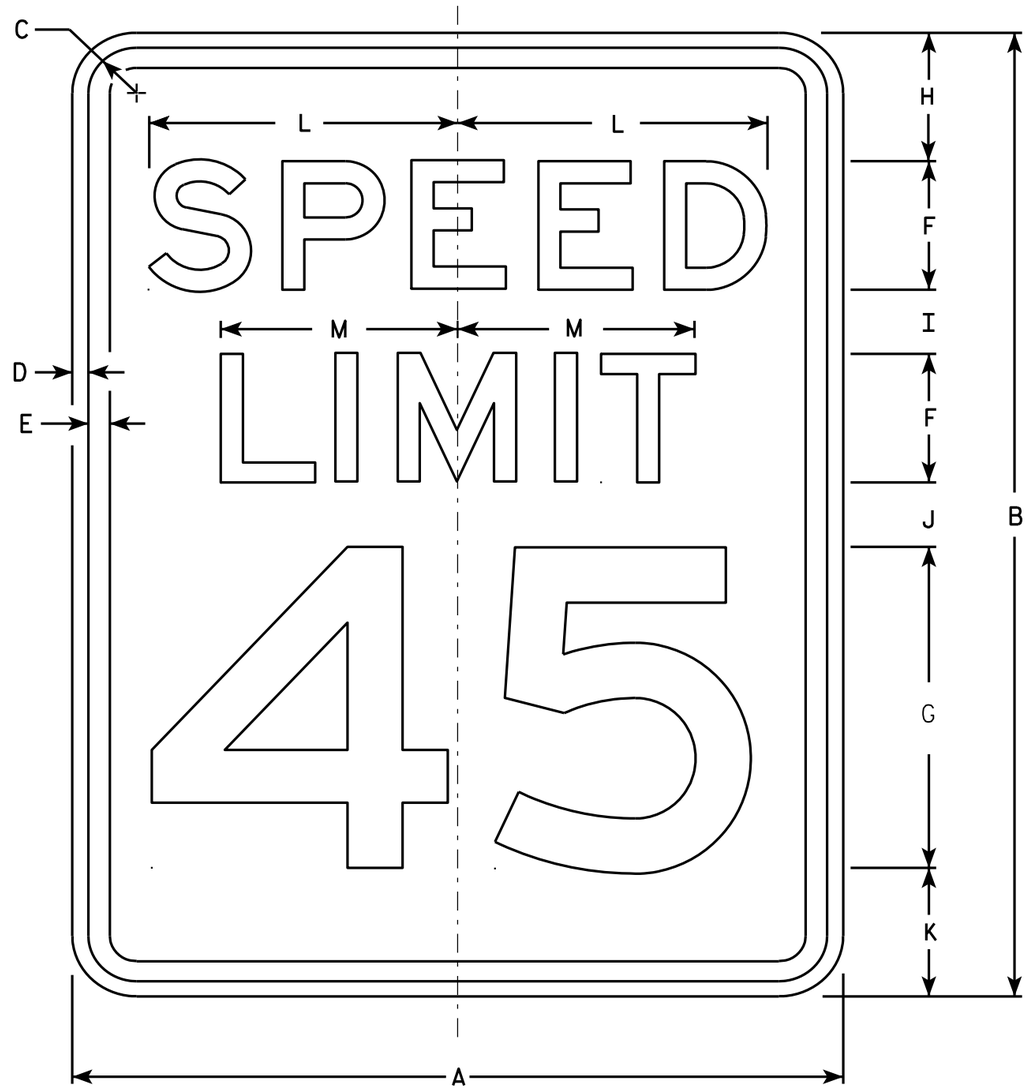
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

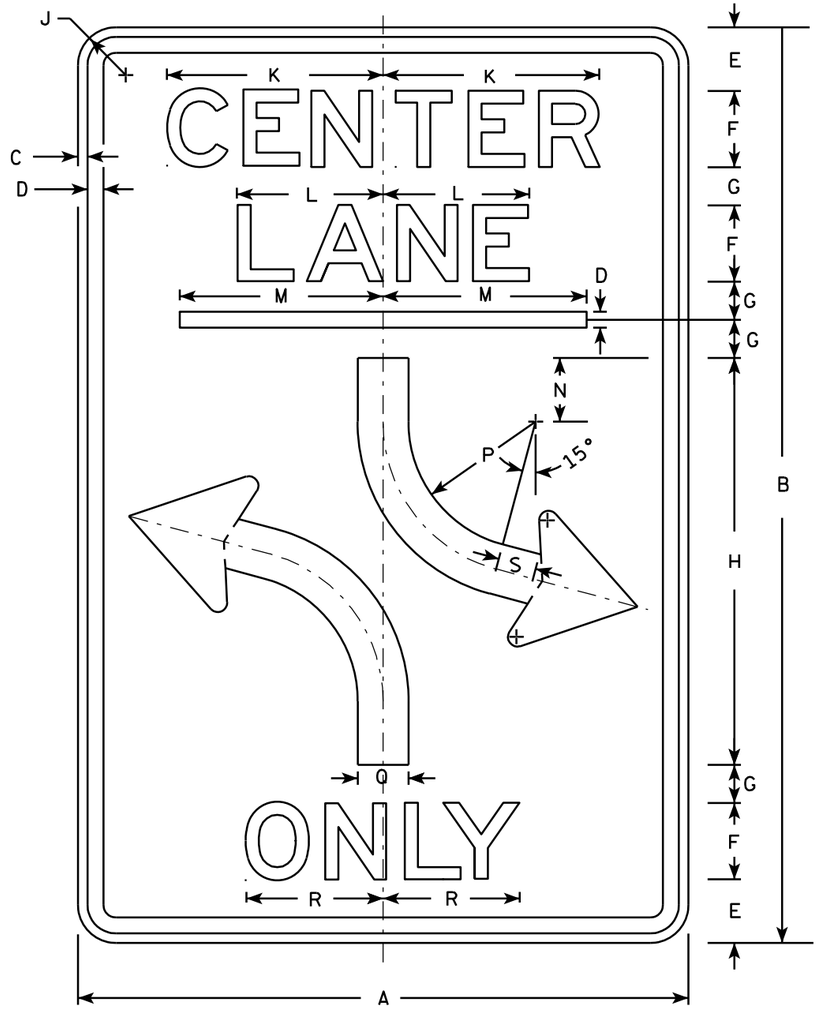
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 336 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

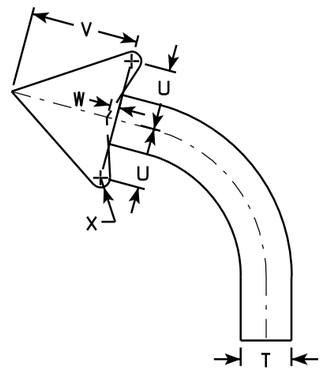
WISDOT/CADDS SHEET 42



R3-9B

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

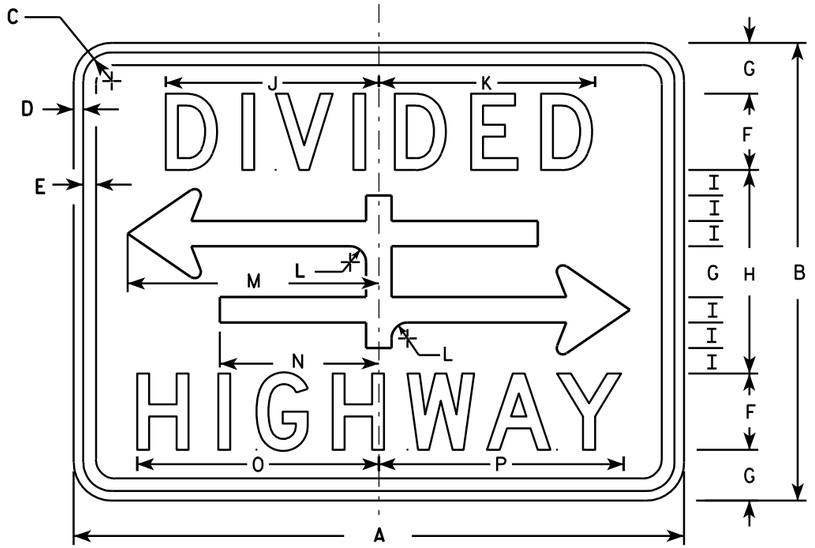
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

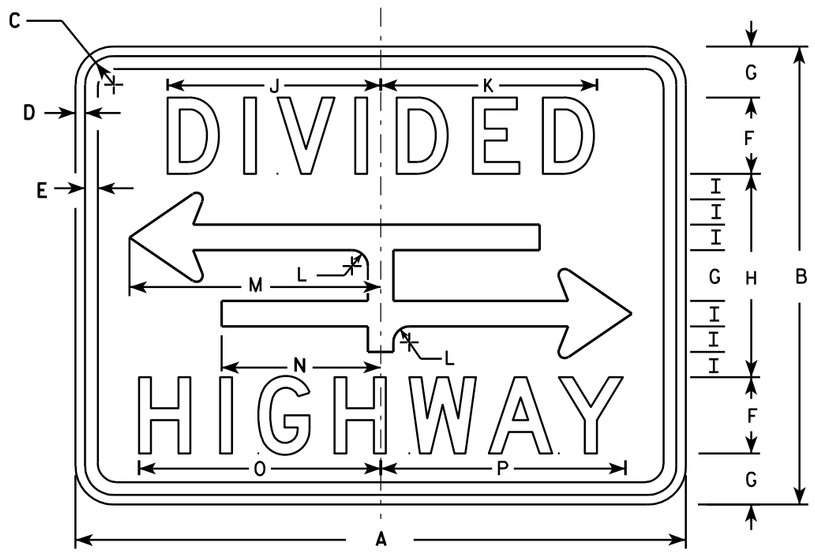
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E



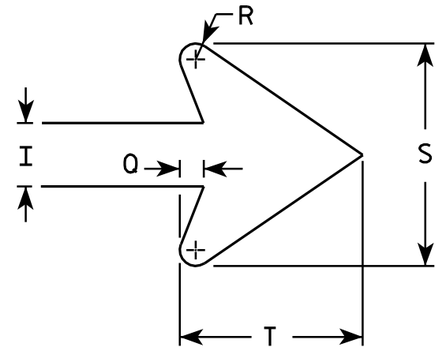
R6-3

NOTES

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



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

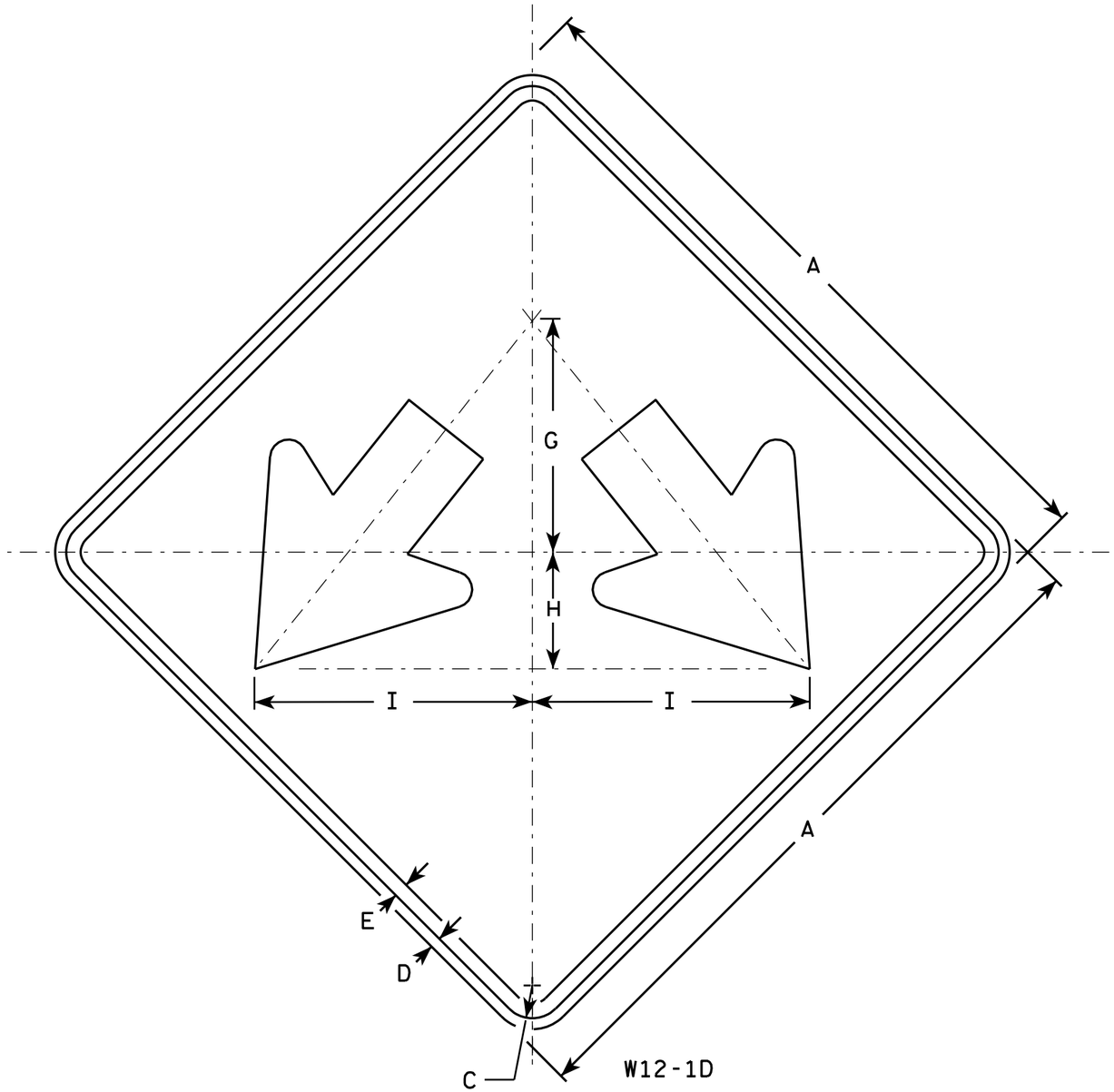
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

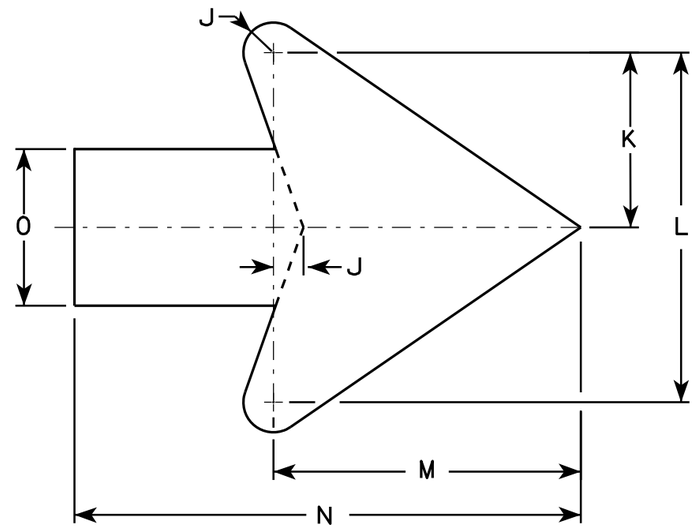
PROJECT NO:

SHEET NO: 338 E



NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

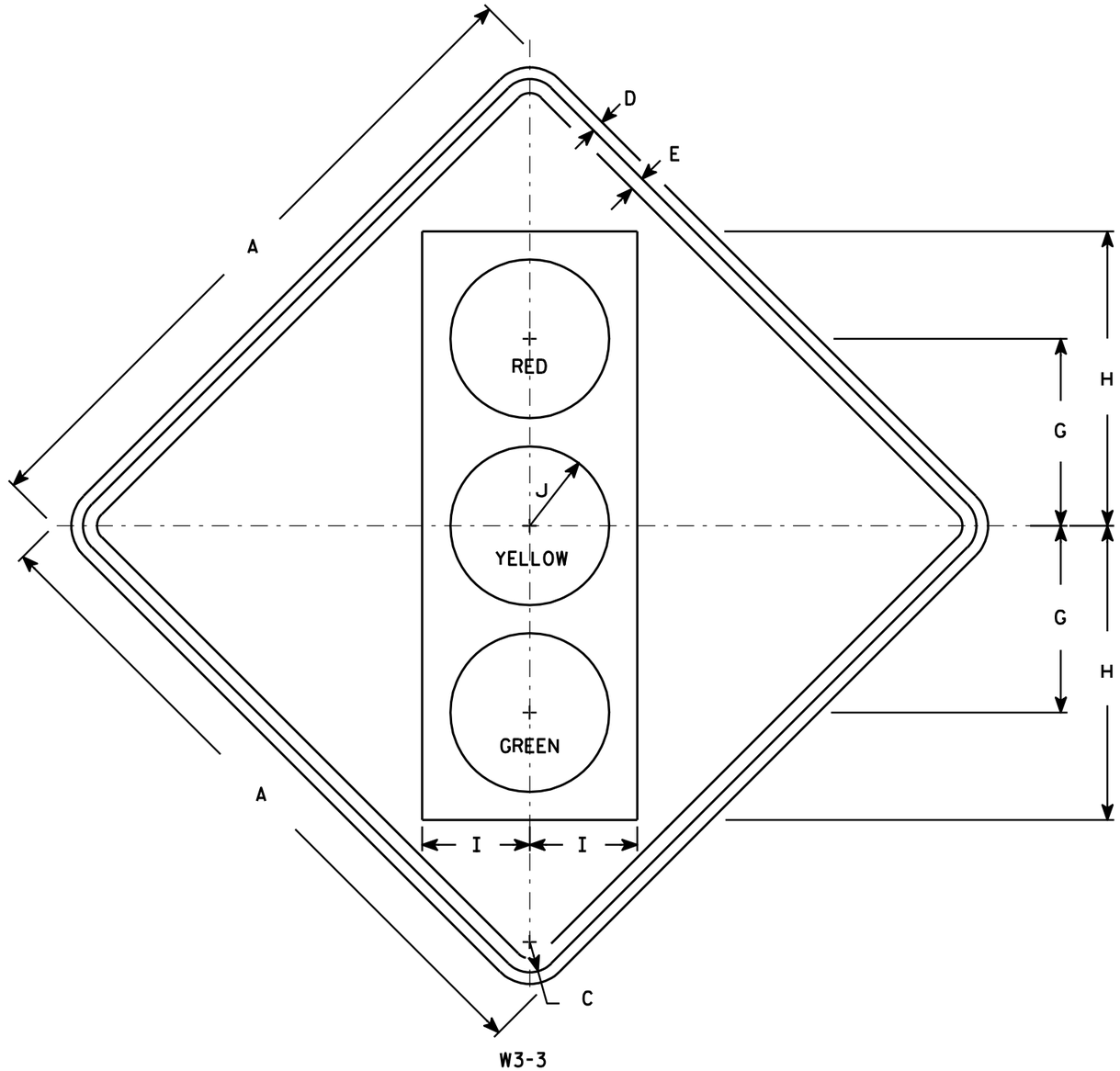
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 339 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E

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
483+24.00		40	0					
483+50.00	26	40	0	39	0	39	0	38.52
484+00.00	50	52	0	85	0	124	0	123.70
484+50.00	50	53	0	97	0	221	0	220.93
485+00.00	50	57	0	102	0	323	0	322.78
485+50.00	50	70	0	118	0	440	0	440.37
486+00.00	50	74	0	133	0	574	0	573.70
486+50.00	50	72	0	135	0	709	0	708.89
487+00.00	50	73	0	134	0	843	0	843.15
487+50.00	50	235	0	285	0	1,129	0	1,128.38
488+00.00	50	196	9	399	9	1,528	11	1,516.83
488+50.00	50	185	10	353	18	1,881	33	1,847.55
489+00.00	50	185	6	343	15	2,224	52	2,172.22
489+50.00	50	179	6	337	11	2,561	65	2,495.42
490+00.00	50	151	8	306	13	2,866	82	2,784.76
490+50.00	50	147	10	276	16	3,143	102	3,040.39
491+00.00	50	149	11	274	20	3,416	127	3,289.84
491+50.00	50	92	9	223	18	3,640	149	3,490.08
492+00.00	50	86	3	165	11	3,805	163	3,641.23
492+50.00	50	84	6	158	8	3,962	174	3,788.28
493+00.00	50	173	7	238	12	4,200	189	4,011.50
493+50.00	50	176	15	323	20	4,523	214	4,309.80
494+00.00	50	168	25	319	37	4,843	260	4,582.93
494+50.00	50	192	27	333	48	5,176	320	4,855.85
495+00.00	50	233	8	393	32	5,569	360	5,209.05
495+50.00	50	224	8	423	15	5,993	379	5,613.79
496+00.00	50	192	14	385	21	6,378	405	5,972.71
496+50.00	50	169	16	334	28	6,711	440	6,271.23
497+00.00	50	159	2	303	17	7,015	461	6,553.60
497+50.00	50	120	1	259	2	7,274	464	6,809.37
498+00.00	50	174	1	272	1	7,546	466	7,080.41
498+50.00	50	183	2	330	3	7,876	469	7,406.78
499+00.00	50	204	2	358	4	8,234	474	7,759.58
499+50.00	50	213	0	386	2	8,620	477	8,143.04
500+00.00	50	195	0	378	1	8,998	478	8,520.57
500+50.00	50	181	1	349	1	9,347	478	8,868.61
501+00.00	50	187	0	342	1	9,689	479	9,209.29
501+50.00	50	204	1	362	1	10,051	481	9,569.50
502+00.00	50	237	2	407	3	10,458	485	9,973.52
502+50.00	50	239	1	440	3	10,898	488	10,410.25
503+00.00	50	228	3	432	4	11,330	492	10,837.44
503+50.00	50	207	10	403	11	11,732	507	11,225.76
504+00.00	50	210	6	386	14	12,119	524	11,594.35
504+50.00	50	222	30	400	33	12,519	566	11,952.97

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
505+00.00	50	222	16	412	43	12,930	620	12,310.46
505+50.00	50	269	0	455	15	13,385	639	12,746.10
506+00.00	50	223	4	455	3	13,840	643	13,197.25
506+50.00	50	194	6	386	9	14,227	654	13,572.29
507+00.00	50	192	0	358	6	14,584	662	13,922.76
507+50.00	50	217	0	379	0	14,963	662	14,301.33
508+00.00	50	184	1	371	1	15,334	663	14,671.66
508+50.00	50	180	0	337	1	15,671	663	15,007.87
509+00.00	50	161	0	315	0	15,987	664	15,322.91
509+50.00	50	162	1	299	2	16,286	666	15,619.85
510+00.00	50	175	2	312	4	16,598	670	15,927.56
510+50.00	50	191	4	338	6	16,936	677	16,259.07
511+00.00	50	186	2	349	5	17,285	684	16,601.87
511+50.00	50	191	2	349	4	17,635	688	16,946.39
512+00.00	50	197	0	359	2	17,994	691	17,303.21
512+50.00	50	193	0	362	0	18,356	691	17,665.03
513+00.00	50	194	2	358	2	18,714	693	18,021.19
513+50.00	50	195	10	359	11	19,074	707	18,367.06
514+00.00	50	194	8	360	16	19,434	727	18,707.03
514+50.00	50	200	3	365	10	19,799	739	19,059.96
515+00.00	50	202	2	372	5	20,170	745	19,425.66
515+50.00	50	212	3	383	5	20,553	751	19,802.49
516+00.00	50	232	3	411	5	20,964	757	20,206.99
516+50.00	50	145	0	349	2	21,313	760	20,552.88
517+00.00	50	204	5	323	4	21,636	766	20,870.72
517+50.00	50	187	0	362	4	21,999	771	21,227.75
518+00.00	50	169	0	330	0	22,329	771	21,557.93
518+50.00	50	153	1	298	1	22,627	773	21,854.70

22,627	618

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
97+00.00		24	0					
97+50.00	50	41	0	60	0	60	0	60.07
98+00.00	50	12	0	48	0	108	0	108.37
98+50.00	50	75	0	80	0	188	0	188.22
99+00.00	50	92	4	154	4	342	5	337.41

342	4

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
9+50.00		73	100					
10+00.00	50	0	398	68	460	68	575	-507.77
10+50.00	50	0	538	0	866	68	1,658	-1,590.25
11+00.00	50	0	480	0	943	68	2,836	-2,768.69
11+50.00	50	0	412	0	826	68	3,869	-3,801.31
12+00.00	50	0	176	0	544	68	4,549	-4,481.24
12+50.00	50	85	26	79	187	146	4,783	-4,636.36
13+00.00	50	108	2	178	26	325	4,815	-4,490.56
13+50.00	50	12	1	111	2	436	4,818	-4,382.07
14+00.00	50	73	1	79	2	515	4,820	-4,304.79
14+50.00	50	93	0	154	1	669	4,821	-4,152.09
15+00.00	50	20	0	104	0	773	4,821	-4,047.71
15+40.00	40	18	0	28	0	801	4,821	-4,019.71

801	3,857

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
5+00.00		49	0					
5+50.00	50	59	1	100	2	100	2	97.69
6+00.00	50	139	0	183	1	283	3	279.37
6+50.00	50	135	9	254	8	537	14	523.06
7+00.00	50	131	3	246	11	783	28	755.55
7+50.00	50	77	4	192	6	975	35	939.98
8+00.00	50	78	8	143	11	1,118	48	1,069.87
8+25.00	25	25	0	48	4	1,166	53	1,112.97

1,166	42

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
10+26.00		178	0					
10+50.00	24	121	0	133	0	133	0	132.76
11+00.00	50	56	1	164	1	297	1	295.42
11+50.00	50	55	0	103	1	399	3	396.74

399	2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Expanded Fill	
						1.00	1.25	
				Note 1	Note 3	Note 1		Note 8
89+50.00		8	0					
90+00.00	50	26	3	32	3	32	3	28.65
90+50.00	50	12	3	36	5	68	10	58.17
91+00.00	50	70	0	77	2	145	13	131.92
91+50.00	50	81	0	140	0	285	13	271.86
92+00.00	50	69	0	139	0	423	13	410.47
92+50.00	50	29	0	91	0	514	13	501.49
93+00.00	50	62	0	85	0	599	13	586.54
93+50.00	50	81	0	133	0	732	13	719.65
94+00.00	50	133	0	198	0	930	13	917.72
94+50.00	50	72	1	190	1	1,120	14	1,106.38
95+00.00	50	116	0	175	1	1,295	15	1,280.00
95+50.00	50	36	10	141	9	1,436	26	1,409.62
96+00.00	50	4	27	37	34	1,472	68	1,404.09
96+50.00	50	16	10	19	34	1,491	110	1,380.42
97+00.00	50	57	0	68	9	1,559	122	1,437.31
97+50.00	50	98	0	144	0	1,702	122	1,580.88
98+00.00	50	154	0	233	0	1,936	122	1,814.15
98+50.00	50	131	0	264	0	2,199	122	2,077.90
99+00.00	50	23	62	142	57	2,341	193	2,148.23
99+50.00	50	6	219	27	260	2,368	518	1,849.92

2,368	415

9

9

PROJECT NO: 1174-10-72	HWY: “NEW” PACKING PLANT RD	COUNTY: ONEIDA	EARTHWORK	SHEET: 347 E

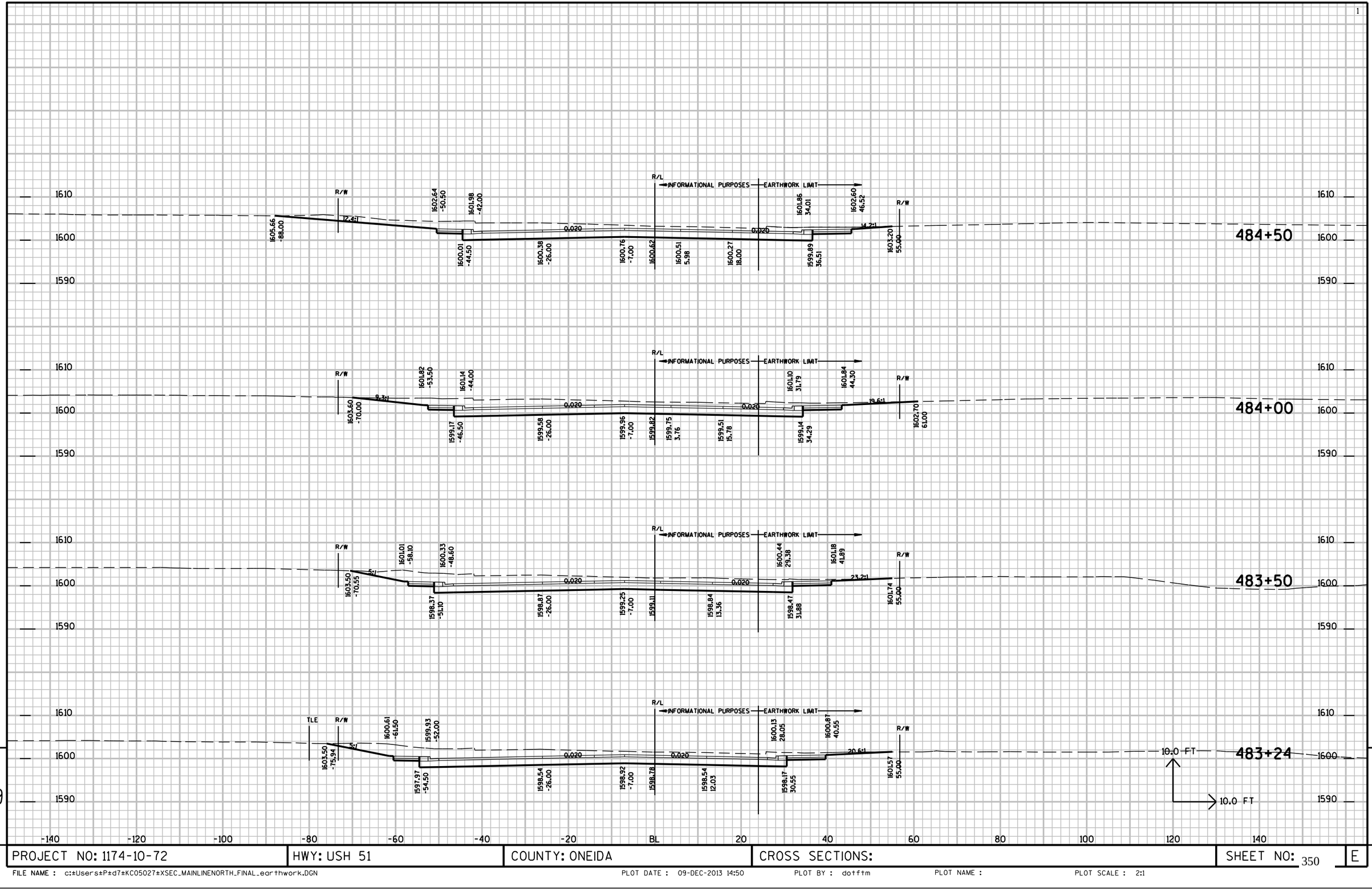
FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

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
100+16.00		86	0					
100+50.00	34	112	0	125	0	125	0	124.82
101+00.00	50	62	0	161	0	286	0	285.87
101+50.00	50	46	0	100	0	385	0	385.06
102+00.00	50	48	0	87	1	472	1	470.98
102+50.00	50	46	1	87	2	560	3	556.32
103+00.00	50	45	8	84	9	644	14	629.45
103+50.00	50	35	4	74	11	718	29	688.99
104+00.00	50	2	67	34	66	752	111	640.35
104+25.00	25	0	121	1	87	752	220	532.35
104+50.00	25	0	161	0	131	752	383	369.04
104+75.00	25	0	178	0	157	752	580	172.83
105+00.00	25	0	57	0	109	752	715	37.00
105+50.00	50	0	141	0	184	752	945	-192.41
105+65.00	15	0	181	0	89	752	1,057	-304.23

752	845

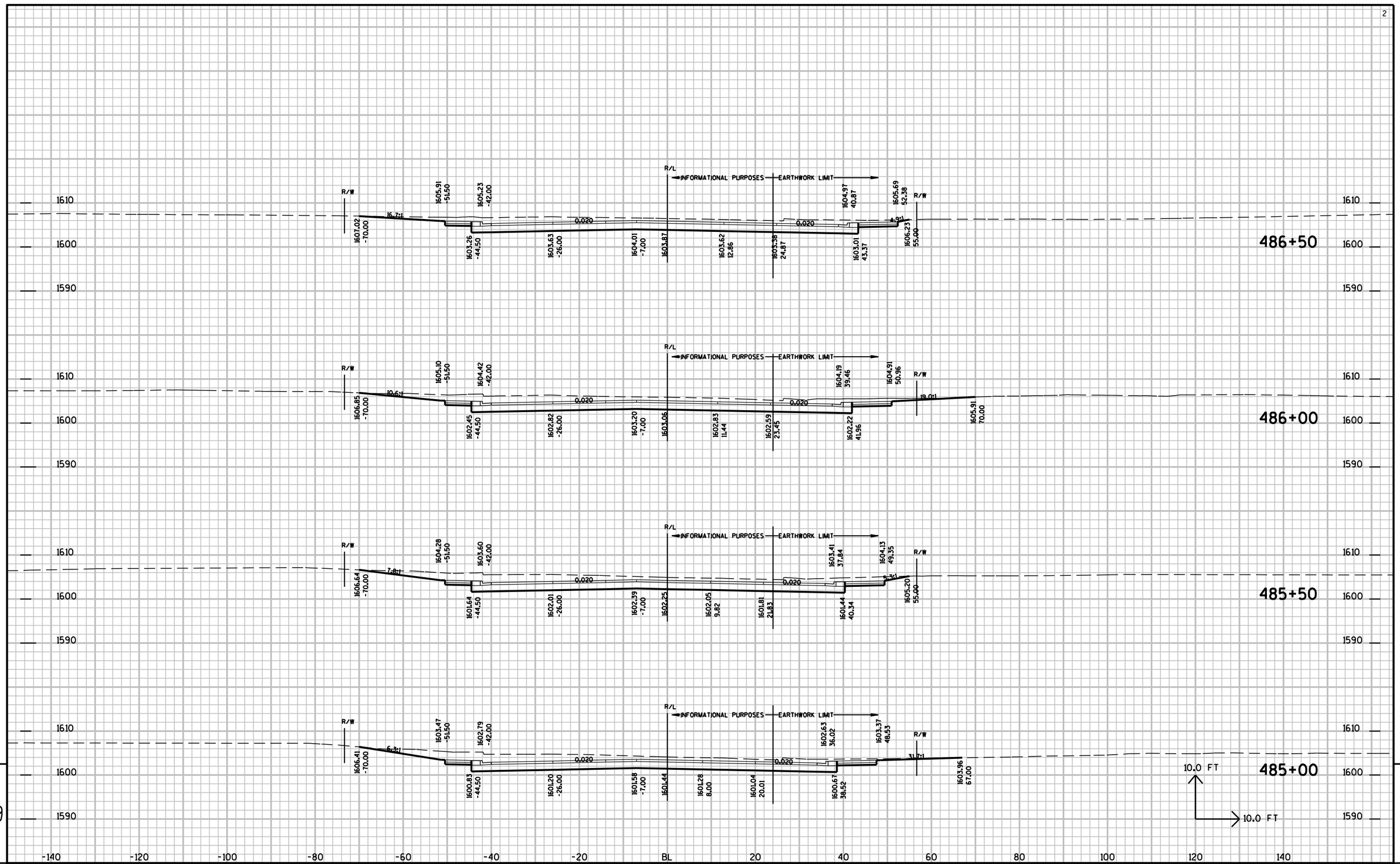
STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Note 8
98+50.00		25	0					
99+00.00	50	52	0	71	0	71	0	70.60
99+50.00	50	125	0	164	0	235	1	233.84
99+84.00	34	296	0	265	0	500	1	498.84

500	1



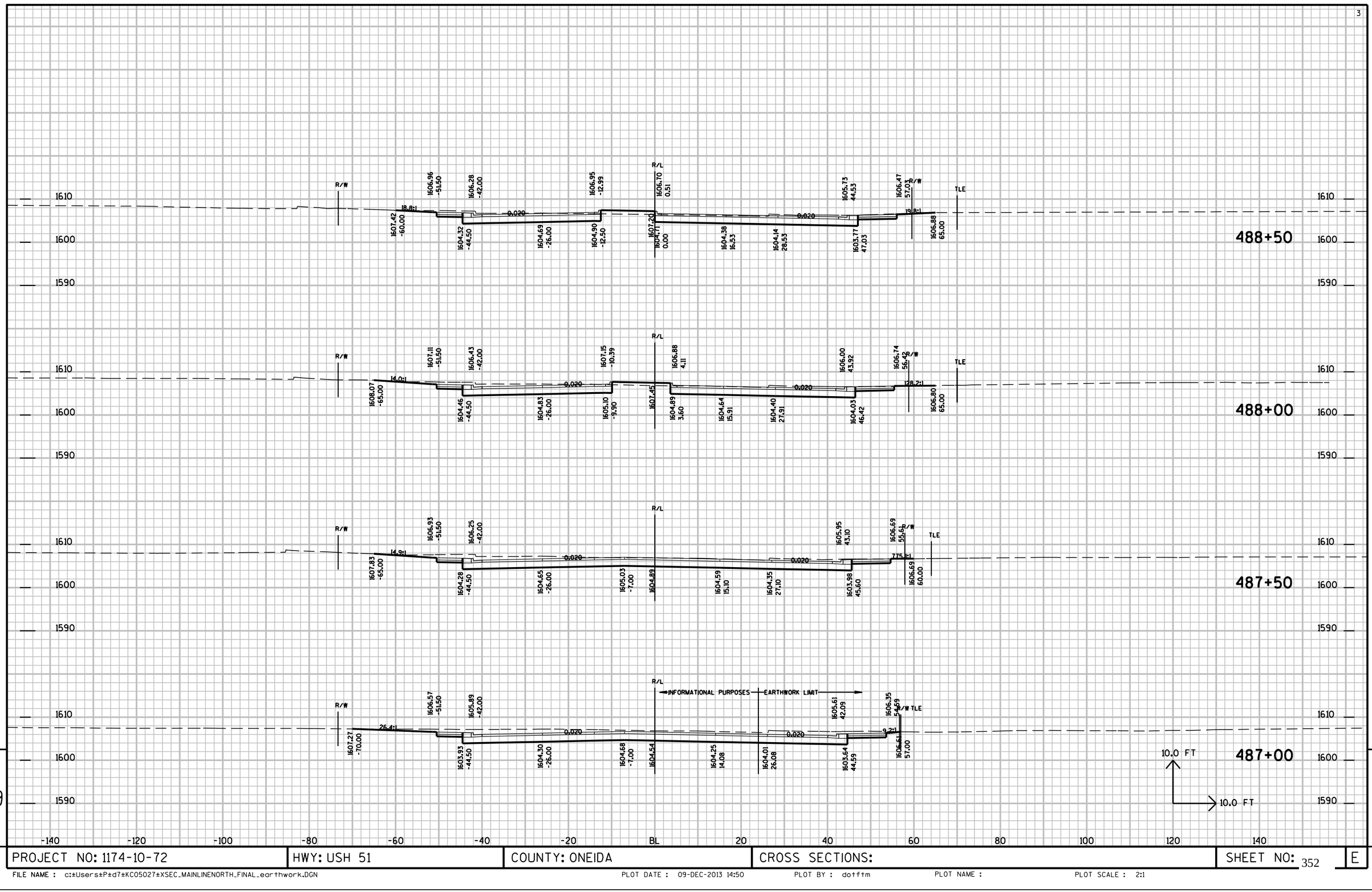
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 350	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



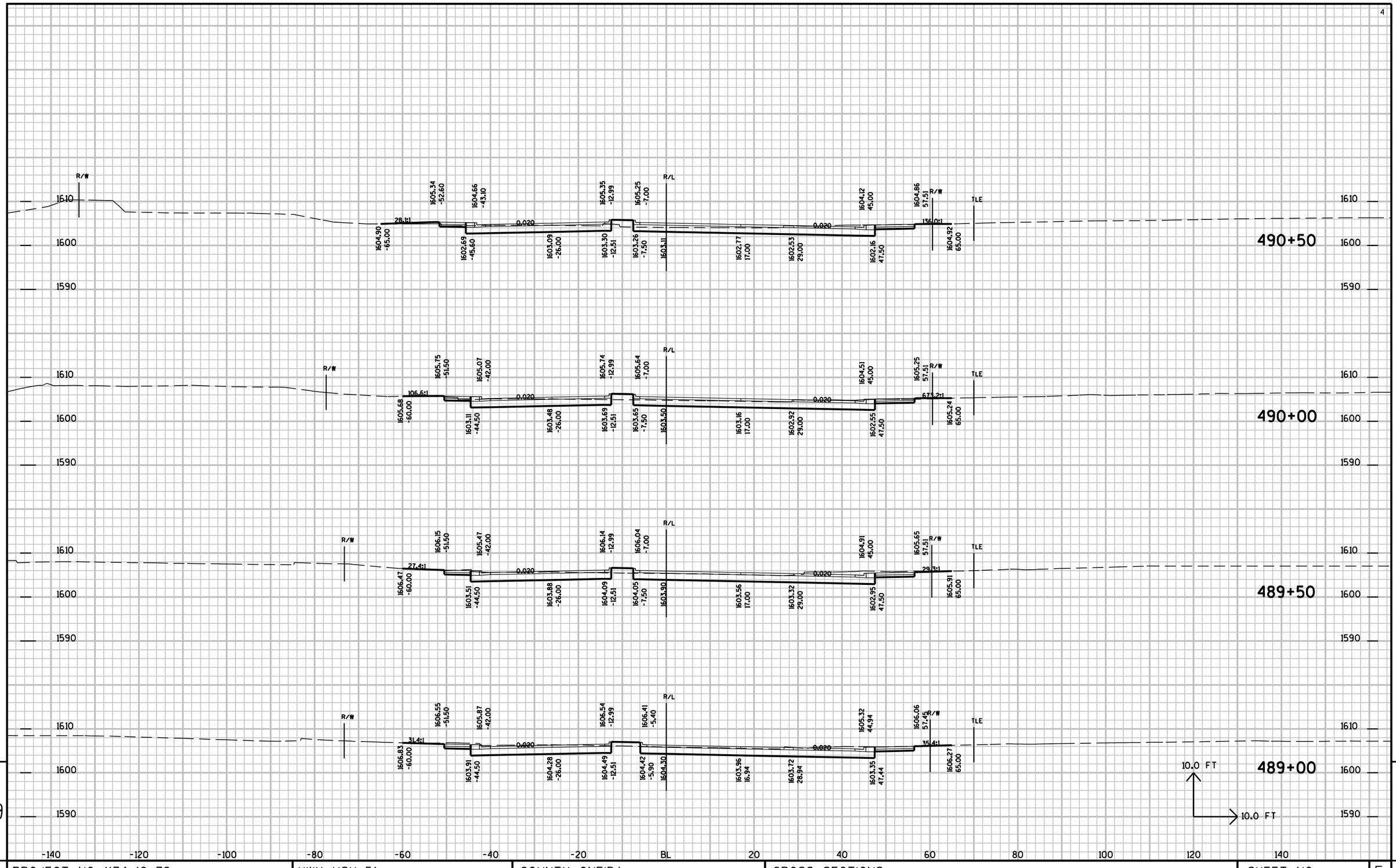
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 351	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 352	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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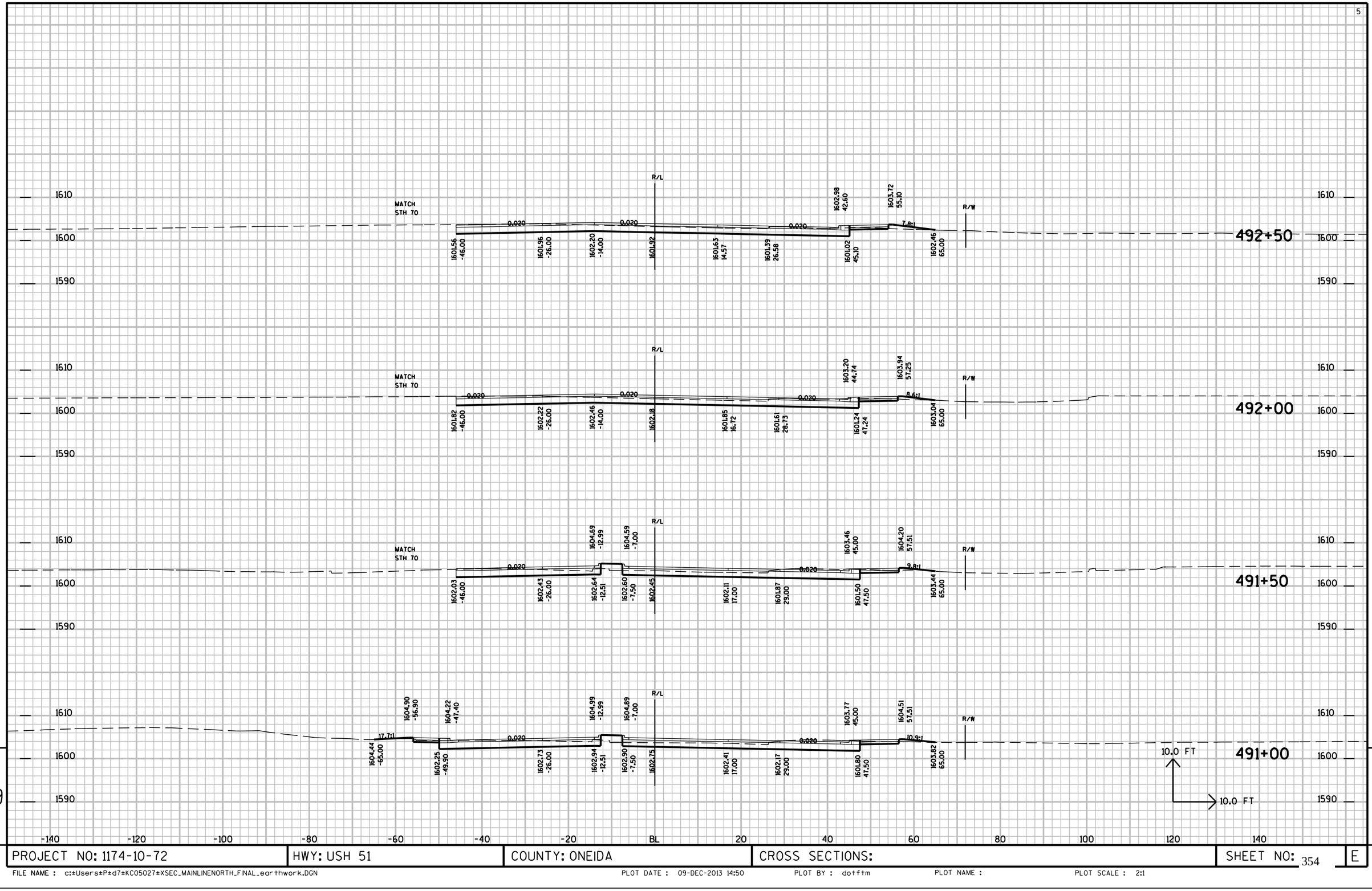
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 353	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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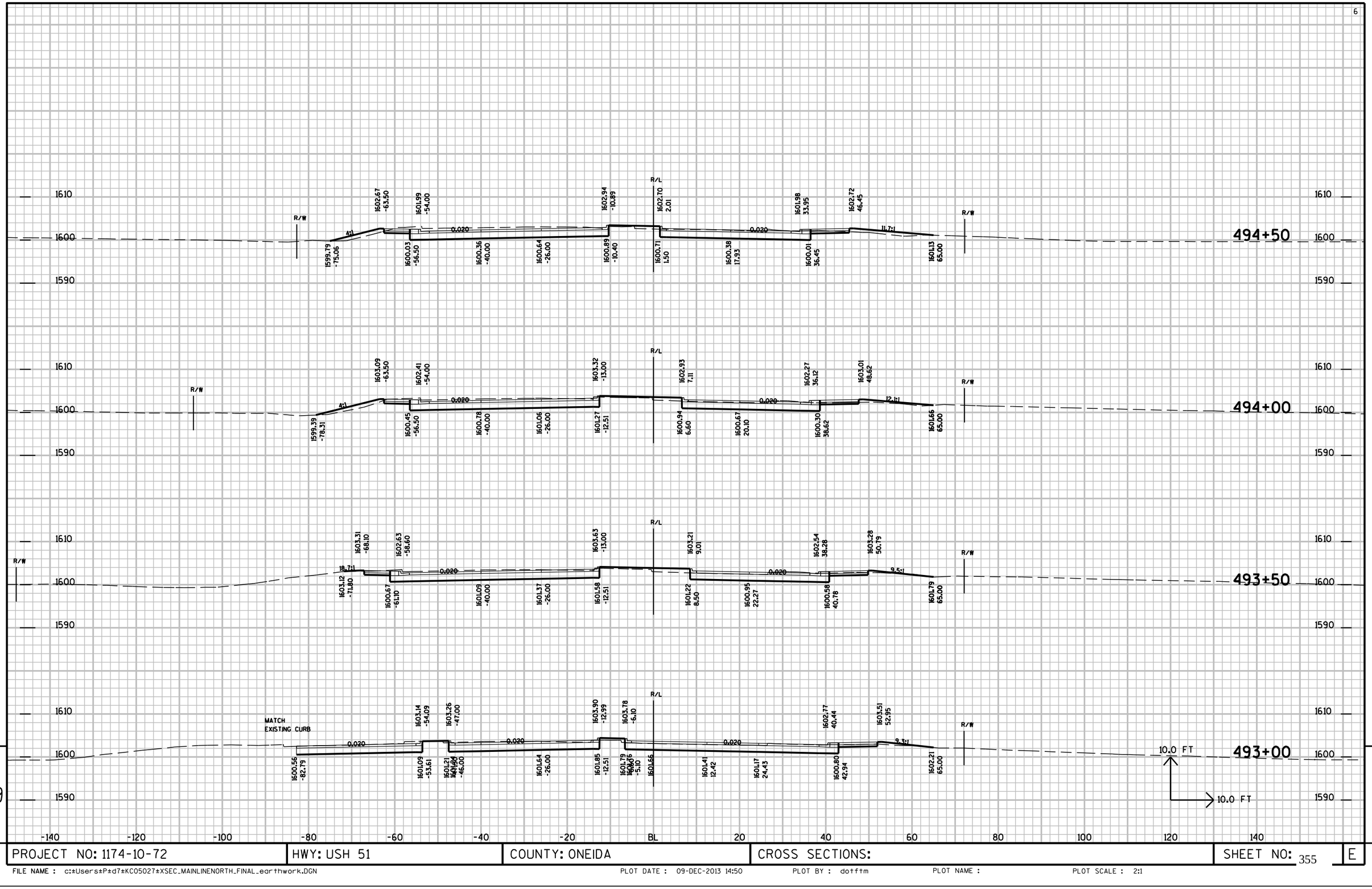
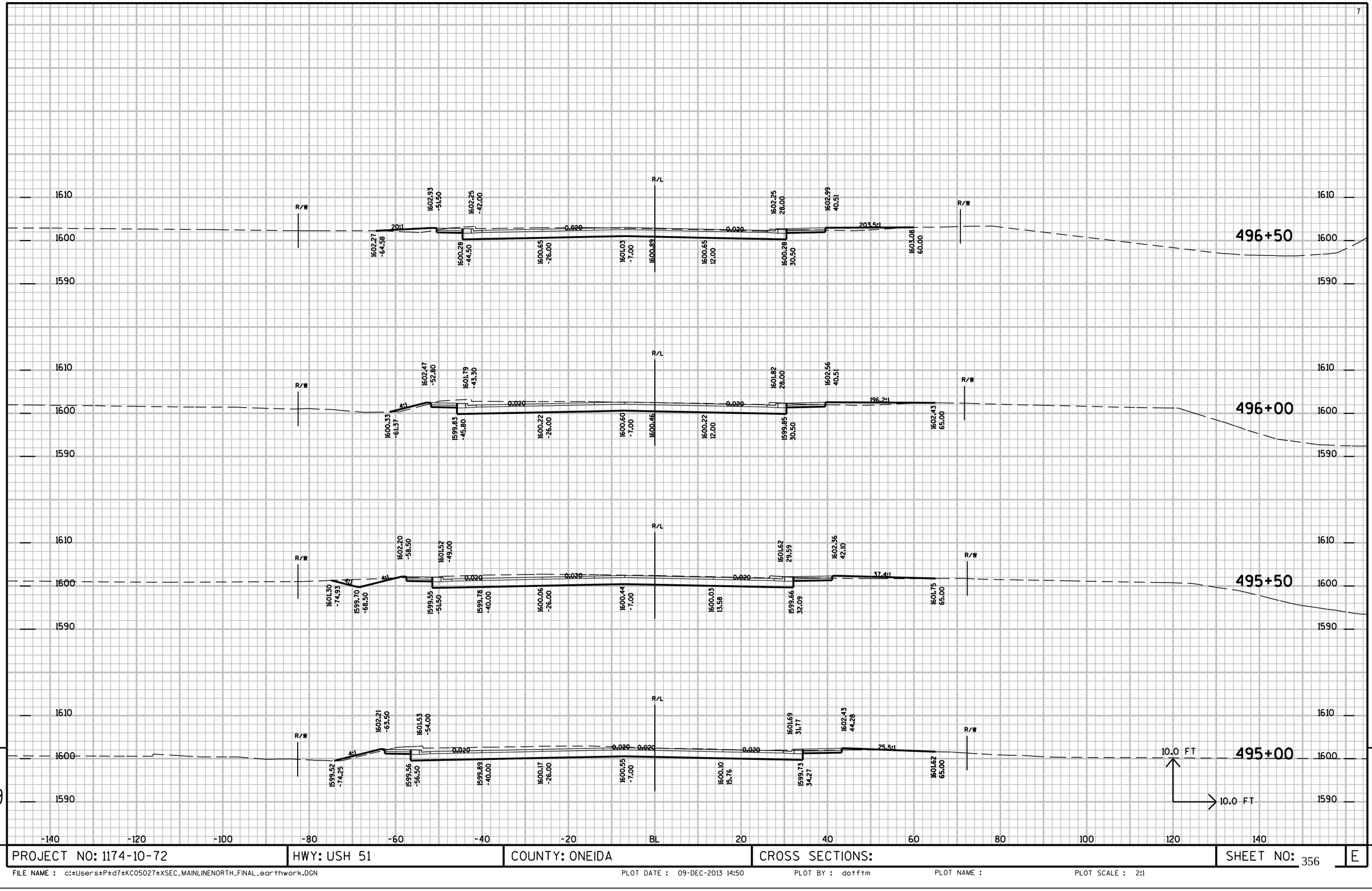
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 354	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 355	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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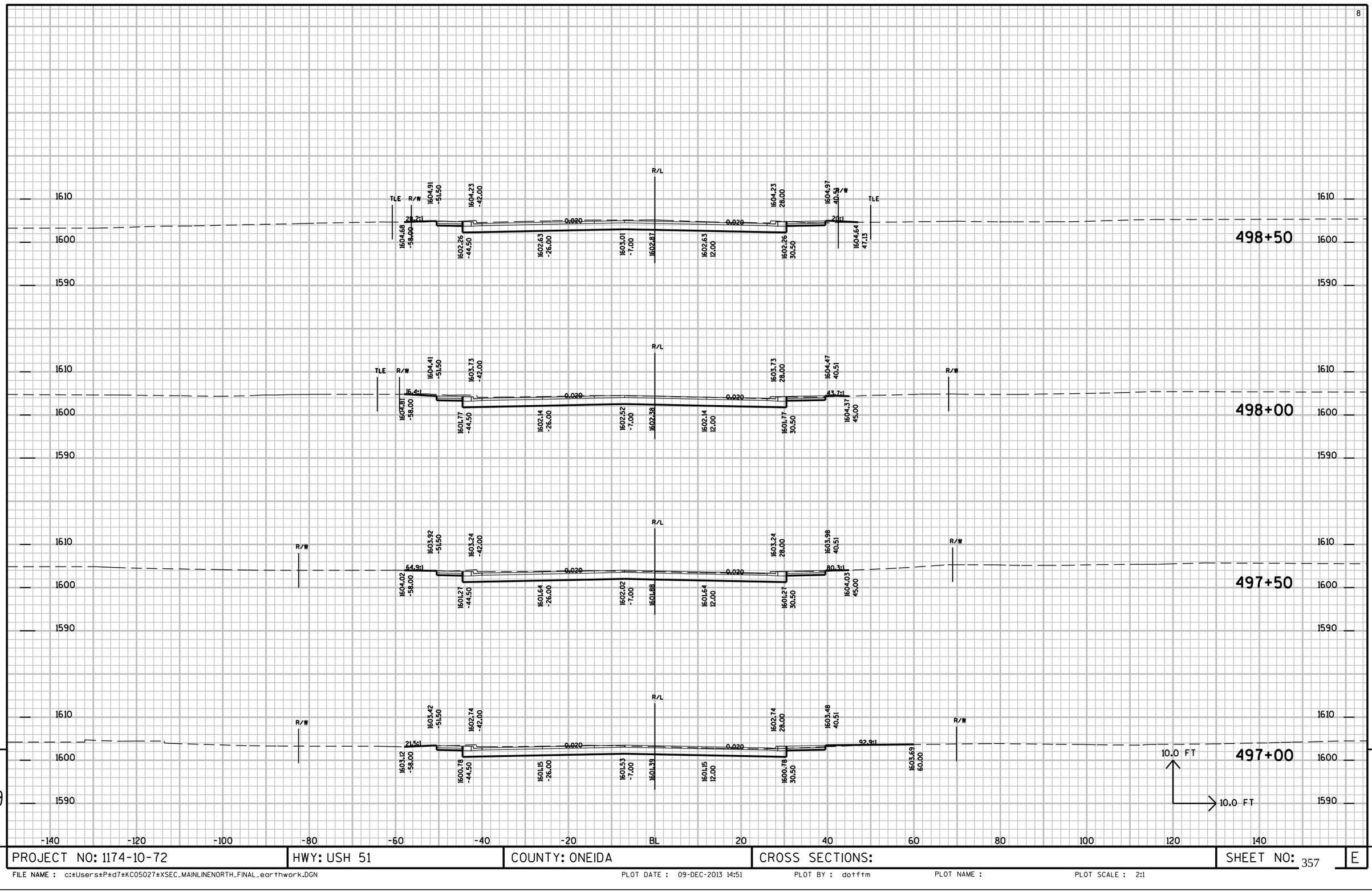
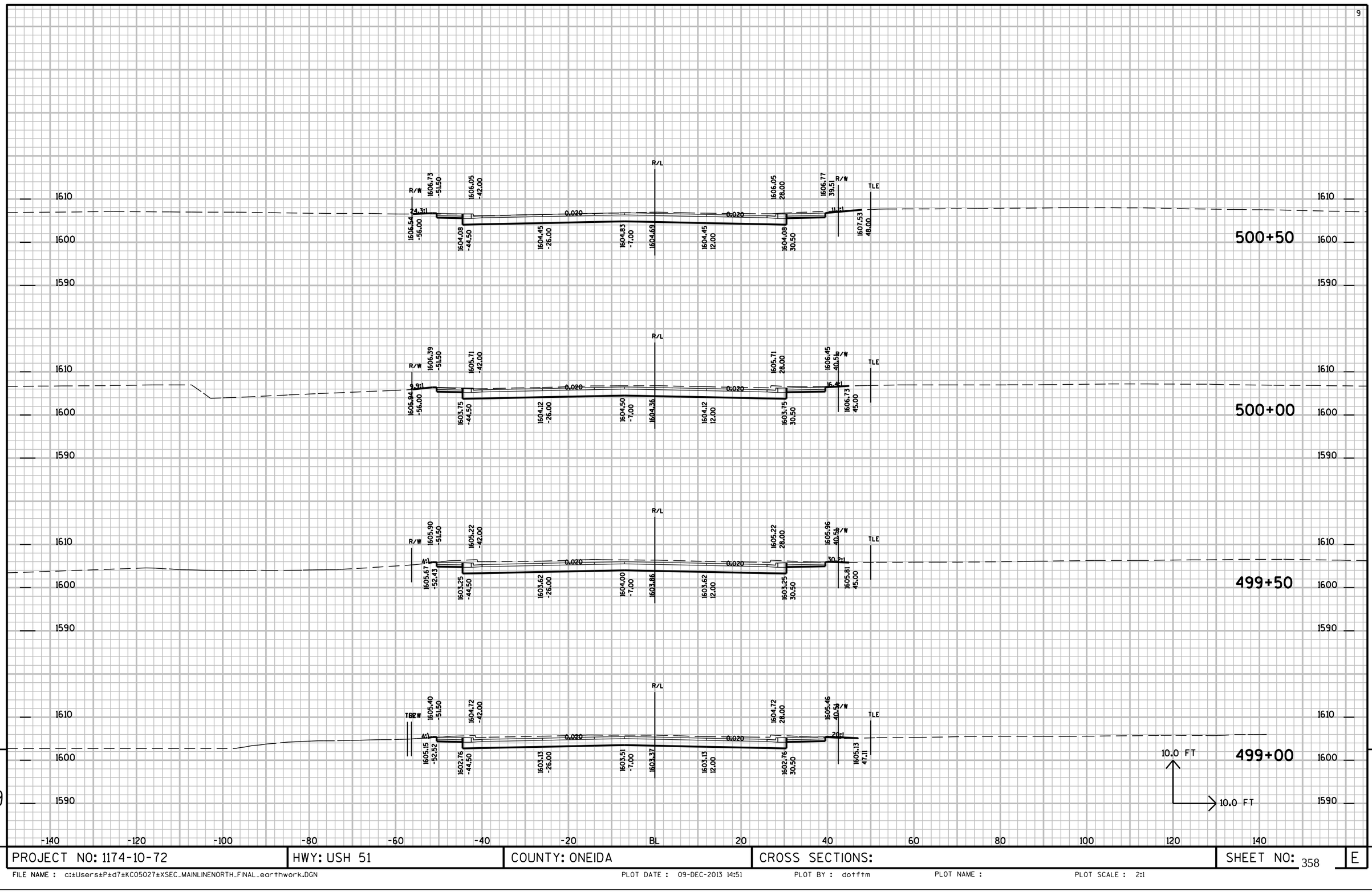
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 356	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:50 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



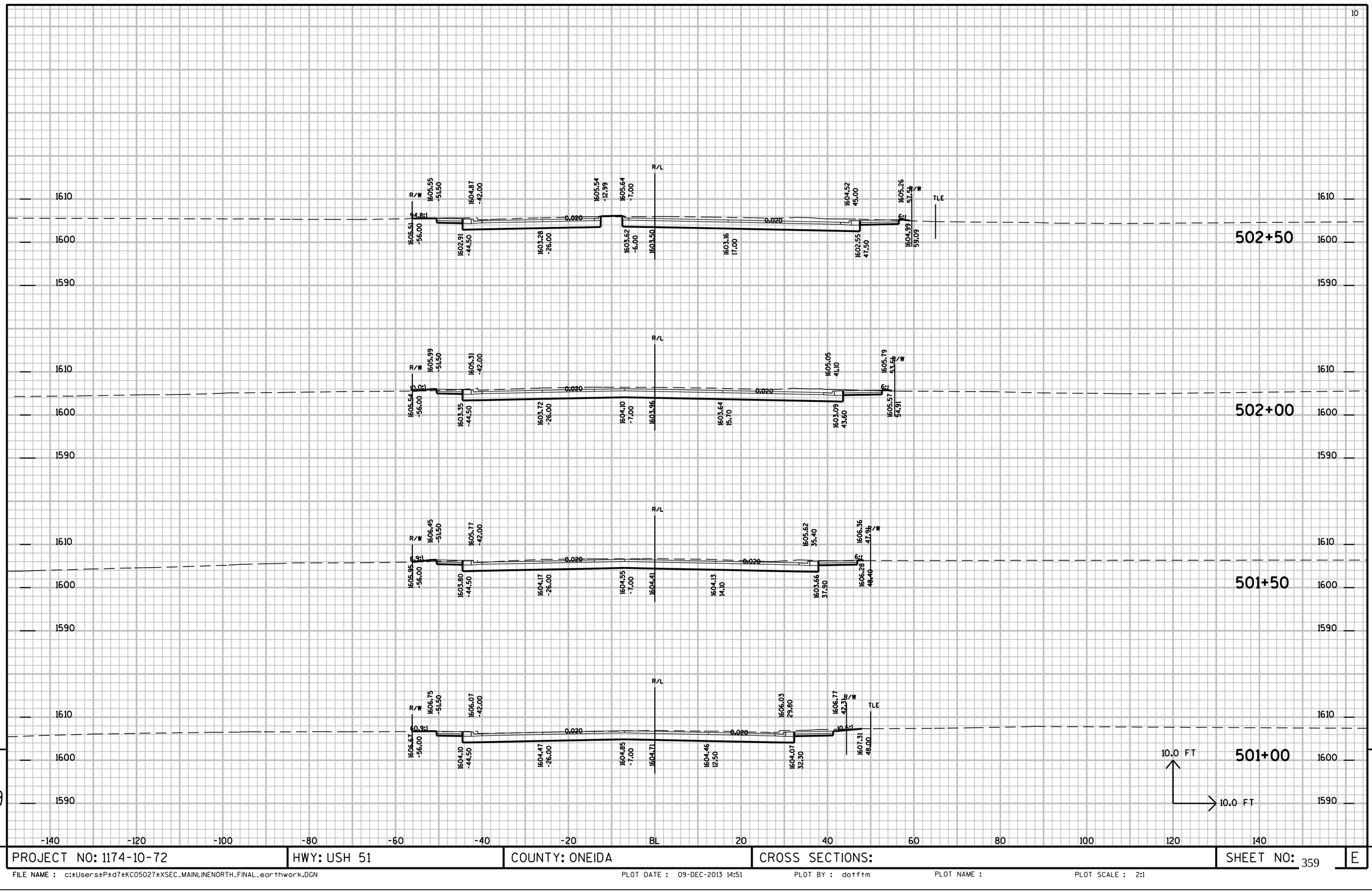
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 357	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 358 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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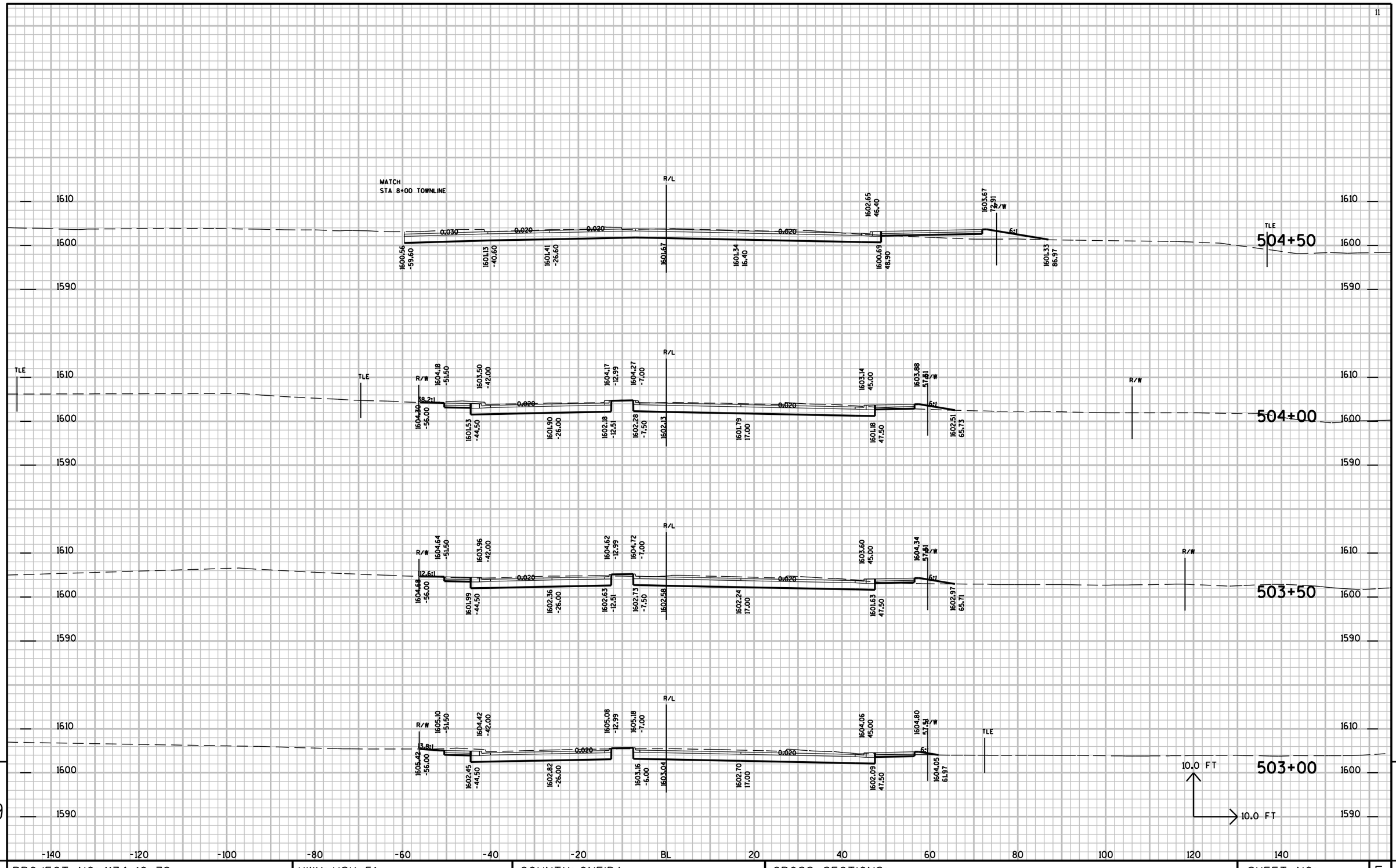
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 359	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 360	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1

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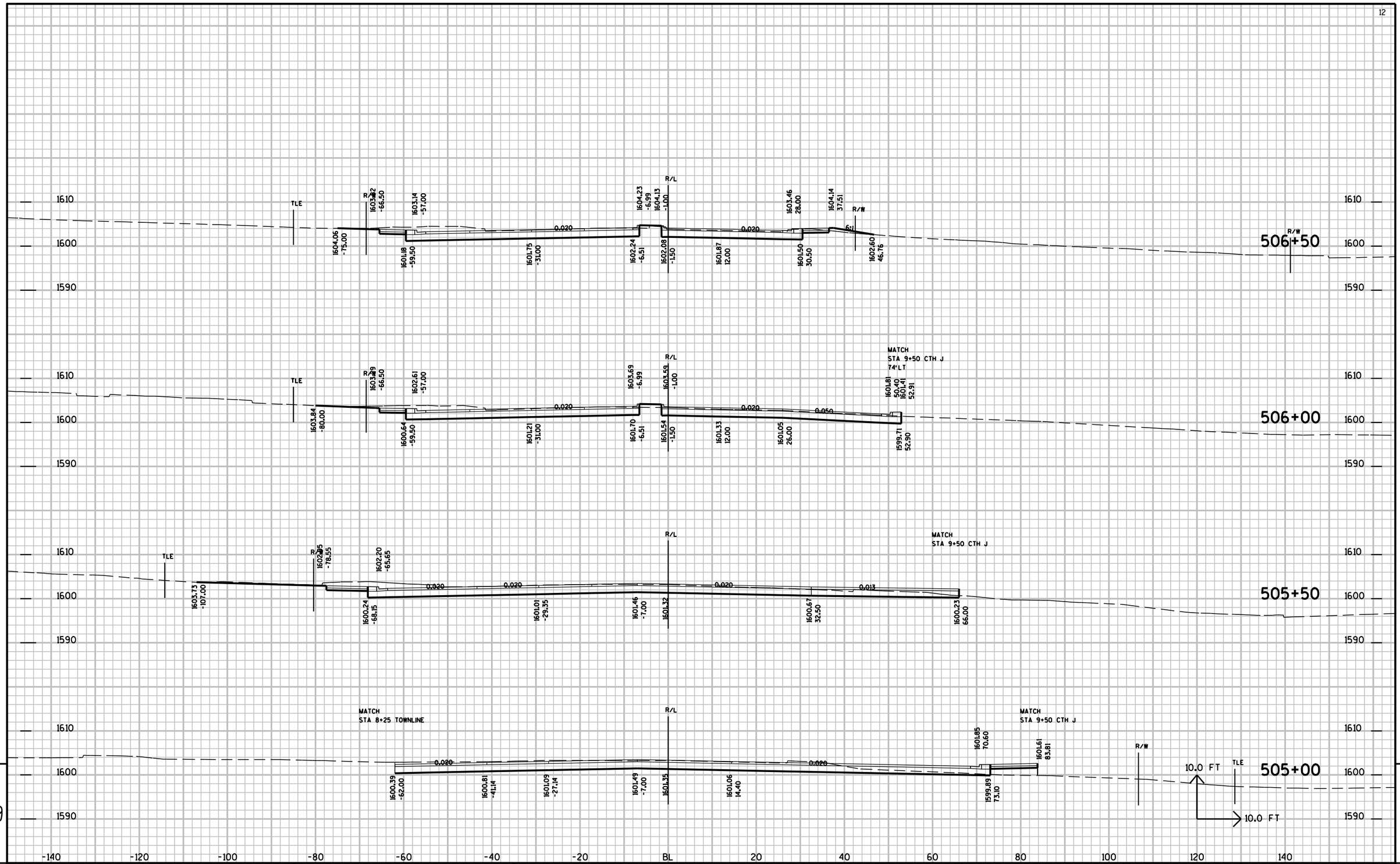

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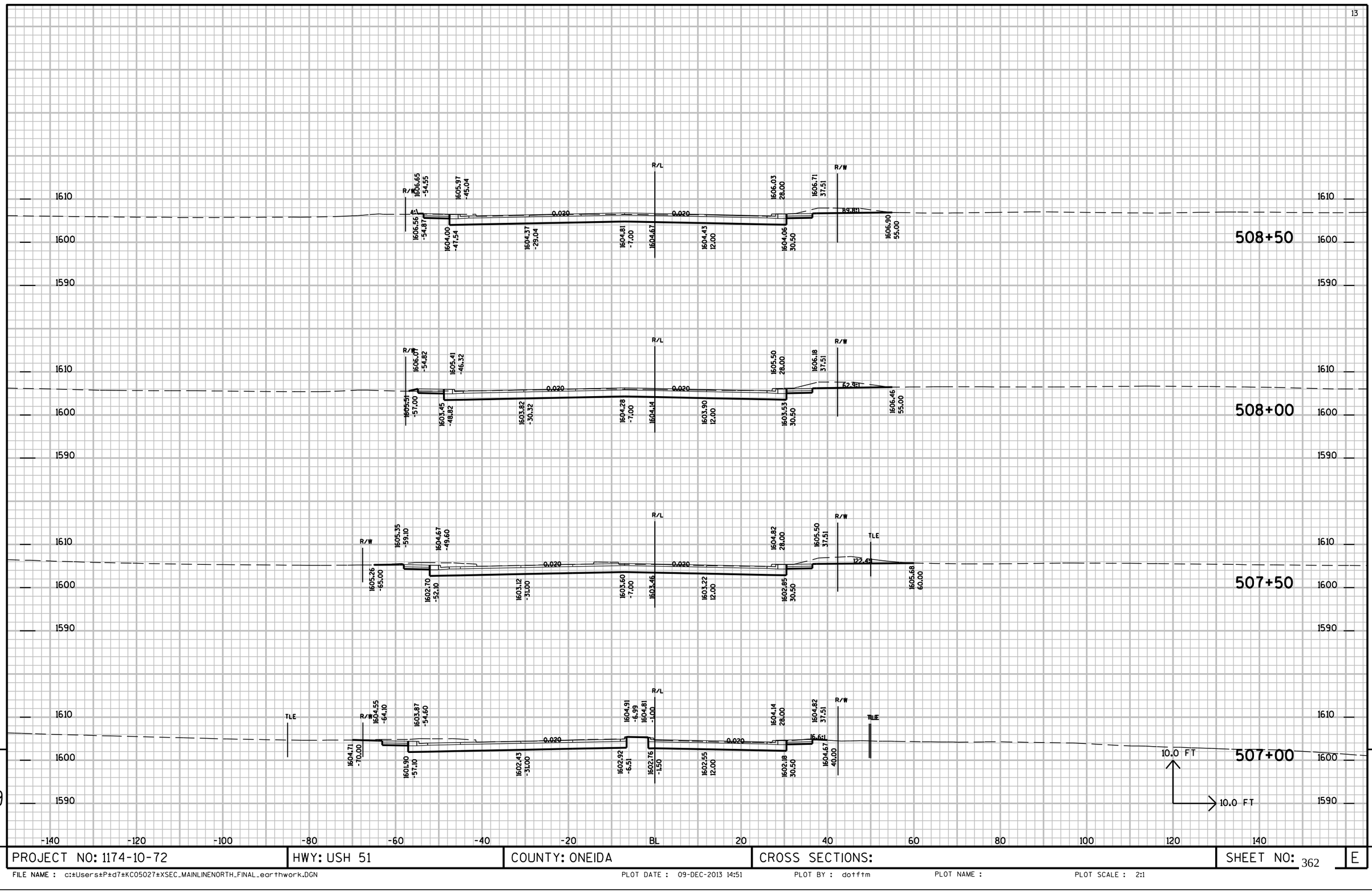
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 361	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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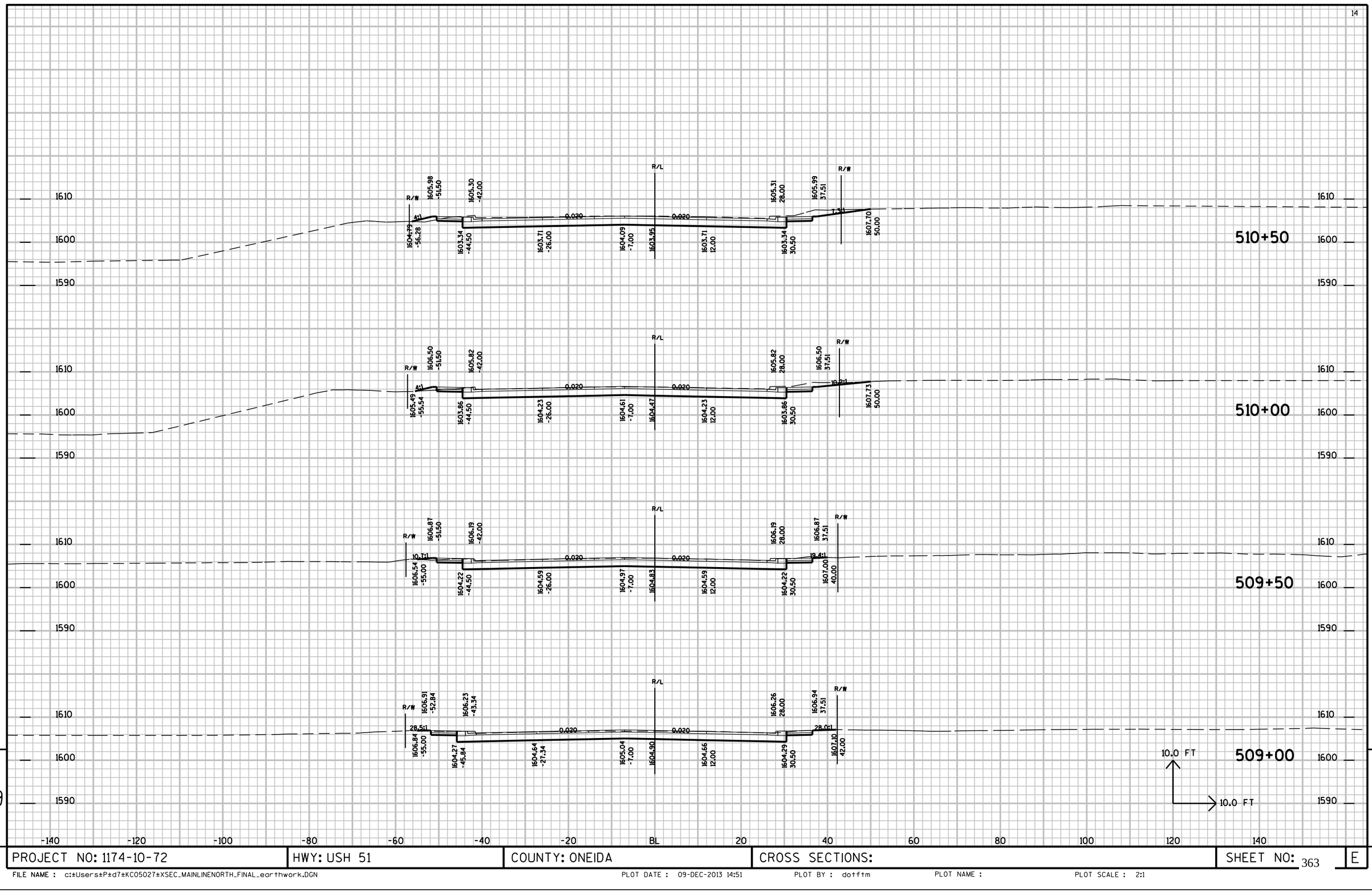
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 362	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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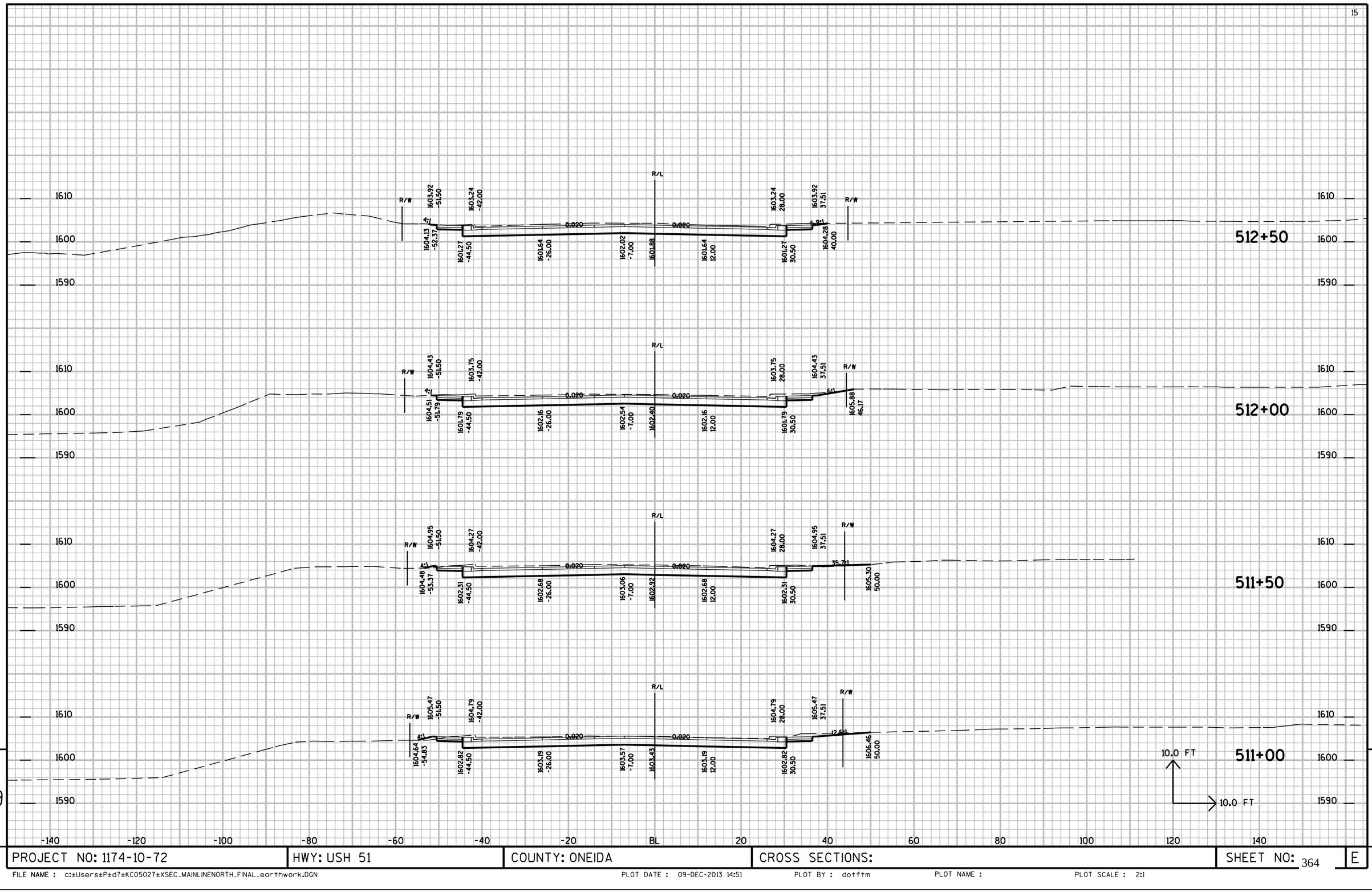
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 363	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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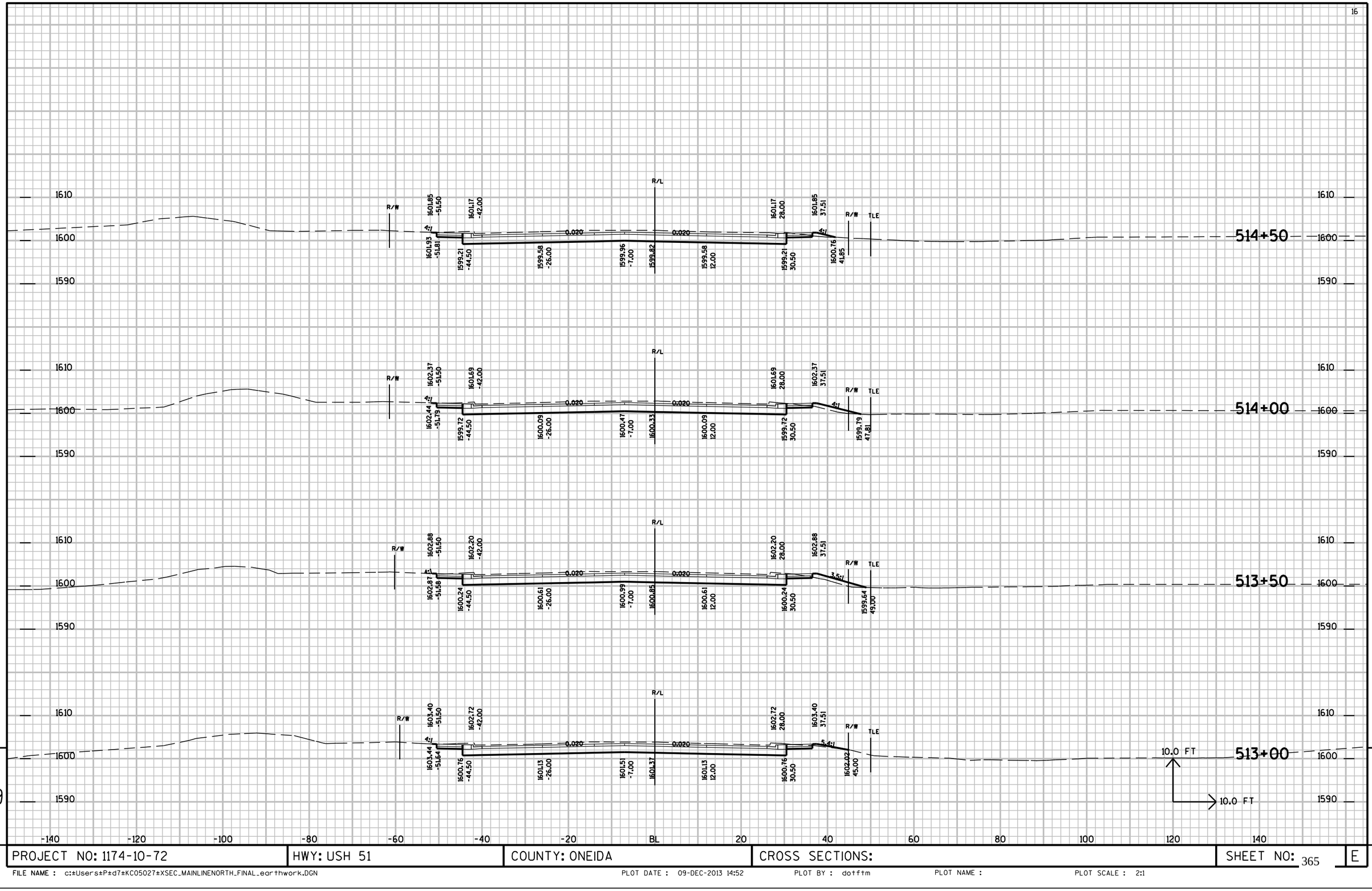
PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 364	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:51 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 365	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:52 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1

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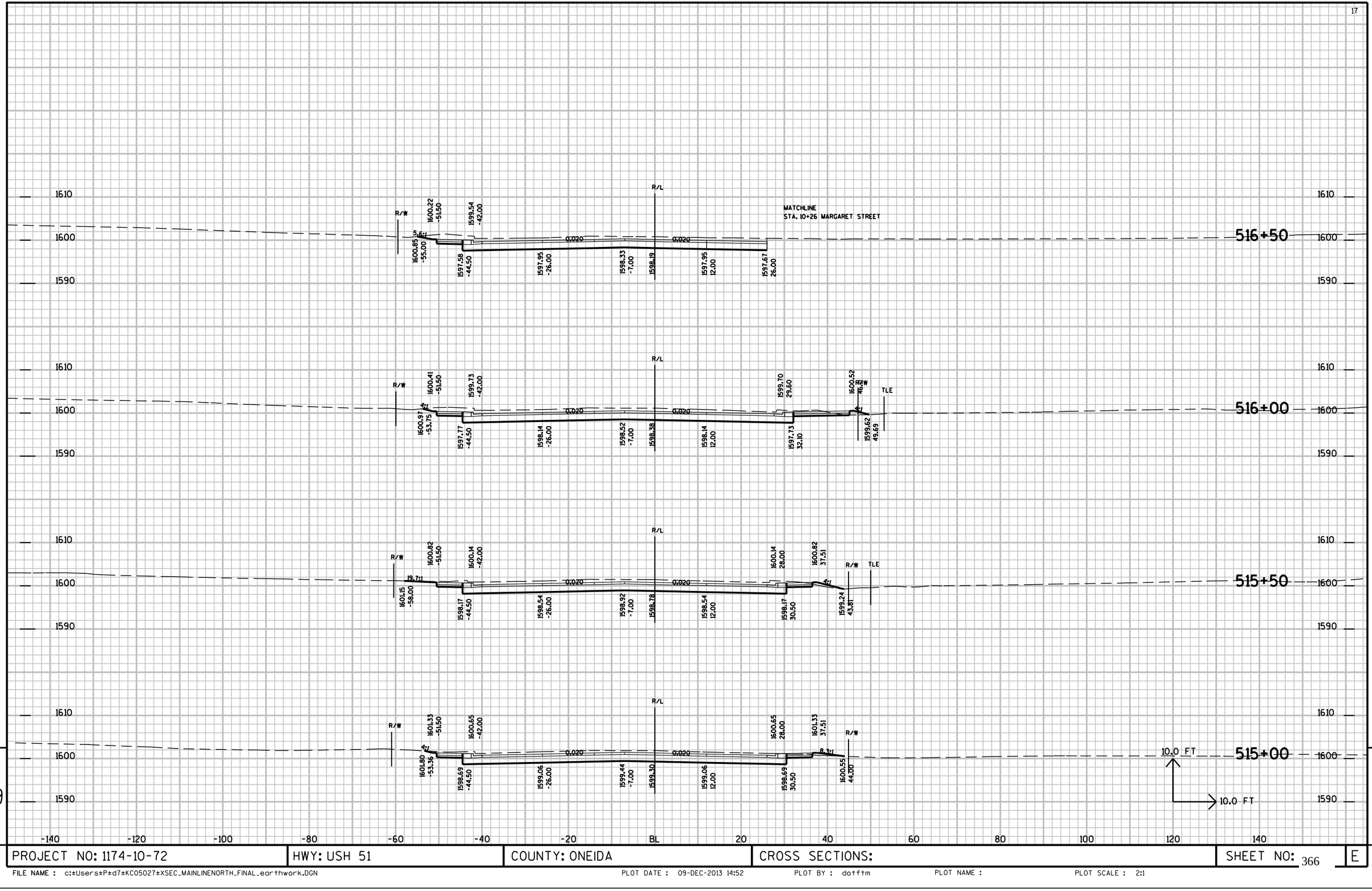
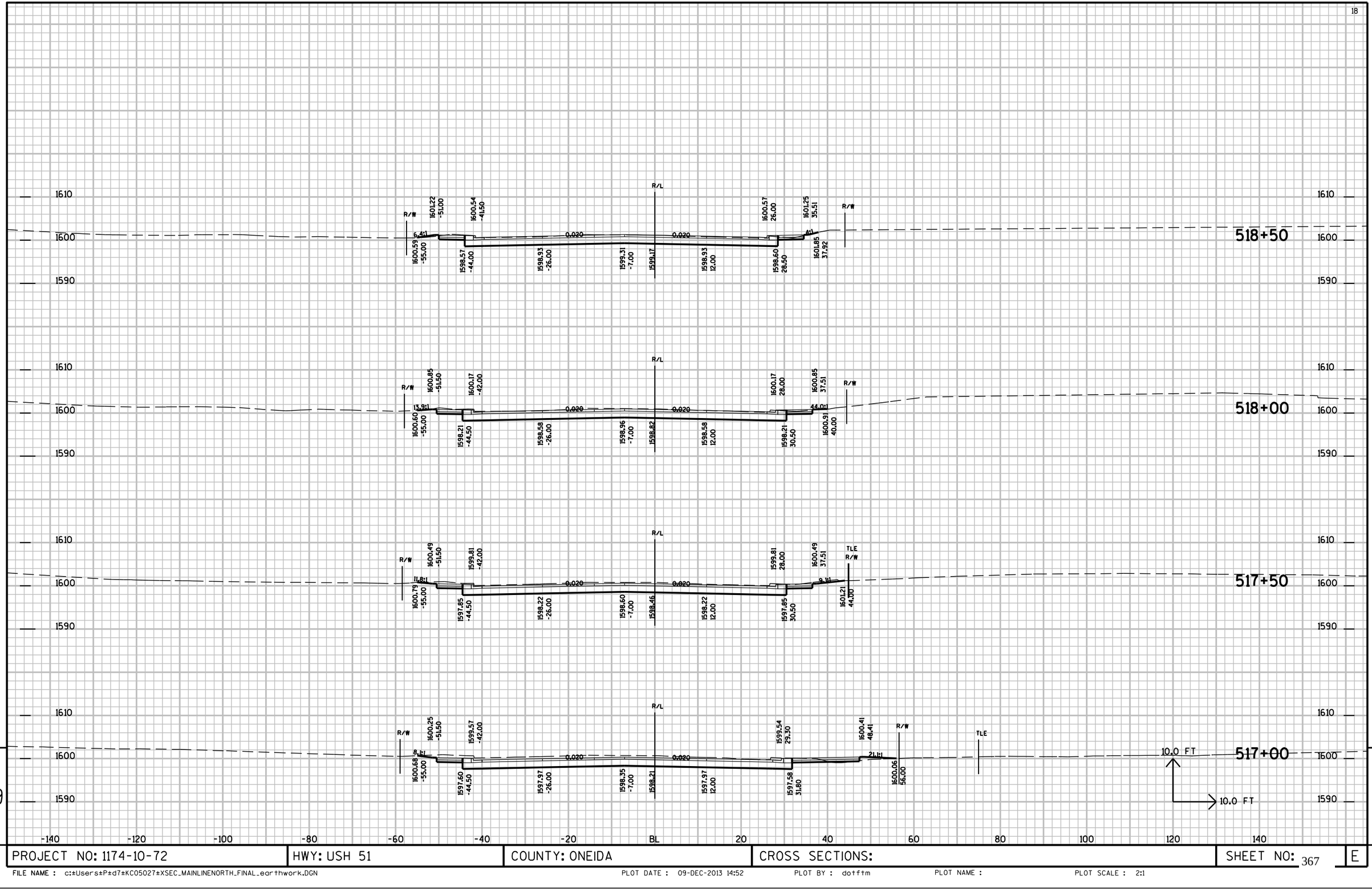


PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 366 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:52 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 367 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MAINLINENORTH_FINAL_earthwork.DGN PLOT DATE : 09-DEC-2013 14:52 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1

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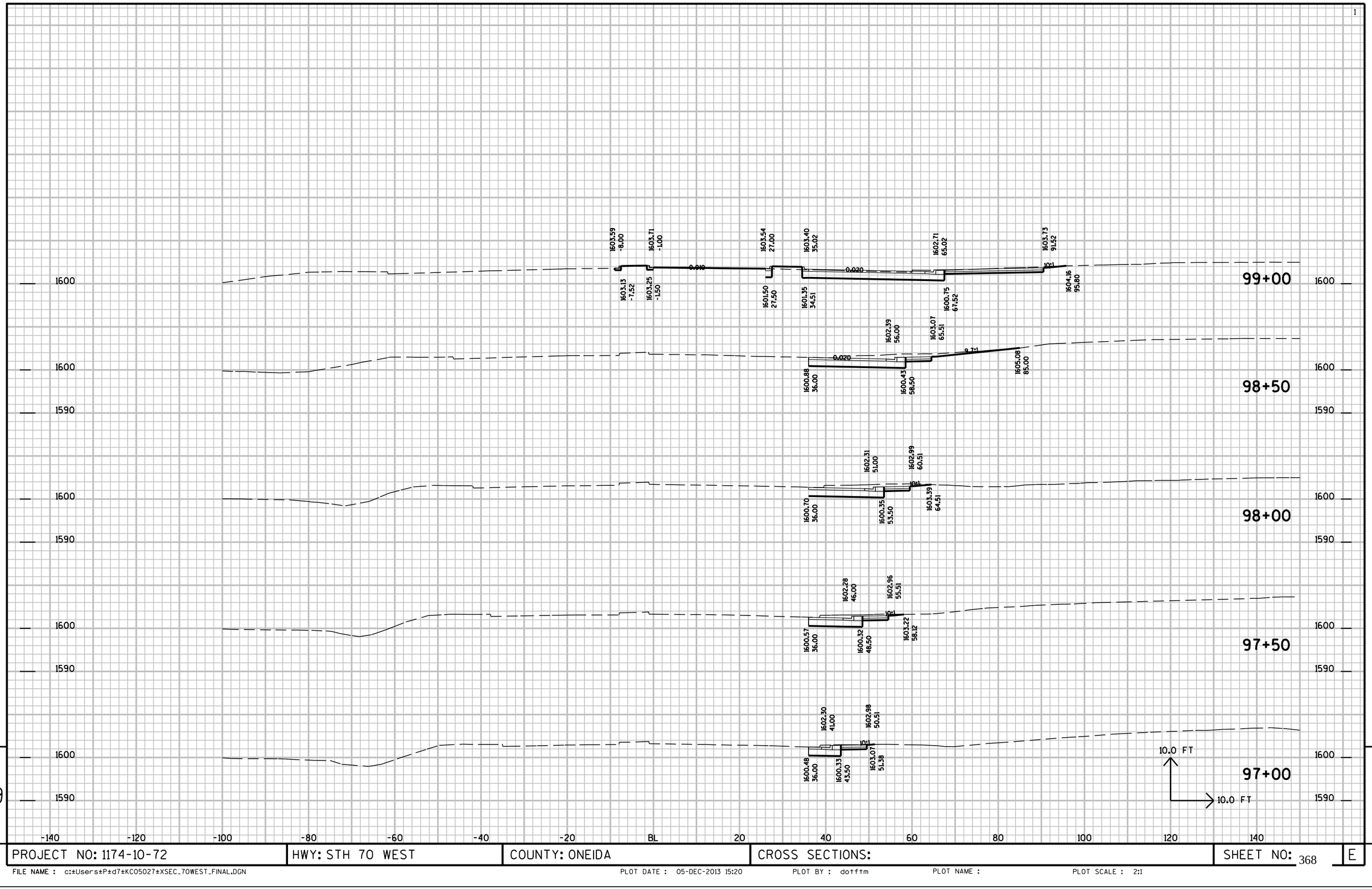

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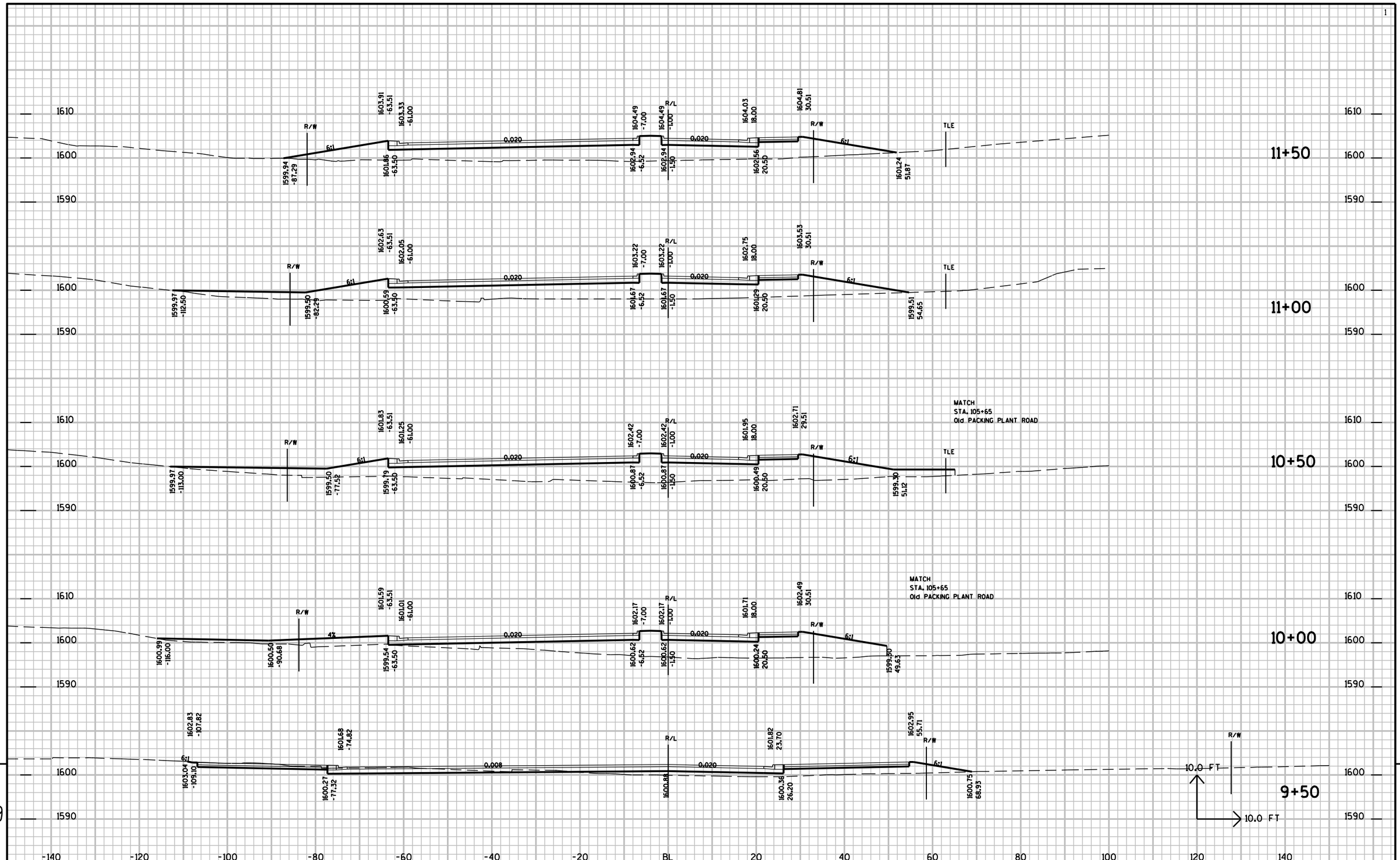
PROJECT NO: 1174-10-72	HWY: STH 70 WEST	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 368	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_70WEST_FINAL.DGN PLOT DATE : 05-DEC-2013 15:20 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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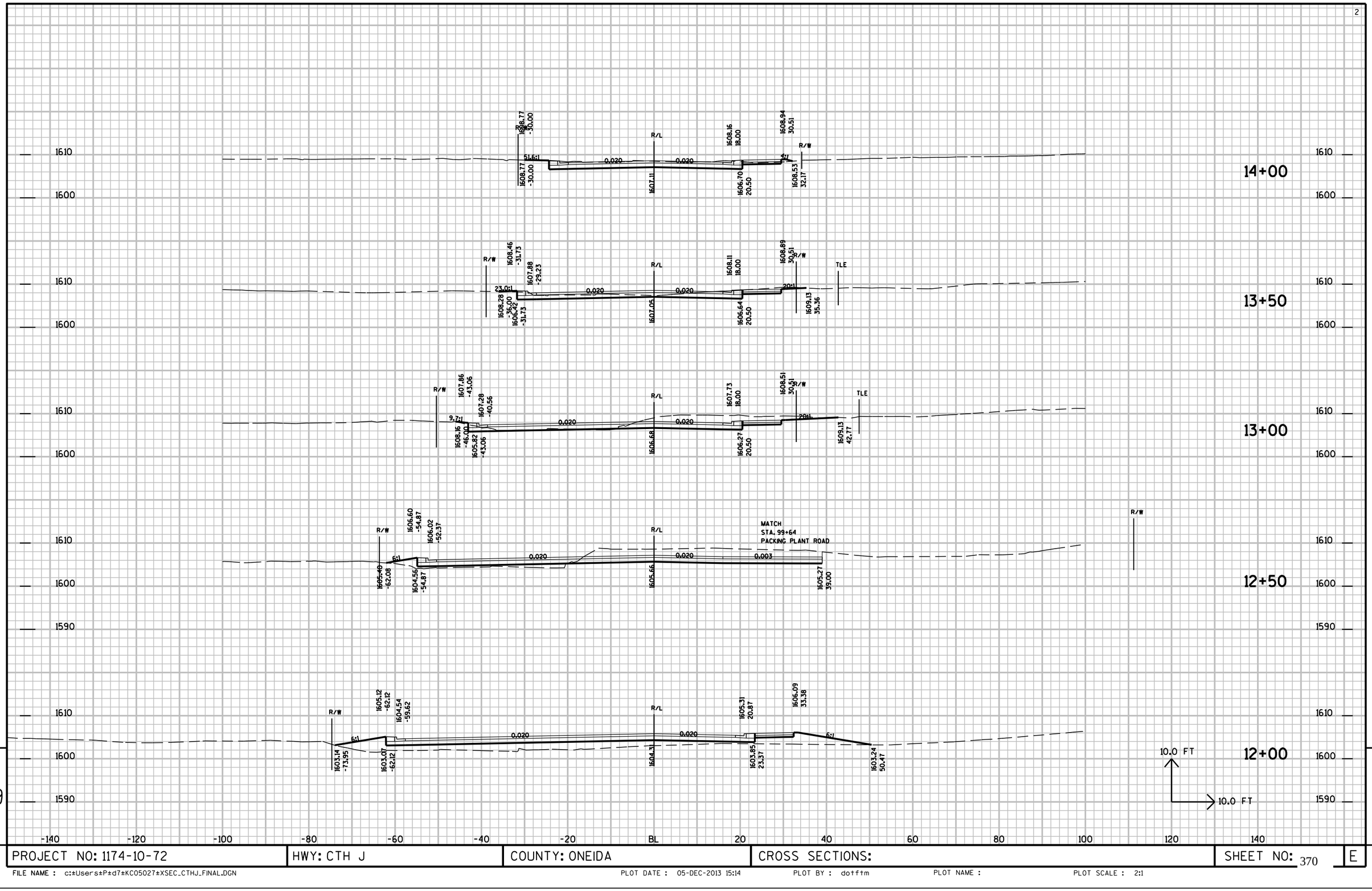
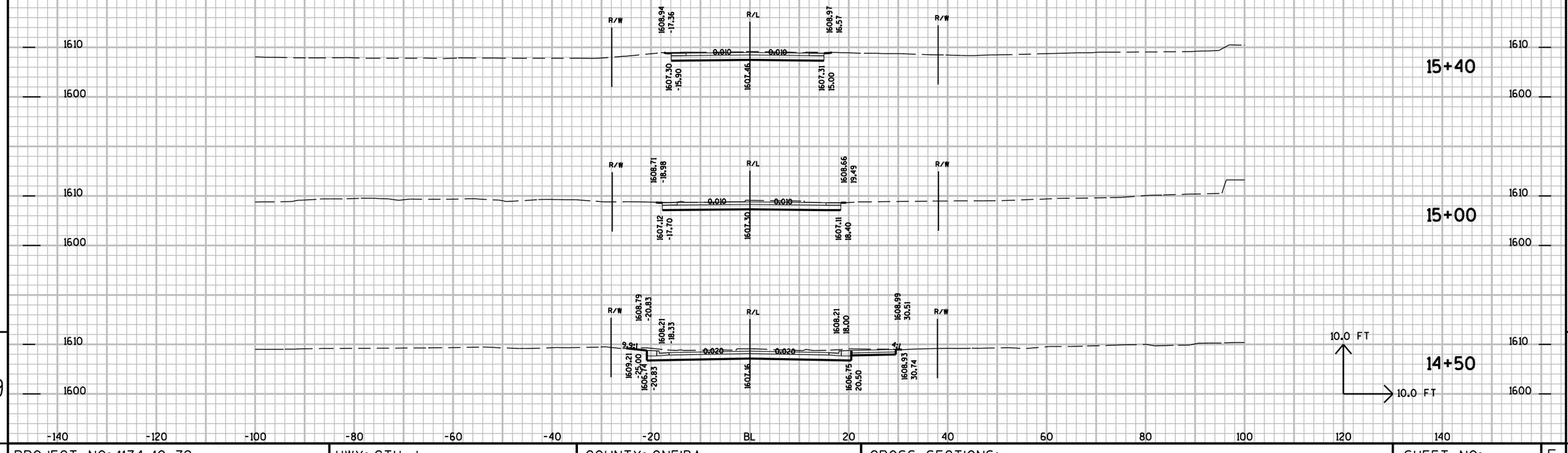
PROJECT NO: 1174-10-72	HWY: CTH J	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 369	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_CTHJ_FINAL.DGN PLOT DATE : 05-DEC-2013 15:14 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: CTH J	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 370	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_CTHJ_FINAL.DGN PLOT DATE : 05-DEC-2013 15:14 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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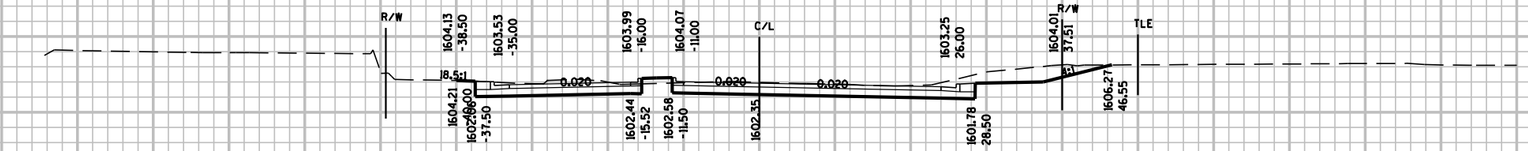
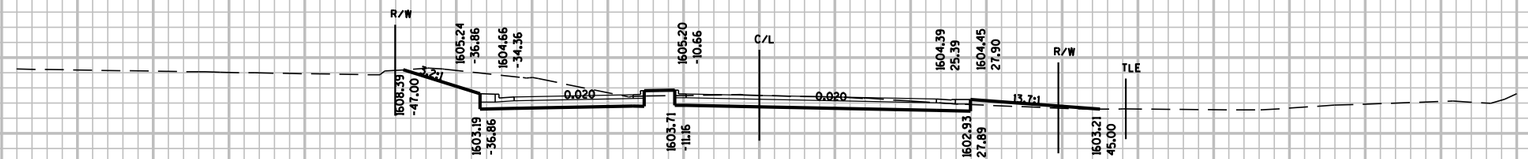
PROJECT NO: 1174-10-72	HWY: CTH J	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 371	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_CTHJ_FINAL.DGN PLOT DATE : 05-DEC-2013 15:14 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



7+00



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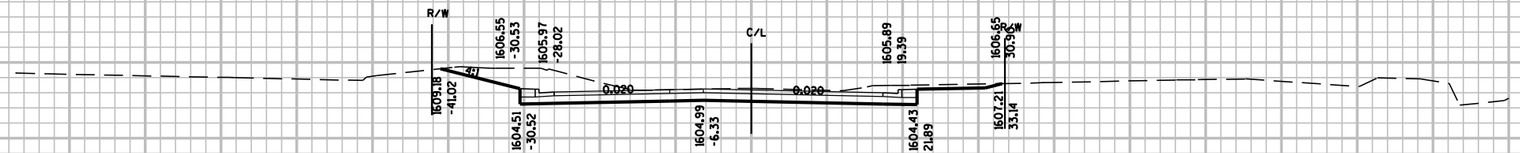

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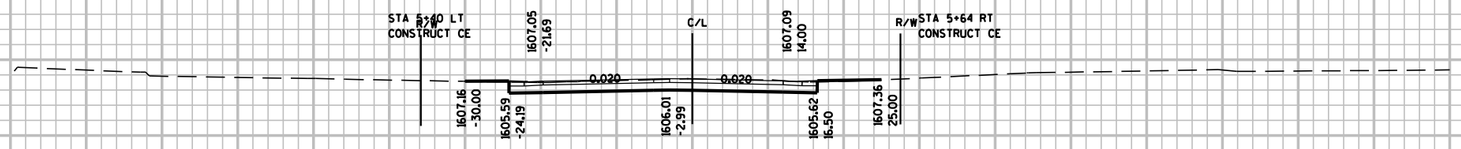

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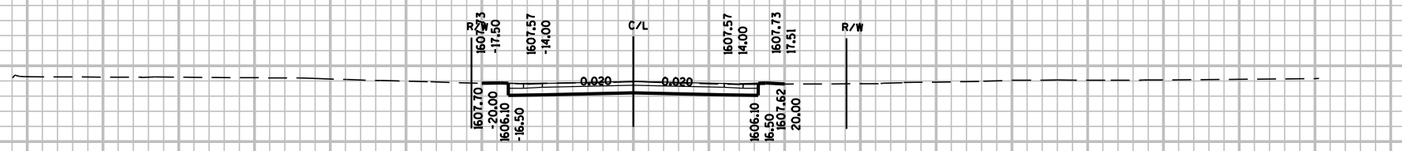

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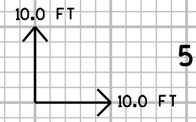

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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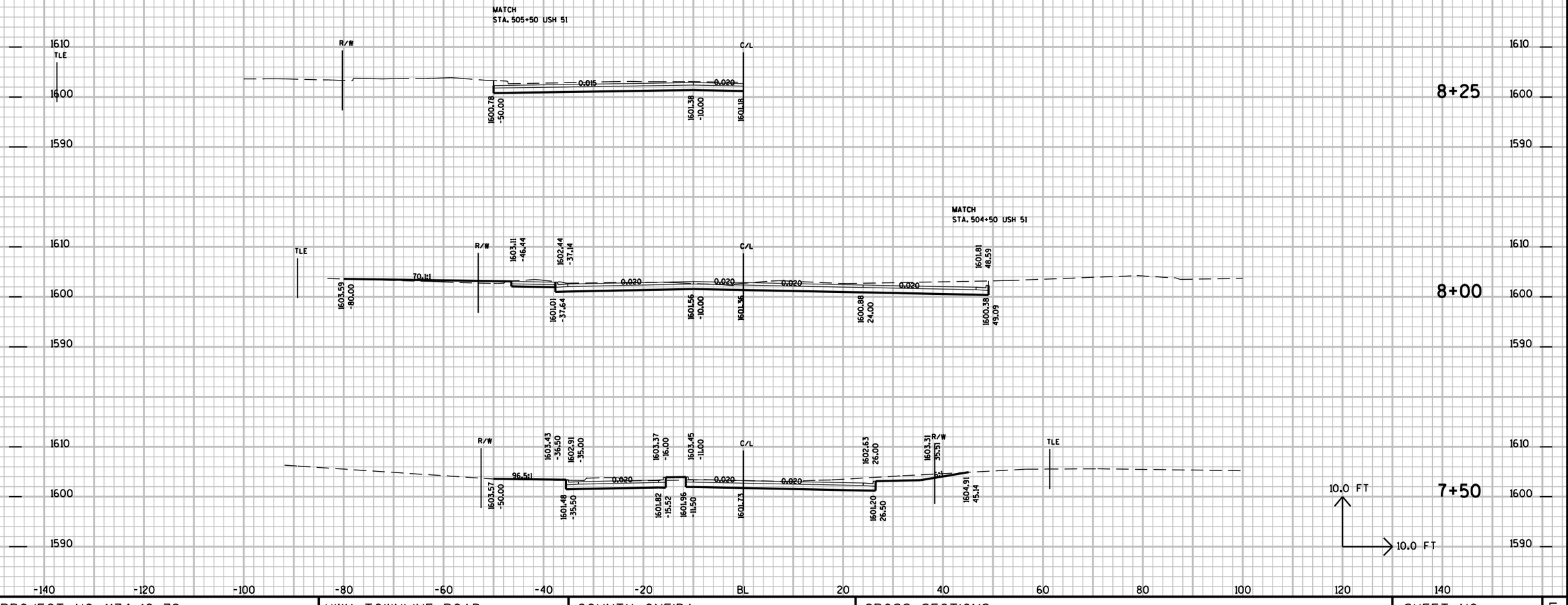
PROJECT NO: 1174-10-72	HWY: TOWNLINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 372	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC-TOWNLINE-FINAL.DGN PLOT DATE : 05-DEC-2013 13:40 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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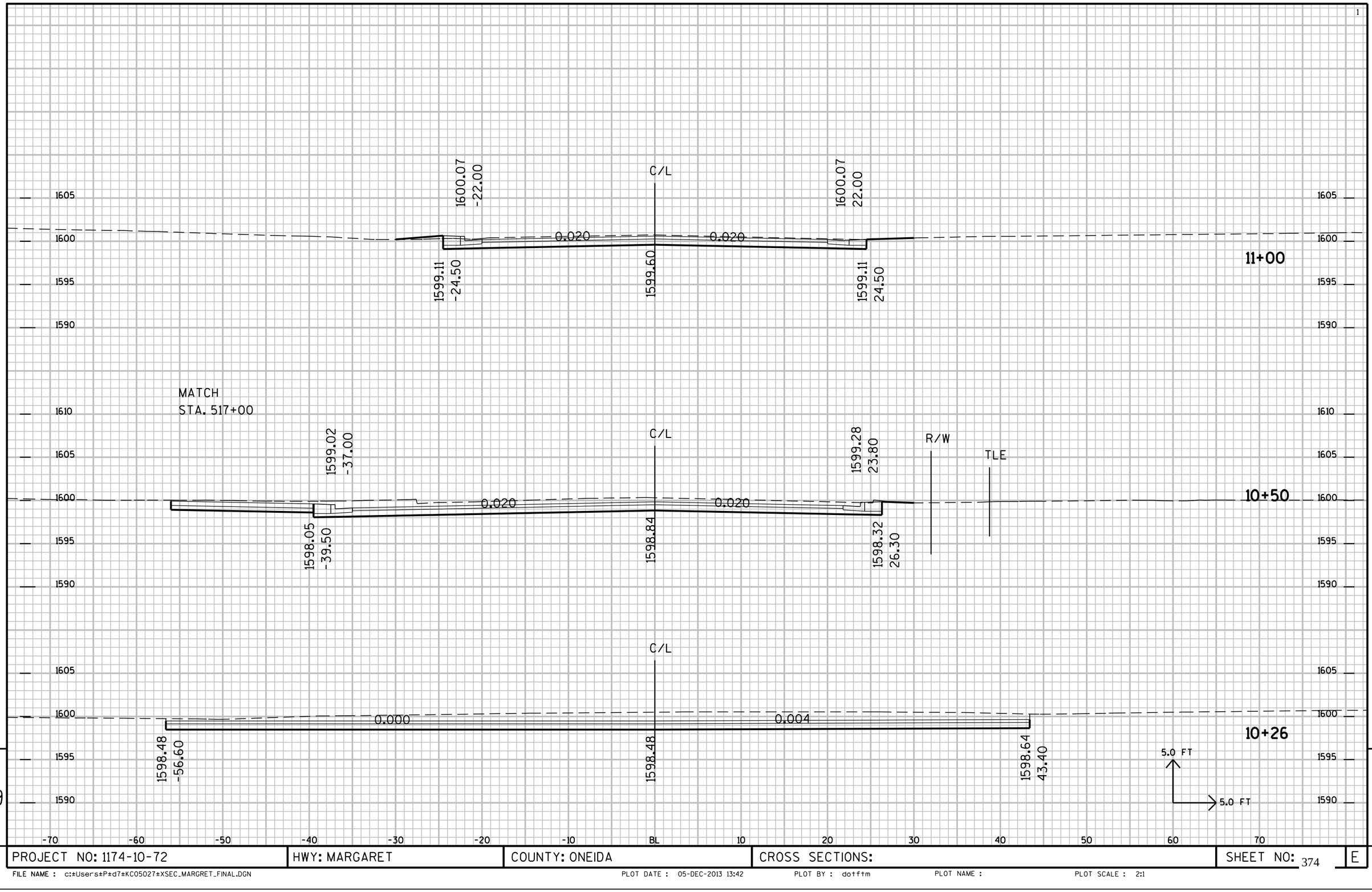
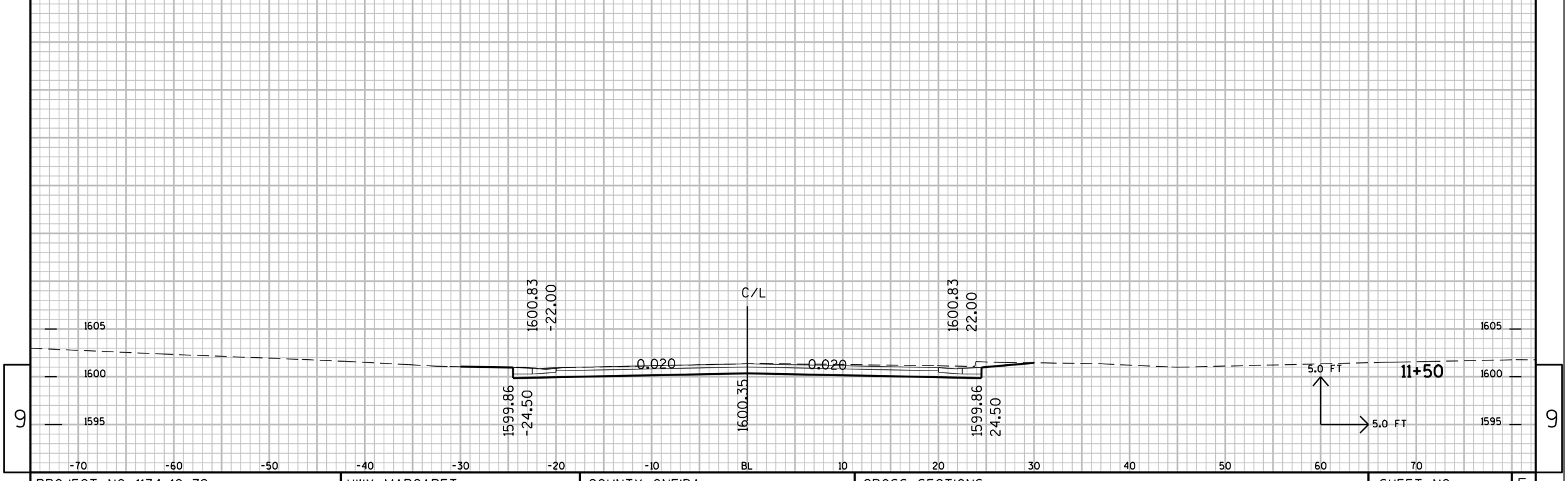
PROJECT NO: 1174-10-72	HWY: TOWNLINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 373	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC-TOWNLINE-FINAL.DGN PLOT DATE : 05-DEC-2013 13:40 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: MARGARET	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 374	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MARGRET_FINAL.DGN PLOT DATE : 05-DEC-2013 13:42 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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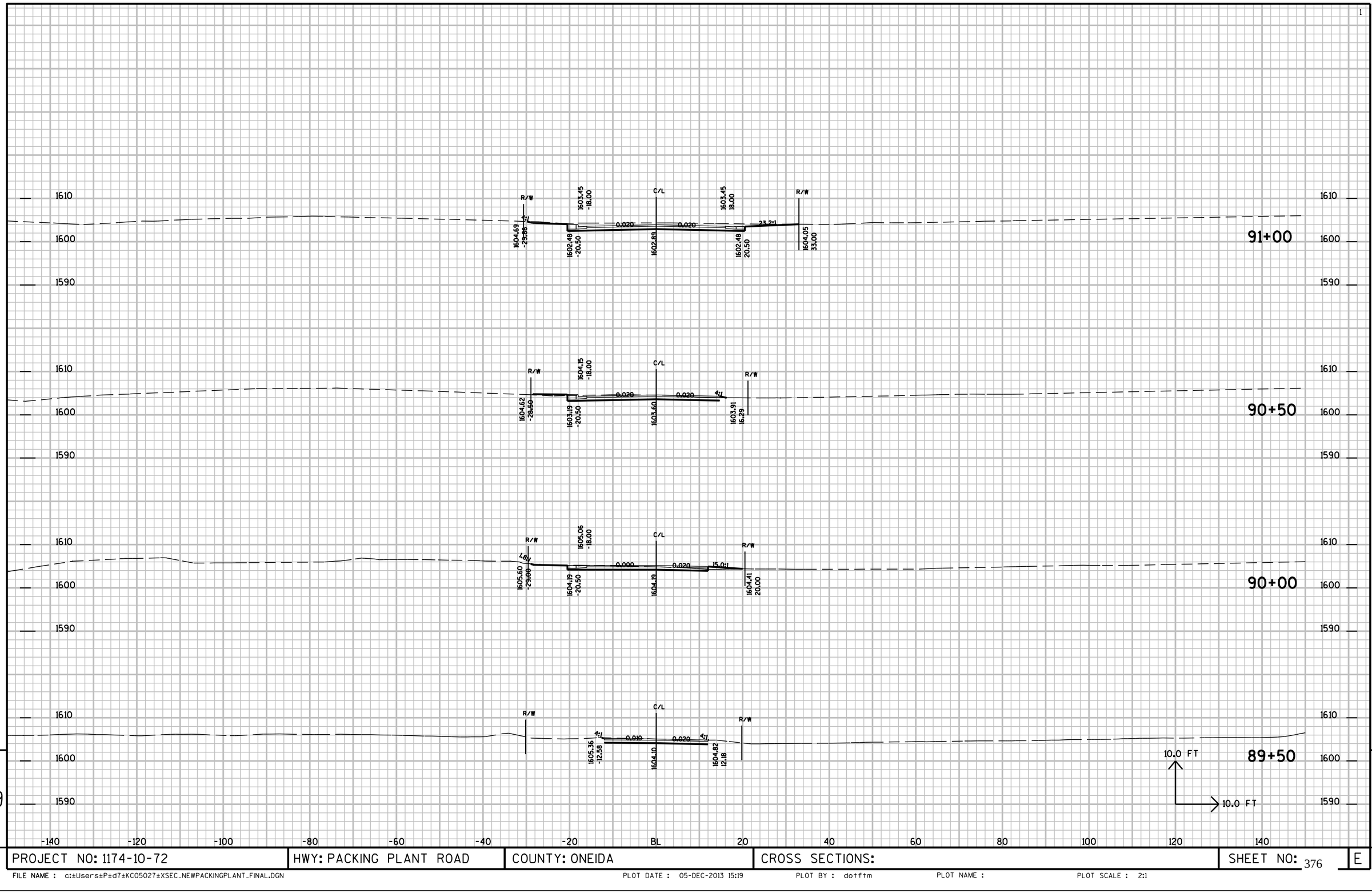
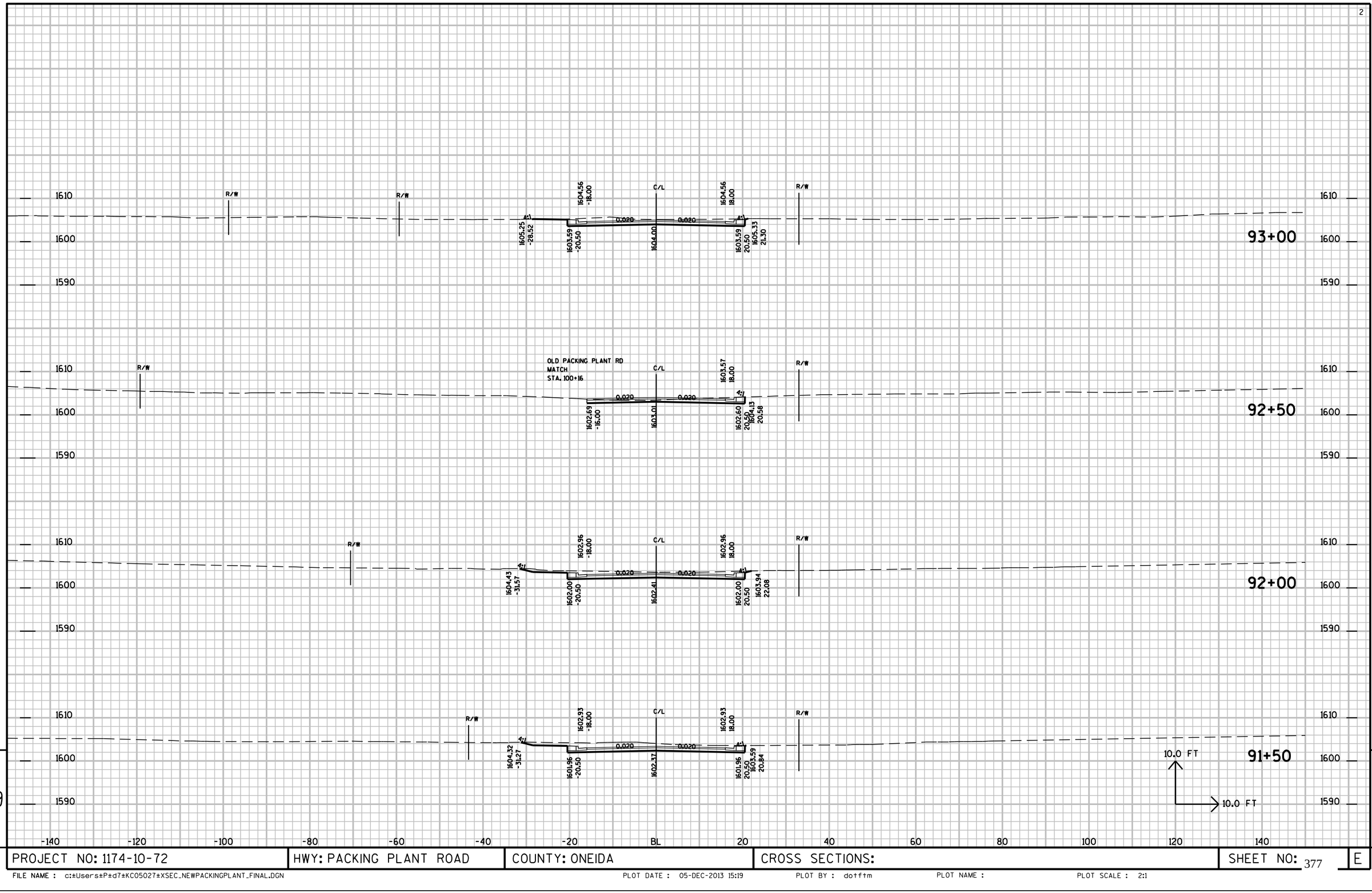
PROJECT NO: 1174-10-72	HWY: MARGARET	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 375	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_MARGRET_FINAL.DGN PLOT DATE : 05-DEC-2013 13:42 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



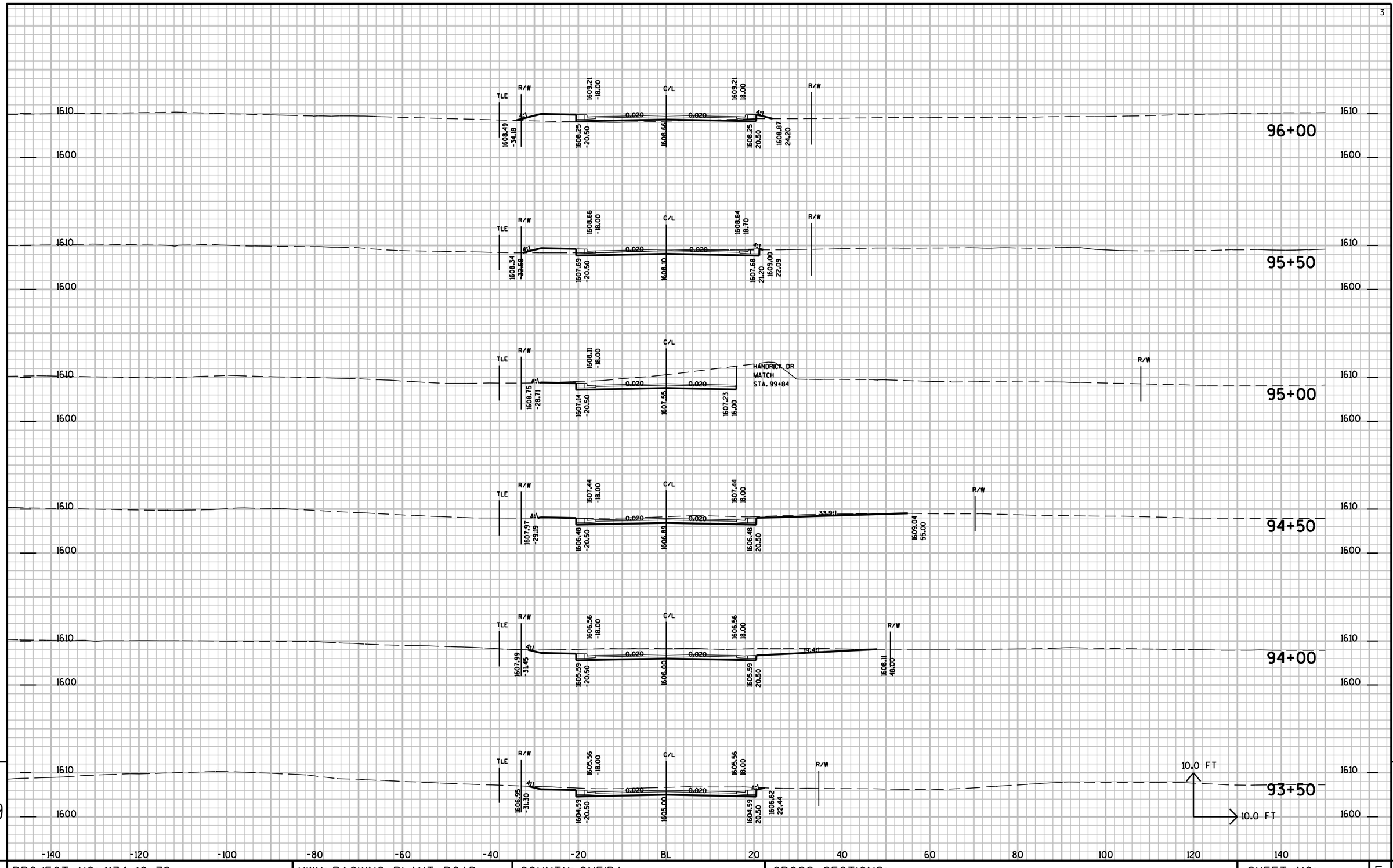
PROJECT NO: 1174-10-72	HWY: PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 376 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_NEWPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 377 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_NEWPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



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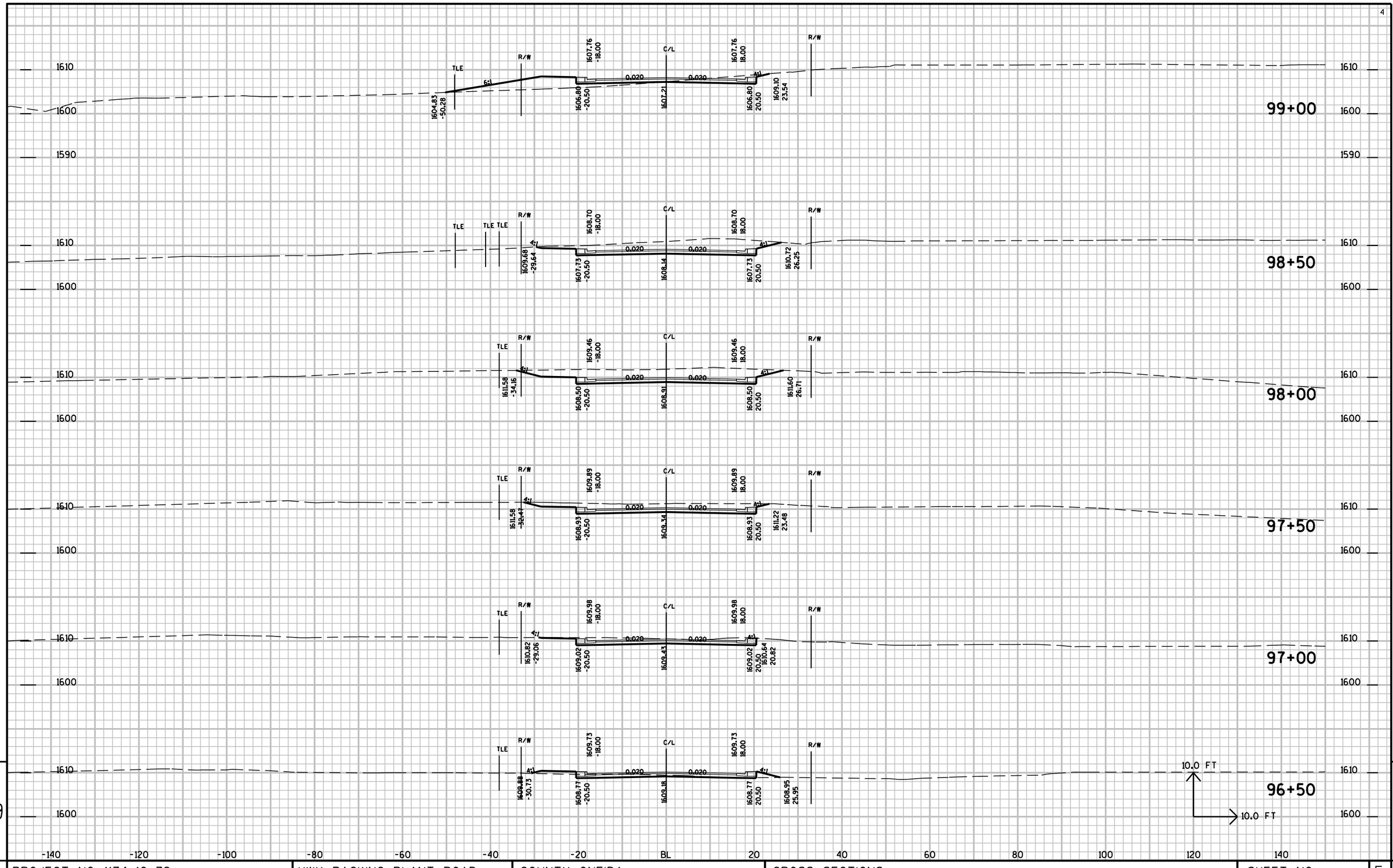
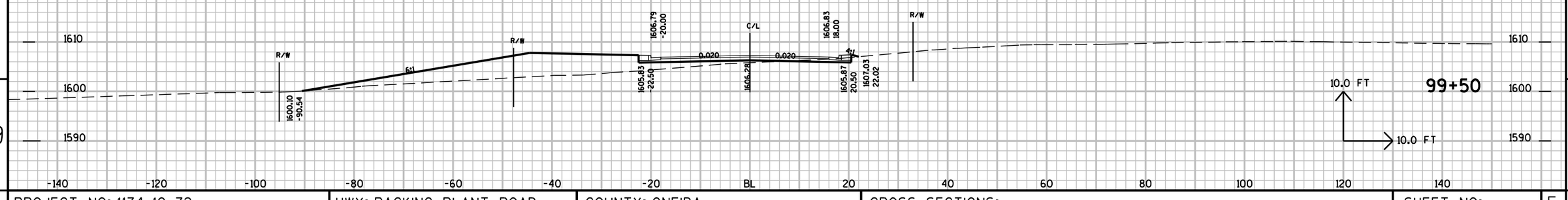
PROJECT NO: 1174-10-72	HWY: PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 378	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_NEWPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 379	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_NEWPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1

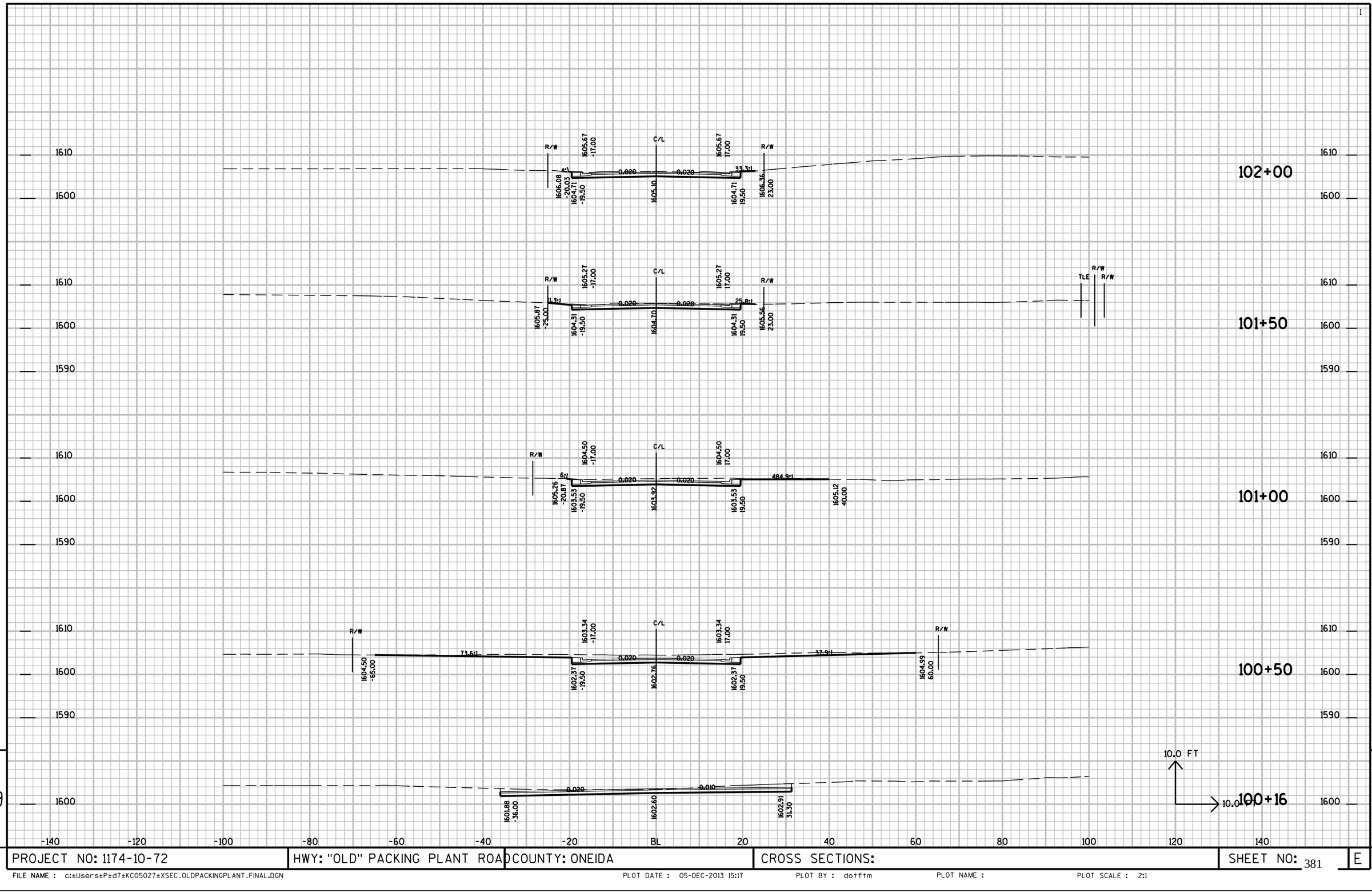


9

9

PROJECT NO: 1174-10-72	HWY: PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 380	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_NEWPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:19 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



9

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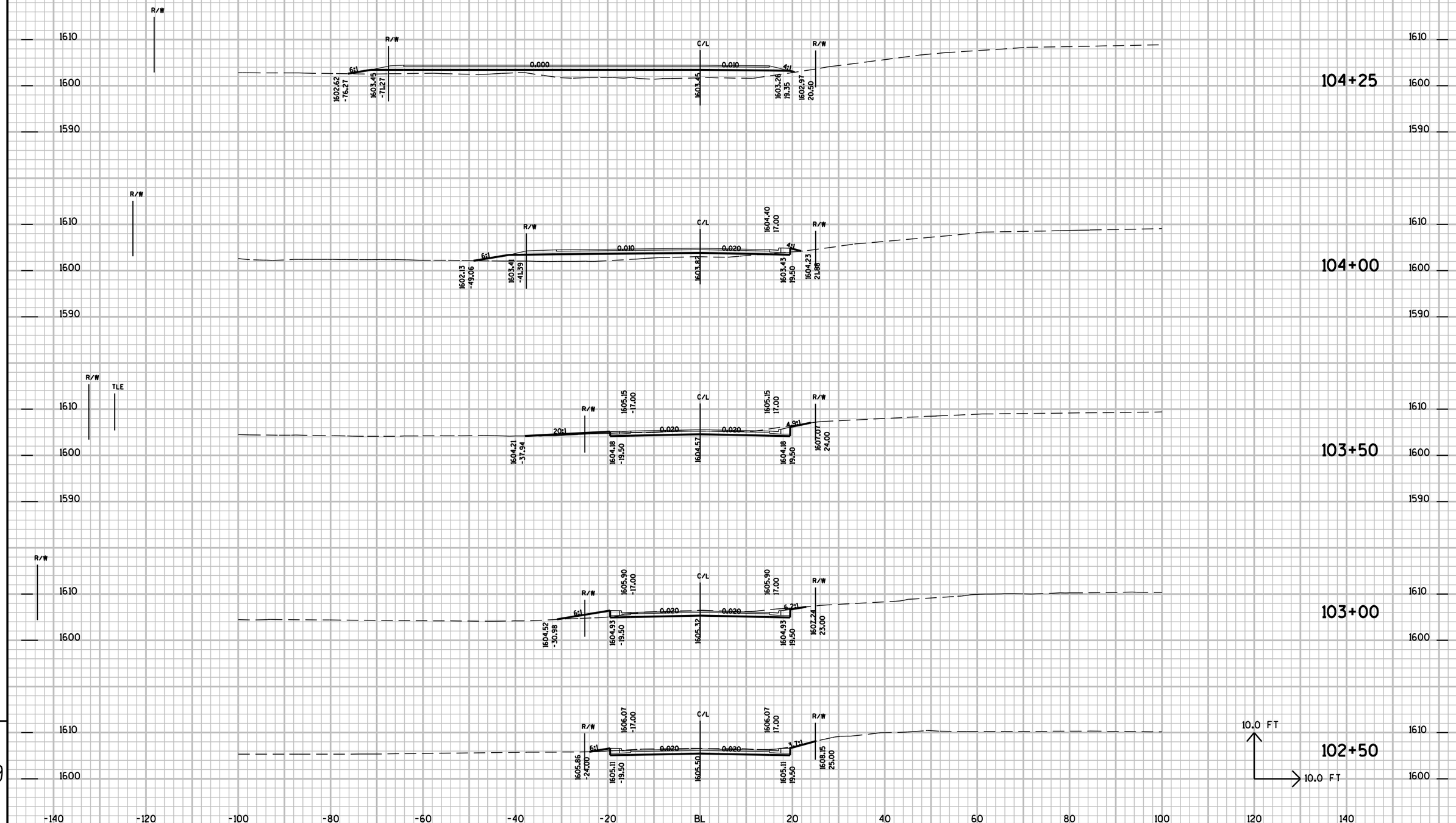
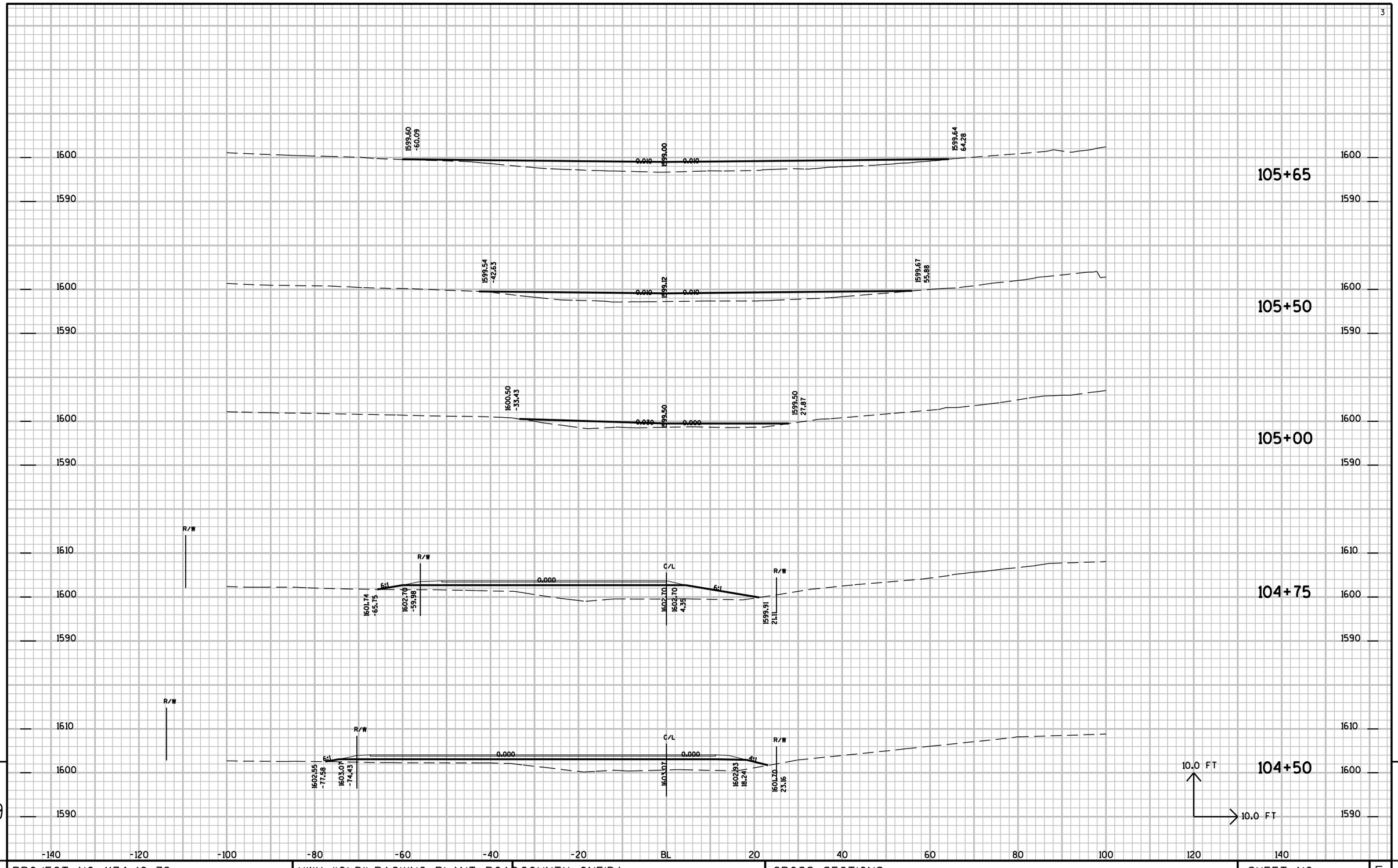
PROJECT NO: 1174-10-72	HWY: "OLD" PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 381	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_OLDPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:17 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



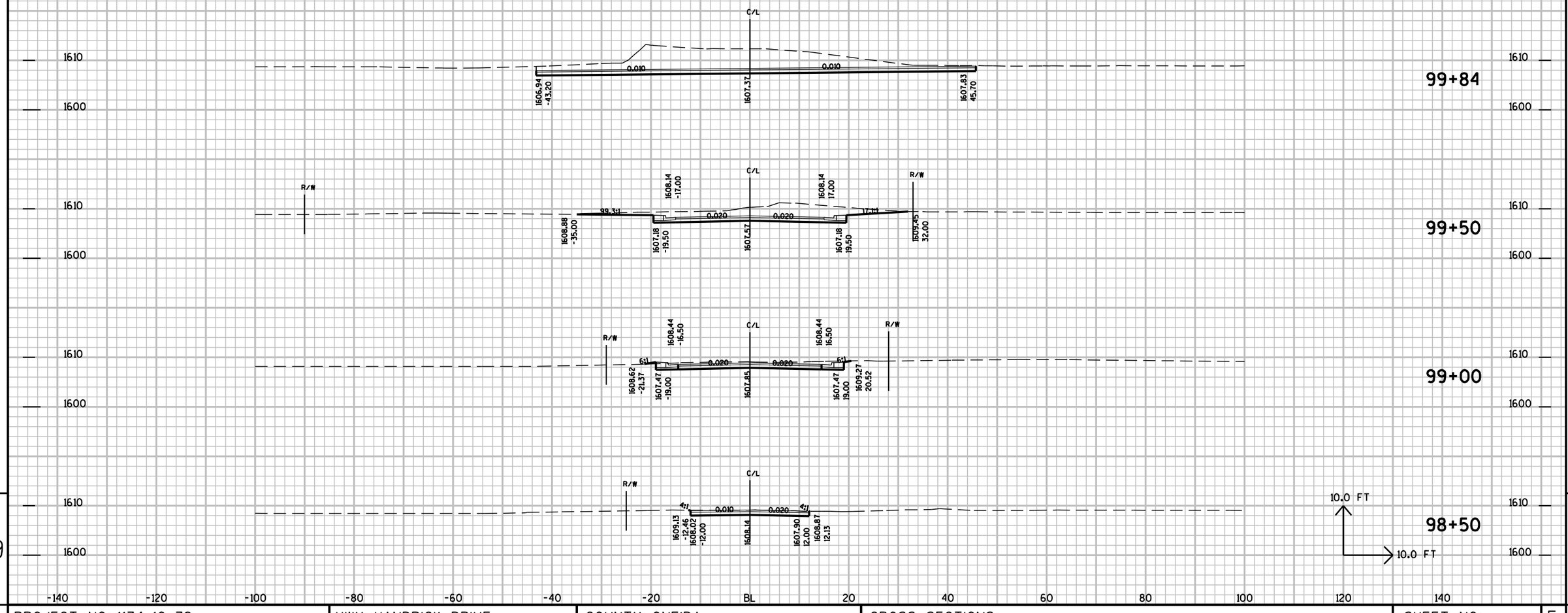
PROJECT NO: 1174-10-72	HWY: "OLD" PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 382	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_OLDPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:17 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: "OLD" PACKING PLANT ROAD	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 383 E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_OLDPACKINGPLANT_FINAL.DGN PLOT DATE : 05-DEC-2013 15:17 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1174-10-72	HWY: HANDRICK DRIVE	COUNTY: ONEIDA	CROSS SECTIONS:	SHEET NO: 384	E

FILE NAME : c:±Users±P±d7±KC05027±XSEC_HANDRICK_FINAL.DGN PLOT DATE : 05-DEC-2013 15:16 PLOT BY : dotftm PLOT NAME : PLOT SCALE : 2:1

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Notes

Wisconsin Department of Transportation

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